

**Final Environmental Assessment
Wiscasset Municipal Airport
Wiscasset, Maine**

The airport sponsor is preparing this Environmental Assessment (EA) to document potential impacts associated with acquiring aviation easements and mitigating off-airport vegetative obstructions to Runway 07/25 protected airspace.

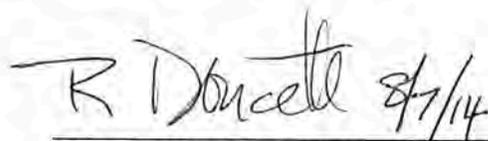


Prepared for:
The Town of Wiscasset and the
Wiscasset Municipal Airport

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July 2014

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


Responsible FAA Official Date

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Table of Contents

1.0 PURPOSE AND NEED 1.1

1.1 INTRODUCTION 1.1

1.2 PURPOSE AND NEED..... 1.1

1.3 SCOPE 1.1

2.0 DESCRIPTION OF PROPOSED ACTIONS 2.3

2.1 INTRODUCTION 2.3

2.2 ACQUISITION OF AVIGATION EASEMENTS 2.3

2.3 MITIGATING VEGETATIVE OBSTRUCTIONS 2.4

3.0 ALTERNATIVES 3.6

3.1 INTRODUCTION 3.6

3.2 DESCRIPTION OF ALTERNATIVES 3.6

3.2.1 Alternative 1 – Existing Conditions: No Action 3.6

3.2.2 Alternative 2 – Runway 07/25 Easement Acquisition and
Obstruction Removal-Full Clear 3.7

3.2.3 Alternative 3 – Runway 07/25 Easement Acquisition and
Obstruction Removal and Lighting Plan 3.8

3.3 SUMMARY OF ALTERNATIVES 3.9

4.0 EXISTING CONDITIONS 4.11

4.1 AIRPORT LOCATION AND VICINITY 4.11

4.2 EXISTING FACILITIES 4.11

4.3 VICINITY LAND USE AND ZONING 4.11

4.4 PLANNED DEVELOPMENT 4.12

4.5 NATURAL ENVIRONMENT 4.12

5.0 ENVIRONMENTAL CONSEQUENCES 5.14

5.1 INTRODUCTION 5.14

5.2 AIR QUALITY 5.14

5.3 COASTAL RESOURCES 5.15

5.4 COMPATIBLE LAND USE 5.16

5.5 CONSTRUCTION IMPACTS 5.16

5.6 DEPARTMENT OF TRANSPORTATION ACT: SEC 4(F) 5.17

5.7 FARMLANDS 5.17

5.8 FISH, WILDLIFE, AND PLANTS 5.18

5.9 FLOODPLAINS 5.18

5.10 HAZARDOUS MATERIALS, POLLUTION PREVENTION AND SOLID WASTE 5.19

5.11 HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL
RESOURCES 5.19

5.12 LIGHT EMISSIONS AND VISUAL IMPACTS 5.20

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

5.13	NATURAL RESOURCES AND ENERGY SUPPLY	5.20
5.14	NOISE	5.21
5.15	SECONDARY (INDUCED) IMPACTS.....	5.21
5.16	SOCIOENCONOMIC IMPACTS, ENVIRONMENTAL JUSTICE, AND CHILDREN’S ENVIRONMENTAL HEALTH AND SAFETY RISKS	5.22
5.17	WATER QUALITY	5.23
5.18	WETLANDS.....	5.23
5.19	WILD AND SCENIC RIVERS	5.24
5.20	SUMMARY OF IMPACTS	5.24
6.0	MITIGATION MEASURES.....	6.26
6.1	INTRODUCTION	6.26
6.2	WATER QUALITY MITIGATION	6.26
6.3	CONSTRUCTION MITIGATION.....	6.26
7.0	JURISDICTIONAL AUTHORITIES, ACTIONS AND PERMITS	7.28
7.1	FEDERAL JURISDICTIONS	7.28
7.1.1	National Environmental Policy Act (NEPA).....	7.28
7.1.2	Clean Water Act Sec. 402 Water Quality Certification.....	7.28
7.2	STATE JURISDICTIONS.....	7.29
7.2.1	Site Location of Development.....	7.29
7.2.2	Natural Resources Protection Act.....	7.29
7.3	LOCAL JURISDICTIONS	7.29
7.3.1	Shoreland Zoning.....	7.29

LIST OF APPENDICES

APPENDIX A	A.1
A.1 FAA DETERMINATION	A.1
APPENDIX B.....	B.2
B.1 AGENCY CORRESPONDENCE	B.2
APPENDIX C	C.3
C.1 TREE EVALUATION OF CHEWONKI PROPERTY.....	C.3
APPENDIX D	D.4
D.1 WETLAND FUNCTION AND VALUE ASSESMENT.....	D.4
APPENDIX E.....	E.5
E.1 PUBLIC COMMENTS & SUMMARY.....	E.5

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Purpose and Need
July-14

1.0 Purpose and Need

1.1 INTRODUCTION

The Town of Wiscasset and Wiscasset Municipal Airport (IWI¹) have prepared this Environmental Assessment (EA) to address the potential environmental impacts associated with proposed safety improvement projects to be conducted at IWI. The proposed safety improvement projects subject to this EA include the acquisition of aviation easements and the associated mitigation for trees growing in the airspace surrounding Runway 07/25.

1.2 PURPOSE AND NEED

Wiscasset Municipal Airport is a single runway general aviation facility providing air travel for pilots primarily operating single-engine reciprocating aircraft. The purpose of the project proposed in this EA is to satisfy Federal Aviation Administration (FAA) safety standards regarding the protection of protected navigable airspace by mitigating vegetative obstructions located on and off airport property.

The need for this project is derived from the analysis of aerial photogrammetric survey data that has identified obstructions to Runway 07/25 airspace. Obstructions identified on and off airport property must be effectively mitigated to comply with FAA regulations and to provide the highest achievable degree of safety to aircraft operations.

1.3 SCOPE

The purpose of this document is to inform regulatory agencies and the public of the likely environmental consequences associated with the proposed actions and their reasonable alternatives. The EA provides the FAA with information necessary to determine whether the impacts associated with the proposed project has the potential to significantly impact the environment. Based on this determination, the FAA will either issue a Finding of No Significant Impact (FONSI) or the agency will require the preparation of an Environmental Impact Statement (EIS) to further analyze the proposed project and its associated impacts.

This EA has been developed in accordance with the National Environmental Policy Act of 1969 (NEPA), the federal Council of Environmental Quality's (CEQ) NEPA regulations (40 Code of Federal Regulations [CFR] §§ 1500-1508), FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act Implementing Instructions for Airport Actions*.

¹ IWI is the FAA identifier for Wiscasset Municipal Airport, used for domestic purposes.

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Purpose and Need
July-14

According to NEPA, all major projects and/or actions funded by the federal government fall into one of three categories:

- Those normally requiring an Environmental Impact Statement (EIS);
- Those normally requiring an EA; and
- Those that are categorically excluded from environmental review.

In summary, projects requiring an EIS are those that are likely to significantly impact the environment. Projects requiring an EA are those that have the potential to impact the environment. Projects that are categorically excluded include those projects that are unlikely to impact the environment.

Typically, obstruction removal activities, such as vegetation removal, stump grubbing, and land grading conducted on airport property are categorically excluded from FAA environmental review as long as those actions do not involve extraordinary circumstances and/or resources protected under “special purpose” laws. Special purpose laws are defined as those federal laws and regulations outside the scope of NEPA, including federal wetland regulations, the Endangered Species Act of 1973, and the National Historic Preservation Act of 1966.

This project, however, cannot be categorically excluded as the airport sponsor is proposing the acquisition of avigation easements to facilitate the removal of obstructions located off airport property. In accordance with NEPA and FAA regulations, off-airport obstruction removal projects utilizing federal funding are subject to review within the context of an environmental assessment. This EA has been prepared to assess potential environmental impacts associated with the acquisition of avigation easements required for the mitigation of off-airport obstructions to Runway 07/25 protected air surfaces.

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Description of Proposed Actions
July-14

2.0 Description of Proposed Actions

2.1 INTRODUCTION

As previously stated in Section 1.2 *Purpose and Need* of this EA, this project has been proposed to address existing safety hazards associated with obstructions to protected air surfaces at Wiscasset Municipal Airport. One of the FAA's primary responsibilities includes preventing and minimizing adverse impacts to the safe use of navigable airspace. FAA regulations, including FAR Part 77 *Safe, Efficient Use and Preservation of the Navigable Airspace* and FAA Order 8260.3B *United States Standard for Terminal Instrument Procedures (TERPS)*, establish surface dimensions and identify mitigating measures to enhance safe air navigation. Design alternatives presented in this EA have been prepared in accordance with FAA regulations to ensure proposed safety improvement projects provide the highest degree of safety to aircraft operating at the airport.

2.2 ACQUISITION OF AVIGATION EASEMENTS

The identification of required avigation easements is the direct result of a comprehensive analysis of the protected airspace above the airport. Aerial survey of the airport and outlying areas provides both ground elevations and structural elevations (including trees, buildings, utility poles, etc.). This data is compared with air surface elevations to determine the extent of which trees (and other structures) extend into protected airspace. Once the obstructions have been identified, the airport must develop a strategy for dealing with obstructions located on and off airport property. In most instances, the successful mitigation of off-airport obstructions is initiated with the acquisition of avigation easements. Once obtained, easements grant the airport operator (in this case, the Town of Wiscasset) rights to provide unobstructed airspace achieved through vegetation management or marking identified obstructions using FAA approved obstruction lighting (for those surfaces where lighting is permissible).

Upon identification of the necessary easement parcels, boundary surveys of each parcel are conducted and easement boundaries are designed based on existing vegetative communities in relation to protected air surfaces. Utilizing the survey plan, legal description, and tax assessment information, an independent professional land appraiser makes an appraisal of the parcel and easement area. The appraiser then prepares a report of the parcel(s) which includes a fair market value of compensation for the easement(s). The report is then provided to an independent review appraiser in order to verify the initial appraisal and recommendation for just and fair compensation. Upon agreement between appraisers of fair market value for the easement(s), negotiations between the airport and landowner(s) for the purchase of the easement(s) commences. After the terms of easement and compensation have been negotiated, the easement is purchased and is recorded with the registry of deeds. The easement acquisition

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Description of Proposed Actions
July-14

process, as outlined by FAA regulations, must be conducted in accordance with 49 CFR Part 24, *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, as amended.

Aerial survey data, collected in 2011 was used to perform the obstruction analysis of Runway 07/25 airspace. The obstruction analysis evaluated pertinent regulated air surfaces at the airport intended to be maintained free of obstructions, including Federal Aviation Regulation (FAR) Part 77 surfaces, Terminal Instrument Procedures (TERPS) surfaces, and Threshold Siting approach surfaces.

These surfaces have been established by the FAA and based primarily on the type of aircraft using the airport and the navigation aids in place for the purpose of safe air navigation. Obstructions within these surfaces could pose significant hazards to an aircraft and its passengers. An airport's failure to adequately address obstructions to protected airspace violates federal grant assurances assumed by the airport, may lead to imposed restrictions limiting runway use and airport operations, and jeopardizes the airport's eligibility to receive federal funding for future improvement projects.

2.3 MITIGATING VEGETATIVE OBSTRUCTIONS

The results of the obstruction analysis identified approximately 61 acres of trees obstructing protected air surfaces established for the airport. Approximately 15 acres of obstructions occur off airport property. The acquisition of 3 aviation easements is required to effectively mitigate obstructions to existing FAR Part 77 surfaces. Although FAR Part 77, TERPS and the Threshold Siting approach surfaces all extend upward and outward from each runway end at a slope of 20:1 (run:rise), Part 77 surfaces have been used to determine the extent of obstructions as the FAR Part 77 approach surfaces are the widest of the approaches analyzed and thus include all obstructions identified to the other approach surfaces evaluated. Obstructions to other FAR Part 77 surfaces (primary and transitional) will also be addressed in this document. The acquisition of these easements allows the airport manage existing as well as future obstructions (trees) identified within the boundaries defined within each proposed easement. The easements proposed for acquisition by the Town of Wiscasset and the IWI are associated with rural residential and commercial developments located adjacent to airport.

The recommended method of mitigating obstructions is removal, as obstruction removal provides the highest possible degree of safety to aircraft using the airport and to airport abutters. The removal of obstructions to primary and approach surfaces is of paramount importance as these surfaces are associated with the direct line of flight during take-off and landing procedures. Removing obstructions to the primary surface is typically confined to airport property as this surface—500 feet wide (centered on the runway centerline) and extending 200 feet beyond each runway end—is closely associated with the “footprint” of the runway.

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Description of Proposed Actions
July-14

Removing obstructions to approach surfaces can be more problematic and is required by FAA in order for pilots to safely utilize the runway in its entirety and/or without imposed operational restrictions. Removal is also the preferred method of mitigation for obstructions to primary and approach transitional surfaces, however FAA allows in certain instances lighting obstructions to transitional surfaces. Lighting obstructions to transitional surfaces may be proposed to limit potential environmental impacts resulting from obstruction removal and/or when obtaining required easements is not practicable.

As stated above, approximately 15 acres of obstructions have been identified off airport property. Approximately 9 acres of obstructions to the Runway 07/25 approaches, including approximately 3 acres of obstructions located off airport are proposed for removal. Off-airport approach obstruction acreage includes tree obstructions identified within two existing aviation easements. One easement is currently owned adjacent to the western end of airport property (beneath the Runway 07 approach) and one easement is owned on a parcel abutting airport property northeast of the Runway 25 end.

After the necessary easements have been acquired by the airport and the easements have been recorded with the Registry of Deeds, the obstruction removal project will be designed, any necessary environmental permits will be obtained, and the project will be constructed. Off-airport property obstructions will be removed from established project limits within easement boundaries. Tree stumps will be removed and affected areas will be dressed with topsoil and seeded with grass. On airport property, obstructions will be cut as close to ground level as possible. Stump grubbing may be proposed within certain upland locations to facilitate future maintenance efforts. Stump grubbing is not proposed within wetlands to avoid impacts to wetland soils. Understory vegetation will be left undisturbed to the greatest extent possible.

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Alternatives
July-14

3.0 Alternatives

3.1 INTRODUCTION

The objective of the following analysis is to identify alternatives that are determined to be reasonable and practicable for achieving project goals. Reasonable alternatives that meet the needs of Wiscasset Municipal Airport have been developed and evaluated based on operational, engineering, environmental, and economic considerations. Chapter 1 of FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions* states a primary objective of NEPA is to “disclose to the interested public a clear and accurate description of potential environmental impacts that proposed federal actions and reasonable alternatives to those actions would cause.” This EA has been prepared to satisfy NEPA requirements by presenting the potential environmental impacts associated with the acquisition of aviation easements for the mitigation of off-airport obstructions necessary to provide the highest possible degree of safety to operations conducted using Runway 07/25.

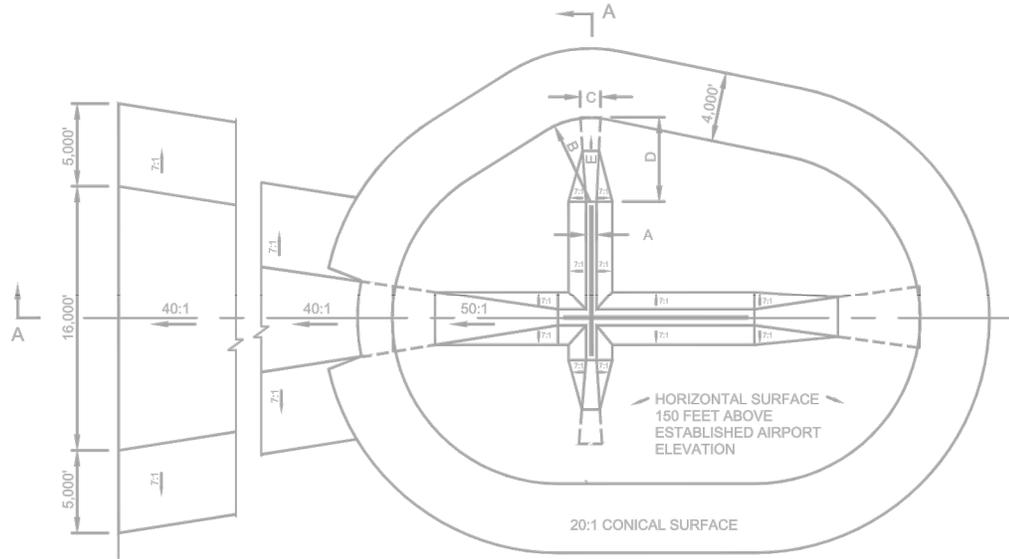
3.2 DESCRIPTION OF ALTERNATIVES

Runway 07/25 airspace is determined, in part, by non-precision approach surfaces extending upward and outward at a slope of 20:1 from a point 200 feet beyond the runway ends. Approach transitional surfaces extend upward at a slope of 7:1 from the outer edge of the approach surface. The runway’s primary surface is 500 feet wide, extending 250 feet from each side of the runway centerline and 200 feet beyond the runway’s thresholds. The elevation of the primary surface is determined by the elevation of the runway centerline. Transitional surfaces are also associated with the primary surface and extend at a slope of 7:1 from the outer lateral edges of the primary surface, see Figure 3-1 *Typical FAR Part 77 Surfaces* for a generic illustration of imaginary air surfaces commonly associated with runway airspace.

Wiscasset Municipal Airport has identified three alternatives associated with the proposed easement acquisition and obstruction mitigation necessary to enhance the safety of operations conducted on Runway 07/25 and to maintain current operational conditions for the runway. Each alternative will be evaluated based on consideration of the proposed actions described Section 2.0 of this EA.

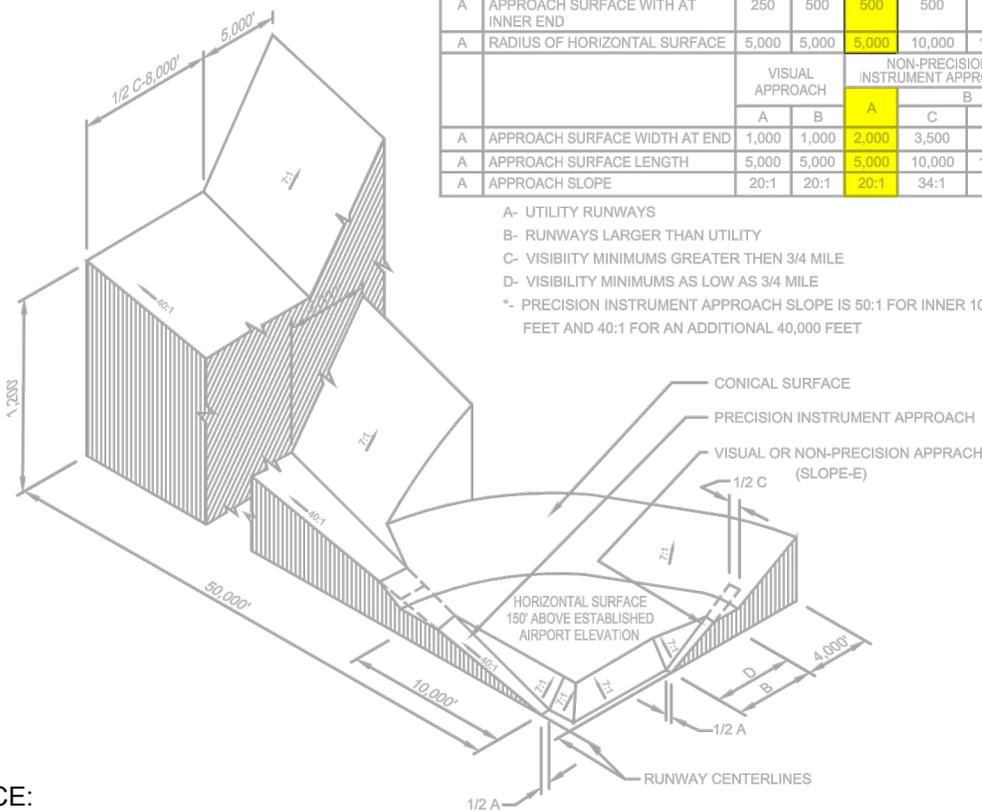
3.2.1 Alternative 1 – Existing Conditions: No Action

Runway 07/25, the sole runway at the airport, is approximately 3,400 feet long and 75 feet wide (3,397 feet is the published runway length). The runway is considered a utility non-precision approach runway, due primarily to the absence of instrument approach navigational aids and procedures available to pilots. The runway is equipped with Precision Approach Path Indicators (PAPIs) located on each end of the runway. This navigational aid allows pilots to visually orient themselves along a proper glide slope while on approach to the runway.



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)				
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT APPROACH		PRECISION INSTRUMENT APPROACH
		A	B	A	B	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WITH AT INNER END	250	500	500	1,000	1,000
A	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH		PRECISION INSTRUMENT APPROACH
		A	B	A	B	
A	APPROACH SURFACE WIDTH AT END	1,000	1,000	2,000	3,500	4,000
A	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000
A	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1

- A- UTILITY RUNWAYS
- B- RUNWAYS LARGER THAN UTILITY
- C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
- D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
- *- PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



SOURCE:
<http://www.ngs.noaa.gov/AERO/oisspec.html>

ISOMETRIC VIEW OF SECTION A-A

MAY 2014
 195210692

Client/Project
 WISCASSET MUNICIPAL AIRPORT

Wiscasset, Maine
 Figure No.

3-1

Title
 TYPICAL FAR PART 77 SURFACES



**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Alternatives
July-14

The “No Action” alternative is prescribed by CEQ regulations for implementing NEPA to serve as a benchmark against which proposed federal actions can be evaluated. This alternative proposes that airport operations continue with the safety hazards associated with existing obstructions to Runway 07/25 airspace, see Figure 3-2 *Alternative 1 No Action-Existing Conditions*.

Consideration of the “No Action” alternative is based on the assumption that IWI would not pursue the acquisition of easements and appropriate mitigation measures necessary to improve the safety of operations conducted within Runway 07/25 airspace. Adoption of this alternative would likely restrict the use of the runway to day-time visual operations only. Furthermore, implementation of the “No Action” alternative jeopardizes the Airport’s ability to obtain future FAA Airport Improvement Project funding due to the failure to honor existing grant assurances requiring the airport to maintain a safe operating environment.

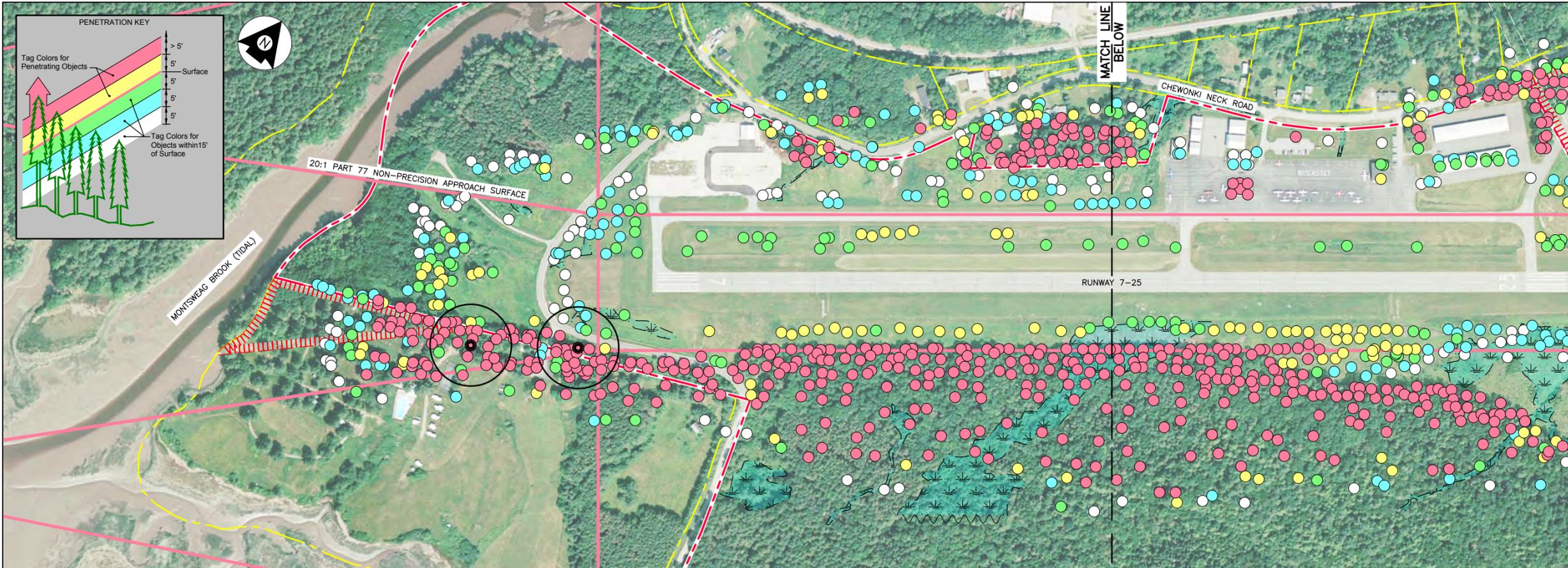
3.2.2 Alternative 2 – Runway 07/25 Easement Acquisition and Obstruction Removal-Full Clear

Obtaining the necessary easements identified on Figure 3-3, *Easement Acquisition and Obstruction Removal-Full Clear* enables the removal of all existing obstructions to FAR Part 77 surfaces (primary, approach and transitional surfaces). The primary surface occurs entirely on airport property thus easement acquisition is not necessary to clear this surface.

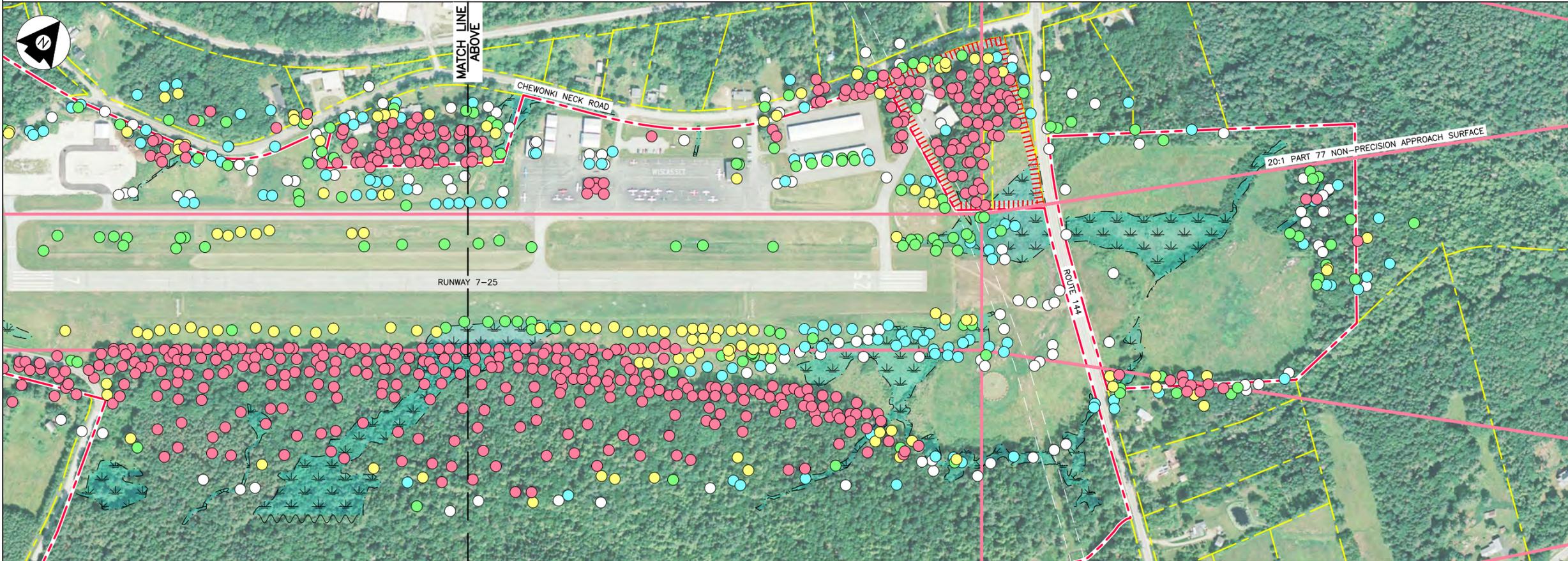
Penetrations to the primary surface (determined by the elevation of the runway’s centerline) consist primarily of low-growing shrubs, meadow grass, and tree saplings. Obstructions to runway approach and transitional surfaces primarily include trees 40-60 feet tall comprised primarily of white pine trees. Obstructions to the primary transitional surface located to the south of the runway also include a mix of deciduous hardwood tree species.

Alternative 2 proposes the removal of 61 acres of vegetation identified as obstructions to protected Runway 07/25 airspace. This alternative recommends the removal of approximately 46 acres of vegetation located on airport property (including obstructions identified within existing easements) and the removal of approximately 15 acres of vegetative obstructions located off airport property. Alternative 2 requires the acquisition of 13 aviation easements necessary to remove obstructions located off airport property. Approximately three acres of obstructions are proposed for removal from an existing easement located adjacent to the northeastern boundary of the airport. Similarly, approximately one acre of identified obstructions to the Runway 07 approach occurs within an existing easement on Chewonki Campground property abutting the westerly region of airport property (an additional four acres of obstructions are proposed for removal from the campground parcel in this alternative). Approximately five acres of obstructions are proposed for removal from wetlands.

The implementation of Alternative 2 provides obstruction-free airspace, improves the safety of operations conducted on the runway and satisfies FAA design and safety standards. A



RUNWAY 7



RUNWAY 25



Legend

- AIRPORT PROPERTY LINE
- ABUTTER PROPERTY LINE
- EXISTING EASEMENT
- FAR PART 77 SURFACES
- OBSTRUCTION ID TAG
- EXISTING WETLANDS
- EXISTING OBSTRUCTION LIGHT

NOTE:

OBSTRUCTION SURVEY AND PHOTO SUPPLIED BY COL-EAST INC. 2010/2011

Revision	By	Appd.	YY.MM.DD

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ENVIRONMENTAL ASSESSMENT

WISCASSET, MAINE

Title
 ALTERNATIVE 1
 EXISTING CONDITIONS - NO ACTION

Project No. 195210698 Scale AS NOTED

FIGURE No. 3-2 Revision 0

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Alternatives
July-14

preliminary cost of \$1,050,000 has been estimated to construct Alternative 2. Table 3.1 *Estimated Costs: Alternative 2 Runway 07/25 Easement Acquisition and Obstruction Removal* provides a summary breakdown of costs associated with the implementation of Alternative 2.

Table 3.1 Estimated Costs: Alternative 2 Runway 07/25 Easement Acquisition and Obstruction Removal-Full Clear

Engineering Fees (Project design, boundary survey, easement negotiations, appraisals)	\$250,000.00
Legal Fees (Legal consult, closing costs, title search)	\$50,000.00
Easement Acquisition (Just compensation to property owners)	\$200,000.00
Construction	\$550,000.00
Total Project Cost	\$1,050,000.00

3.2.3 Alternative 3 – Runway 07/25 Easement Acquisition and Obstruction Removal and Lighting Plan

Alternative 3, the preferred design alternative, proposes obtaining two easements necessary for clearing the Runway 07/25 approaches and the acquisition of one additional easement to install an obstruction light to mark obstructions to the southerly transitional surface to the Runway 25 approach. Runway approach and primary surfaces will be cleared of obstructions. Obstructions to transitional surfaces located north of the runway will be removed from airport property. Eight additional obstruction lights are proposed to mitigate remaining on and off-airport obstructions to approach and primary transitional surfaces, see Figure 3-4, *Alternative 3 Easement Acquisition Obstruction Removal and Obstruction Lighting*. A total of three aviation easements are required to implement Alternative 3.

The installation of the obstruction lights reduces the total amount of clearing required to 22 acres, including approximately two acres of vegetation proposed for removal within the Chewonki Campground off airport property to clear the Runway 07 approach. Considering obstructions within the campground’s existing easement, a total of approximately three acres of trees are proposed for removal from the campground. It is difficult to identify individual trees obstructing airspace because multiple data points are often collected within the canopy of a single tree during the aerial survey. For this reason, clearing areas are determined by evaluating the extent of obstructions within the canopy rather than by surveying individual trees. However, it has been estimated that roughly 50 trees will be removed from the campground. Two obstruction lights, one located on the campground, are proposed to mitigate two acres of remaining obstructions on the campground to transitional surfaces. An additional acre of trees

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Alternatives
July-14

obstructing the Runway 25 approach is proposed for removal on a private parcel abutting airport property.

Approximately 39 acres of obstructions to transitional surfaces will remain and will be mitigated with the installation of nine obstruction lights. The majority of the obstructions to remain are located on airport property south of the runway and within the southerly transition to the primary surface. Alternative three requires the removal of approximately 3 acres of obstructions within wetlands located on airport property.

A preliminary cost of \$740,000 has been estimated to construct Alternative 3. Table 3.2 *Estimated Costs: Alternative 3 Runway 07/25 Easement Acquisition, Obstruction Removal and Lighting* provides a summary breakdown of costs associated with the implementation of Alternative 3.

Table 3.2 Estimated Costs: Alternative 3 Runway 07/25 Easement Acquisition, Obstruction Removal and Lighting

Engineering Fees (Project design, boundary survey, easement negotiations, appraisals)	\$170,000.00
Legal Fees (Legal consult, closing costs, title search)	\$15,000.00
Easement Acquisition (Just compensation to property owners)	\$50,000.00
Construction	\$505,000.00
Total Project Cost	\$740,000.00

3.3 SUMMARY OF ALTERNATIVES

As stated previously in Section 3.2.1, the “No Action” alternative does not address existing safety deficiencies associated with existing penetrations to protected air surfaces at the airport. By neglecting to mitigate obstructions, Runway 07/25 will be subject to operational restrictions and the airport would likely forfeit future FAA funding for infrastructure improvement and maintenance projects until safety deficiencies have been appropriately addressed.

The implementation of Alternative 2 proposes the acquisition of 13 aviation easements and removes all identified obstructions to Runway 07/25 FAR Part 77 surfaces. This alternative proposes the removal of 56 acres of vegetation from upland areas and 5 acres of forested and scrub-shrub wetland vegetation. Wetland impacts will be avoided by removing obstructions during frozen ground conditions and implementing appropriate erosion and sediment controls. This alternative satisfies FAA safety design standards and facilitates continued use of the runway without imposed restrictions.

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Alternatives
July-14

Alternative 3 proposes the acquisition of three aviation easements and the removal of 22 acres of obstructions, including approximately three acres of obstructions located off airport property, to Runway 07/25 FAR Part 77 surfaces. Primary and approach surfaces will be cleared of obstructions and remaining trees (39 acres) penetrating transitional surfaces will be mitigated with the installation of nine obstruction lights. Three acres of obstruction removal within wetlands on airport property is required to implement Alternative 3.

Alternatives 2 and 3 both meet the objectives of the Purpose and Need statement identified in Section 1 of this EA. Alternative 2 minimizes clearing required in wetlands and reduces the number of easements required for off-airport obstruction mitigation.

Based on operational, environmental, and economic considerations, Alternative 3 – *Easement Acquisition Obstruction Removal and Obstruction Lighting* is determined to be the preferred alternative for mitigating obstructions to Runway 07/25 airspace. Table 3.3 *Development Alternatives: Summary of Impacts* provides a summary of environmental impacts associated with obstruction removal alternatives considered in this environmental assessment.

Table 3.3 Development Alternatives: Summary of Impacts

	Alternative 1 "No Action"	Alternative 2 "Full-Clear"	Alternative 3 "Partial Clear and Lighting"
*On-Airport Clearing	--	46 ac	19.0 ac
Off-Airport Clearing	--	15 ac	3.0 ac
Trees Removed from Campground	--	4 ac	2 ac
Vegetation Removed from Wetlands	--	5 ac	3 ac
Obstruction Lights	--	--	9
Obstructions to Remain	61 ac	--	39 ac
Easements Required	--	13	3
Total Project Cost (estimate)	--	\$1,050,000.00	\$740,000.00

*For the purpose of this EA, the term "on-airport" when used in reference to tree removal includes those areas for which an easement is in currently place to conduct such activities.

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Existing Conditions
July-14

4.0 Existing Conditions

4.1 AIRPORT LOCATION AND VICINITY

Wiscasset Municipal Airport is located within the municipal boundaries of the town of Wiscasset, Maine, in Lincoln County. The airport is located on Chewonki Neck Road, south of Route 144 and east of U.S. Route 1. IWI is approximately 50 miles northeast of Portland, Maine and can be accessed by U.S. Route 1 and state highways 27, 144, and 218. The airport is located approximately four miles southwest of the village (central business district). The airport's deeded property covers approximately 257 acres, see Figure 4-1 *Location Map*.

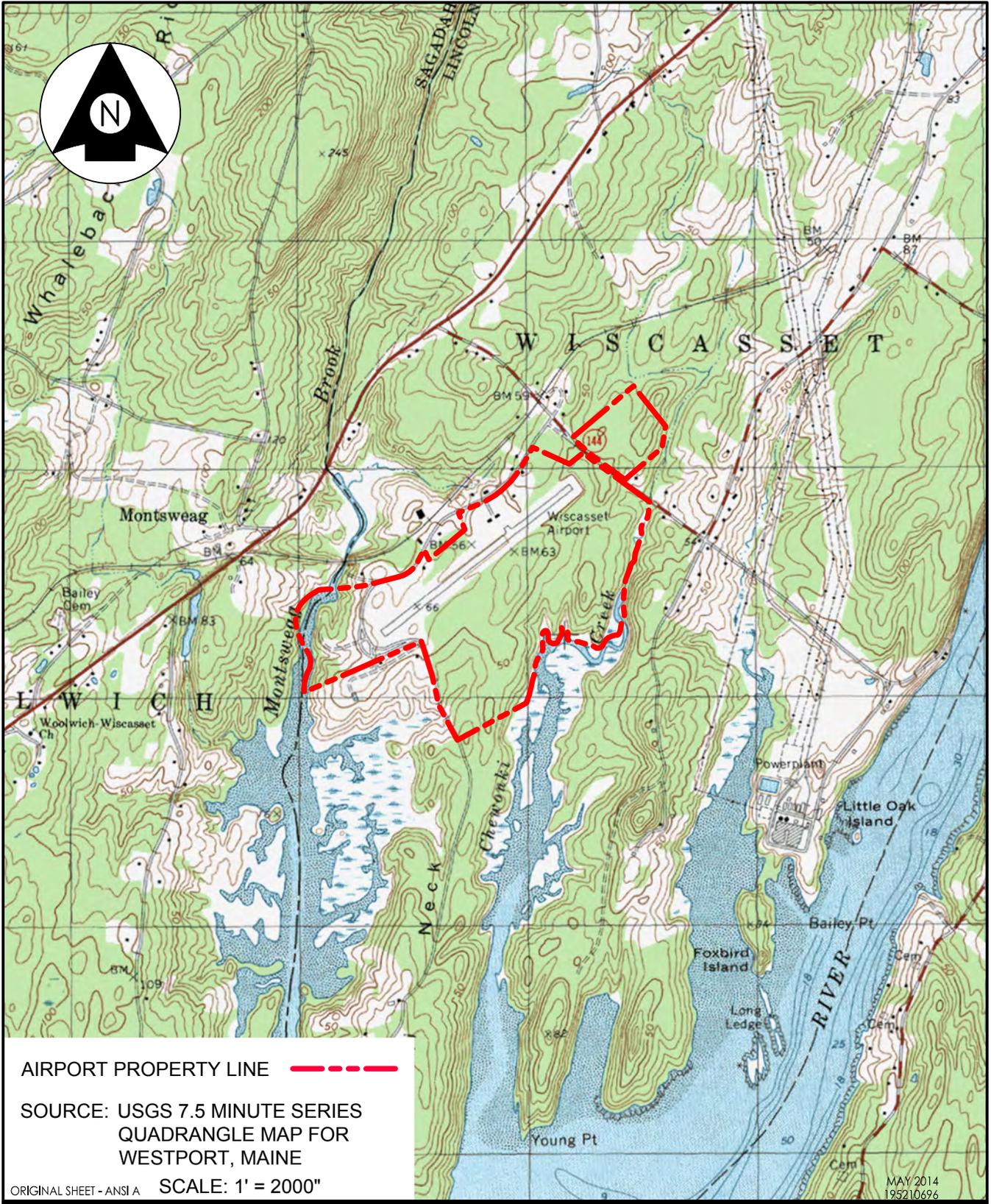
4.2 EXISTING FACILITIES

The airport consists of a single runway, 07/25, oriented northeast-southwest and a full-length parallel taxiway (Taxiway 'B') setback 240 feet from the runway centerline. Taxiway 'B' is approximately 3,250 feet long by 35 feet wide and is a full parallel taxiway for Runway 07/25. Taxiway 'A' is approximately 250 foot long by 35 feet wide and is a stub taxiway that connects the western portion of the aircraft parking apron to Runway 07/25. Airport facilities, which are all located on the airport's north side include a single large aircraft parking apron, laid out with in-pavement tie down anchors, two 12-bay T-hangars, eight privately owned conventional hangars, an aircraft maintenance hangar, a combination terminal building/hangar, and a snow removal equipment building.

4.3 VICINITY LAND USE AND ZONING

Wiscasset Municipal Airport is located in the Rural District and subject to zoning regulations established in Article VI (Zoning) of the Town of Wiscasset Ordinances, June 2012 Edition. The Town's ordinances do not include an airport zoning district nor do they regulate activities within proximity to the airport. Permitted uses within the Rural District include those uses permitted within the Resource Protection, Residential or Business Districts as well as "any other building or use, unrestricted." Zoning districts abutting airport property include the Shoreland Residential District located to the west of the airfield and the Shoreland Resource Protection District located to the south of the airport. In 1998, an eight acre parcel of airport property was designated as conservation area as mitigation for wetland impacts resulting from improvements made to runway safety areas constructed at each end of the runway. The conservation area, located in the south-central region of airport property, abuts Chewonki Creek. Future development of land within the conservation area is prohibited.

Residential development along Chewonki Neck Road located to the north and west of airport property is sparse. The Chewonki Campground, a 50-acre public campground is located approximately 450 feet southwest of the Runway 7 threshold. The Chewonki Foundation's



Client/Project
WISCASSET MUNICIPAL AIRPORT



Wiscasset, Maine
Figure No.
4-1
Title
LOCATION MAP

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Existing Conditions
July-14

Center for Environmental Education is located on Chewonki Neck Road approximately two miles south of the airport.

4.4 PLANNED DEVELOPMENT

In addition to the easement acquisition and obstruction mitigation efforts proposed in this EA, the airport has several improvement projects planned for development. Projects proposed for construction at the airport during the short-term planning period include the reconstruction of Runway 07-25 (3,397' x 75').

Runway reconstruction includes reclaiming and recycling existing runway pavements to then be incorporated into runway sub-base material. Four inches of new asphalt will then be applied to the runways. No expansion of paved areas or additional impervious surface material is associated with pavement rehabilitation efforts.

Upon completion of proposed safety improvement projects mentioned above, the airport may pursue the construction of additional aircraft hangar units as demand and funding permit. There are no environmental impacts anticipated to result from the runway reconstruction and the potential hangar development projects.

4.5 NATURAL ENVIRONMENT

Wiscasset Municipal Airport is located within the Sheepscot River watershed. Montsweag Brook, which comprises the western border of airport property and Chewonki Creek, which flows along the southern border of airport property, drain to the Sheepscot River, which flows north-south approximately one mile east of the airport. Montsweag Brook and Chewonki Creek are tidal water bodies characterized by coastal marshes and mudflats. Drainage from the airport typically flows west-to-east to scrub-shrub wetlands located on the north and south sides of the Runway 25 end. Wetlands north of Runway 25 drain in a southerly direction, through a culvert beneath the runway safety area. Drainage from the airport continues to south through a mixed forest community comprised of white pine, hemlock, spruce, red maple and oak prior to discharging to Chewonki Creek. This forest encompasses a significant portion of airport property south of Runway 07/25. To the west of the Runway 07 end, topography rolls gently towards Montsweag Brook. Several small wetlands associated with drainage ditches located north of the runway drain to culverts which convey flow beneath Chewonki Neck Road. A larger forested and scrub-shrub wetland complex is located on airport property to the south of the runway. To the north, airport property is bound by Chewonki Neck Road. Mixed forest habitat is predominant north of the airport to Route 1. Airport property and the surrounding environs provide ample habitat for a variety of wildlife including White-tailed deer, Eastern coyote, and red fox. Eastern wild turkey, pileated and downy woodpecker also utilize forested habitat. Scrub-shrub and emergent wetlands are utilized by Red-winged Blackbirds and other species of songbirds.

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Existing Conditions
July-14

The obstruction removal and lighting project considered in this EA is proposed predominantly on airport property within upland forested areas around the perimeter of airport property. Three acres of obstruction removal is proposed in scrub-shrub and sapling habitat consisting primarily of speckled alder (north of Runway 25 end) and gray birch saplings (south of Runway 25). Additionally, a narrow band of forested wetlands will be cleared to accommodate the obstruction lights proposed for installation to the south of the runway. As stated previously, approximately three acres of obstructions are proposed for removal off airport property within areas where the airport does not presently own an easement.

Off-Airport Obstruction Removal Areas

The majority of off-airport tree removal is required within the Chewonki Campground, which abuts the southwestern region of airport property. The entrance to the campground, accessed via Chewonki Neck Road, is located approximately 450 feet southwest of Runway 07. Chewonki includes 47 tent and RV campsites on 50 acres of land. The campground offers a number of activities including boating, swimming, tennis, hiking and golf. The grounds consist of open field gradually sloping southward to Montsweag Brook. Tree stands of varied density occur along the northern, eastern and western perimeter of the campground. Numerous trees located within the northern area of the campground penetrate the Runway 07 approach and approach transition. Trees in this area are generally uniform in species composition (white pine) and height (60-70 feet tall). The degree to which campground obstructions penetrate the Runway 07 approach ranges from several feet to over 40 feet. Figure 4-2 *Chewonki Campground Obstruction Analysis* illustrates obstructions identified on the campground and provides data for many of the more significant obstructions. Impacts to the campground are discussed in Sections 5.12 *Light Emissions and Visual Impacts* and 5.15 *Secondary (Induced) Impacts* of this document.

The remaining trees located off airport property to be removed are located approximately 1,600-1,800 feet to the east of the Runway 25 end. One easement is required to remove approximately one acre of trees identified as obstructions or near-obstructions (vegetation growing within 10 feet of protected air surfaces) to the Runway 25 approach. Trees identified for removal occur within the central region of a predominantly forested parcel approximately 39 acres in area and consist of mixed hardwood species and white pine generally ranging in height between 65-85 feet.

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Environmental Consequences
July-14

5.0 Environmental Consequences

5.1 INTRODUCTION

This section identifies and evaluates the potential environmental consequences of implementing the proposed actions described in Section 3.0. The environmental impact categories presented in Appendix A of FAA Order Order 1050.1E, *Environmental Impacts: Policies and Procedures* and reviewed in this section are utilized as a baseline for determining potential environmental impacts associated with federally-funded airport improvement projects requiring the preparation of an environmental assessment. The following evaluation will also assist with determining the environmentally preferable alternative pursuant to NEPA for achieving project goals.

5.2 AIR QUALITY

In 1997, the FAA published *Air Quality Procedures for Civilian Airports & Air Force Bases* (Handbook), amended in 2004, to establish the scope of air quality assessments for proposed federal actions for compliance with the National Environmental Policy Act, the Clean Air Act (CAA) and other related regulations. In 1998, the FAA revised its policy on air quality modeling procedures and identified the Emissions and Dispersion Modeling System (EDMS) as the required model to perform air quality analyses for aviation sources. The revised policy ensures the consistency and quality of aviation analyses performed for the FAA.

The Handbook identifies criteria pollutants to be analyzed in relation to National Ambient Air Quality Standards (NAAQS). The criteria pollutants include Nitrogen Dioxide (NO₂), Sulfur Dioxide (SO₂), Carbon Monoxide (CO), Ozone (O₃), Particulate Matter (PM-2.5), and Lead (Pb). Regions in which one or more of the criteria pollutant levels exceeds air quality standards are referred to as nonattainment or maintenance areas. Federal actions proposed in nonattainment or maintenance areas are subject to various levels of NAAQS assessment, at times including EDMS modeling, to determine conformity with the Clean Air Act and NEPA regulations.

As Wiscasset Municipal Airport conducts fewer than 180,000 operations annually (the Airport averages between 8,000 and 11,000 annual operations) and Lincoln County is not currently in nonattainment status for any of the criteria pollutants, air quality assessment or modeling for the project proposed in this EA is not required. Furthermore, in accordance with 40 CFR 93.153(c)(2)(iv), the airport sponsor must maintain airport facilities and the airfield in such a manner that ensures the safe operation of the airport. Airport maintenance, repair, removal, replacement, and installation work that matches the characteristics, size and function of an airport as it existed before such maintenance or repair activity typically qualifies as routine maintenance—actions presumed to conform with General Conformity standards established in the CAA.

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Environmental Consequences
July-14

Impacts to air quality within and beyond the vicinity of the Airport are not expected as a result of constructing the airport improvement projects proposed in this EA. Minor impacts to air quality typically associated with construction activities, including odors generated by the use of heavy equipment, may result during tree cutting. These impacts will be limited to the duration of construction and localized to the construction site.

5.3 COASTAL RESOURCES

The Maine Coastal Zone Management Program (Maine Coastal Program) was created by the State of Maine and approved by the National Oceanic and Atmospheric Administration (NOAA) in 1978, pursuant to the federal Coastal Zone Management Act of 1972. The Maine Department of Agriculture, Conservation, and Forestry, Division of Geology, Natural Areas and Coastal Resources (DACF) is responsible for the administration of the program. The Maine Coastal Program provides funding, technical assistance and enforcement of state laws that affect Maine's coastal uses and resources. The Maine Coastal Program has the authority to review certain federal actions that affect coastal uses or resources to ensure these activities are consistent with polices of the Program.

The Town of Wiscasset is within the designated Maine Coastal Zone, and as such, federal actions including airport safety and improvement projects proposed at IWI may be subject to consistency review by the Maine Coastal Program. Federal actions subject to consistency review include the following:

- Activities conducted or supported by any federal agency or federal development project;
- Activities proposed by non-federal applicants for which a federal license is required;
- Activities presented to the Secretary of the Interior for the exploration or development of, or production from any area that has been leased under the Outer Continental Shelf Lands Act; and
- Activities that are the subject of applications for federal assistance under other federal programs submitted by state and local governments.

As the FAA will be supporting proposed safety improvements projects proposed at IWI and the town of Wiscasset will be seeking federal assistance for the project, FAA must provide a consistency determination to DACF for review if FAA determines the proposed obstruction removal and lighting project will affect any coastal use or resource (consistency determination is required for the location and design of aviation communication and air navigation facilities).

The proposed obstruction removal project will not affect coastal uses or resources; therefore consistency determination is not required.

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Environmental Consequences
July-14

5.4 COMPATIBLE LAND USE

The compatibility of existing and planned land uses in the vicinity of an airport is usually associated with the extent of potential aircraft-noise impacts from the airport as well as safety concerns with the land located beneath the protected airspace. Land uses occurring adjacent to and within the bounds of airport property include aviation, rural residential and public recreation (Chewonki Campground). Obstruction removal and lighting activities are proposed on and off airport property, abutting and within privately owned parcels located to the southwest of Runway 07 and to the east of Runway 25. The removal of vegetation and the installation of obstruction lights will not alter or impact most current rural land uses identified within proposed project locations. However, the northern region of the Chewonki Campground parcel, part of which occurs within the Runway 07 Protection Zone (RPZ) and is situated beneath the Runway 07 approach surface, will be impacted by proposed obstruction removal and lighting activities.

Approximately one acre of tree removal is proposed within the existing campground easement within the RPZ. Although not directly related to the need to remove trees obstructing protected air surfaces--the RPZ is not a designated air surface to be maintained free of obstructions—it is important to consider the RPZ with regard to the compatibility of land uses with airport operations. The RPZ is a trapezoidal area extending from the runway end designed to enhance the protection of people and property on the ground and land uses involving or resulting in the congregation of people (e.g. hospitals, places of worship, schools, business/industry, athletic fields, golf courses, etc.) within the RPZ are generally regarded as incompatible with airport operations. New or modified development proposed in the RPZ is subject to airport design criteria specifying permissible land uses and must be coordinated with FAA. However, the continuation of existing land uses on land not under control of the airport is not subject to FAA RPZ guidance policies. As neither the airport nor the campground are proposing new or modified land uses, impacts associated with compatible land use as they relate to the RPZ are not anticipated.

5.5 CONSTRUCTION IMPACTS

Temporary short-term impacts typically associated with construction are anticipated to result from obstruction removal and lighting activities. Anticipated temporary impacts include increased noise and emissions from the use of construction equipment and minor increases in traffic volume on nearby access roads.

Construction standards presented in FAA Advisory Circular 150/5370-10F, *Standards for Specifying Construction of Airports*, shall be incorporated into project design and specifications. In addition, best management practices (BMPs) preventing erosion and soil sedimentation will be integrated into project design to prevent water quality impacts to nearby water bodies. Construction contract documents will clearly state that it is the contractor's

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Environmental Consequences
July-14

responsibility to operate in a manner that prevents temporary and permanent erosion, sedimentation, and air and water pollution.

Measures will be taken to prevent the discharge of pollutants from construction equipment such as fuels and lubricants within project locations. Designated staging areas where equipment fueling and maintenance will occur will be established well removed from wetlands and other surface water bodies. The use of temporary erosion and pollution measures will be specifically designed and implemented throughout the duration of the construction activities pursuant to federal, state, and local jurisdictional authorities.

Short-term impacts to air quality will result from the operation of construction equipment (skidders, forwarders, chippers, etc.). The contractor, as a condition of the contract, is obligated to provide dust control measures consistent with BMPs for construction activities. Engine emissions and fumes will be localized and short-term in duration.

Noise will be generated by the normal operation of construction equipment at the proposed project sites. Construction will be limited to daylight working hours in order to minimize annoyances to the surrounding community.

The projects proposed in this EA will require transporting material and equipment on public roads. Routes 1 and 144 and Chewonki Neck Road will serve as the primary transportation corridors for construction vehicles. Safety precautions such as road signage and traffic flagging personnel, if necessary, will be utilized during construction activities.

5.6 DEPARTMENT OF TRANSPORTATION ACT: SEC 4(F)

Section 4(f) of the Department of Transportation Act requires the Secretary of Transportation investigate all alternatives before impacting any publicly owned lands designated as public parks, recreation areas, wildlife or waterfowl refuges of national, state, or local significance, or land having national, state, or local historical significance. No Section 4(f) lands will be impacted by actions proposed in this EA.

5.7 FARMLANDS

The Farmland Protection Policy Act authorized the U.S. Department of Agriculture (USDA) to develop criteria for identifying effects of federal programs on the conversion of farmland to non-agricultural uses. The guidelines developed by the USDA became effective August 6, 1984, and apply to federal activities involving the undertaking, financing, or assisting in the construction of improvement projects or acquiring, managing, or disposing of land that is deemed to have prime or unique farmland qualities. Actions proposed in this EA will not occur within any areas considered to exhibit prime or unique farmland qualities.

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Environmental Consequences
July-14

5.8 FISH, WILDLIFE, AND PLANTS

Pursuant to Section 7 of the Endangered Species Act, the U.S. Fish and Wildlife Service (USFWS) has been consulted in order to determine the presence of threatened or endangered species within the boundaries of Wiscasset Municipal Airport or adjacent properties. Similarly, the Maine Department of Inland Fisheries and Wildlife (IFW) has also been contacted and Maine Department of Environmental Protection natural resource on-line data has been reviewed regarding the status of state-listed species and exemplary natural communities occurring within the vicinity of activities proposed in this EA.

A review of Maine DEP on-line GIS and data files was conducted to determine the presence of Natural Resources Protection Act (NRPA) protected resources. The review did not identify the presence of inland wading waterfowl or shorebird feeding and roosting habitat within the vicinity of proposed project locations nor were any documented vernal pools identified in proximity of the general project areas.

Correspondence with USFWS has indicated that the proposed easement acquisition and obstruction removal and lighting project occurs within Critical Habitat designated for the Gulf of Maine Distinct Population Segment (DPS) of Atlantic salmon (*Salmo salar*), a federally endangered species (USFWS correspondence is located in Appendix B of this document). According to Section 7 of the Endangered Species Act, it is the responsibility of the federal action agency (FAA) to determine whether a proposed project will affect a federally listed species. If the FAA determines the projects presented in this EA will have “no effect” on listed species or critical habitat, they do not need to seek the concurrence of the U.S. Fish and Wildlife Service and there is no need for Section 7 consultation.

Due to the limited potential for ground disturbances (construction activities are proposed during frozen ground conditions) siltation or sedimentation of wetlands, Montsweag Brook, Chewonki Creek or associated tributaries is not anticipated. Furthermore, impacts associated with tree canopy removal and rising water temperatures are not anticipated as obstruction removal activities are limited in scale and are not adversely impact perennial or intermittent streams or estuaries draining to the Montsweag Brook or Chewonki Creek. For these reasons, projects proposed in this EA are not expected to impact the federally protected Atlantic salmon or its habitat.

Consultation with the Maine Department of Inland Fisheries and Wildlife regarding the presence of state protected species was made to the agency but there has been no response.

5.9 FLOODPLAINS

Floodplains are defined in Executive Order 11988 as “the lowland and relatively flat areas adjoining inland and coastal waters including, at a minimum, that area subject to a one percent or greater chance of flooding in any given year, or in other words, the area that would be

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Environmental Consequences
July-14

inundated by a 100 year flood.” This order directs federal agencies to “take action to reduce the risk of flood loss, to minimize the impacts of floods on human safety, health, and welfare, and to restore and preserve the natural beneficial values served by floodplains.”

An online review of floodplain maps issued by the Federal Emergency Management Agency (FEMA) determined that no part of airport property or properties affected by actions proposed in this EA occur within the 100-year flood zone. Airport safety improvement projects proposed in this EA will not contribute to the impacts of floods on human safety, health, and welfare nor will they compromise the beneficial values served by floodplains.

5.10 HAZARDOUS MATERIALS, POLLUTION PREVENTION AND SOLID WASTE

The proposed easement acquisitions and associated vegetative obstruction removal projects will not involve the use of hazardous materials nor will the projects generate a significant volume of solid waste. Designated staging areas will be established in upland locations for equipment fueling and daily maintenance (lubrication). Contractors will also be required to adhere to the pollution prevention measures and Erosion and Sedimentation Control Plan identified in the Site Location of Development and Natural Resources Protection Act permits (issued by Maine DEP) required for the project.

Felled trees and all wood debris resulting from the project will be removed from the site, unless otherwise determined to provide ecological benefit to the site. Construction bid documents shall require trees and any wood to become the property of the contractor to be processed or disposed of in accordance with federal, state, and local regulations.

No changes in the quantity of type of solid waste generated at the airport, or changes in the method of collection at the facility, are anticipated.

5.11 HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

The National Historic Preservation Act of 1966 (NHPA), as amended, and the Archeological and Historic Preservation Act of 1974, as amended, require federal agencies to consider impacts of their actions to resources of historic, cultural, or archeological significance. Section 106 of the NHPA requires consultation with the State Historic Preservation Officer (SHPO) and Tribal Historic Preservation Officer(s) (THPO) to determine potential adverse effects of a federal action to culturally significant resources and/or historic properties on or eligible for listing on the National Register of Historic Places.

The Maine Historic Preservation Commission (MHPC) has determined the project presented in this EA will have no impact on historic properties. See MHPC correspondence located in Appendix B. Based on past consultation with tribes in Maine, no tribes have identified southern Maine as an area of cultural significance. Unless archaeological resources are uncovered, and in

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Environmental Consequences
July-14

the absence of archaeological sensitivity, no consultation with THPOs is typically undertaken for projects of this type in southern Maine.

5.12 LIGHT EMISSIONS AND VISUAL IMPACTS

The FAA requires consideration of the extent to which any lighting associated with an airport action will create an annoyance or disturbance among residents in the vicinity of a proposed lighting installation or project.

Alternative 3 Partial Obstruction Removal and Obstruction Lighting includes the installation nine obstruction lights required to mark vegetative obstructions currently penetrating Runway 07/25 transitional surfaces above Wiscasset Municipal Airport.

Type L-810 steady-burn obstruction lights are to be utilized to illuminate identified obstructions in low-light and nighttime conditions. Type L-810 lights have an effective lighting radius of 150 feet. These lighting fixtures, typically 6-10 inches tall, shall be mounted on wooden or steel poles exceeding the height of the tallest adjacent penetrations when marking trees. Fixtures utilize an array of red steady-burn light-emitting diodes (LED) that require only 6-8 watts of electricity for operation. Type L-810 obstruction lights are intended to be seen from above, alerting pilots of nearby obstructions to local airspace and providing visual cues to obstruction free approach corridors. Obstruction lights are not anticipated to create significant nuisances to abutters due to the proposed locations of installed obstruction lights and the sparse residential development in the area. Most lights will be installed at locations where existing trees provide visual buffers between nearby residences and proposed light installations. However, Lights #8 & 9, proposed for installation in Chewonki Campground, similar to the obstruction lights currently in place (and scheduled for removal), will be directly visible to the campground owners and to guests of the campground. Additionally, Light #5, proposed for installation on Parcel 3 (illustrated on Figure 3-3) and Light #6 (located on airport property southeast of the Runway 25 end) may be visible to residents of Parcel 3 and neighboring parcels.

Visual impacts will also result to Chewonki Campground as a result of proposed obstruction removal activities. Approximately 50 trees are proposed for removal from the campground. Many of the trees proposed for removal provide shade and privacy for campers using particular sites. As stated previously, trees to be removed consist primarily of 60-70' white pines. The removal of these trees will alter landscape of the affected area (approximately 3 acres) as well as the character of affected campsites.

5.13 NATURAL RESOURCES AND ENERGY SUPPLY

Energy requirements associated with a proposed airport improvement project generally fall into two categories: (1) those that relate to changed demands for stationary facilities (i.e. airfield lighting and terminal building heating), and (2) those that involve the movement of air and ground vehicles.

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Environmental Consequences
July-14

The preferred alternative will have minimal effect on energy consumption at the airport and the use of rare materials or natural resources in short supply is not required for the actions proposed in this EA.

5.14 NOISE

As indicated in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, the FAA has determined that for aviation noise analysis the cumulative noise exposure of individuals to noise resulting from aviation activities must be established in terms of yearly day/night average sound level (DNL) as FAA's primary metric. A noise analysis can be prepared using the FAA's Integrated Noise Model (INM) in order to assess noise impacts resulting from airport improvement projects to noise sensitive areas (e.g. densely populated residential areas, historic sites, national parks and national wildlife refuges). According to Order 1050.1E, a significant noise impact results when the INM analysis demonstrates the proposed project will create an increase of DNL 1.5 decibel (dB) or more at or above DNL 65dB noise exposure in noise sensitive areas.

The acquisition of aviation easements and the removal of vegetative obstructions located on and off airport property have been proposed solely to improve the safety of operations conducted at the airport. The safety improvement project is not intended to nor will it lead to larger aircraft using the airport or to an increase in the number of aircraft operations conducted. Therefore, an INM, analysis has not been conducted. Proposed obstruction removal efforts are not expected to alter existing noise contours established for the airport. Short-term noise impacts typically associated with the use of heavy equipment may be experienced by airport abutters during harvesting operations. However, these impacts will be limited to normal daylight working hours for the duration of the proposed project. Long-term noise impacts may be expected to decrease slightly with the dense regeneration growth expected after cutting.

5.15 SECONDARY (INDUCED) IMPACTS

Major airport development projects may involve the potential for induced or secondary impacts on surrounding communities. Examples of such impacts include shifts in patterns of population movement and growth, public service demands, and changes in business and economic activity to the extent influenced by the proposed airport development project. When potential exists for secondary impacts, the EA shall describe in general terms the consideration of these factors.

Proposed on and off-airport obstruction removal and lighting activities are not expected to result in significant induced impacts as the safety improvement project will not contribute to shifts in population patterns, increased (or decreased) public service demands, or changes to local business activity.

Although significant impacts to local business activity are not anticipated, the actions considered in this EA will potentially result in induced impacts to Chewonki Campground. As

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Environmental Consequences
July-14

stated in Section 5.12 *Light Emissions and Visual Impacts* above, approximately 50 trees are proposed for removal, impacting as many as 20 campsites, see Figure 5-1 *Chewonki Campground-Affected Campsites*. Hughes Inc. Arbor & Land Management was retained to evaluate the potential for pruning obstructions to remove only the tops of trees from the Runway 07 approach surface. Due to the fact that many of the trees penetrate the approach by 20-30 feet, pruning was deemed impractical for a majority of the trees identified as obstructions. Removing such a significant volume of tree mass would likely kill affected trees and would create a hazard to campers as the trees weaken, losing remaining limbs and potentially falling to the ground. Hughes Inc. did identify a “zone” of trees located in the western extent of proposed removal limits on the campground where pruning may provide a viable alternative to removal. In this area, trees penetrating the approach by 10-15 feet or less may be successfully pruned in such a manner that maintains tree health and integrity. Hughes Inc. has prepared a report summarizing the results of their analysis and this report, *Tree Evaluation of Chewonki Property*, is located in Appendix C.

Assessing quantifiable economic impacts resulting from obstruction removal to the campground is difficult as it is not known at this time how visitors and guests will respond to proposed alterations to the current landscape. This type of analysis is typically not included when appraising property (easement) value. Although beyond the scope of this document, an analysis considering factors such as the number of campers visiting the mid-coast region annually, the number of campgrounds available to accommodate campers, and camper demographics may provide a general sense of anticipated economic impacts. Even if such a study were to be conducted, it is unknown whether “repeat” campers--people that visit the campground annually (often requesting a specific site each year)—will continue to patronize the campground. Furthermore, due to variables unrelated to actions proposed in this EA (such as economic trends and seasonal weather), it is not possible to estimate the number of repeat customers and campers new to the campground that will continue to utilize the grounds.

5.16 SOCIOENCONOMIC IMPACTS, ENVIRONMENTAL JUSTICE, AND CHILDREN’S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations*, was issued on February 11, 1994. This Order established procedures for the U.S. Department of Transportation (USDOT) to “achieve environmental justice as part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects, including interrelated social and economic effects, of its programs, policies, and activities on minority populations and low-income populations in the United States.”

Towards the prevention of disproportionately high and adverse effects on minority and low-income populations, USDOT monitors operations to assure that nondiscrimination is an integral part of its programs. USDOT policies, programs, and activities are subject to the requirements



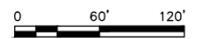
Consultants

	AIRPORT PROPERTY LINE
	ABUTTER PROPERTY LINE
	EXISTING EASEMENT
	EXISTING WETLANDS
	CAMPSITE AFFECTED
	UPLAND VEGETATIVE OBSTRUCTIONS
	VEGETATIVE OBSTRUCTIONS TO REMAIN
	PROPOSED OBSTRUCTION LIGHT

NOTE:

OBSTRUCTION SURVEY AND PHOTO SUPPLIED BY COL-EAST INC. 2010/2011

CAMPGROUND LOCATIONS ARE APPROXIMATE. THE LOCATION AND NUMBER OF CAMPSITES AFFECTED MAY VARY FROM THOSE SHOWN



Revision	By	Appd.	YY.MM.DD

Issued	By	Appd.	YY.MM.DD

File Name:	Fig. 5-1_chewonki_layout_figure.dwg
Dwn.	
Chkd.	
Dgn.	
YY.MM.DD	

Permit-Seal

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Client/Project
WISCASSET MUNICIPAL AIRPORT
ENVIRONMENTAL ASSESSMENT
WISCASSET, MAINE

Title
CHEWONKI CAMPGROUND
AFFECTED CAMPSITES

Project No. 195210698 Scale AS NOTED

FIGURE No. 5-1 Revision 0



**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Environmental Consequences
July-14

of NEPA, Title VI of the Civil Rights Act, Uniform Relocation Assistance and Real Property Acquisition Policies Act, Intermodal Surface Transportation Efficiency Act, and other USDOT statutes involving human health, social and economic impacts, or environmental matters.

FAA is also encouraged to identify and evaluate potential environmental health and safety risks that could disproportionately affect children. Such risks are typically attributable to materials (such as food, drinking and recreational water, soil, and air) children may come in contact with or ingest.

5.17 WATER QUALITY

The potential to degrade the water quality of ground water sources and local surface water bodies must be assessed when evaluating project alternatives considered in this EA. As discussed in Section 3 *Alternatives*, the alteration of freshwater wetlands is associated with proposed design alternatives presented in this EA. Wetland alteration will consist of the conversion of forested wetland habitat to scrub-shrub habitat as well as the selective removal scrub-shrub vegetation identified as obstructions to protected air surfaces.

Construction activities are not anticipated to result in the siltation or pollution of wetlands or adjacent water bodies. In order to avoid potential water quality impacts associated with the construction activities, obstruction removal activities proposed in wetlands will be conducted in winter months during frozen ground conditions to avoid surface soil disturbances. Additionally, temporary erosion and pollution control measures will be specifically designed and implemented throughout the duration of construction activities pursuant to federal, state, and local jurisdictional authorities.

Predetermined sites for equipment and material staging and equipment refueling will be established in locations removed from wetland areas in order to reduce the risk of potential surface and groundwater impacts. Contractors will be required to provide spill containment equipment to prevent the discharge of pollutants from construction equipment such as fuels, lubricants, or any other harmful or potentially harmful material into wetlands or any other water body within the vicinity of the project area. Adverse impacts to the water quality of surface or groundwater resources are not anticipated as a result of actions proposed in this EA.

5.18 WETLANDS

Federal wetland regulations, implemented by the U.S. Army Corps of Engineers (USACE), are based on Section 404 of the federal Clean Water Act. The federal definition of a wetland found in the *Corps of Engineers Wetlands Delineation Manual (1987)*, characterizes federal wetlands using a three-parameter approach based on vegetation, hydrology, and soils. The State of Maine, using a similar three-parameter approach to define wetlands, regulates wetlands through the Natural Resources Protection Act.

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Environmental Consequences
July-14

As stated in Section 4.5, *Natural Environment*, wetland areas are present on and within the vicinity of airport property. Wetland types occurring on-airport include scrub-shrub, wet meadow and emergent wetland systems, and forested wetlands. Figure 5-2 *Wetlands Plan* illustrates wetland locations within and adjacent to proposed project areas on and off airport property. Wetland boundaries are based on a combination of formal field-delineations, sketch-level determinations, and the use of existing mapping and available on-line data. Additional wetland field delineation will be required off airport property (within proposed easement locations) to determine actual wetland boundaries within proposed project locations.

Wetlands to be impacted (approximately 3 acres) by the construction of *Alternative 3 Partial Obstruction Removal and Obstruction Lighting* consist primarily of scrub-shrub habitat occurring on airport property located to the south of Runway 07/25 and to the north of the Runway 25 end. Scrub-shrub wetlands are comprised primarily of speckled alder (north of the Runway 25 end) and small gray birch saplings (south of Runway 07/25) ranging between 10-20 feet in height. Scrub-shrub vegetation proposed for removal is in close proximity to the runway and penetrates the runway's primary surface. Vegetation in these locations has been previously cut and managed as part of the airport's grounds maintenance program.

Additionally, a narrow band of forested wetlands located south of the runway along the edge of the primary surface will be removed to accommodate installation of proposed obstruction lights. Trees identified for removal consist primarily of mature white pines. A more detailed analysis of affected wetlands is located in the *Wetlands Function and Values Assessment* located in Appendix D.

Continued maintenance is required in wetland obstruction removal locations to prevent the recurrence of penetrations to the primary surface. Maintenance efforts will likely be conducted utilizing hand-held equipment but must, however, be conducted in a manner that avoids disturbances to wetland soils.

5.19 WILD AND SCENIC RIVERS

There are no rivers classified under the Wild and Scenic Rivers Act (PL 90-542, as amended) within the airport vicinity. Therefore, no impacts to this resource are anticipated to result from the proposed actions.

5.20 SUMMARY OF IMPACTS

This EA has been prepared to identify and evaluate potential impacts resulting from project alternatives to human and natural resources within the vicinity of the airport. Pursuant to NEPA considerations, the preferred alternative for achieving project goals is *Alternative 3 – partial Obstruction Removal and Obstruction Lighting*. This alternative satisfies the Purpose and Need statement presented in this document, substantially enhances the safety of aircraft operations conducted on Runway 07/25, and enables unrestricted use of the runway by the fleet

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Environmental Consequences
July-14

of aircraft currently utilizing the airport. The proposed obstruction removal and lighting project will not adversely impact the ecological integrity or water quality of wetlands, state or federally protected species of flora or fauna, or historic or archaeologically sensitive resources. The physical landscape of Chewonki Campground will be altered, and as a consequence it is possible that secondary (induced) impacts to Chewonki result from implementing Alternative 3. However, as stated previously in Section 5.15, potential impacts to the campground's business resulting from alterations to the landscape are difficult to anticipate and quantify at this time.

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Mitigation Measures
July-14

6.0 Mitigation Measures

6.1 INTRODUCTION

Mitigation measures are actions that will be implemented during project design and construction to avoid and minimize environmental impacts to the greatest extent possible. Ultimately, mitigation must conform to the necessary permitting requirements provided in Section 7 of this EA. Mitigation measures (40 CFR § 1508.20) generally include the following:

- Avoiding the effect altogether by stopping or modifying the action;
- Minimizing the effect by limiting the degree or magnitude of the action and the activities associated with its implementation;
- Rectifying the effect by repairing, rehabilitating, or restoring the affected environment;
- Reducing or eliminating the effect over time by preservation and maintenance operations during the life of the action;
- Compensation for the effect by replacing or providing substitute resources or environments; and
- Compensatory mitigation required as a condition of environmental permitting for construction activities.

Based on safety, operational, environmental, and economic considerations, it has been determined that the preferred alternative for achieving project goals is *Alternative 3 – Partial Obstruction Removal and Obstruction Lighting*. This alternative improves the safety of operations conducted on the runway, satisfies FAA airspace safety standards and minimizes potential environmental impacts to the greatest extent possible.

6.2 WATER QUALITY MITIGATION

Impacts to ground and surface water resources are not anticipated as a result of the projects proposed in this EA. The proposed safety improvement project will not result in an increase of impervious surface on or adjacent to the airport. Increased storm water runoff from the airport and off-airport project locations is not expected. Erosion and sedimentation are unlikely to result as soil disturbances will be minimized to the greatest extent possible through conducting tree removal during frozen ground conditions and implementing appropriate BMPs during construction.

6.3 CONSTRUCTION MITIGATION

In order to avoid potential water quality impacts associated with the construction of the proposed projects, temporary erosion and pollution control measures will be specifically

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Mitigation Measures
July-14

designed and implemented throughout the duration of construction activities if required by federal, state, and local jurisdictional authorities.

Best management practices to be implemented include: cutting in wetlands in such a manner that avoids disturbances of wetland soils; the timely stabilization of disturbed soils in areas where stump removal has occurred; the implementation of pollution prevention controls; the operation of equipment during daytime hours only; and the construction of equipment access pads to prevent the off-site tracking of dirt and mud. Central locations for all equipment refueling and staging will be established in upland areas removed from wetlands in order to minimize the risk of ground and surface water quality impacts.

Mitigation for the removal of trees located off airport property is typically assumed in the payment made to the landowner for the value of the easement. Funds from the payment may be used by the landowner, at their discretion, to replant affected areas with vegetation suitable to grow to maturity without encroaching upon protected air surfaces. For example, in locations where airspace elevation limits the growth of plantings to 20 feet or less, a variety of shrubs and low growing trees can be used in an ornamental setting or to create thickets and hedges. Such species include varieties of crabapple, serviceberry, magnolia and dogwood, Southern hawthorn, lilac, highbush cranberry, Wild plum, and American elder. Trees growing to maximum heights of 25-30 feet include American hornbeam, Amur maple, Flowering dogwood, chokecherry, and American mountain ash. Examples of trees growing 30-50 feet at maturity include Pin cherry, Jack pine, Gray birch, and Black gum.

Many other species of trees and shrubs appropriate for planting in the Mid-coast region of Maine in locations where airspace elevations must be considered are available. Land owners should consult with reputable nurseries or qualified arborists to ensure desired plantings are suitable for their landscaping needs.

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Jurisdictional Authorities, Actions and Permits
July-14

7.0 Jurisdictional Authorities, Actions and Permits

The following discussion outlines the jurisdictional authorities, actions, and permits that apply to the vegetative obstruction removal project proposed in this EA for construction at Wiscasset Municipal Airport.

7.1 FEDERAL JURISDICTIONS

7.1.1 National Environmental Policy Act (NEPA)

NEPA is the United States' basic charter for protection of the environment. NEPA was enacted with two primary objectives in mind: (1) preventing environmental damage and degradation, and (2) ensuring that federal agencies consider environmental factors with regard to federal actions. NEPA also established the federal Council on Environmental Quality, which is responsible for promulgating NEPA regulations (40 CFR § 1500 – 1508).

NEPA regulations mandate environmental protection for all federal agencies (excluding Congress, the judiciary, and the President). They also require federal agencies to assist in implementing the CEQ's NEPA regulations by adopting policy and procedures consistent with NEPA. The FAA has two such documents: FAA Orders 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions* and 1050.1.E, *Policies and Procedures for Considering Environmental Impacts*.

The analysis and documentation provided in this EA enables the FAA to either issue a Finding of No Significant Impact (FONSI), or, if additional analysis is necessary to evaluate the magnitude of potential impacts, require the preparation of an Environmental Impact Statement (EIS).

7.1.2 Clean Water Act Sec. 402 Water Quality Certification

As required by Section 402 of the federal Clean Water Act, discharges into surface and subsurface waters require a water quality certification. A water quality certification is implied if a permit is issued from the Maine Department of Environmental Protection pursuant to the Maine Natural Resources Protection Act.

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Jurisdictional Authorities, Actions and Permits
July-14

7.2 STATE JURISDICTIONS

7.2.1 Site Location of Development

This state law requires review of developments that may have a substantial effect upon the environment. These types of development have been identified by the Legislature, and include developments such as projects occupying more than 20 acres, metallic mineral and advanced exploration projects, large structures and subdivisions, and oil terminal facilities. A permit is issued if the project meets applicable standards addressing areas such as stormwater management, groundwater protection, infrastructure, wildlife and fisheries, noise, and unusual natural areas. Wiscasset Municipal Airport has been issued a Site Location of Development permit by MDEP. The construction of obstruction removal activities proposed in this EA will require an amendment to the airport's existing Site Location of Development permit. MDEP will issue an amendment if it is determined that proposed projects meet applicable standards.

7.2.2 Natural Resources Protection Act

Wetland alteration impacts associated with the proposed improvement project are subject to the Natural Resources Protection Act (38 MRSA §§ 480-A to 480-HH). In part, NRPA serves to manage, protect and mitigate environmental impacts to wetlands within the State of Maine. The Maine Department of Environmental Protection is responsible at the state level for permitting wetland projects and enforcing jurisdictional wetland protection laws.

Due to wetland alteration impacts resulting from projects proposed at Wiscasset Municipal Airport, an application for a Natural Resource Protection Act permit will be filed with MDEP to be reviewed concurrently by the U.S. Army Corps of Engineers. Currently, MDEP does not require compensatory mitigation for wetland alteration impacts resulting from vegetation removal projects when dredge and fill impacts, or impacts to other natural resources protected under NRPA are absent.

7.3 LOCAL JURISDICTIONS

7.3.1 Shoreland Zoning

A Shoreland Zoning permit will be required by the Town of Wiscasset for any work proposed within 250 feet of the upland edge of freshwater wetlands or within 75 feet of the normal high-water line of a stream.

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Appendix A
July-14

Appendix A

A.1 FAA DETERMINATION

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT**

**Easement acquisition and tree removal
Wiscasset Municipal Airport
Wiscasset Maine**

Proposed Action

The town of Wiscasset proposes to acquire easements and cut trees in the airspace surrounding Wiscasset Municipal Airport. An Environmental Assessment (EA) was prepared to assess this proposed action.

Purpose And Need

The purpose of the project is to meet the FAA safety standards for protection of airspace. The need is derived from the analysis of aerial survey data that has identified trees in the runway 07/25 airspace.

Alternatives Considered

Three alternatives are described in chapter 3 of the EA. Alternative one is the “No Action” alternative. Alternative 2 would remove all vegetative obstructions through extensive tree clearing. Alternative 3 would minimize tree clearing by installing additional obstruction lights. Alternative 1 – 61 acres of obstructed airspace would remain. No tree clearing.

Alternative 2 – Cut 46 acres of trees on Airport property, 15 acres off Airport property. Five acres of clearing are in wetlands. Acquire 13 easements.

Alternative 3 – Cut 19 acres of trees on Airport property, 3 acres off Airport property. Acquire 3 easements. Three acres of tree clearing are in wetlands. Install additional obstruction lights.

Alternative 3 is the preferred alternative, and the proposed action.

Assessment

The environmental impacts of the proposed action are described in chapter 5 of the EA. The environmental impacts of all the proposed alternatives are minimal. The only substantive impacts pertain to the trees to be removed from the Chewonki Campground property near the runway 07 end. Concerns have been expressed regarding the visual and economic impacts of tree removal from the campground property. In an effort to minimize tree clearing, the least aggressive plan will be implemented. This could leave certain Part 77 obstructions, but remove obstructions to TERPS or other operational surfaces.

The Town of Wiscasset owns easements on the campground property; one was acquired to keep the airspace clear and the second to light obstructions. Due to concerns of negatively impacting the campground operations, the property rights obtained through these easements have not been fully exercised and trees have been allowed to grow into the airspace. More easements would be required to adequately maintain the airport’s airspace, including an additional easement obtained from the campground. The Town of Wiscasset’s ability to obtain future FAA grants is limited, until it can clear the airspace necessary to promote a safe operating environment, and to comply with FAA grant assurances.

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT**

Mitigation Measures

Mitigation for easement acquisition and tree clearing typically takes the form of financial payment in exchange for the easement. This case is difficult, as one adjacent landowner feels they rely on these trees as part of their business, a campground. Determining appropriate mitigation for tree clearing in this case will require additional design and consideration. Once more detailed engineering is completed; the sponsor and the adjacent landowner will have a better understanding of exactly how many trees need to be removed or topped, and what species of trees could exist in these areas without growing into the airspace.

The Town of Wiscasset, as airport sponsor, and the FAA will continue the engineering/design process to establish adequate mitigation for the potential impacts of easement acquisition and tree clearing. Ultimately, the sponsor is obligated to complete two efforts: Negotiate with the adjacent landowner for an appropriate value for the easements, while at the same time comply with FAA grant assurances to promote a safe operating environment.

Finding of No Significant Impact

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) and other applicable environmental requirements. I also find the proposed Federal action 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.

APPROVED:



Richard Doucette,
Environmental Program Manager



Date

DISAPPROVED:

Richard Doucette,
Environmental Program Manager

Date

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Appendix B
July-14

Appendix B

B.1 AGENCY CORRESPONDENCE



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Maine Ecological Services Field Office

17 GODFREY DRIVE, SUITE 2

ORONO, ME 4473

PHONE: (207)866-3344 FAX: (207)866-3351

URL: www.fws.gov/mainefieldoffice/index.html

Consultation Tracking Number: 05E1ME00-2014-SLI-0128

April 14, 2014

Project Name: Wiscasset Airport Obstruction Removal and Lighting

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project.

To Whom It May Concern:

The enclosed species list identifies the threatened, endangered, candidate, and proposed species and designated or proposed critical habitat that may occur within the boundary of your proposed project or may be affected by your proposed project. This species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC Web site at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the Endangered Species Consultation Handbook at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

This species list also identifies candidate species under review for listing and those species that the Service considers species of concern. Candidate species have no protection under the Act but are included for consideration because they could be listed prior to completion of your project. Species of concern are those taxa whose conservation status is of concern to the Service (i.e., species previously known as Category 2 candidates), but for which further information is needed.

If a proposed project may affect only candidate species or species of concern, you are not required to prepare a Biological Assessment or biological evaluation or to consult with the Service. However, the Service recommends minimizing effects to these species to prevent future conflicts. Therefore, if early evaluation indicates that a project will affect a candidate species or species of concern, you may wish to request technical assistance from this office to identify appropriate minimization measures.

Please be aware that bald and golden eagles are not protected under the Endangered Species Act but are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.). Projects affecting these species may require development of an eagle conservation plan: http://www.fws.gov/windenergy/eagle_guidance.html Information on the location of bald eagle nests in Maine can be found on the Maine Field Office Web site: <http://www.fws.gov/mainefieldoffice/Project%20review4.html>

Additionally, wind energy projects should follow the wind energy guidelines: <http://www.fws.gov/windenergy/> for minimizing impacts to migratory birds and bats. Projects may require development of an avian and bat protection plan.

Migratory birds are also a Service trust resource. Under the Migratory Bird Treaty Act, construction activities in grassland, wetland, stream, woodland, and other habitats that would result in the take of migratory birds, eggs, young, or active nests should be avoided. Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm> and at:

<http://www.towerkill.com>; and at:
<http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment



United States Department of Interior
Fish and Wildlife Service

Project name: Wiscasset Airport Obstruction Removal and Lighting

Official Species List

Provided by:

Maine Ecological Services Field Office

17 GODFREY DRIVE, SUITE 2

ORONO, ME 4473

(207) 866-3344

<http://www.fws.gov/mainefieldoffice/index.html>

Consultation Tracking Number: 05E1ME00-2014-SLI-0128

Project Type: Vegetation Management

Project Description: Recent airspace analysis identified over 60 acres of vegetative obstructions to protected airspace. Airport proposes to remove 22 acres of obstructions and light remaining obstructions with the installation of nine obstruction lights on airport property and within 2 proposed easement areas adjacent to airport property. Approximately 3 acres of vegetation is proposed for cutting within wetlands on airport property during frozen ground conditions. No stump grubbing is proposed in wetlands.



United States Department of Interior
Fish and Wildlife Service

Project name: Wiscasset Airport Obstruction Removal and Lighting

Project Location Map:



Project Location Measurements: Area : 117.0 ac., Length : 2.5 mi.

Project Coordinates: MULTIPOLYGON (((-69.7208147 43.9584606, -69.7168236 43.9609319, -69.7040348 43.9675731, -69.7027044 43.9667701, -69.7063093 43.9635576, -69.7194843 43.9556802, -69.7194843 43.9556185, -69.7208147 43.9584606)))

Project Counties: Lincoln, ME



United States Department of Interior
Fish and Wildlife Service

Project name: Wiscasset Airport Obstruction Removal and Lighting

Endangered Species Act Species List

There are a total of 1 threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed on the **Has Critical Habitat** lines may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Atlantic salmon (*Salmo salar*)

Population: Expanded Gulf of Maine DPS

Listing Status: Endangered

Has Critical Habitat: Final designated



United States Department of Interior
Fish and Wildlife Service

Project name: Wiscasset Airport Obstruction Removal and Lighting

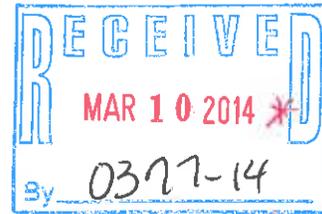
Critical habitats that lie within your project area

The following critical habitats lie fully or partially within your project area.

Species	Critical Habitat Type
Atlantic salmon (<i>Salmo salar</i>) Population: Expanded Gulf of Maine DPS	Final designated



Stantec Consulting Services Inc.
 482 Payne Road Scarborough Court
 Scarborough ME 04074
 Tel: (207) 883-3355
 Fax: (207) 883-3376



* More info rec'd April 8, 2014.

March 6, 2014
 File: 195210698

Attention: Mr. Kirk Mahoney
 Deputy State Historic Preservation Officer
 Maine Historic Preservation Commission
 55 Capitol Street
 65 State House Station
 Augusta, ME 04333-0065

Based on the information submitted, I have concluded that there will be no historic properties affected by the proposed undertaking, as defined by Section 106 of the National Historic Preservation Act. Consequently, pursuant to 36 CFR 800.4(d)(1), no further Section 106 consultation is required unless additional resources are discovered during project implementation pursuant to 36 CFR 800.13.

Kirk F. Mohney

 Kirk F. Mohney,
 Deputy State Historic Preservation Officer
 Maine Historic Preservation Commission

4/14/14

 Date

Dear Mr. Mahoney,

**Reference: Vegetative Obstruction Removal & Lighting
 Wiscasset Municipal Airport
 Wiscasset, Maine**

The Town of Wiscasset and the Wiscasset Municipal Airport are currently preparing an Environmental Assessment in accordance with FAA and National Environmental Policy Act (NEPA) requirements to evaluate potential impacts associated with the removal of vegetative obstructions to protected airspace at the airport. The removal of trees penetrating airspace is proposed on and off airport property within upland and wetland areas. Obstruction lights will be proposed on airport property in order to mark vegetative obstructions within transitional surfaces located to the north and south of Runway 7-25. In this early stage of planning it is anticipated that 3-4 lights will be proposed on each side of the runway. Stump grubbing may occur in upland locations but will not be conducted within wetlands. Easements will be obtained to remove obstructions identified off airport property.

In order to satisfy Section 106 National Historic Preservation Act requirements and to augment the planning process for these projects, we are interested in obtaining information regarding any historic, archaeological or architecturally sensitive resources that may potentially be impacted by the projects considered in the Environmental Assessment

The project considered in the EA will not impact existing structures and do not propose the construction of new impervious surfaces or new stormwater management infrastructure. Please refer to the *FAR Part 77 Analysis to Runway 7-25* plan included with this letter for more detailed information regarding the proposed project. A USGS location map has also been included to assist with your review.

Should you have any questions or require additional information please do not hesitate to contact me. Your assistance with this matter is greatly appreciated.



March 6, 2014
Mr. Kirk Mahoney
Page 2 of 2

**Reference: Vegetative Obstruction Removal & Lighting
Wiscasset Municipal Airport
Wiscasset, Maine**

Regards,

STANTEC CONSULTING SERVICES INC.

Gregg Cohen
Senior Environmental Analyst
Phone: (207) 887-3824
Fax: (207) 883-3376
gregg.cohen@stantec.com

Attachment: As indicated.

c.

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Appendix C
July-14

Appendix C

C.1 TREE EVALUATION OF CHEWONKI PROPERTY



Hughes Inc.

Arbor & Land Management

Sensible Arboriculture Since 1986

TREE EVALUATION OF CHEWONKI PROPERTY

Prepared for:
Gregg Cohen
Stantec Consulting Services Inc.
482 Payne Rd.
Scarborough, ME 04074

Prepared By:
Michael R. Hughes, RCA, BCMA
284 US Route 1
Freeport, ME 04032

Report Prepared For:
Gregg Cohen, Senior Environmental Analyst
Stantec Consulting Services, Inc.
482 Payne Rd, Scarborough Court, Scarborough ME 04074
Date 1-16-14
Date of Initial Contact: 11-12-13
Date of Field Visit(s): 12-18-13 and 12-27-13

Assignment: Determine feasibility of salvaging trees in designated landing pattern zone through the use of pruning, and determine the potential consequences of pruning if pursued.

Scope: The primary areas referred to in this report involve the main residence at the Chewonki Campground and extend approximately 300' beyond the campground's pool and tennis court areas. For the purpose of clarity the site was given three area designations: House Area (A-1), Tree Corridor Area (A-2), and Campsite Area (A-3). Only the letter-number designations are used hereafter.

Limiting Conditions: Heavy snow cover reduced the ability to delineate property lines/boundries. A walk-through, however, was provided by Gregg Cohen of Stantec, as well as the owners of the property. All trees were viewed from the ground perspective, no aerial inspection was conducted. Heights were approximated using a forestry clinometer. Aerial maps provided by Stantec offered general area penetrations vs. individual tree penetrations in many situations. The trees were not numbered.

Observations: A-1 consists of deciduous trees which frame the view of the tidal basin to the south/southwest. Deciduous trees also provide shade and screening to the airport/northeast side of the house. A mix of conifers and deciduous trees are located to the north of the main house. The trees range in height from approximately 25 to 70 feet. Their penetration; a term used by the FAA to denote objects which impose on navigable airspace; is severe (12-50') in this area.



Fig. 1: Deciduous trees in front yard of main house.

A-2 consists primarily of coniferous trees (white pine) planted in a row on either side of the campground access road. The trees provide a shaded approach to the campground as well as a sense of separation between the campground and the main house. The pines average in height from 40-45'. The penetration of the trees (24-25') is substantial for their size.

Fig. 2: Corridor of pine trees in A-2 as viewed from campsites (on left), and main house (on rt.)



A-3 consists primarily of coniferous trees (white pine and hemlock), both planted and native, which provide shade and a natural atmosphere to the campsites. The conifers range in height from 40-100'. The penetration (10-20') in this area is moderate to substantial.

Fig. 3: A range of tree heights in A-3, as well as less penetration of airspace provide more options.



Discussion: Because of the wide range of size and types of trees on the three sites it is necessary to outline a general guideline for their removal or pruning. Understanding how trees recover, or fail to recover, from pruning, as well as a brief discussion of potential insect and disease impacts is a good way to start.

Deciduous trees offer more options for pruning because their structure often contains multiple stems, and/or scaffold limbs. In most instance, callus tissue, or woundwood as it is hereafter referred to, is already in place near the parent stem, in the branch collar, and ready to respond to the act of cutting. Woundwood rolls over the cut within that same growing season or soon thereafter. Even so, it is wise not to have the cut branch exceed one-third the diameter of the parent stem. For example, a 15-inch parent stem, can acceptably have up to a 5-inch limb removed from it. Even in a deciduous tree, there are limitations which must be recognized. While woundwood can be found in the branch collar on *lateral* limbs on the tree, there is no such woundwood in place on *terminal* or end-of-limb growth. It must be created by the tree in response to the cutting or wounding. This takes time and energy, during which disease and insects can gain access.

Conifers, such as white pine, offer greater challenges because of they require the removal of the terminal limb or leader. No woundwood will be available initially to speed closure of the wounds created through height reduction. In addition, conifers such as white pine, are much softer wooded, and decay can advance more readily. For this reason, it is prudent, in my professional opinion, to not exceed a 12-inch diameter height reduction/ heading cut on conifers (given the size of the trees on site). While still a large cut, it will represent a wound from which the tree should be able to recover. There is no “12-inch rule”, and the recommendation suggested here is to provide a simple *guideline* given the various heights of trees on site and the difficult situation impressed by the degrees of penetration.

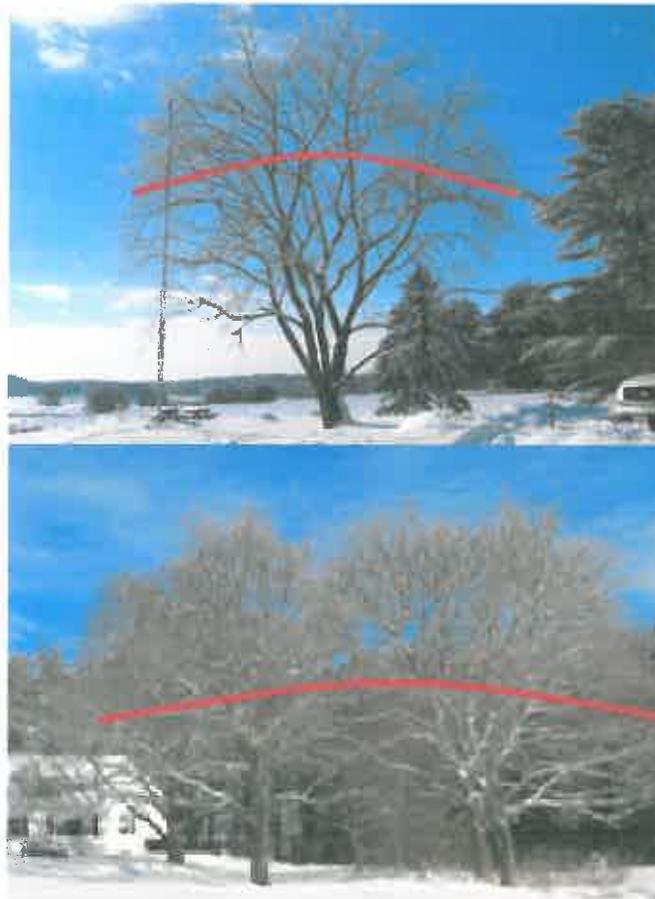
ANSI A300 Standard 9.3.1.5: Branches should be cut to laterals or the parent branch and not at a pre-established clearing limit. If clearance limits are established, pruning cuts should be made at laterals or parent branches outside the specified clearance zone.

Live crown ratio is another consideration. Overly aggressive removal of foliage (over 20-25% live foliage removal) is seriously detrimental to the tree. Foliage, both needle and leaf, provide the tree with food resources for their growth and survival. Deciduous trees respond to height reduction cuts by rapid formation of sprouts/adventitious growth from release of buds just below the bark. These sprouts can grow at several times the rate of normal growth, and though very poorly attached, can aid the trees survival. A conifer cannot sucker like the deciduous tree, and thus is unable to respond well or quickly to height reduction cutting.

Introduction of insect or disease could cause further problems over time in the form of limb failure. A conifer holds its foliage year round. Thus it will experience heavy snow loads on flattened upper crown surfaces artificially created by height reduction pruning.

Conclusions: Area 1: This area offers few options for pruning due to the severe penetration. Figure 5 demonstrates approximately how much crown, or top structure would be required to remove of some of the yard trees. Only one tree, an ash, somewhat off the direct flight line, could be considered salvageable through pruning.

Figure 4: The ash tree on the left could potentially be salvaged, while the maples on the right would suffer traumatic injury to health when subjected to such severe reduction.



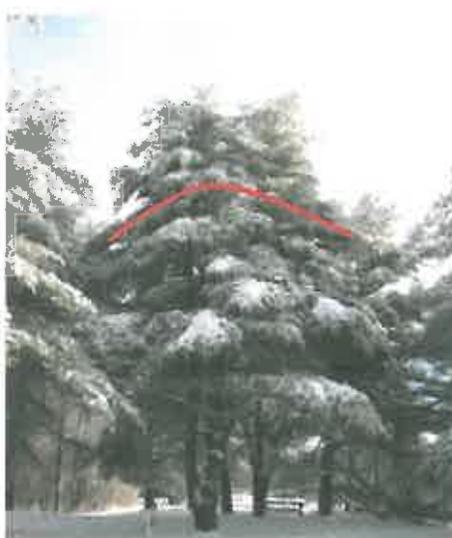
Area 2: The white pines which line the lane leading to the campsites would require removal of approximately 50% of their height. Within the crown of the pine, there is very little wood with live branches to sustain the tree. The trees on either end of the rows offer the largest amount of mid-crown foliage, due to the availability of sunlight. Even so, the trees would be subject to future concerns such as heavy snow loads on the exposed flat tops. Furthermore, the height at which cuts would be made would be quite large, over 12-inch diameter, and very vulnerable to decay. These safety ramifications should be considered if it is decided to leave some trees short-term for aesthetic purposes and/or to shelter replacement trees during establishment. Few, if any of these trees could therefore be considered salvageable.

Fig. 5: View of pine-lined corridor between main house and campsites. As viewed from campsites (on left) and from the main houses drive area (on right). Long-term usefulness of the trees is lost.



Area 3: This area offers the greatest opportunity to salvage/maintain many of the existing trees that currently are in the 40-45' range. Many of these trees are located on the initial entry into the campsite area where the road splits (one side leading to the pool area). Trees in this area show penetration of 14-17', which calls for approximately a 35% reduction. It would appear reduction cuts could be made which would not exceed 12-inch caliper, while maintaining a substantial crown on the tree. I would recommend making additional upper-side reduction cuts of the crown to reduce snow-load.

Fig. 6: Approximately 40' pine with 14' reduction prune. The tree retains adequate crown, and the reduction cuts could be expected to be at or under 12-inch diameter, which should reduce impact.



Further Recommendations/Considerations: Before starting any pruning work-

- Identify specific trees to be pruned and have pre-work meeting to discuss pruning objectives and techniques
- Utilize ISA Certified Arborists to carry out pruning operations
- Determine a sustainable pruning rotation for future care of the site to care for pruned trees and those which may soon enter the “window” of pruning requirements
- One particular tree, a large ash located in Area 3 (at campsite #8) should be removed as soon as possible, regardless of the timetable for this project.

Fig. 7: View below shows the decay present in a very large ash on campsite #8. This tree warrants removal as soon as possible.



Signature of Consultant,



Michael R. Hughes, BCMA, RCA



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Glossary of Terms (As reproduced from ANSI A300 (Part 1)-2008 Standards):

Arborist: An individual engaged in the profession of arboriculture who, through experience, education, and related training, possesses the competence to provide for or supervise the management of trees and other woody plants.

Branch: A shoot or stem growing from a parent branch or stem.

Branch bark ridge: The raised area of bark in the branch crotch that marks where the branch and parent stem meet.

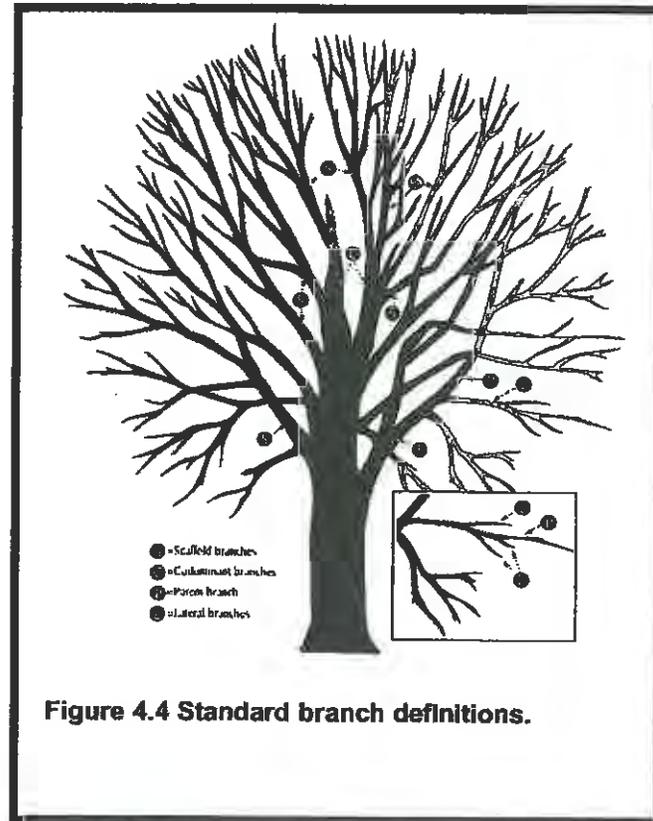
Branch collar: The swollen area at the base of a branch.

Callus: Undifferentiated tissue formed by the cambium around a wound.

Cambium: The dividing layer of cells that forms sapwood (xylem) to the inside and inner bark (phloem) to the outside.

Closure: The process in a woody plant by which woundwood grows over a pruning cut or injury.

Crown: Upper part of a tree, measured from the lowest branch, including all the branches and foliage.



Decay: The degradation of woody tissue caused by microorganisms.

Heading: The reduction of a shoot, stem, or branch back to a bud or to a lateral branch not large enough to assume the terminal role.

Lateral branch: A shoot or stem growing from another branch.

Live crown ratio: Crown height relative to overall plant height.

Parent branch or stem: A tree trunk or branch from which other branches or shoots grow.

Pruning: The selective removal of plant parts to meet specific goals and objectives.

Reduce: Pruning to decrease height and/or spread.

Restoration: Pruning to redevelop structure, form, and appearance of topped or damaged trees.

Scaffold branch: A primary branch that forms part of the main structure of the crown.

Should: As used in this standard (ANSI A300), denotes an advisory recommendation.

Shall: As used in this standard (ANSI A300), denotes a mandatory requirement.

Specification: A document stating a detailed, measurable plan or proposal for provision of a product or service.

Sprouts: New shoots originating from epicormic or adventitious, not to be confused with suckers. (syn.: watersprouts, epicormic shoots)

Standard, ANSI A300: The performance parameters established by industry consensus as a rule for the measure of extent, quality, quantity, value or weight used to write specifications.

Stem: A woody structure bearing buds, foliage, and giving rise to other stems.

Structural pruning: Pruning to improve branch architecture.

Subordination: Pruning to reduce the size and ensuing growth rate of a branch or leader in relation to other branches or leaders.

Thin: pruning to reduce density of live branches.

Topping: Reduction of tree size using intermodal cuts without regard to tree health or structural integrity. Topping is not an acceptable pruning practice.

Trunk: The main woody part of a tree beginning at and including the trunk flare and extending up into the crown from which scaffold branches grow.

Vista/view prune: Pruning to enhance a specific view without jeopardizing the health of the tree.

Wound: An opening that is created when the bark of a live branch or stem is cut, penetrated, damaged, or removed.

Woundwood: Partially differentiated tissue responsible for closing wounds. Woundwood develops from callus associated with wounds.

ANSI A300 Standards which apply to this project:

ANSI A300 Standard 9.3.1.5: Branches should be cut to laterals or the parent branch and not at a pre-established clearing limit. If clearance limits are established, pruning cuts should be made at laterals or parent branches outside the specified clearance zone.

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Appendix D
July-14

Appendix D

D.1 WETLAND FUNCTION AND VALUE ASSESMENT

Wetland Functions and Values Assessment
Wiscasset Municipal Airport
Wiscasset, Maine

Stantec Consulting Services Inc. completed a wetland delineation at the Wiscasset Municipal Airport in Wiscasset, Maine. Wetland boundaries within proposed project locations were determined using the technical criteria established by the U.S. Army Corps of Engineers (Corps) in the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Regional Supplement*. Stantec also assessed the ability of the wetlands on the project site to provide certain functions and values. Wetland functions and values were assessed using the Corp's *Highway Methodology Workbook, Wetland Functions and Values: A Descriptive Approach*. This method bases function and value determinations on the presence or absence of specific criteria for each of the 13 wetland functions and values (see definitions below). These criteria are assessed through direct field observations and a review of existing resource maps and public databases. As part of the evaluation, the most important functions and values associated with the on-site wetlands are identified. In addition, the ecological integrity of the wetlands is evaluated based on the existing levels of disturbance and the overall significance of the wetlands within the local watershed.

- **Groundwater Interchange (Recharge/Discharge)** – This function considers the potential for the project area wetlands to serve as groundwater recharge and/or discharge areas. It refers to the fundamental interaction between wetlands and aquifers, regardless of the size or importance of either.
- **Floodwater Alteration (Storage and Desynchronization)** – This function considers the effectiveness of the wetlands in reducing flood damage by attenuating floodwaters for prolonged periods following precipitation and snow melt events.
- **Fish and Shellfish Habitat** – This function considers the effectiveness of seasonally or permanently flooded areas within the subject wetlands for their ability to provide fish and shellfish habitat.
- **Sediment/Toxicant Retention** – This function reduces or prevents degradation of water quality. It relates to the effectiveness of the wetland to function as a trap for sediments, toxicants, or pathogens, and is generally related to factors such as the type of soils, the density of vegetation, and the position in the landscape.
- **Nutrient Removal/Retention/Transformation** – This wetland function relates to the effectiveness of the wetland to prevent or reduce the adverse effects of excess nutrients entering aquifers or surface waters such as ponds, lakes, streams, rivers, or estuaries.

- **Production Export (Nutrient)** – This function relates to the effectiveness of the wetland to produce food or usable products for humans or other living organisms.
- **Sediment/Shoreline Stabilization** – This function considers the effectiveness of a wetland to stabilize stream banks and shorelines against erosion, primarily through the presence of persistent, well-rooted vegetation.
- **Wildlife Habitat** – This function considers the effectiveness of the wetland to provide habitat for various types and populations of animals typically associated with wetlands and the wetland edge. Both resident and/or migrating species must be considered.
- **Recreation (Consumptive and Non-Consumptive)** – This value considers the suitability of the wetland and associated watercourses to provide recreational opportunities such as hiking, canoeing, boating, fishing, hunting, and other active or passive recreational activities.
- **Educational/Scientific Value** – This value considers the effectiveness of the wetland as a site for an “outdoor classroom” or as a location for scientific study or research.
- **Uniqueness/Heritage** – This value relates to the effectiveness of the wetland or its associated water bodies to provide certain special values such as archaeological sites, unusual aesthetic quality, historical events, or unique plants, animals, or geologic features.
- **Visual Quality/Aesthetics** – This value relates to the visual and aesthetic qualities of the wetland.
- **Endangered Species Habitat** – This value considers the suitability of the wetland to support threatened or endangered species.

Overall Site Description

The project area is located within the boundaries of Wiscasset Municipal Airport, owned and operated by the Town of Wiscasset. Wetlands are present around the perimeter of the airfield and airport property, as shown on Figure 5-2 *Wetlands Plan*. The airport environment consists of relatively flat topography comprised of mowed field flanked by mixed forest communities. Drainage from the area generally flows from the north and east to the south towards Chewonki Creek. The far western region of the airport drains westerly towards Montsweag Brook. According to the U.S. Department of Agriculture’s Natural Resources Conservation Service Web Soil Survey, prominent soils within proposed project locations include Buxton and Scantic silt loams, Turnbridge-Lyman fine sandy loams, and Udorthents-Urban land complex. Buxton silt loams are somewhat poorly drained; Scantic silt loams occur in low-lying areas and are poorly drained. Turnbridge-Lyman soil is well drained fine sandy loam typical to low coastal ridges. Udorthents, located in developed areas of the airfield, typically consist of fill material.



Wetland Descriptions

Wetlands located within proposed project locations are discussed below.

Wetland A

Wetland A is primarily a palustrine forested (PEM) wetland that is located approximately 200 feet to the south of Runway 07/25. The northern edge of this wetland was cleared previously and consists of palustrine scrub-shrub (PSS) vegetation consisting primarily of speckled alder (*Alnus incana*) and gray birch (*Betula populifolia*). Dominant wetland vegetation within the forested complex consists of red maple (*Acer rubrum*) and balsam fir (*Abies balsamea*). White pine (*Pinus strobus*) and red oak (*quercus rubra*), upland species, are common along the border of the wetland. Due to the dense canopy, shrub and herbaceous vegetation communities are sparse. Topography is flat to gently sloping. This wetland extends to the south and drains to Chewonki Creek at the southerly extent of airport property. Pit and mound topography is present in the southern region of the wetland, well beyond proposed project activities. Silty loams within the wetland exhibit redoximorphic concentrations and depletions within the top six inches of the soil profile. At the time of the delineation, evidence of wetland hydrology included areas of saturation at the soil surface, few areas of inundation, and wetland drainage patterns.

Wetland B

Wetland B is a PSS wetland located 200 feet to the south of the Runway 25 end. Wetland B is hydrologically connected to Wetland C (located north of the Runway 25 end) and receives drainage from Wetland C via a 36 inch culvert. Wetland B is also influenced by drainage ditches in the northern and eastern limits of the wetland. This wetland is located in a modest depression receiving drainage from the west and north and ultimately drains to a perennial stream that flows to Chewonki Creek. Wetland B has been previously cut/mowed. Dominant wetland vegetation includes speckled alder, gray birch, meadowsweet (*Spiraea latifolia*), common rush (*Juncus effusus*), and manna grass (*Glyceria candensis*). Soils in the wetland are silty loams that exhibit a depleted matrix within six inches of the soil surface. Evidence of wetland hydrology included wetland drainage patterns, inundation, and saturation at the soil surface.

Wetland C

Wetland C is a palustrine emergent (PEM)/PSS system located 150 feet north/northeast of the Runway 25 end. This wetland receives drainage from an 18 inch culvert located north of the runway and from wetlands located on the north side of Route 144. The wetland drains to the south to Wetland B through a 36 inch culvert beneath the turf safety area. Dominant wetland species include speckled alder, meadowsweet, broadleaf cattail (*Typha latifolia*), woolgrass (*Scirpus cyperinus*), and sensitive fern (*Onoclea sensibilis*). The northeastern edge of the wetland transitions to a narrow band of young red maple saplings. Soils consist of saturated to inundated silty loam depleted at or within the top few inches of the surface. Inundation, saturation, and drainage patterns were evident at the time of delineation.

Wetland D

Wetland D is a narrow band of forested wetland located near the eastern extent of airport property approximately 1,500 feet north of the Runway 25 end. The wetland is a northward sloping depression located between low forested ridges to the west and east. Red maple and gray birch are dominant. Redoximorphic features are present in the silty loam within the upper 12 inches of the soil. Drainage patterns and soil saturation were present indicators of wetland hydrology.

Wetland E

Wetland E is small isolated scrub-shrub wetland located approximately 550 feet to the northwest of the Runway 7 end. The wetland is a depression at the top of a slope which drains westerly to Montsweag Brook. Speckled alder, meadowsweet, and red osier dogwood (*Cornus sericea*) are dominant species in the wetland. Water stained leaves, drainage patterns, and saturated soils were evidence of wetland hydrology. Redoximorphic concentrations and depletions were present in the top six inches of the soil. There will likely be no impacts to this wetland as there were no tall-growing species of wetland flora observed and the wetland is flanked to the east and west by taller white pines which can be easily accessed without impacting the wetland.

Functions and Values Assessment Results

The ability of the project area wetlands to provide the listed functions and values is described in detail below. Table 1 at the end of this section summarizes the results of the assessment.

Groundwater Interchange (Recharge/Discharge)

There are no identified aquifers underlying the project area. There are no wetlands receiving water from surface water sources, and no groundwater discharge was observed during the site visit. Large watercourses are present to the west and south of the wetlands, but they are located below the wetlands in the watershed and it is unlikely that significant groundwater recharge/discharge is occurring within the identified wetlands. Therefore, wetlands evaluated do not provide this function.

Floodwater Alteration (Storage and Desynchronization)

Wetlands B and C are located directly next to the airport runway, which is a large impervious area. These wetlands receive significant inputs of stormwater flow during storm events. Wetland C has an emergent marsh component that has the ability to store and retain floodwater. Wetland C's ability to store a large volume of stormwater is somewhat limited by its relatively small area; however, the restricted outlet (culvert) enhances attenuation. Similarly, Wetland B's ability to store large volumes of stormwater may be limited by its relative size, but its location adjacent to a stream channel and dense vegetation improves flood flow attenuation. Floodwater alteration is considered a principal function of Wetlands B and C.

Fish and Shellfish Habitat

Wetlands A and B are the only wetlands associated with a water course in the immediate vicinity of proposed project locations. Wetland A extends to the south to Chewonki Creek (outside project limits). However, there is a distinct transition between Wetland A and the creek and there is no opportunity for fish to enter the wetland. Shellfish are likely present in the mudflats associated with the southern extent of Wetland A, though this was not substantiated. Although hydrologically connected to the forested wetland, the mudflats are regarded as distinctly different habitat and thus Wetland A is not considered to possess this function. Wetland B drains to a stream (outside project limits), that, at its source is 5 to 8 feet wide and 1 to 2 feet deep. The stream may be capable of supporting small fish species; however, upstream in the wetland ditches and drainage do persistently retain water. No fish were observed in the wetland or stream at the time of the site visit. Fish habitat is not a function of any wetlands evaluated.

Sediment/Toxicant Retention

Wetlands B and C receive runoff from surrounding impervious surfaces associated with the airport that have potential to carry sediment and toxicants (e.g., gasoline and oils). Both wetlands contain dense vegetation and have the ability to trap sediments in slow moving or standing water. Although both wetlands lack high storage capacity, they are capable of slowing flow velocities during periods of high water. Wetlands B and C both provide this function; however, it would only be considered a principal function for Wetland C due to its ability to retain flow for longer periods of time. Wetland E has the capability for retention; however the wetland's small size prohibits it from performing this function with any value.

Nutrient Removal/Retention/Transformation

Similar to sediment/toxicant retention, Wetlands B and C both receive nutrient inputs from the surrounding development associated with the airport. Wetland C contains an area of dense herbaceous vegetation and is likely saturated for the most of the growing season and beyond. Wetland B is also densely vegetated and does provide flow attenuation during high flow events. Therefore, Wetlands B and C both provide this function; however, it would only be considered a principal function for Wetland C.

Production Export (Nutrient)

Wetlands A, B, and C likely contain food sources for wildlife with a diversity buds and flowering plants that likely provide food for birds, small mammals, and nectar-gathering insects. These wetlands have moderate vegetative diversity, yet they lack economically or commercially used products. Wetland B is associated with a stream channel, and detritus is likely transported out of the wetland in the stream. Evidence of deer browse was observed in Wetland A, indicating that the wetland contains food sources for a higher trophic level species. Wetlands A, B, and C provide this function; however, due to moderate/limited plant diversity, this is not a principal function for these wetlands. Wetlands D and E both lack plant diversity and adequate size to provide this function.



Sediment/Shoreline Stabilization

Wetland B is the only wetland directly associated with a waterbody. Wetland B is immediately adjacent to a stream, and the dense vegetation and root mass provides sediment and shoreline stabilization to this stream. The stream likely sees high velocity flows and sediment inputs during stormwater events as there is a large amount of impervious surface in the area. The surrounding vegetation serves to stabilize the banks of the stream and reduce the erosional force of high flows. Therefore, this function would be considered principal for Wetland B.

Wildlife Habitat

Wetlands A and B likely provide wildlife habitat to a variety of songbirds, small mammals, and possibly amphibians and reptiles. Wetlands A and D likely provide habitat for larger mammals (coyote, deer, fox) due to their inclusions within large upland forest and proximity to field edge. Wildlife habitat was determined to be a principal function of Wetlands A, B, and C. Due to the relatively small size of Wetland D, wildlife is a function but not principal.

Recreation (Consumptive and Non-Consumptive)

The general public is technically prohibited from accessing airport wetlands. Partial security fencing is in place in certain locations but most wetlands may be accessed by trespass. Wetlands A and D may be used for hiking and hunting activities however they cannot be considered functions due to potential safety issues associated with the public use of airport property for non-aviation.

Education/Scientific Value

Wetlands are located on private property and are not intended for public use. It is conceivable that with proper coordination and permission, airport wetlands may be accessed educational purposes; however, wetlands do not contain any rare, threatened, or endangered species, nor do they contain high value habitat. Therefore, airport wetlands do not provide this value.

Uniqueness/Heritage

Wetlands do not possess any unique features or historical resources.

Visual Quality/Aesthetics

Given the inaccessible nature of the project area wetlands and the proximity of the wetlands to an active airport, the wetlands do not provide this value.

Endangered Species Habitat

There is no record of threatened or endangered species utilizing habitat in the vicinity proposed project locations, nor do the wetland areas contain unique habitat associated with threatened or endangered species.

Table 1. Summary of Wetland Functions and Values Provided by the Project Area Wetlands

Function/Value	Wetland A	Wetland B	Wetland C	Wetland D	Wetland E
Groundwater	--	--	--	--	--
Floodwater Alteration	--	P	P	--	--
Fish and Shellfish Habitat	--	--	--	--	--
Sediment/Toxicant Retention	--	X	P	--	--
Nutrient Removal	--	X	P	--	--
Production Export	X	X	X	--	--
Sediment/Shoreline Stabilization	--	P	--	--	--
Wildlife Habitat	P	P	P	X	--
Recreation	--	--	--	--	--
Education/Scientific Value	--	--	--	--	--
Uniqueness/Heritage	--	--	--	--	--
Visual Quality/Aesthetics	--	--	--	--	--
Endangered Species Habitat	--	--	--	--	--

P = Principal Function/Value

X = Function Value Provided, Not Principal

Project Impacts

Impacts to wetlands would have only a minor effect on the ability of the wetlands to perform the functions and values described above. The majority of the functions and values provided by Wetlands B and C are associated with their ability to detain/retain flood flow. Limited numbers of small tree saplings and alders will be selectively removed from Wetland C which will not alter this wetlands ability to perform this function nor will it significantly alter its value as wildlife habitat. Similarly, Wetland B's ability to attenuate flow will not be affected. Scrub-shrub & sapling vegetation proposed for removal is denser in this area, however this area has undergone vegetation maintenance of this nature several times in the recent past and wetland functions do not appear to have been compromised.

Functions associated with Wetland A will also only be marginally impacted. The northern most edge of trees is proposed for removal, leaving the vast majority of the forested wetland undisturbed. Proposed cutting should have no adverse effect on wildlife utilizing this habitat. Wetland D possess limited functional value. The primary impact to this wetland will include habitat conversion from a forested to a scrub-shrub community. There is no associated water course that will be affected by this conversion.

Wetland Photographs



Figure 1 Wetland 'A' oriented to the south



Figure 2 Wetland 'B' oriented to the east



Figure 3 Wetland 'B' oriented to the west



Figure 4 Wetland 'C' oriented to the west



Figure 5 Wetland 'C' oriented to the northwest



Figure 6 Wetland 'E' oriented to the north



Figure 7 Wetland 'E' oriented to the south

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Appendix E
July-14

Appendix E

E.1 PUBLIC COMMENTS & SUMMARY

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Appendix E
July-14

Summary of Comments

The majority of comments received do not appear to be in response to the content of the environmental assessment but rather to provide personal accounts of patronage and support of Chewonki Campground. These comments express concern regarding the removal of trees and adverse impacts to the natural beauty and uniqueness of the campground. Other comments state the loss of trees will contribute to less privacy and shade and more noise at the campground, detracting from its appeal and negatively affecting the economic viability of the campground.

The proposed removal of trees obstructing airspace will alter the existing landscape in the northern region of the campground to the extent that large pine trees obstructing the runway approach will be selectively removed or pruned (where possible). The forested/meadow coastal habitat in other regions of the campground will remain undisturbed. Replanting with height-appropriate trees and/or shrubs could contribute to the natural aesthetics of campground. Replanting may not provide the degree of shade offered by mature pine trees but could provide campsite privacy. Noise levels at the campground are expected to be largely unchanged as the existing vegetation between the campground and the airport is not dense enough to provide discernable noise attenuation or buffer from airport ground traffic (vegetation does not provide any noise buffer from in-flight overhead aircraft noise).

One comment, submitted on behalf of the Chewonki Foundation, an environmental educational center located on Chewonki Neck Road approximately 1.5 miles south of Chewonki Campground, specifically addressed the content of the EA. An initial question in the comment inquired as to whether implementation of the No-Action alternative would result in fines to the town of Wiscasset/Airport. The No-Action alternative does not result in fines to the airport. However, failure to address safety issues including obstructions to runway approach surfaces is contrary grant assurances accepted by the Town. The FAA will not provide funding for future airport improvement projects until existing safety issues have been rectified. Additionally, the town remains liable in the event of an accident resulting from trees within the approach surfaces.

The Chewonki Foundation also expressed concern over obstruction lighting associated with the implementation of the preferred alternative. The comment indicates that Obstruction Light #9, due to its location, would deeply degrade the character of the campground. It is important to note that a) proposed light locations are preliminary and ultimately subject to approval by FAA; b) the light has been proposed at that location in an effort to minimize tree removal on the campground—removing the trees obstructing airspace in this location eliminates the need for the light; and c) there is currently an obstruction light (same type as proposed) situated between campsites located approximately 400 feet to the northeast. No comments discussing the negative

**FINAL ENVIRONMENTAL ASSESSMENT
WISCASSET MUNICIPAL AIRPORT
WISCASSET, MAINE**

Appendix E
July-14

impacts of existing obstruction lights (two) have been received. Other concerns with the proposed obstruction lights relate to potential impacts on migratory birds, insects and other wildlife. When migrating, most birds fly at elevations of several hundred feet above ground level. Light elevations are proposed at elevations approximately 10 feet higher than adjacent obstructions (ranging in height between 80-120 feet above ground level). Additionally, proposed lights would be mounted on a self-supported single pole without guy wire support. Collisions with guy wires supporting larger towers are often attributed to bird fatalities during migration. Regarding impacts to insects and other wildlife, red light is unseen by many insects and is typically regarded as less of an impact to wildlife (than white light) due to its low wavelength. Similarly, the low intensity of the obstruction lights is not anticipated to significantly contribute to light pollution or artificial light or limit local star/night sky viewing opportunities.

The comment also states that proposed tree removal and obstruction lighting will potentially impact local business activity and, due to proximity to the campground, degradation of the visual environment will adversely affect Chewonki Foundation's business. Degradation of the visual environment is not stated or implied in the document nor is it anticipated as a result of implementing the preferred alternative considered in the EA. The Foundation recommends the town of Wiscasset consider the economic impacts of the proposed project in light of the economic benefits provided by the campground and the Chewonki Foundation.

The comment also recommends the EA reference projects identified in the Airport Master Plan Update, including an extended runway and expanded terminal building. These projects are beyond the short-term planning period and dependent on justifiable and demonstrated need. Such need does not presently exist. Therefore, it has been assumed for the purpose of the EA, that there is not an expectation those projects will be completed within the reasonably foreseeable future.

Cohen, Gregg

From: Judy Burrows <jb@nhcf.org>
Sent: Friday, June 13, 2014 2:40 PM
To: Cohen, Gregg
Subject: Environmental Assessment and Impact Study

Gentlemen,

I was dismayed to learn that part of the Airport Master Plan would involve removing trees from the Chewonki Campgrounds property.

I urge you to reject this plan because of the negative impact on a local business that relies on its scenic beauty to attract tourists.

I can speak personally having been a long time camper at Chewonki Campgrounds – spending up to two weeks each summer there. Not only do we choose to return because of the beauty of the spot, but we want to support a family run business and enjoy the amenities of the surrounding area. We have enjoyed having the airport as a neighbor during our stays at the campground – even visiting when the vintage planes are in residence so I understand its importance to the local economy. But, please consider balancing this with the high probability of putting a long-time local business at grave financial risk.

I hope you will make the right decision to reject the master plan as currently conceived.

Sincerely,

Judith T. Burrows
10 North Browning Court
Pembroke, NH 03275

Cohen, Gregg

From: Robert Brown <robert@messerpond.com>
Sent: Friday, June 13, 2014 2:46 PM
To: Cohen, Gregg
Subject: Fwd: Airport Master Plan - Environmental Assessment - Chewonki Campground

Subject: Environmental Assessment - Impact Study - Chewonki Campground

Dear Wiscasset Area Concerned,

My family has visited the Wiscasset area and stayed at Chewonki Campground for the past several years. It is a very special place and we look forward to returning each summer.

Often times there has been considerable small plane air traffic but it always seemed limited to daylight hours. It has be a detraction but tolerable.

Although we are not registered voters or property owners in Wiscasset, ME we have a very special fondness for this region of Maine.

As Chairman of my home Town Conservation Commission I am very much aware of the difficulties and controversies associated with land development, expansion and the delicate balance of preserving our important open space, natural resources, tourist attractions and the needs of the private sector.

This is not an easy task. Issues such as large tree removal are especially challenging, since once removed they are nearly impossible to replace within the 100 + years that they may take to regenerate themselves. In the case of Chewonki these trees play an important role as both a visible barrier and to provide critically needed sound abatement.

I must say that as campers, my family would have to reevaluate the site impact on Chewonki Campground if an airport expansion including significant tree removal takes place.

The campground land seems like such an important natural resource that provides significant wildlife habitat, tidal marsh and is just a very pleasant place to be, it would be a tragedy to see all that compromised. Hopefully this land can somehow be preserved and conserved.

“The purpose of conservation: The greatest good to the greatest number of people for the longest time.” Gifford Pinchot, first Director of the U.S. Forest Service

Very Truly yours,
Robert Brown
New London
NH 03257

Cohen, Gregg

From: Fred Eddowes <frededdowes@gmail.com>
Sent: Friday, June 13, 2014 2:58 PM
To: Cohen, Gregg
Subject: FW: Trees for airport

And I'll say it again – please don't cut the trees

From: Fred Eddowes [<mailto:frededdowes@gmail.com>]
Sent: Friday, May 30, 2014 4:08 PM
To: 'townmanager@wiscasset.org'
Subject: Trees for airport

I hope you will rethink this, it is pretty certain you won't have many more planes and pilots but you will have fewer families coming to camp and spend money. Not such a good idea.

Former Camper

Cohen, Gregg

From: Jon Flamand <jflamand@verizon.net>
Sent: Friday, June 13, 2014 3:17 PM
To: Cohen, Gregg
Cc: campcontact@chewonkicampground.com
Subject: "Environmental Assessment"

Gregg,

I support of the Pam and Ann. Please DO NOT allow any proposed tree cutting to be preformed. That would effect this beautiful campground.

Sincerely,
Jon Flamand (A Happy Camper)

Cohen, Gregg

From: HOLLYANNA BATES <hollyannabates@msn.com>
Sent: Friday, June 13, 2014 3:37 PM
To: Cohen, Gregg
Subject: Please consider my request for Chewonki

I understand you are working on an environmental impact study which may impact Chewonki Campground. Please consider that cutting trees at Chewonki would be disrespectful to the owners and the campers. We travel from Colorado each year to stay at Chewonki and enjoy the shade on hot days. Cutting trees would impact our comfort during the day and also create less privacy. I am not sure how cutting trees on the campground property would be legal, but in the case that it is, please think about what's right. Cutting trees is not the right thing to do in the best interest of the campground. The campers and families deserve something better than this action would create.

Please call if you need more information.

Hollyanna

Cohen, Gregg

From: csgw@comcast.net
Sent: Friday, June 13, 2014 3:38 PM
To: Cohen, Gregg
Subject: Fwd: Chewkoni Campground Environmental Assessment

We are writing to express our concern about changes that would potentially occur and cause adverse effects to Chewonki Campground, a campground that we consider one of the best small campgrounds in the state of Maine.

We have been camping there for over 35 years, starting when our two boys were very young. The sites were large and grassy with young pines growing around the sites. As we have camped there almost every year since that time, we have watched those small pine trees grow into beautiful adult trees, providing both shade and privacy. What a crime it would be to see them removed, changing the landscape of this beautiful part of Maine.

We are retired now and continue to look forward to returning to Chewonki each year. We are not entirely sure of what all the changes would be if the Plan is accepted, but the two entities have coexisted for many years, and we are hopeful that they can continue to do so in the future.

Thank you for this opportunity to express our thoughts, and we hope you will consider them as you are making your decision.

Russ and Marlene Ferris

Cohen, Gregg

From: Jim Caldwell <jnacaldwell@fairpoint.net>
Sent: Friday, June 13, 2014 3:56 PM
To: Cohen, Gregg
Subject: Environmental Assessment Chewonki

Dear Mr Cohen,

I have been a friend of Chewonki Camogrounds and the Brackett Family since 1967. Please leave this beautiful spot & it's trees untouched. The Brackett family & Chewonki have survived Maine Yankee and the removal of their trees would be one more travesty. Would you Please assist them to remain standing.

Thank you
Andrea H Caldwell

Sent from my iPad

Cohen, Gregg

From: Web and Sue Balcom <balcoms@yahoo.com>
Sent: Friday, June 13, 2014 4:02 PM
To: Cohen, Gregg
Subject: Impact of Environmental Assessment on Chewonki Campground

Dear Mr. Cohen,

We are writing to request a change to the Wiscasset Airport Environmental Assessment Plan regarding the provision to cut trees at Chewonki Campground. We are frequent campers at this gem of a family campground and have been informed that the proposed plan would cut trees that would disrupt 23 out of 41 campsites at. This is a very significant impact.

We have visited Chewonki for many years and believe it is a very special place of respite and beauty that should be preserved intact for present and future generations of families. Chewonki is not your ordinary campground. It has significant natural beauty which could be greatly marred with the cutting of many trees.

I ask you to consider minimizing the impact to the campground to preserve this special place as it is. Chewonki Campground is a great asset to Wiscasset and the Maine tourism industry. Because of its unique natural beauty, Chewonki brings in many out of town/out of state visitors that support the Maine economy.

Thank you for your attention.

Webster and Susan Balcom
Londonderry, New Hampshire

Cohen, Gregg

From: Robert Sharpe <rsharpe@gare.com>
Sent: Friday, June 13, 2014 4:29 PM
To: Cohen, Gregg
Subject: Environmental Assessment

Mr. Cohen

My immediate and extended family have camped at Chewonki Campground for many years and it is a beautiful campground in a beautiful location. We stay there on long weekends and some full weeks during the summer. We don't mind the planes taking off and landing, take offs always seem to be after 9 AM on the weekends. I walk my dogs out of the campground and along to airport and back, often we will watch the planes come and go. When we walk back to the campground and it is quiet, you forget that the airport is even there. The trees offer a separation from the airport and having them gone would open up the campground to more noise and that sense of being far away from the hustle and bustle of the rest of the world would be gone.

Robert Sharpe
Sculptor
Gare Inc.



Cohen, Gregg

From: Cathy Boedtke <cib@comcast.net>
Sent: Friday, June 13, 2014 6:07 PM
To: Cohen, Gregg
Cc: campcontact@chewonkicampground.com; Bruce Boedtke
Subject: Fwd: Chewonki

Subject: Chewonki

To Greg Cohen

I'm writing in regards to your Environmental Assessment and Impact Study on the proposed changes to the Wiscasset municipal airport & surrounding areas.

It is our understanding that this will require significant tree cutting on the Chewonki campground property which will have an adverse impact on the campground. These trees offer protection from noise, debris, and dust from the airport and adjacent road. The removal of these trees will deter from the camping experience, particularly of those sites along the tree-line.

While we don't pay taxes to Wiscasset we do spend our dollars on our frequent visits, numerous times each summer, while staying at Chewonki campground. We enjoy this area because of its rural and local character which is difficult to find on the coast south of the Bath area.

My husband is a Selectboard member in our community and recognizes the value of tourism to the local economy - which is often overlooked.

While we don't understand the reasons for expanding/changing the airport, we caution you against putting those "improvements" ahead of what makes Chewonki, Wiscasset, and the immediate surrounding area special.

Sincerely
Cathy & Bruce Boedtke
Brownsville, Vermont

Cohen, Gregg

From: Giguère Sylvain <giguèresylvain@gmail.com>
Sent: Friday, June 13, 2014 6:31 PM
To: Cohen, Gregg; Chewonki Campground
Subject: Support to Chewonki Campground to protect environment against the Airport

To the concerned authorities:

I live in Quebec and do visit Maine every year for decades, and along the years, I have introduced many friends and members of my family to the Wiscasset area. We all admire Chewonki campground for its contribution to the local tourism industry, and for its great respect and promotion of respect toward the environment.

I wish to denounce the Airport project, which would oblige the nearby Chewonki Campground to cut trees, which would affect 23 of its 47 camp sites.

I bring my support to the Chewonki campground, which is an institution bringing major support to your local touristic activities. Visitors who stay at the Chewonki do spend their dollars in your city, while this airport is an annoyance, and used only by the chosen few, to play with their toys and make noise.

I hope that this airport would be relocated in a more convenient location, so that a treasure like the Chewonki Campground can be protected.

Chewonki is a place where the respect of the nature and environment are at the center of their concerns, and I wish I can spend many many stays at Chewonki, and enjoy the surroundings and the area for many years to come.

Sylvain Giguère
St-Raymond, Québec, Canada.

Cohen, Gregg

From: Shockley Donna <rdshockley@metrocast.net>
Sent: Friday, June 13, 2014 7:20 PM
To: Cohen, Gregg
Subject: Environmental Assessment and Impact Study

To Whom it May Concern:

We are writing to request that you REJECT the Airport Environmental Assessment which would allow removal of many trees from Chewonki Campground, disrupting 23 out of 47 campsites. The campground has a special ambiance that is unequalled in all of the Northeast, and for many families, including ours, it provides respite and recreation that we have not found elsewhere. The campground has offered this same relaxation to generations of people who, in turn, patronize your local businesses, restaurants, grocery stores, and other nearby museums, beaches and area attractions. We respectfully ask you to preserve the special place that is Chewonki Campground, and vote to reject this plan.

Thank you.

Bob and Donna Shockley
6 Alberg Road
Wolfeboro, NH 03894

Cohen, Gregg

From: mnolson mnolson <mnolson@townisp.com>
Sent: Friday, June 13, 2014 7:36 PM
To: Cohen, Gregg
Subject: Environmental Assessment

Dear Mr. Cohen,

I am writing in support of Chewonki Campground and the preservation of this beautiful area. My family and I have camped there almost every year for the past 47 years and am deeply concerned that the cutting of the trees will negatively impact the campground. Not only will it take away from its beauty but it will also compromise the privacy the wooded sites have to offer. I urge you to reconsider your plan.

Sincerely,
Nancy Olson

Cohen, Gregg

From: Joan Kenyon <joan.kenyon@snet.net>
Sent: Friday, June 13, 2014 11:20 PM
To: Cohen, Gregg
Cc: campcontact@chewonkicampground.com
Subject: Environmental assessment

We have spent many enjoyable times camping at Chewonki Campground especially because we like the privacy of the wooded sites. Cutting down the trees will have a negative impact on the appeal of Chewonki Campground. We do not like Campgrounds where you feel like you are camping in an open field. I feel our enjoyment of Chewonki will be diminished if the trees are cut down.

Sent from my iPad

Cohen, Gregg

From: Linda Sullivan <lrsullivan2@gmail.com>
Sent: Friday, June 13, 2014 8:51 PM
To: Cohen, Gregg
Subject: Fwd: Airport tree removal

Please review my letter I sent to the selectmen regarding the tree removals proposed for Chewonki campground. I hope you will take my comments into consideration before making your decision.
Thank you, Linda Sullivan

----- Forwarded message -----

From: Linda Sullivan <lrsullivan2@gmail.com>
Date: Friday, May 30, 2014
Subject: Airport tree removal
To: "townmanager@wiscasset.org" <townmanager@wiscasset.org>, Chewonki Campground <campcontact@chewonkicampground.com>

Dear Selectmen,

Chewonki campground is a Jewel. It is an oasis we look forward to visiting every year. Asking the Chewonki owners to remove trees for the airport is almost a crime.

When we stay for a week at Chewonki I would estimate we spend about \$1000 in the shops, restaurants and gas stations we frequent in Wiscasset. Other campers spend similar amount and boost the local economy without impacting the town service costs at all.

I beg you to find another alternative and leave the beauty of Chewonki alone. There are very few campgrounds maintained as lovingly and run as well as Chewonki. We would be heartbroken to see it changed by tree removal. The airplane noise will increase without the buffer of the trees and the charm of Chewonki will be very negatively affected.

Please do not consider the airport's request for a change.

Sincerely,

Linda and Bill Sullivan
11144 Campazzo Drive
Venice, Fl 34292

Cohen, Gregg

From: bejay50@bellsouth.net
Sent: Saturday, June 14, 2014 4:37 AM
To: Cohen, Gregg
Subject: Environmental Assessment

Regarding the Environmental Assessment and Impact Study, we are faithful campers at Chewonki Campground every year for a month in September and strongly disagree with any tree cutting on the property and surrounding areas. This area is indeed a sanctuary for the wildlife of Maine. We are native Mainers and always find going home to this quiet and restful location, not only a joy but also a gift offered to us. Please do not allow the cutting of precious trees in the area.

Thank you
The Boiters

Cohen, Gregg

From: Lynda Vogt <housatpoohcorner@yahoo.com>
Sent: Saturday, June 14, 2014 7:27 AM
To: Cohen, Gregg
Subject: Please don't cut the trees at Chewonki Campground

Hello,

PLEASE don't cut trees at Chewonki Campground. Chewonki is a treasure, partially for the view of the salt marshes, but just as much for their majestic trees. To cut them would be to spoil something that is enjoyed by many. Chewonki is what brings me to Wiscasset every summer. Please show appreciation for what is best about your community and save the trees.

Lynda Vogt

Cohen, Gregg

From: Wendy MacLean <wu4555@verizon.net>
Sent: Saturday, June 14, 2014 7:47 AM
To: Cohen, Gregg
Subject: Chewonki campground and surrounding area-re: airport environmental assessment

Greg,

We are writing as a concerned visitor and patron to Chewonki Campground and to the Wiscasset area for several decades. The proposed cutting of vegetation regarding the local, small, single runway airport access is upsetting. For a handful of flights or less, on any given day, the environmental assessment proposes the cutting of many on site and off site trees. A large amount of trees and acreage will be affected. The cutting will alter the charm and the beautiful Maine landscape for many decades. The cutting of proposed trees will monetarily affect the personal small business of family owned Chewonki Campground immensely.

I understand the wetlands are a concern and caution is being taken in regard to the cutting in the wetlands from an environmental protection slant. My question poised is why is noise pollution from the loud engine noise of aircraft not being considered in regard to the trees being cut? The trees and tree line act as a natural buffer to the noise pollution caused by the small local airport to the surrounding community,. A drastic cutting of trees, affecting a family owned business and personal property, changing the natural Maine coastline and the impact of noise pollution as a result of the cutting, to us, are compelling reasons the proposed environmental assessment and cutting of trees should be seriously reconsidered.

Regards,
Wendy Maclean and Ward Youmans
Shrewsbury Massachusetts

Cohen, Gregg

From: mesilver48 . <mesilver48@gmail.com>
Sent: Saturday, June 14, 2014 8:43 AM
To: Cohen, Gregg
Subject: Environmental Assessment/Chewonki Campground

Dear Mr. Cohen,

As Mainers who have had the pleasure and privilege of camping at Chewonki, we are concerned about the upcoming possibility of altering the tree line of the camp. We understand that commercial needs often conflict with environmental needs. In this case, however, proposed commercial needs conflict with both environmental and pre-existing commercial needs. The draw of a campground like Chewonki, besides the warm, knowledgeable and attentive staff, is the gorgeous combination of wooded sites accompanying the stellar tidewater setting. It is key that such a rare resource be maintained.

Towns and businesses need to work together for a successful community. Chewonki has given the community of Wiscasset a valuable asset for 50 years. It is our hope that the town will consider that history carefully in an era when most business look to bottom line instead of community enhancement, natural resource protection and, most important, commitment.

Sincerely,
Mark and Judi Silver
Waterville, Maine

Cohen, Gregg

From: Kelley Delaney <kelley.delaney@gmail.com>
Sent: Saturday, June 14, 2014 11:02 AM
To: Cohen, Gregg
Subject: Chewonki Campground

Hello

I am writing today to urge you to reject the Wiscasset Airport Environmental Assessment and Impact Study. I am a loyal customer of the Chewonki Campground and hope to be for years to come. The location of the campground makes it an ideal vacation spot to being able to visit and support the village of Wiscasset while providing a serene and welcoming escape from city life for me and my family. To lose so many of the trees and serenity would spoil all of that and likely encourage us to look to other towns in Maine for our frequent vacations. I cannot imagine we are the only family that would feel this way and in the end I am imagine the impact of these plans would likely decrease the tourism rate to your village. I urge you to work to preserve the character of all parts of your beautiful village to encourage people to return season after season to help support the economy of the predominantly small businesses.

Best,
Kelley Delaney
Nurse Practitioner

Cohen, Gregg

From: M. Auriemma <redrockwanderer@gmail.com>
Sent: Saturday, June 14, 2014 11:18 AM
To: Cohen, Gregg; Chewonki Campground
Subject: Save the Trees

I am writing in an effort to support the saving of the trees at Chewonki Campground. I have traveled all over this country and Canada, and tent camped at many campgrounds both primitive sites and established campgrounds, and Chewonki continues to be in the top 5 of my favorite places to stay. I found Chewonki about 30 years ago on a motorcycle trip up the east coast and have returned many times, sometimes alone with my husband and sometimes with friends, introducing them to the special place called Wiscasset. The character of Chewonki is unique and makes for a very pleasurable place to stay. To destroy the trees you will be taking away one of the important features that makes Chewonki special - space, privacy, and shade between campsites.

Also, when staying at Chewonki, we enjoy going into Wiscasset and supporting local establishments such as restaurants, shops, etc. My husband and I were planning on staying at Chewonki this summer for a long weekend of kayaking and were bringing friends along with us who have never been to the Wiscasset area before. We wanted to share with them the beauty of Chewonki campground and the surrounding area.

If you destroy the trees, you will destroy Chewonki, and the likelihood I and my friends will ever return to the area. Please think long and hard about the decision you make. There are few places like Chewonki left in this country and it deserves to be preserved as is.

Thank you in advance for making a wise decision,
Marti Auriemma
Northfield, Massachusetts

Cohen, Gregg

From: Bill Dean <billdean99@gmail.com>
Sent: Saturday, June 14, 2014 4:43 PM
To: Cohen, Gregg
Subject: Environmental Assessment

Greg. Please vote against any tree cutting in Chewonki. Thanks. William and Marsha Dean

Sent from my iPad

Cohen, Gregg

From: Steve Brown <sbrown133@nycap.rr.com>
Sent: Saturday, June 14, 2014 9:45 PM
To: Cohen, Gregg
Subject: Chewonki Campground Trees

I urge you to vote in favor of leaving the trees as is . It is a beautiful place and in my friends opinion (past aircraft pilot) aircraft can still come and go with the existing tree growth. thank you.

stephen brown
Rensselaer, NY

June 16, 2014

To the Editor:

This letter is to express my deepest concerns regarding the proposal to remove trees on the Chewonki Campground property in Wiscasset, potentially eliminating 23 of the 47 campground sites for airport expansion.

The campground has been maintained for the last 53 years providing a breath-taking natural atmosphere for people who are looking for a family-oriented camping experience.

As importantly, it has been appreciated and kept as a significant wildlife habitat, tidal marsh and place for people to connect with nature.

Open five months during the year, the business generates substantial revenues for the town of Wiscasset. It is a venue for weddings, reunions, local business gatherings, music workshops, bicycle and kayaking groups, just to mention a few of the clientele who benefit from it's existence.

If the Airport Master Plan is accepted as is, a viable business run for over half a century by two local women, will be destroyed.

As a Maine children's book author and illustrator my first book, A Caribou Alphabet, is a witness to the critical consequences when a natural habitat is altered.

Caribou, once prevalent in our state can no longer survive in what has become a "fringe habitat" for them due to the alteration of the forests of Maine. This and other factors added up to failure at the two attempts to bring them back. There is no going back.

I encourage Wiscasset citizens to attend the next selectmen's meeting and urge the board to reject the proposed plan and consider alternative ways for both the Chewonki Campground and the airport to continue to thrive and benefit the entire community.

Mary Beth Owens
Walpole

Cohen, Gregg

From: Ives Robbyn - Lonza Portsmouth <robbyn.ives@lonza.com>
Sent: Monday, June 16, 2014 10:41 AM
To: Cohen, Gregg
Subject: Environmental Assessment, Wiscasset

Importance: High

To Whom It May Concern,

It has come to my attention that the town of Wiscasset will be voting on the Environmental Assessment and Impact Study in regards to the Wiscasset Municipal Airport. I wanted to write this letter in support of rejecting the Environmental Assessment in hopes that something can be reworked to alleviate the stress the current proposal will put on the Chewonki Campground and the surrounding environment.

My family and I have been camping at Chewonki Campground as a family (parents, children, grandchildren, aunts, uncles, nieces, nephews) for over 20 years. My children (now 10 and 11) have grown up camping at Chewonki through the camping seasons. The owners of Chewonki campground, Pam and Ann, have become part of an extended family that we look forward to seeing every season. Removing trees from the campground would take away the beautiful ambiance, relaxing shady areas on hot sunny days and forever change the esthetics of this beautiful ocean campground. The campground would forever be changed and not for the better. It is a beautiful and calming place surrounded by various trees for shade and comfort. For years we have watched small planes come in and out of the airport and I am confused on why the trees on the Chewonki Campground as well as surrounding areas need to be removed. The trees are on the property of Chewonki campground and not in the direct path of the runway itself and not on airport property. I understand the need for change however the modifications (tree removal) will not only impact the campground but the environment and wildlife that can be found in and around the area. You would certainly remove the whole esthetics of this lovely campground and the region and put additional financial strain on the owners, Pam and Ann, which they have already had to endure over the past few years. Most of the campsites require shade especially for those tenting. If the trees are remove as proposed this will cause many camp sites to be forever changed and change the camping experience campers like myself have experienced for years. I hope that the Environmental Assessment can be rejected and adjusted to make it more beneficial for not only Chewonki campground but for the surrounding areas that will be affected. Without the campground my family and I would have no reason to visit the beautiful area of Wiscasset Maine and it would be sorely missed as well as Pam and Ann and the wonderful campground they provide during the camping season!

Please reject the Environmental Assessment, it would be a shame to have this wonderful area destroyed and forever changed.

Glenn and Kathleen Clark
Adam Clark and Family
Karen Turcotte and family
Robbyn Ives and Family
Mary Clark

Robbyn Ives
CSV II
Lonza Biologics, Inc. NH
[Mailto:robbyn.ives@lonza.com](mailto:robbyn.ives@lonza.com)

Please consider the environment before printing this document.

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Mary P. Lefebvre
114 Farmer Rd
Hooksett, NH 03106

June 4, 2014

To Whom It May Concern:

I am writing to you in reference to the Chewonki Campground. This campground was a dream of Pam and Ann's farther. The unfortunate part is that he died before it became a reality. I have been camping there since 1961. As a child, my family along with other families from Skowhegan came and spent time during summer vacations. When I was lucky enough to be able to go back there after many many years, it was as I had remembered it...It would be a huge travesty to take this away from future generations.

There are very few places on the Maine coast that have fields, trees, flowers and salt water all within steps of your campsite.

Campers spend a great deal of money in the grocery stores, shops, gas stations, and restaurant's in the area. As I see it, it is a win – win situation for everyone.

Please don't take this dream away for Pam and Ann; and all the campers that come to enjoy life the way it should be. The Maine way.

Thank you,

Mary Lefebvre
603 860 3620

Cohen, Gregg

From: Margaret Donahue Lynch <mdonahuelynch@gmail.com>
Sent: Tuesday, June 17, 2014 7:43 PM
To: Cohen, Gregg
Subject: Environmental Assessment

-----Original Message-----

From: Margaret Donahue Lynch [<mailto:mdonahuelynch@gmail.com>]
Sent: Monday, June 2, 2014 6:36 PM
To: townmanager@wiscasset.org
Subject: airport plan

Dear sir or madam,

As pilots we do not feel that airport safety requires taking any trees at Chewonki campground. Pilatus aircraft have no problem getting in and out the way it is now. To compromise the beautiful setting of the campground would reduce its effectiveness as a protector of the environment. We need to keep the beautiful places beautiful, something many can enjoy, rather than catering to a few pilots.

Margaret and Jeffrey Lynch
144 Main St, Townsend, MA 01469
978-870-4082

Cohen, Gregg

From: WLFUSMC@aol.com
Sent: Wednesday, June 18, 2014 9:22 AM
To: Cohen, Gregg
Subject: Environmental Assessment

Dear Sir,

I am sending this e-mail to ask your support in the denial of the proposed tree cutting involving the Chewonki campground. My family has been camping there for 34 years and we would be heartbroken to see the topography changed. My children now camp there with their own families and we always share stories of times past.

This is a special campground and if you were a camper and visited other campgrounds you would see what a difference this campground is. Seeing the same faces every year gives it that family feeling and it would be a shame for that to be changed.

Thank you for your support and consideration.

Sincerely,
William Ferretti

Cohen, Gregg

From: mdwink@roadrunner.com
Sent: Thursday, June 19, 2014 4:49 PM
To: Cohen, Gregg
Subject: chewonki campground

I have been staying at Chewonki Campground for the last ten years. The tree's in the campground are not at the end of the runway. They are to the side of the airport land. Please do not destroy the trees. The campground will not be the same.

yours truly, M. Dwight Winkley Ossipee, NH

Save Chewonki Campground

June 19, 2014

When one is lucky enough to live in Midcoast Maine it is the responsibility of the people who enjoy this beautiful place to speak up when our pristine environment and way of life is threatened. We are writing this letter to speak up for a beautiful piece of property and family owned business found in Wiscasset; Chewonki Campground. Chewonki Campground, established over 50 years ago, is a place where residents and non-residents alike can gather for family reunions, weddings, and business meetings. People from all over New England, approximately 3000 families, make the trek to Chewonki Campground to create memories and enjoy the many activities and businesses found in the Midcoast region. This one little campground not only offers a beautiful place to work, learn and play but adds to the economy of Wiscasset, the Midcoast area and beyond.

But the environment and way of life this campground offers to all of us is under threat. The Wiscasset Airport has created something called "The Airport Master Plan." This plan would cut trees that would not only destroy 23 campsites, but create a blemish on the campground as a whole. Imagine taking your family to what you think will be a beautiful, peaceful campground along the coast of Maine, only to arrive and find the landscape destroyed. Taking the place of those magnificent pine trees, will be huge airport lights which will illuminate 150 feet into the night sky.

Now imagine being a business person in the Wiscasset and Midcoast area; a business that has come to depend on a portion of the \$600,000 to 2 million dollar revenue these families and organizations that come to Chewonki spend, when those people no longer arrive because of the destruction proposed by the "Airport Master Plan."

We would ask that the Board of Selectmen of Wiscasset consider the serious fallout of making a decision that will change this fragile and pristine environment and negatively affect the income of area businesses and organizations. We ask that the Board of Selectmen vote "NO" to the "Airport Master Plan" and work with the Chewonki Campground owners and Wiscasset airport on a plan that will not have such devastating results to the environment, economy and Maine way of life.

Sincerely,

Caroline Bond and Joseph Russano

Jefferson, ME

Cohen, Gregg

From: Amanda Freeman <amfreeman@live.com>
Sent: Saturday, June 21, 2014 8:24 PM
To: Cohen, Gregg
Subject: Environmental Assessment: Chewonki Campground

To Whom It May Concern,

My name is Amanda Freeman and I am writing to you in regards to the vote that is occurring tomorrow regarding the expansion of the Wiscasset Airport that would affect Chewonki Campground. My family has been camping at Chewonki for over 40years and we are now in our fourth generation of Freeman's camping and making memories at the campground. Every year for the first week in August there are approximately 100 Freeman's that take up most of the campground. It is a tradition that my grandparents began when they wanted to visit their families in Bath, Maine and it has grown from there. Both the people and the place hold a special place in our hearts. Over the years Pam, Ann and their families have become a part of our family. This vote is critical in the continuing of not only the campground as it is today, but also the continuing of many families' tradition of camping there and being a part of the Chewonki family. We are only one of several families who reunite at the campground each year. The cutting down of the trees would affect more than half of the camp sites and alter the pristine landscape that Pam and Ann have worked so hard to create and maintain. I share this with you as the vote not only affects the livelihoods of Pam, Ann and their families, but also the lives of many campers who consider Chewonki as a second home. I ask that you please take this into consideration as you vote tomorrow. I understand the financial incentives for expanding the airport, but what I am asking you to consider is, do the financial incentives out weigh the livelihoods of two of your town's devoted families and the lives of those who have considered Chewonki a second home. Thank you for your consideration in this matter.

Sincerely,
Amanda Freeman

Cohen, Gregg

From: Nat Brown <natbrown.llc@icloud.com>
Sent: Monday, June 23, 2014 2:16 PM
To: Cohen, Gregg
Subject: Comments, Tree Cutting, Wiscasset Airport/Chewonki Campground

Dear Mr. Cohen,

I write this letter at the behest of the Chewonki Campground and regarding the removal of trees in and around the Wiscasset Airport.

I am a camper, kayaker, and former private pilot. As such, I understand both the concerns for the campground's character and the duties faced by the airport to provide safe airspace around its runways.

My wife and I stayed at the Chewonki Campground several years ago. We were on a kayaking trip along the Maine coast. On our return, we were looking for a place to camp that both was close to Portland and would allow us to paddle. Chewonki was one of several camping areas that fit this description. The deciding factor, however, was the campground's close proximity to an airport. We camped there because of the airport, not in spite of it.

I hope all parties involved in this situation can look for opportunities that may be hidden in the concerns about the campground's character. Pilots are generally a civilized group with disposable income. Chewonki offers a picturesque camping area, with access to paddling, cycling, and other recreation. I do not think I speak just for myself when I say that a paved runway with IFR approaches, which abuts a pretty campground, would be an attractive destination for weekend warriors such as I was. It offers the safety and skill level of a four-season airport with the backcountry feel of camping by airplane. Unfortunately, the time is probably gone when one might taxi to his or her campsite, which I think might have been unique in all of New England.

For myself, I will always prefer to camp where I can bird watch in one direction and airplane watch in the other. To the extent trees are lost on the airport side of the campground, there may be a market for those sites that is yet to be tapped.

Finally, I met a pilot at Oshkosh many years ago. In addition to his airplane, he owned a large RV. He looked for pretty places where he could rent a site/hook-up for the RV for a season and then come and go by air. There are probably not many of his sort but Chewonki is the sort of campground that could well attract them.

It seems to me that times of change often bring opportunities. I hope that the campground and the airport can look past present concerns to a mutually bright future.

My best hopes for all,

Sincerely yours,

Nat Brown

Nat Brown, Esq., GPHR

Law Office of Nathaniel G. Brown, LLC
Box 626
Columbia, CT 06237

PH: 860-337-1227
FX: 860-920-5223

Whatever course you decide upon, there is always someone to tell you that you're wrong. R.W. Emerson

Tolerance implies no lack of commitment to one's own beliefs. Rather, it condemns the oppression or persecution of others. John F. Kennedy

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To whom it may concern,

June 21, 2014

In Wiscasset ME, lies a hidden gem called Chewonki Campground. This is the place my family and I consider our summer home, our summer family. We are non-residents, and this is the place that I have been vacationing at since 1967, the summer I turned 7 years old. I have since raised my own 4 children on summers here, a place to get away from the rat-race of Massachusetts, to the peace and serenity of Chewonki Campground! My parents, in their 80's, are seasonal campers and although I am unable to be a seasonal camper due to my career, I am there several times during the summer, including a 2 week vacation around the 4th of July. The airport just down the road has been a part of my summers as well. I/we have grown up listening to the roar of the engines with take-offs and landings, waking us early in the morning, or disturbing our evening campfire, but that has never deterred us from coming back to this beautiful piece of land. The Bracketts are like my family, they, Pam and Ann being only about 8-10 years my senior, are like my sisters, their children like cousins to my own children. I have seen this place grow and grow. The amount of work that the girls put into that campground is amazing. They work far harder than any other typical campground. The mowing alone is a tremendous job, and nearly never ends all summer! Those who discover this place, almost always return.

The proposed plan to remove large areas of trees or add lighting poles to this magnificent piece of property to accommodate the airport, is just wrong and unnecessary and would severely damage this fine establishment. There must be other alternatives to consider for airport and the campground to be able to co-exist. With the opening of the executive airport at the former Brunswick Naval Air station, it seems superfluous to have the Airport runway in Wiscasset reconstructed to accommodate larger planes or late night flying when they can land or take off just a town or so away! The proposed plan seems too drastic to say the least. Perhaps a smaller area of trees could be considered. To take away all the trees that are proposed would decimate the campsites along the road. The trees along that stretch, are all that lies between the road and their privacy. The airport has already removed the entire woods along Chewonki Neck road that I grew up playing in. Perhaps the runway area could be re-routed into a different pattern. There have to be other options.

In closing, I just want to be sure that everyone involved, takes a closer look at the businesses that are involved, and what would happen to Chewonki Campground, the Brackett's livelihood, if what is proposed should take place. Other options must be considered to maintain peaceful coexistence of both businesses. I feel the proposal needless, when there is already an airport so close to this area that can accommodate the rare instance where a longer runway or night flying would be needed.

Sincerely,
Betsey Driscoll
30 Rachel Rd
Dracut, MA 01826

Cohen, Gregg

From: Chewonki Campground <campcontact@chewonkicampground.com>
Sent: Monday, June 30, 2014 5:24 PM
To: Laurie Smith
Cc: Cohen, Gregg; timothymerry@yahoo.com; jslack17@roadrunner.com; pdunning@wiscasset.lib.me.us
Subject: Fwd: Airport EA response -- please fwd to your town selectmen

Begin forwarded message:

From: Dustin Sleight <dustinsleight@gmail.com>
Date: June 29, 2014 2:43:25 PM EDT
To: "campcontact@chewonkicampground.com"
<campcontact@chewonkicampground.com>
Subject: Airport EA response -- please fwd to your town selectmen

To the owners of Chewonki Campground,

I have written the following letter in hopes to help with your efforts to preserve the integrity of your property which I know you all work so hard to maintain. Please distribute it as you see fit, and let me know if there is anything I can do to help.

-DS

The family that owns and operates Chewonki Campground are some of the most hardworking industrious and kind people I have ever had the pleasure of knowing. Their spirit, kindness and modesty are equally as inspiring as the beautiful coastal property which they maintain immaculately. It is on their behalf that I feel compelled to write this letter regarding the encroachment of their neighbors at the municipal airport.

I am appalled by the suggestion of clearing, cutting or making any changes large or small to the landscape of a Maine family business without explicit consent of the property owners. Especially considering the importance of the environment, which has been carefully cultivated for decades, in the services provided by the campground, often lauded for its private and shady sites.

These actions will no doubt effect the atmosphere and ultimately the business in a negative way. Without any extensive research, it's fairly easy to see that the community impact of the campground greatly outweighs that of the airport. I would wager conservatively that the campground alone generates thousands of customers for

Wiscasset and surrounding area businesses by bringing people into the area. In comparison, it seems an airport serves more as a gas station or pit stop than an attraction. Any locals who own and operate planes are likely to leave the community and spend their money elsewhere aren't they?

In a state economy that is based on tourism, it seems that Chewonki Campground is adding value at the local level far beyond what's provided by the airport. In fact, a quick google search shows an airport in Brunswick which has equivalent services, higher storage capacity *and* a longer runway, only 20 minutes away by car and probably half that by air. Though I am not a pilot, from the looks of the overhead satellite image, there appear to be no 'obstructions' in either direction of both the Brunswick runways.

I am baffled that alternative options that are nondestructive to this Maine family business are not being considered. Could the Wiscasset runway be extended in the opposite direction? Has any energy or assessment been done to investigate this option? The property on the other side of 144 appears to be an empty field, could the road be rerouted to accommodate a runway expansion? A project like this might generate jobs in the community as opposed to hurting a local business that is operating sustainably.

I don't know if these questions have been asked already, but cutting down trees at Chewonki Campground seems drastic, entirely irreversible and detrimental to the family business, the community of customers and ultimately the community of local business owners.

It seems wrong that something uniquely Maine and personal could be steamrolled by an 'organization' like the airport.

I ask you to please consider these authentic Maine women, their local family run business, and the natural beauty that makes our state a place we are proud to call home when those from away come to visit.

Please do the right thing, and support the owners of Chewonki Campground.

Sincerely,

Dustin Sleight

Concerned Maine Citizen,

Friend and Customer of Chewonki Campground

Cohen, Gregg

From: Patty Hickey <pattyhickey153@gmail.com>
Sent: Thursday, July 03, 2014 12:11 PM
To: Cohen, Gregg
Subject: Fwd: Chewonki Campground Alert!

Dear Mr. Cohen,

My name is Patricia Hickey. I am a lifelong resident of Massachusetts that has fallen in love with the state of Maine. I grew up camping in the Sebago Lake region and have visited many parks along the coast. I honeymooned in Boothbay. I've rafted the Dead and the Kennebec Rivers. I've walked Peaks Island beaches and I've swum the waters of Acadia. But when I think of Maine, my heart always comes back to the town of Wiscasset and the Chewonki Campgrounds where I have stayed every summer since 1975. I am one of the many campers that return to Chewonki each year to enjoy its natural beauty, its outstanding views of the tidal river and its wonderful tree shaded campsites. Each year my friend and I bring friends and family with us to also enjoy the Wiscasset experience.

We do not just camp in Wiscasset. We shop in your grocery stores, buy fuel at your gas stations, frequent your restaurants, stroll your shop fronts, enjoy your gardens, marvel at the towns early architecture, buy your antiques, visit your museums and support your road side merchants purchasing firewood, blueberries and corn. We relish in your seafood and enjoy the

abundance of your harvests. Wiscasset continues to be one of our favorite destinations because of its visual beauty, its warm people and its significant native charm. With its well thought out camp sites and the stately and well maintained trees, Chewonki Campgrounds has always succeeded at creating the perfect balance of open scenic views and attractive pine cover. It allows you to enjoy and relax in nature while being only minutes from the vibrant riverfront of the village.

I recognize that it is a challenge to balance the natural allure of an area with the encroachment of commerce. However, the Selectmen have a history of understanding that Wiscasset extends beyond the 4 blocks of the downtown area and the prettiest village in Maine is best served by maintaining the natural beauty throughout the entire community. It would be a true shame if the aesthetics of the campground and its surrounding neighborhood suffered significantly as the beautiful setting of this campground is a primary piece of the Chewonki experience for all of the campers.

As it considers accepting or rejecting the Airport Master plan I encourage you to vigorously investigate any and all options that would save all or most of the trees at Chewonki Campgrounds and the other surrounding properties.

Thank you,

Patricia Hickey
404 Lincoln Street
Franklin, MA 02038

Cohen, Gregg

From: Anne Leslie <aleslie@chewonki.org>
Sent: Monday, July 07, 2014 4:58 PM
To: Cohen, Gregg
Subject: Comments on Wiscasset airport EA, from Chewonki Foundation

Dear Gregg--

Please accept the comments below from the Chewonki Foundation, in response to the environmental assessment prepared by Stantec on behalf of the Town of Wiscasset and the Wiscasset Municipal Airport. We'd be happy to talk with you, should you have any questions after reading this.

Thanks very much.

--Anne Leslie

Below we've cited sections of the environmental assessment and specified our concerns afterwards. Especially important words in the citations are underlined. Our comments appear in red typeface.

- 3.2.1: Alternative 1—Existing Conditions: No Action “...[I]mplementation of the ‘No Action’ alternative jeopardizes the Airport’s ability to obtain future FAA Airport Improvement Project funding due to the failure to honor existing grant assurances requiring the airport to maintain a safe operating environment.” **Would no action also result in fines that the Town of Wiscasset and/or the airport would have to pay?**
- 4.3: Vicinity and Land Use Zoning: “The Chewonki Campground, a 50-acre public campground, is located approximately 450 feet southwest of the Runway 7 threshold. The Chewonki Foundation’s Center for Environmental Education is located on Chewonki Neck Road approximately two miles south of the airport.” **Noting that one of our buildings, the Center for Environmental Education, is two miles south of the airport suggests that Chewonki Foundation is considerably removed from the project area. Instead, we are the abutters to both the airport and Chewonki Campground. While the Center of Environmental Education is indeed about two miles south of the airport, Chewonki Foundation’s woods begin at the boundary with the airport. The land between the airport and our Center for Environmental Education includes sustainably managed forest, trails, habitat, a wood lot, and our organic farm, all of which play important roles in our educational programs. It should be noted in the assessment that the two major abutters south of the airport, Chewonki Campground and Chewonki Foundation, are both businesses that depend on the rural, unspoiled, scenic quality of the natural environment as well as a peaceful setting. Also, it is important for readers to understand that the one access road to Chewonki Foundation passes the airport and Chewonki Campground. Finally, it is worth noting that the Eaton Farm, conservation land owned by Chewonki and open to the public for recreation, is in the vicinity of this project.**
- 5.8: Fish, Wildlife, and Plans: “Consultation with the Maine Department of Inland Fisheries and Wildlife regarding the presence of state protected species was made to the agency but there has been no response.” **Please**

request again input from the Maine Department of Inland Fisheries and Wildlife regarding state-protected species.

• 5.12: Light Emissions and Visual Impacts: “Type L-810 steady-burn obstruction lights are to be utilized to illuminate identified obstructions in low-light and nighttime conditions. Type L-810 lights have an effective lighting radius of 150 feet. These lighting fixtures...shall be mounted on wooden or steel poles exceeding the height of the tallest adjacent penetrations when marking trees...[and] are intended to be seen from above...Obstruction lights are not anticipated to create significant nuisances to abutters due to the proposed locations...and the sparse residential development in the area...However, Lights #8 & 9, proposed for installation in Chewonki Campground, similar to the obstruction lights currently in place (and scheduled for removal), will be directly visible to the campground owners and to guests of the campground.” It appears that there will be nine obstruction lights around the airport whereas there are only two now. Obstruction light #9, located in the middle of Chewonki Campground, will be particularly onerous to campground users. The location of this light will deeply degrade the character of the campground.

We are concerned about the effects of these nine lights, which each have a lighting radius of 150 feet, on the quality of the environment we need to carry out our nature-based educational programs. Can they be shielded to reduce visibility from below and from the side?

We are also concerned about the lights’ impact on wildlife. Can you provide information on the impact of this type of lighting on birds and insects? Light is known to disrupt birds’ migration, breeding patterns, and nocturnal activity; and to attract and cause the deaths of many types of insects, many of which are food for birds.

We are further concerned that the increase in artificial light may dim the stars, limiting opportunities to study them with our students.

Also 5.12: “Visual impacts will also result to Chewonki Campground as a result of proposed obstruction removal activities. Approximately 50 trees are proposed for removal from the campground. Many of the trees proposed for removal provide shade and privacy for campers using particular sites. As stated previously, trees to be removed consist primarily of 60-70’ white pines. The removal of these trees will alter landscape of the affected area (approximately 3 acres) as well as the character of affected campsites.” Everyone coming to Chewonki Foundation for nature-based programs passes Chewonki Campground. The change in character there will affect our customers as well.

• 5.14: Noise: You note elsewhere that tree removal will occur during frozen months of the year. We run environmental education programs year-round and are concerned about the intensity and duration of noise associated with this project. Trucks coming and going will create more noise.

• 5.15: Secondary (induced) impacts: “Proposed on and off-airport obstruction removal and lighting activities are not expected to result in significant induced impacts as the safety improvement project will not contribute to shifts in population patterns, increased (or decreased) public service demands, or changes in local business activity. Although significant impacts to local business activity are not anticipated, the actions considered in this EA will potentially result in induced impacts to Chewonki Campground.” Given your statements elsewhere that removal of trees at Chewonki Campground “will alter landscape of the affected area...as well as the character of affected campsites,” that the new obstruction lights “will be directly visible to the campground owners and to guests of the campground,” and that “the actions considered in this EA will potentially result in induced impacts to Chewonki Campground,” we can not agree with the statement in 5.15 that the project “will not contribute to...changes in local business activity.”

A threat to Chewonki Campground is also a threat to Chewonki Foundation. The campground and Chewonki Foundation have a shared business (and philosophical) interest in maintaining an attractive natural setting for our work. The degradation of the visual environment on Chewonki's one approach road poses negative consequences.

If the campground is put out of business, local zoning makes it possible for a wide range of uses to take place of the campground. This could result in further negative impacts on Chewonki Foundation.

We are surprised that the Chewonki Foundation, an abutter that has been in operation for nearly 100 years, has not been included in the scope of this assessment of induced impacts.

Also 5.15: "Assessing quantifiable economic impacts resulting from obstruction removal to the campground is difficult as it is not known at this time how visitors and guests will respond to proposed alterations to the current landscape. This type of analysis is typically not included when appraising property (easement) value. Although beyond the scope of this document, an analysis considering factors such as the number of campers visiting the mid-coast region annually, the number of campgrounds available to accommodate campers, and camper demographics may provide a general sense of anticipated economic impacts. Even if such a study were to be conducted, it is unknown whether 'repeat' campers—people that visit the campground annually (often requesting a specific site each year)—will continue to patronize the campground. Furthermore, due to variables unrelated to actions proposed in this EA (such as economic trends and seasonal weather), it is not possible to estimate the number of repeat customers and campers new to the campground that will continue to utilize the grounds." **It would be worthwhile and fair for you to recommend that the Town undertake an analysis of the project's economic impact on Chewonki Campground and Chewonki Foundation. Together, these businesses bring very significant economic benefits to Wiscasset. Town leaders should have the opportunity to weigh these benefits as they consider the airport's proposed master plan.**

• 5.20: Summary of Impacts: "The safety improvement project is not intended to nor will it lead to large aircraft using the airport or to an increase in the number of aircraft operations conducted." **The Airport Master Plan Update makes clear that the airport hopes to increase the number and type of aircraft, the number of operations, and the number of hangers; extend the runway; and enlarge the terminal, possibly with a museum and restaurant. It seems important to note this while acknowledging that these proposed changes are outside the purview of the environmental assessment.**

Also 5.20: "The physical landscape of Chewonki Campground will be altered, and as a consequence it is possible that secondary (induced) impacts to Chewonki result from implementing Alternative 3. However, as stated previously in Section 5.15, potential impacts to the campground's business resulting from alterations to the landscape are difficult to anticipate and quantify at this time." **The difficulty of analyzing and quantify these potential impacts does not confer the right to proceed with the project without this analysis. It seems instead that this difficulty underscores the need for study before the project proceeds.**

Thank you for considering Chewonki Foundation's concerns.

--

Anne C. R. Leslie
Development Writer/Editor

Chewonki Foundation
485 Chewonki Neck Road
Wiscasset, Maine 04578

207-882-7323, ext. 136

www.chewonki.org

Cohen, Gregg

From: Deb Mensinger <debmensinger@gmail.com>
Sent: Friday, June 20, 2014 7:09 AM
To: Chewonki Campground; Cohen, Gregg
Subject: Environmental Airport study letter
Attachments: Chewonki Environmental letter.6.17.14.odt

Please consider the attached letter regarding the environmental impact of the airport expansion.

Thank you,

Deborah L. Mensinger

Unable to open attachment



MEETING ATTENDANCE RECORD

Wiscasset Municipal Airport
Obstruction Removal and Lighting Draft EA
Public Meeting

Stantec

June 3, 2014

Time: 6:00 PM

Location:

Wiscasset Town Office

NAME	ORGANIZATION/ADDRESS	TEL. # / EMAIL
Gregg Cohen	Stantec	gregg.cohen@stantec.com 207 887 3824
Janice Bland	Stantec	Janice.Bland@stantec.com 207-887-3821
Charlotte Boynton	Worlweek, Inc. LCN	c.boynton@Lincoln CountyNewsOnline.com
Rosanna Gargiulo	Times Record	rgargiulo@timesrecord.com 207-504-8242
Ralph Nicosia-Rusin	FAA Airports Div.	781-238-7612 ralph.nicosia-rusin@faa.gov
Richard Doucette	FAA Airports Div	781-238-7613 Richard.Doucette@FAA.gov
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Pamela Brackett	Chewonki Campground	campcontact@chewonki campground.com 882 7426
James Hopkinson	Liz Hopkinson + Abundantia Portland + BATH	207-772-5845
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