

# Additional Public Engagement

Kelley's Island  
Airport

Runway Safety Area  
Environmental  
Assessment



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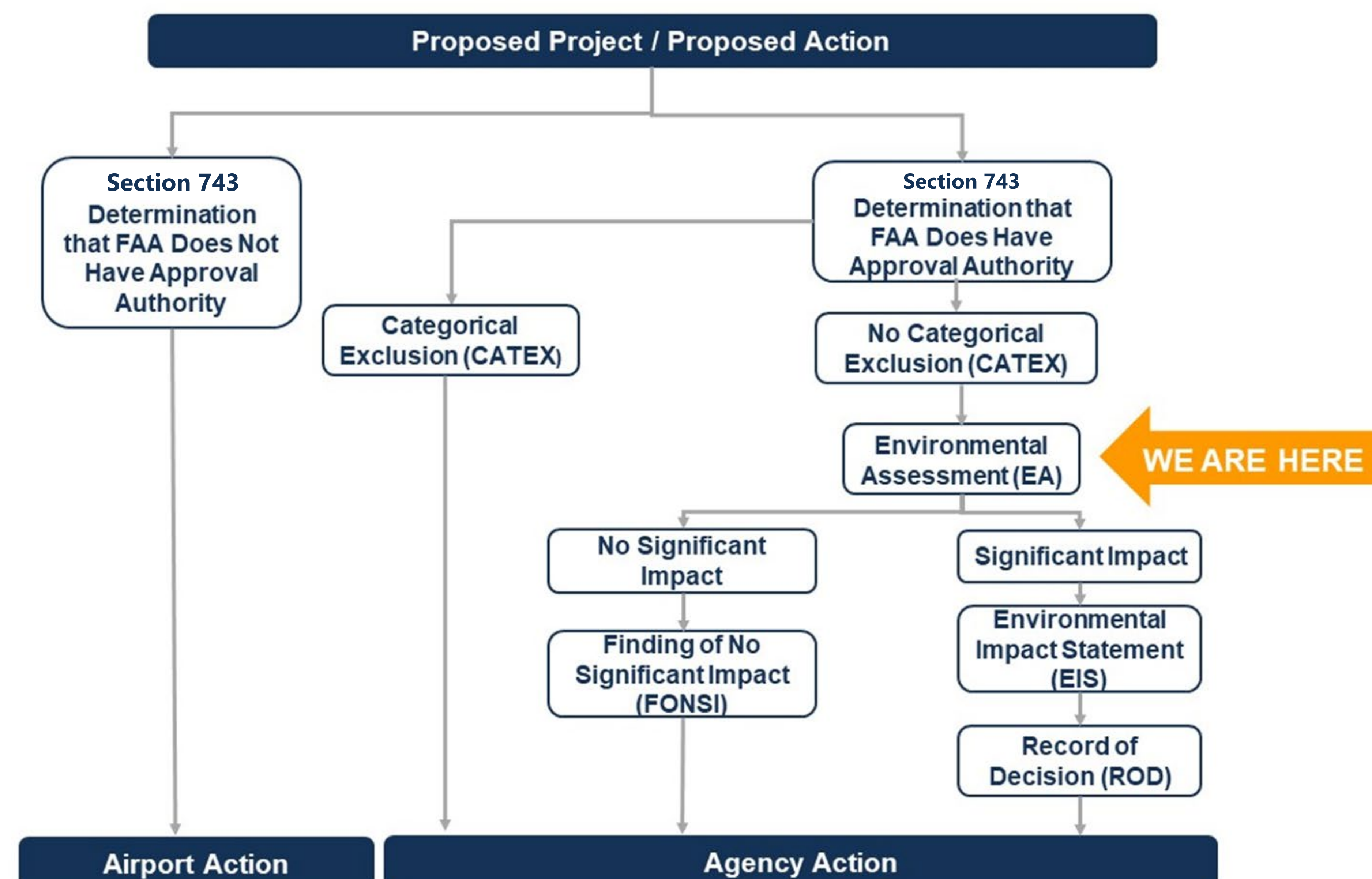
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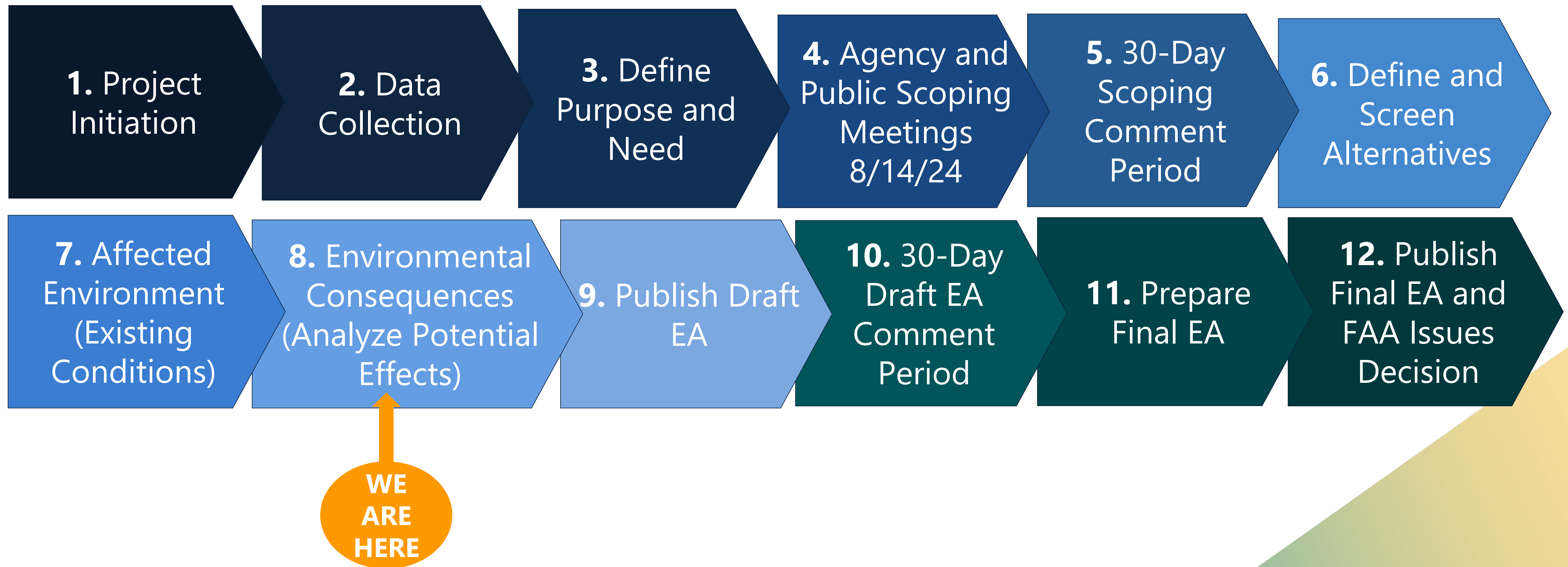
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# What Is NEPA and its Process?

- » NEPA is the National Environmental Policy Act of 1969
- » NEPA is a statute that requires federal agencies to consider the environmental effects of their actions in the decision-making process
- » The Federal Aviation Administration (FAA) is the lead agency for aviation-related NEPA documentation
- » All NEPA documentation follows guidance provided in Council on Environmental Quality (CEQ) Regulations and FAA Orders



# The EA Process



## **Purpose and Need**

The “need” describes the problem an Airport is facing while the “purpose” describes why the Airport wishes to solve the problem.

The purpose of the Proposed Action:

- » To enhance the safety of aircraft operations at the airport by relocating a portion of Monaghan Road outside the existing Runway Safety Area and Runway Object Free Area to meet FAA Airport Design Standards for Category A-1 small airplanes.
- » Enhance safe aircraft operations on Runway 9-27 by meeting the FAA standards for the Runway Safety Area (RSA), Runway Object Free Area (ROFA), and Runway Object Free Zone (ROFZ).
- » To minimize land use compatibility impacts in the Runway Protection Zone (RPZ).
- » Can be achieved by:
  - » Acquiring 6.3 acres of Kelleys Island State Park (a Section 4(f) and Section 6(f) resource) to be converted to Airport property.
  - » Relocating 2,413 feet of Monaghan Road to meet the applicable RSA and ROFA airport design standards on the west side of the Airport near the approach end of Runway 9.

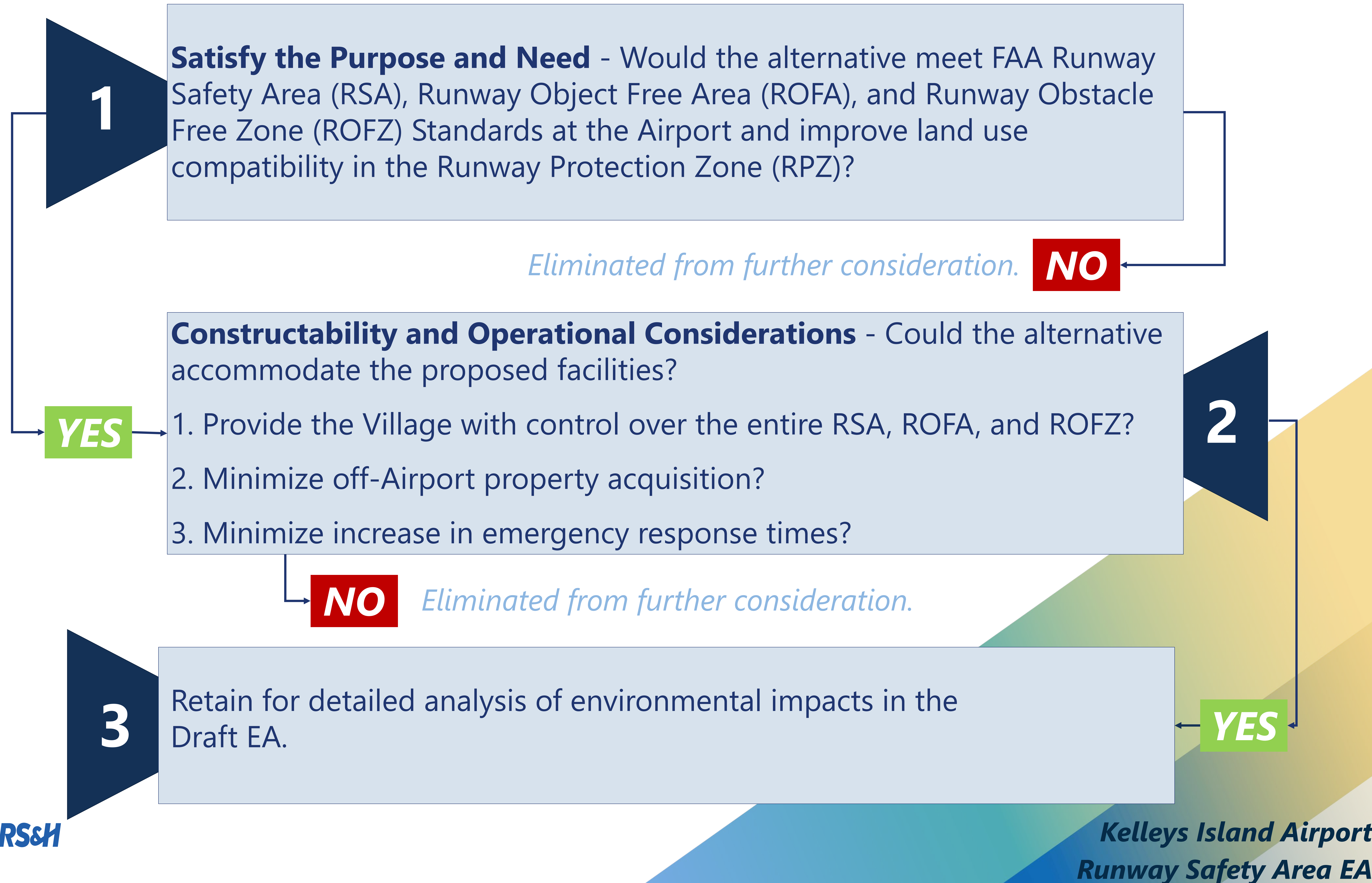
The need for the Proposed Action is to address the safety design concerns posed by the current location of Monaghan Road, located at the west end of Runway 9, penetrates the RSA, and does not meet current FAA airport design standards.

# Alternatives

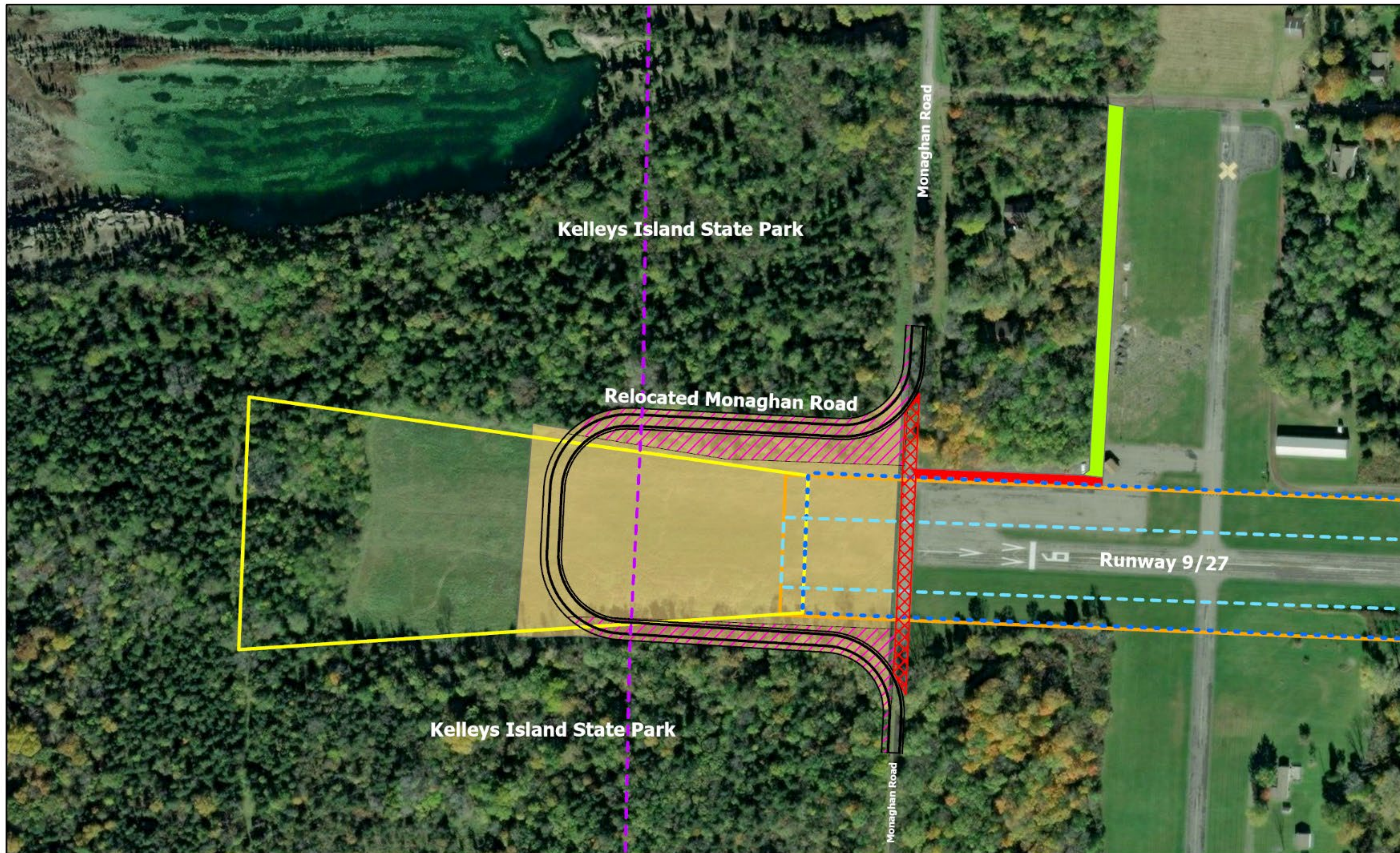
Ten alternatives, including a No Action Alternative, define the range of reasonable alternatives in the EA.

- » Alternative 1 – Relocate a Portion of Monaghan Road - Sponsor's Proposed Project
- » Alternative 2 – Relocate a Portion of Monaghan Road Outside the 14 CFR Part 77 Primary Surface
- » Alternative 3 – Relocate a Portion of Monaghan Road Outside the RPZ
- » Alternative 4 – Shift Runway 9-27 and Runway Safety Area 1,213 feet into Lake Erie
- » Alternative 5 – Shorten Runway 9-27 by 300 feet on the West End
- » Alternative 6 – Use of Automated Roadway Gate
- » Alternative 7 – Closure of a 600-foot Portion of Monaghan Road west of Runway 9
- » Alternative 8 - Use of Alternative Modes of Transportation
- » Alternative 9 - Use of Other Area Public Airports
- » Alternative 10 - Monaghan Road Tunnel

# Alternatives Screening Process



# Proposed Project (Alternative 1)



## Legend

- 15' Traverse Way Line
- RPZ
- ROFA
- RSA
- ROFZ
- Road Relocation
- Pavement Removed
- Land Clearing
- Land Acquisition
- Close Current Access Road
- Construct New Access Road



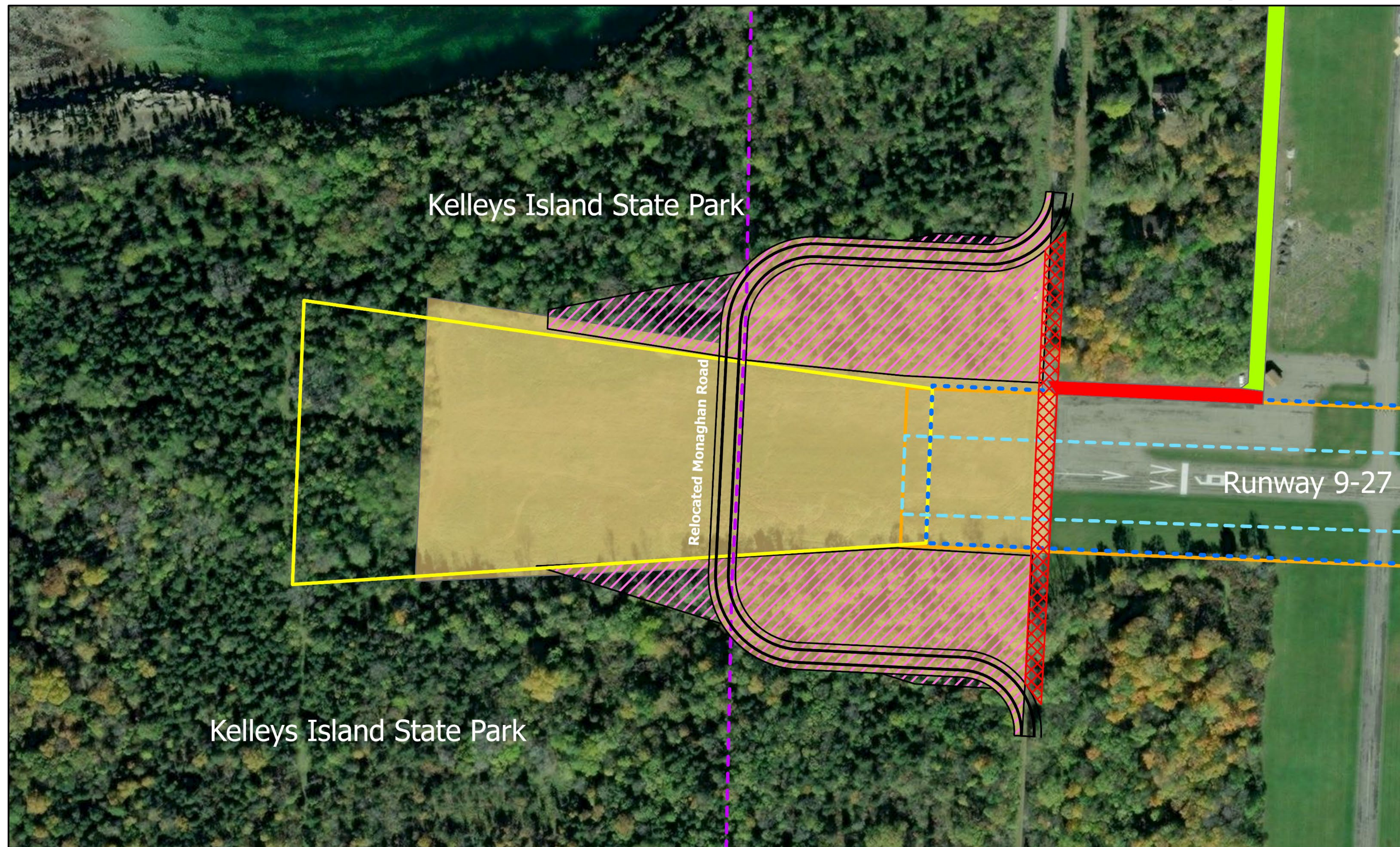
- » Relocates about 2,413 feet of Monaghan Road outside the RSA, ROFA, and ROFZ to meet FAA Airport design standards and improve land use compatibility in the RPZ.
- » Removes an approximate 500-foot-long segment of Monaghan Road pavement from the RSA, ROFA, and ROFZ.
- » Monaghan Road would still penetrate the approach RPZ for Runway 9.
- » To minimize the impact on the Kelleys Island State Park west of the Airport, the proposed roadway realignment is beyond the traverse way (15-foot height limit) to clear the runway's Part 77 Approach Surface.
- » Requires the acquisition of 6.3 acres of Kelleys Island State Park (a Section 4(f) and Section 6(f) resource).
- » Of the 6.3 acres proposed to be acquired and converted to Airport property, 1.7 acres of Kelleys Island State Park would be cleared for obstructions (vegetation) and to accommodate the construction of relocating Monaghan Road.

Criteria	Alternative 1
Step 1: Satisfies the Purpose and Need	Yes
Step 2: Step 2: Constructability and Operational Considerations	
Provide the Village with Control Over the Entire RSA, ROFA, ROFZ?	Yes
Minimize Acquisition of Off-Airport Property?	Yes
Minimize an Increase in Emergency Response Time?	Yes
<b>Retained for Further Analysis?</b>	Yes





# Alternative 2 – Relocate a Portion of Monaghan Road Outside the 14 CFR Part 77 Primary Surface



- » Realigns 1,630 feet of Monaghan Road outside the RSA, ROFA, ROFZ, and 14 CFR Part 77 Primary Surface and beyond the traverse way to provide the minimum of 15 feet under the runway's 14 CFR Part 77 Approach Surface.
- » Removes an approximate 720-foot-long segment of Monaghan Road pavement from the RSA, ROFA, and ROFZ.

Figure is not to scale and is for graphic purposes only.

## Legend

- 15' Traverse Way Line
- RPZ
- RSA
- Road Relocation
- ROFZ
- ROFA
- Land Clearing
- Acquired Land
- Pavement Removed
- Construct New Access Road
- Close Current Access Road



Criteria	Alternative 2
Step 1: Satisfies the Purpose and Need	Yes
Step 2: Step 2: Constructability and Operational Considerations	
Provide the Village with Control Over the Entire RSA, ROFA, ROFZ?	Yes
Minimize Acquisition of Off-Airport Property?	No
Minimize an Increase in Emergency Response Time?	Yes
<b>Retained for Further Analysis?</b>	No



# Alternative 3 – Relocate a Portion of Monaghan Road Outside the RPZ

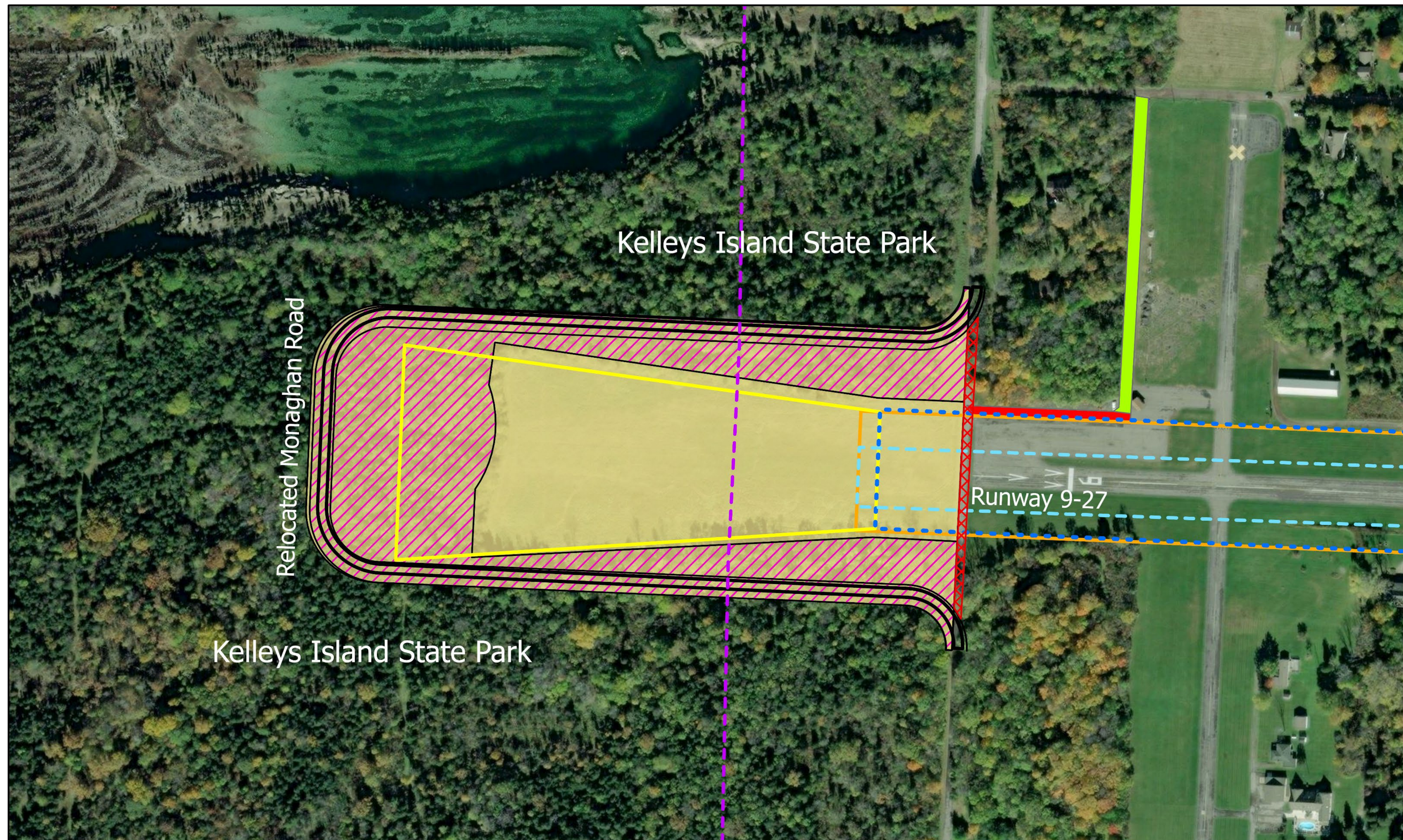


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- » Realigns 3,250 feet of Monaghan Road outside the RPZ.
  - » The relocation portion of Monaghan Road would be outside of the RSA, ROFA, ROFZ, RPZ, and 14 CFR Part 77 Primary Surface and maintain a sufficient distance for vehicular traffic to clear the Part 77 Approach Surface.
- » Requires acquiring 17 acres of Kelleys Island State Park to accommodate the relocated Monaghan Road beyond the RPZ west of Runway 9-27.
  - » Of the 17 acres proposed to be acquired and converted to Airport property, 9.2 acres of Kelleys Island State Park would be cleared of obstructions (vegetation) to accommodate the construction of relocating Monaghan Road.
- » Removes a 600-foot-long segment of Monaghan Road pavement from the RSA, ROFA, and ROFZ.

## Legend

- - - 15' Traverse Way Line
- [Yellow Box] ROFA
- [Pink Hatched Box] Cleared Land
- [Yellow Box] RPZ
- [Blue Dashed Box] ROFZ
- [Red Hatched Box] Pavement Removed
- [Blue Dashed Box] RSA
- [Black Outline] Road Relocation
- [Green Hatched Box] Construct New Access Road
- [Yellow Hatched Box] Land Acquisition
- [Red Hatched Box] Close Current Access Road



Criteria	Alternative 3
Step 1: Satisfies the Purpose and Need	Yes
Step 2: Step 2: Constructability and Operational Considerations	
Provide the Village with Control Over the Entire RSA, ROFA, ROFZ?	Yes
Minimize Acquisition of Off-Airport Property?	No
Minimize an Increase in Emergency Response Time?	Yes
<b>Retained for Further Analysis?</b>	No



# Alternative 4 – Shift Runway 9-27 and Runway Safety Area 1,213 feet into Lake Erie

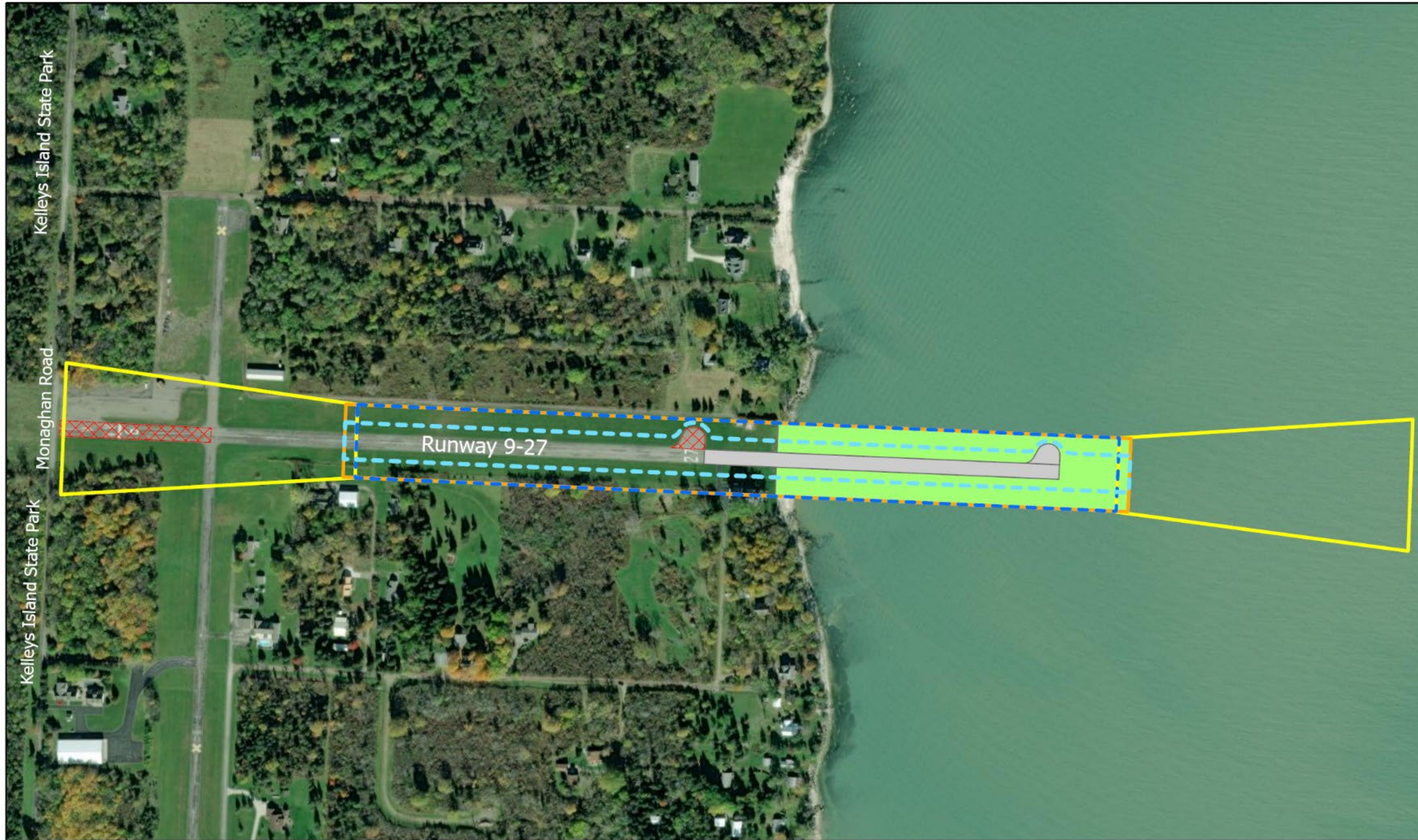


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### Legend

- Pavement Removal
- New Runway Pavement
- RSA
- ROFA
- RPZ
- Reclaimed Land
- ROFZ



- » Shifts Runway 9-27 1,213 feet east into Lake Erie and relocates the Runway 9 physical threshold to the east.
  - » Maintains its existing runway length (2,202 feet) and provides an FAA standard RSA, ROFA, ROFZ, and RPZ on the west end of the runway.
  - » Maintains Monaghan Road’s current alignment.
- » Does not require acquiring land from Kelleys Island State Park or removing obstructions (vegetation).
- » Requires the creation of approximately 7 acres of land to the extent of the ROFA (crushed aggregate, embankment, rip rap, and topsoil) east of Kelleys Island and into Lake Erie for the shifted Runway 9-27 RSA, ROFA, ROFZ to meet FAA design standards.
- » Requires approval of the State of Ohio Department of Natural Resources and the state managing agency that controls Lake Erie within the boundaries of the State of Ohio.

Criteria	Alternative 4
Step 1: Satisfies the Purpose and Need	Yes
Step 2: Step 2: Constructability and Operational Considerations	
Provide the Village with Control Over the Entire RSA, ROFA, ROFZ?	Yes
Minimize Acquisition of Off-Airport Property?	No
Minimize an Increase in Emergency Response Time?	Yes
<b>Retained for Further Analysis?</b>	No



# Alternative 5 – Shorten Runway 9-27 by 300 feet on the West End

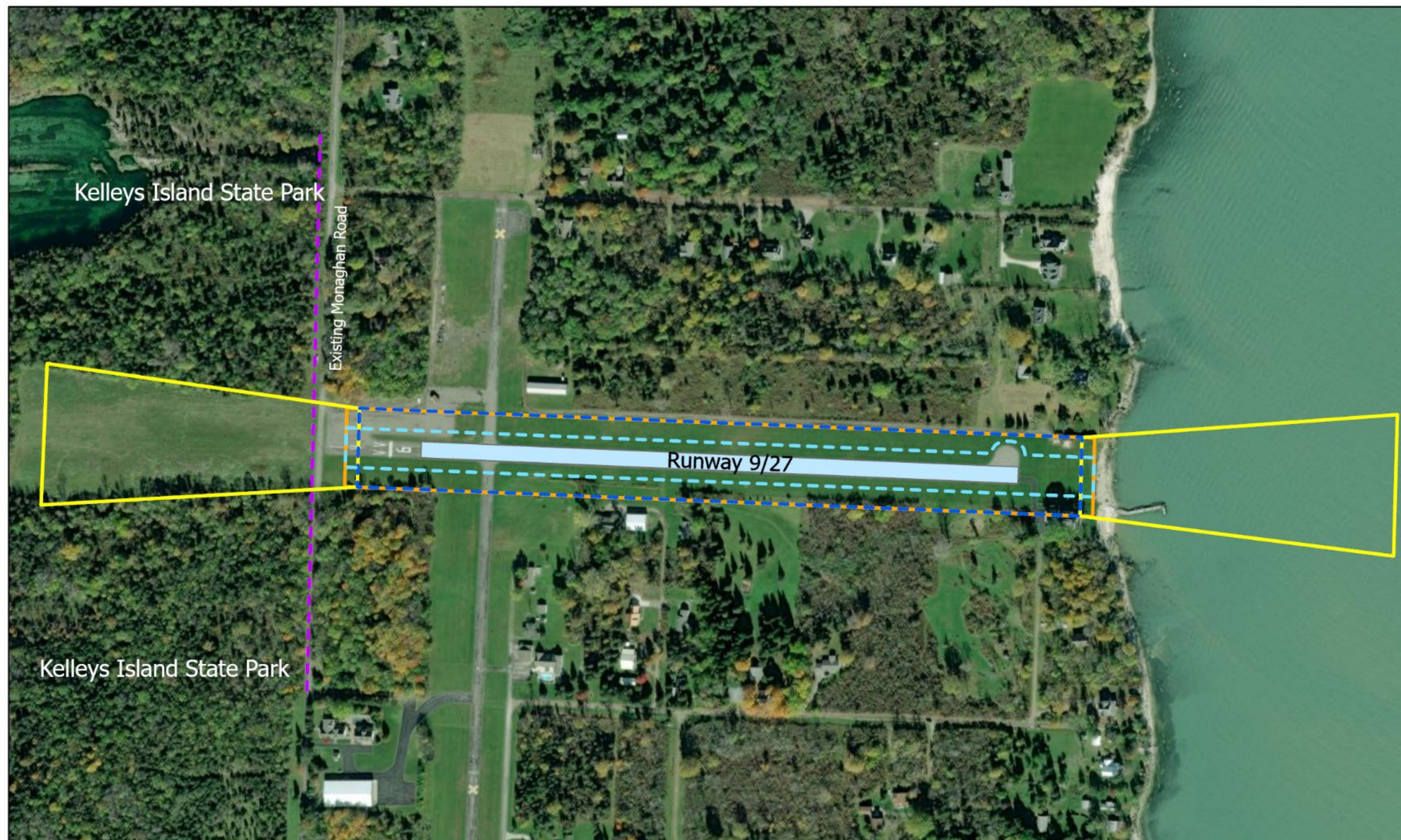


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- » Shortens Runway 9-27 by 300 feet to approximately 1,900 feet long.
  - » This alternative would place Monaghan Road at the 15-foot traverse point under the 20:1 approach surface to Runway 9.
- » Shortens the RSA, ROFA, and ROFZ such that Monaghan Road would no longer penetrate the RSA, ROFA, or ROFZ.
  - » Monaghan Road would remain within the RPZ for the approach end of Runway 9.
- » Does not require land acquisition or obstruction removal in Kelleys Island State Park.

## Legend

- 15' Traverse Way Line
- ROFA
- RSA
- ROFZ
- RPZ
- Shortened Runway 9/27 (1,900 feet)



Criteria	Alternative 5
Step 1: Satisfies the Purpose and Need	No
Step 2: Step 2: Constructability and Operational Considerations	-
Provide the Village with Control Over the Entire RSA, ROFA, ROFZ?	-
Minimize Acquisition of Off-Airport Property?	-
Minimize an Increase in Emergency Response Time?	-
<b>Retained for Further Analysis?</b>	No



# Alternative 6 – Use of Automated Roadway Gate



- » Installs an automated gate system along Monaghan Road as recommended by the Ohio Department of Natural Resources (ODNR) and the Ohio Department of Transportation (ODOT) Office of Aviation.
  - » Similar to a railroad crossing, a crossing gate would be installed to restrict traffic along a 600-foot segment of Monaghan Road during a takeoff or landing on Runway 9-27.
  - » When aircraft operations are not conducted at the Airport, the gate would remain open to all vehicular traffic along Monaghan Road.

Figure is not to scale and is for graphics purposes only.

## Legend

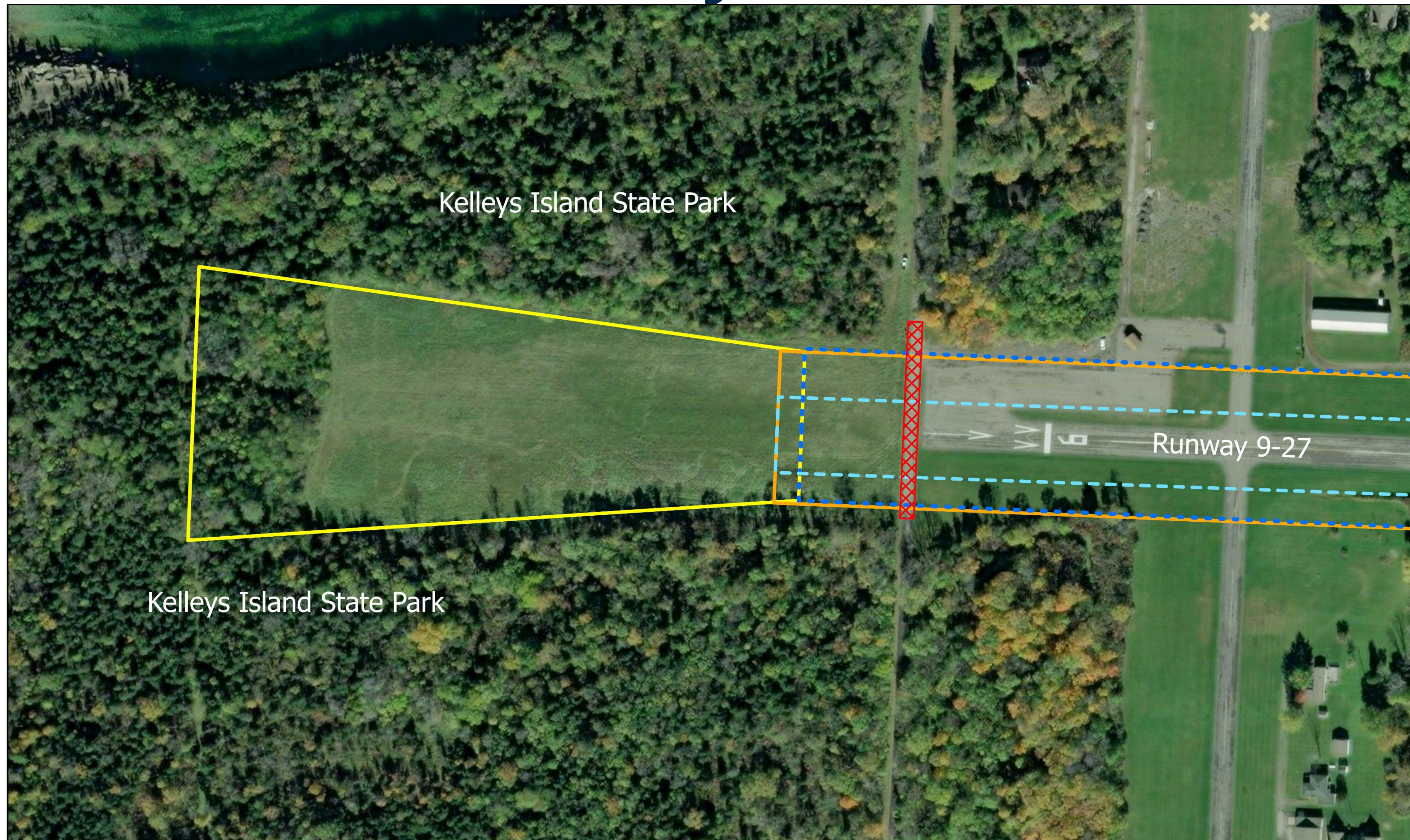
- RPZ
- ROFA
- RSA
- Gates
- ROFZ



Criteria	Alternative 6
Step 1: Satisfies the Purpose and Need	No
Step 2: Step 2: Constructability and Operational Considerations	-
Provide the Village with Control Over the Entire RSA, ROFA, ROFZ?	-
Minimize Acquisition of Off-Airport Property?	-
Minimize an Increase in Emergency Response Time?	-
<b>Retained for Further Analysis?</b>	No



# Alternative 7 – Closure of a 600-foot Portion of Monaghan Road west of Runway 9



- » Closes a 600-foot portion of Monaghan Road south of Lincoln Road and north of Bryan Road to keep passenger vehicles from crossing Runway 9-27 RSA, ROFA, ROFZ, and RPZ.
- » Removes a 325-foot segment of the existing Monaghan Road pavement within the existing RSA, ROFA, and ROFZ.

Figure is not to scale and is for graphics purposes only.

### Legend

- RPZ
- ROFA
- Pavement Removed
- RSA
- ROFZ



Criteria	Alternative 7
Step 1: Satisfies the Purpose and Need	No
Step 2: Step 2: Constructability and Operational Considerations	-
Provide the Village with Control Over the Entire RSA, ROFA, ROFZ?	-
Minimize Acquisition of Off-Airport Property?	-
Minimize an Increase in Emergency Response Time?	-
<b>Retained for Further Analysis?</b>	No



## Alternative 8 - Use of Alternative Modes of Transportation

This alternative would use other modes of transportation – such as surface vessels on Lake Erie instead of aviation into Kelleys Island Airport or helicopters into Kelleys Island Airport

Criteria	Alternative 8
Step 1: Satisfies the Purpose and Need	No
Step 2: Step 2: Constructability and Operational Considerations	-
Provide the Village with Control Over the Entire RSA, ROFA, ROFZ?	-
Minimize Acquisition of Off-Airport Property?	-
Minimizes an Increase in Emergency Response Time?	-
<b>Retained for Further Analysis?</b>	No

## Alternative 9 - Use of Other Area Public Airports

This alternative would use public-use airports other than Kelleys Island Airport to transport passengers and supplies to Kelleys Island.

Criteria	Alternative 9
Step 1: Satisfies the Purpose and Need	No
Step 2: Step 2: Constructability and Operational Considerations	-
Provide the Village with Control Over the Entire RSA, ROFA, ROFZ?	-
Minimize Acquisition of Off-Airport Property?	-
Minimizes an Increase in Emergency Response Time?	-
<b>Retained for Further Analysis?</b>	No

# Alternative 10 – Monaghan Road Tunnel

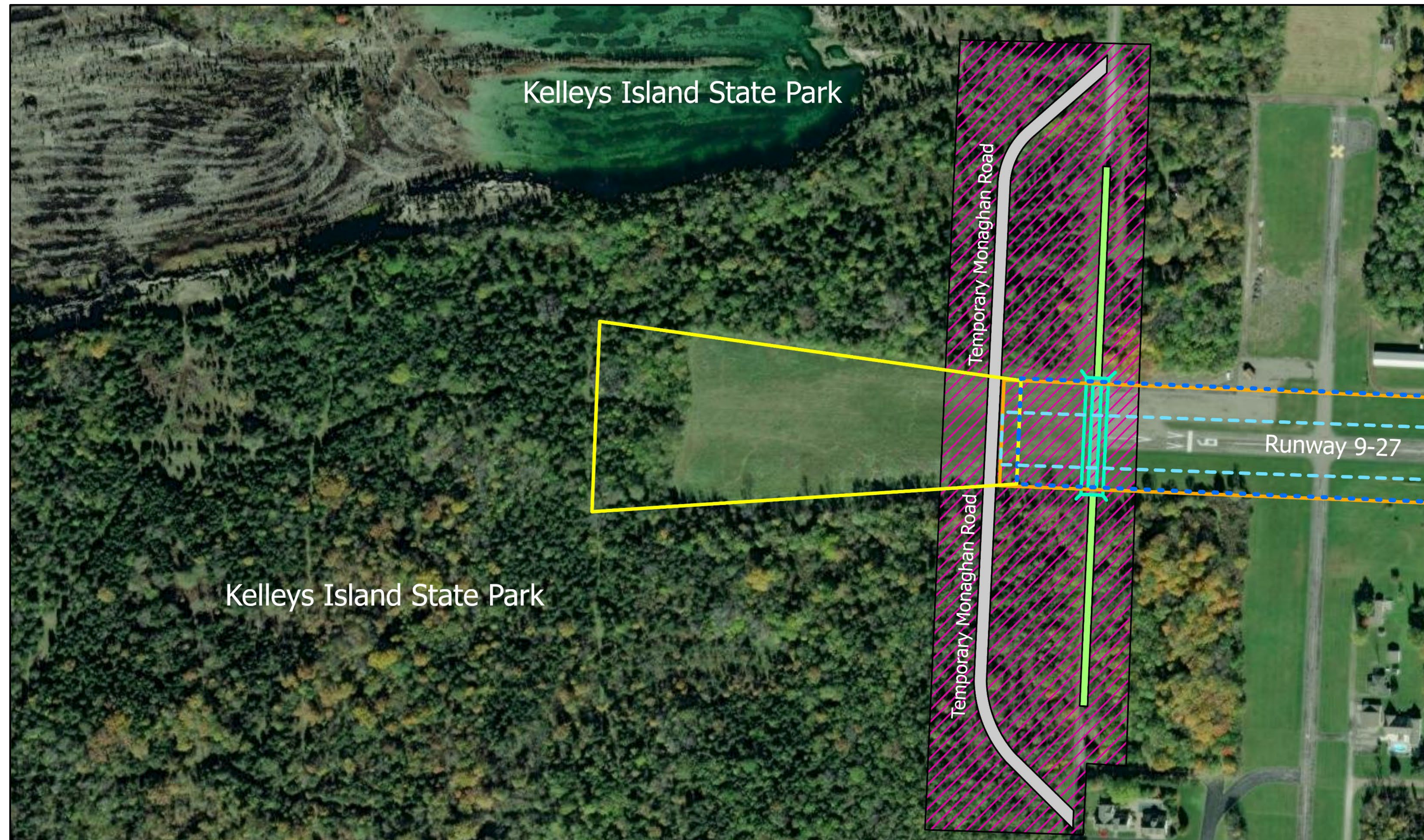


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- » Tunnels a portion of Monaghan Road beneath Runway 9-27 RSA, ROFA, and ROFZ, as suggested by ODNR.
- » Remove a 300-foot segment of the existing Monaghan Road pavement within the existing RSA, ROFA, and ROFZ.
- » The backfill for a proposed two-lane Monaghan Road vehicle tunnel must be deposited and compacted in layers no thicker than eight inches.
  - » The fill surface levels on either side of the tunnel cannot differ more than two feet.
- » The Village would be responsible for maintaining the airfield turf on top of the tunnel, which would be backfilled with earthen fill material.

## Legend

- RSA
- ROFZ
- ROFA
- RPZ
- Temporary Monaghan Road
- Descending Monaghan Road
- Tunneled Portion of Monaghan Road
- Area of Clearing and Construction



Criteria	Alternative 10
Step 1: Satisfies the Purpose and Need	Yes
Step 2: Step 2: Constructability and Operational Considerations	
Provide the Village with Control Over the Entire RSA, ROFA, ROFZ?	No
Minimize Acquisition of Off-Airport Property?	No
Minimize an Increase in Emergency Response Time?	Yes
<b>Retained for Further Analysis?</b>	No



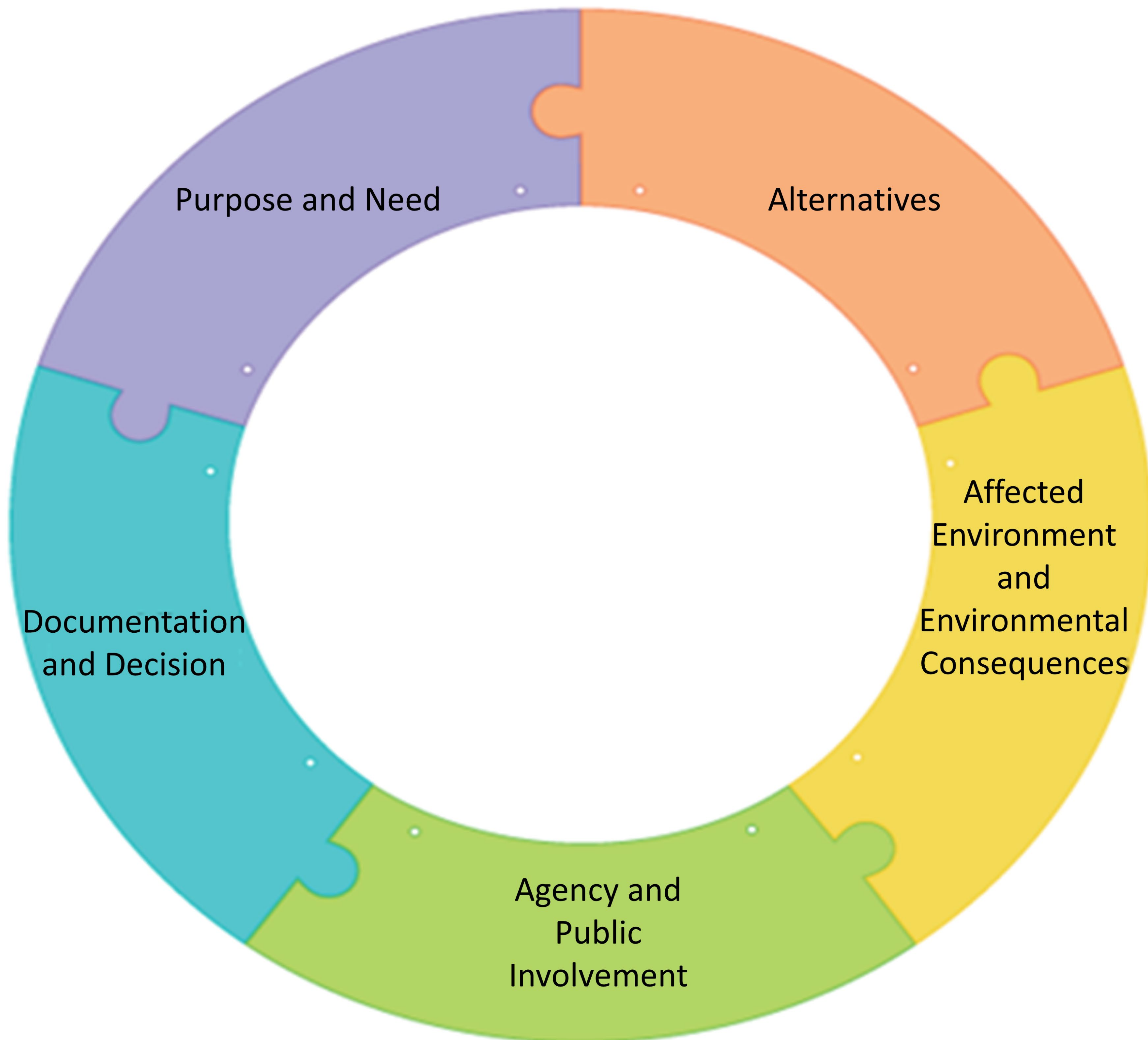


# Alternatives Preliminary Evaluation Summary

Evaluation Criteria	No Action Alternative	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Alternative 8	Alternative 9	Alternative 10
<b>Step 1: Purpose and Need</b>											
<b>Satisfies the Purpose and Need</b>	No	Yes	Yes	Yes	Yes	No	No	No	No	No	Yes
<b>Move to Level 2 Evaluation</b>	Yes <sup>1</sup>	Yes	Yes	Yes	Yes	No	No	No	No	No	Yes
<b>Step 2: Constructability and Operational Considerations</b>											
<b>Provide the Village with Control Over the Entire RSA, ROFA, ROFZ</b>	-	Yes	Yes	Yes	Yes	-	-	-	-	-	No
<b>Minimize Acquisition of Off-Airport Property</b>	-	Yes	No	No	No	-	-	-	-	-	No
<b>Minimizes an Increase in Emergency Response Time</b>	-	Yes	Yes	Yes	Yes	-	-	-	-	-	Yes
<b>Retained for Further Analysis?</b>	Yes <sup>1</sup>	Yes	No	No	No	-	-	-	-	-	No

Notes: <sup>1</sup> – No Action Alternative for environmental baseline comparative purposes, to fulfill CEQ regulations (40 CFR Part 1502) implementing NEPA, and to comply with FAA Order 1050.1F and FAA Order 5050.4B.

# Key Components of an EA

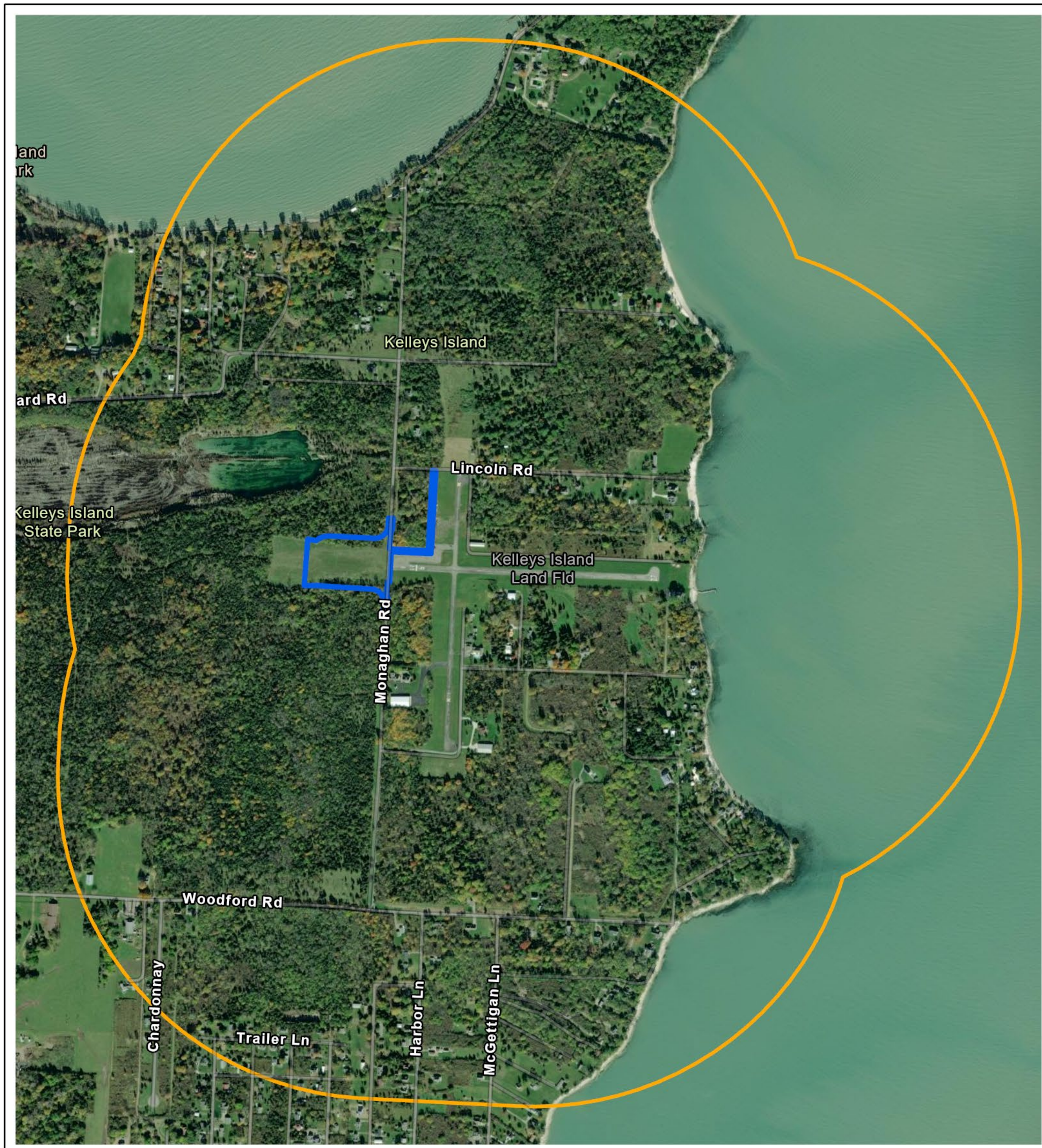


## Environmental Impact Categories

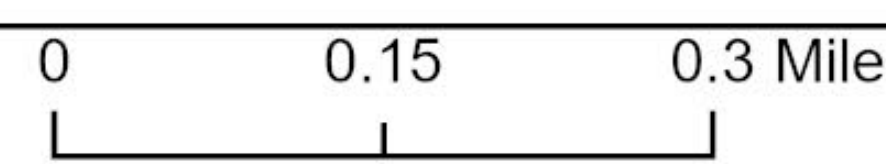
- » Air Quality
- » **Biological Resources**
- » Climate
- » Coastal Resources
- » **Department of Transportation Section 4(f) Resource and Land and Water Conservation Fund (LWCF) Section 6(f) Resource**
- » Farmlands
- » Hazardous Materials, Solid Waste, Pollution Prevention
- » **Historic, Architectural, Archaeological, and Cultural Resources**
- » Land Use
- » Natural Resources and Energy Supply
- » Noise and Noise-Compatible Land Use
- » Socioeconomics, Environmental Justice, and Children’s Health and Safety Risks
- » Visual Effects (Visual and Light Emissions)
- » **Water Resources** (Floodplains, Surface Waters, Groundwater, **Wetlands**, and Wild and Scenic Rivers)
- » Cumulative Impacts

**Bold text:**  
Environmental resource categories that have been identified as needing site surveys.

# EA Study Areas



Sources: ESRI 2023; RS&H 2023



## Legend

-  Direct Study Area
-  General Study Area



For the purpose of assessing the potential direct and indirect effects, two study areas were defined to describe existing conditions in the vicinity of the Airport.

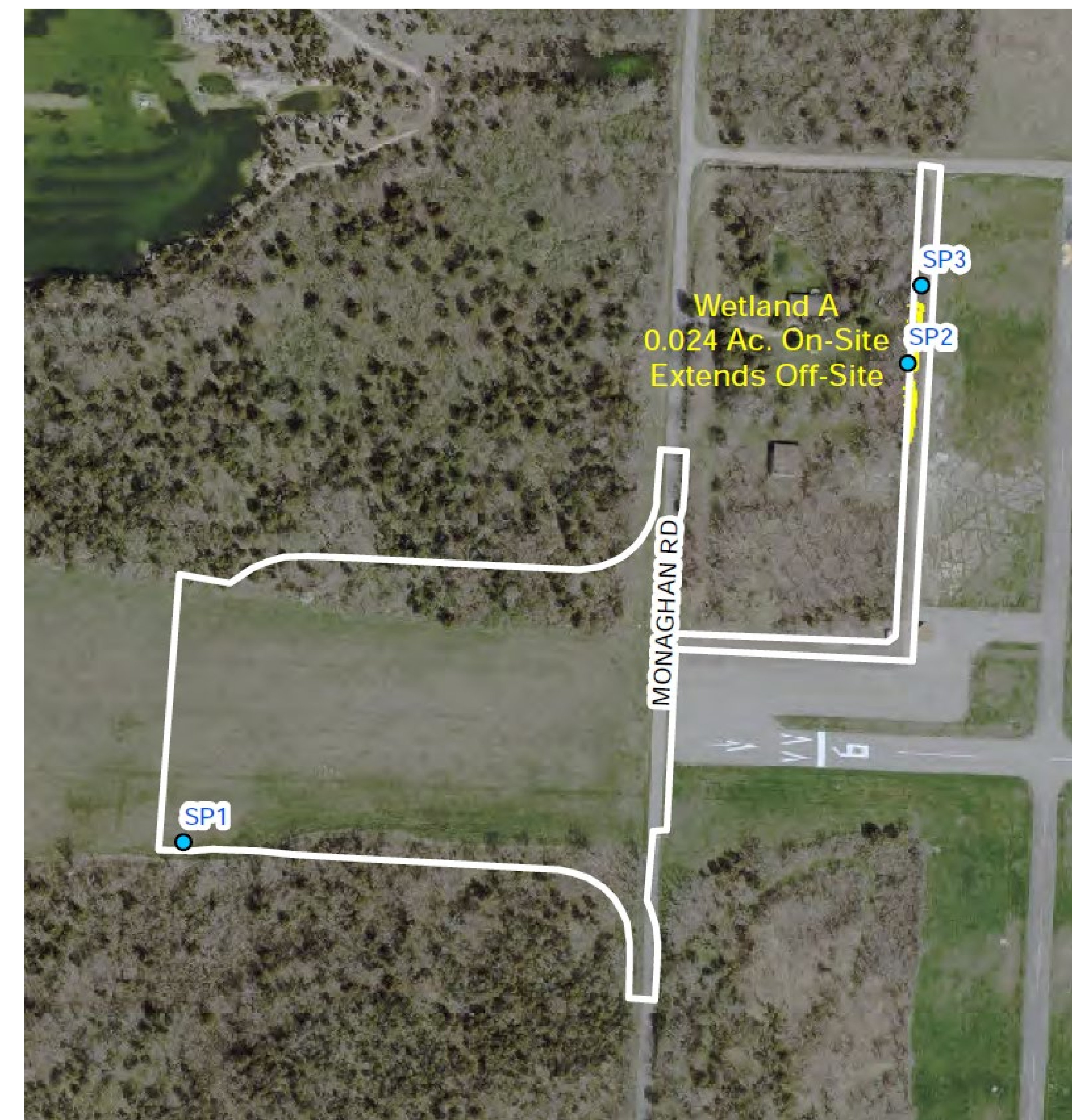
General Study Area (GSA) depicts the area surrounding the Kelleys Island Airport.

Detailed Study Area (DSA) depicts the areas within the GSA that the development of the Proposed Project could physically affect.

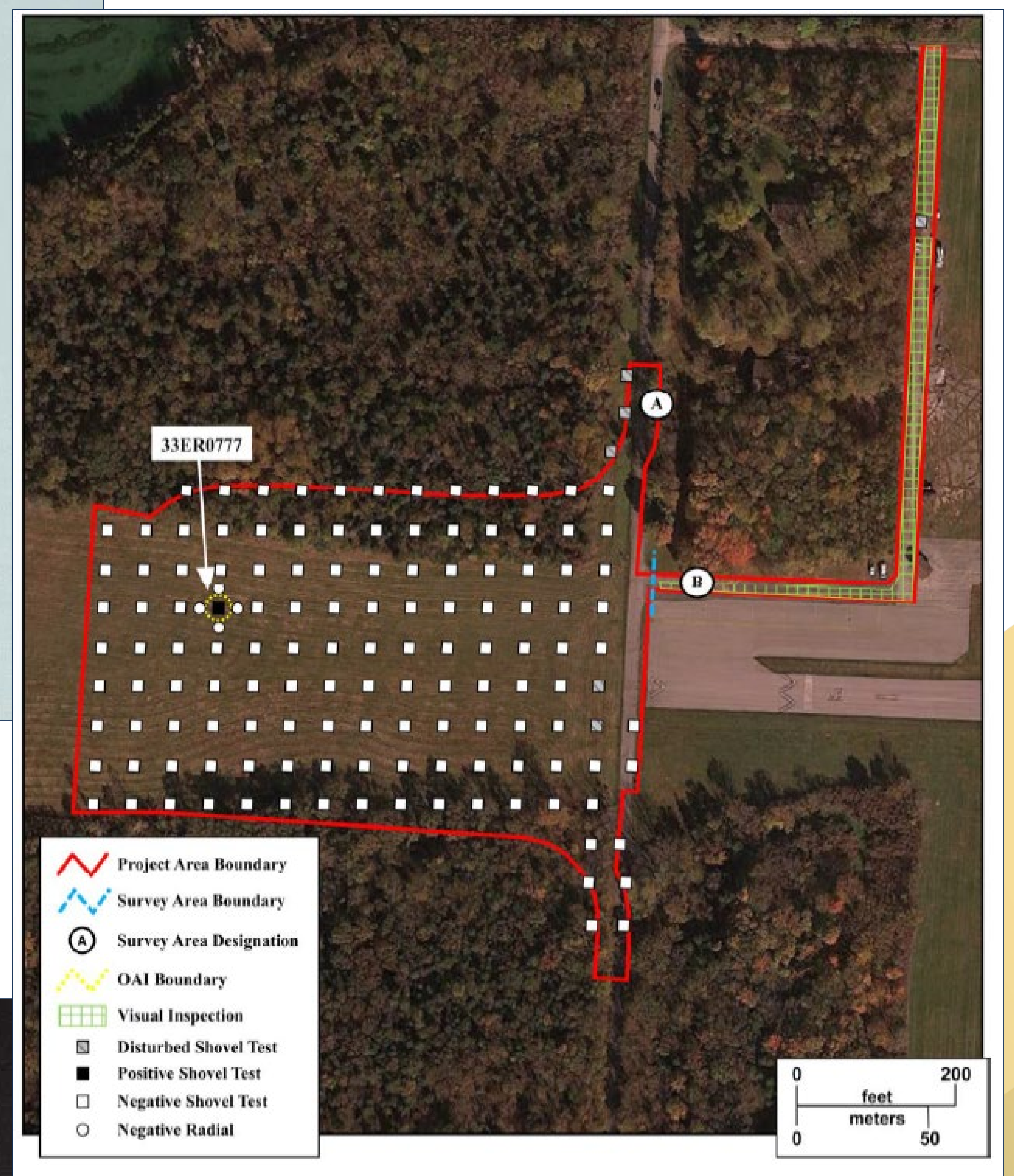
# Ecological Resources Survey



# Wetlands Survey



# Cultural Resource Survey



# **EA Roles and Responsibilities**

## Federal Aviation Administration

- Lead Federal Agency on the EA
- Ensures compliance with NEPA and special purpose laws and regulations

## Airport Sponsor (Village of Kelleys Island)

- Directs work performed by EA consultant

## Federal, State, Local Agencies, Native American Tribes

- Assists Airport Sponsor and FAA by providing environmental resources data, technical assistance, and review in area of expertise
- Comments on scope of EA
- Comments on Draft EA

## Public

- Comments of scope of EA – August 14, 2024
- Comments on Draft EA

## EA Consultant (RS&H Team)

- Technical analysis
- Production of EA

## **EA Next Steps**

- Analyze potential environmental effects (Environmental Consequences) - Underway
- Publish Draft EA (anticipated early 2025)
- 30-day public comment period on Draft EA
- Respond to comments received on Draft EA (to be included in the Final EA)
- Publish Final EA
- FAA issues decision (anticipated late 2025)