



APHIS  
Wildlife Services

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June 14, 2004

Ms. Laura D. Morland, P.E.  
Mead & Hunt Inc.  
6501 Watts Road  
Madison WI 53719-2700

Dear Ms. Morland:

Per your request, I have reviewed the preliminary design plans for the proposed runway and Service Road extension at Capital City Airport (LAN). Wildlife Services completed a Wildlife Hazard Assessment (WHA) for LAN in March 2003. In the WHA we identified several areas on and around LAN which were attractive to wildlife. Agricultural fields can be very attractive for wildlife. In fact, several species of wildlife including whitetail deer, Canada geese, ducks, pigeons, mourning doves, red-tailed hawks, American kestrels, and crows were observed on and adjacent to the agricultural fields east of the airfield. The plans call for extension of Runway 10R/28L to the east, which would significantly reduce the amount of agricultural areas adjacent to the airfield. This should reduce the attractiveness of the area for wildlife.

In addition, the plans call for the Reynolds (or a tributary of) Drain which runs through the area to be enclosed or relocated. We did not observe much wildlife associated with this drain however the enclosure of this water course would eliminate wildlife usage of the drain on the airfield. As stated in the WHA, anything that can be done to reduce the availability of water and the associated vegetative cover will have enormous benefits in reducing wildlife hazards. Enclosure of this drain would be preferred from a wildlife hazard standpoint.

Ms. Morland

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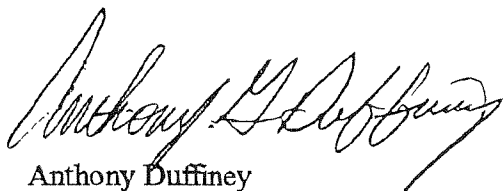
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If the drain is relocated around the runway, open water would remain and could be utilized by wildlife. In the event the drain in question attracts wildlife, a contingency plan should be put in place to handle the potential increase in wildlife. One method to consider is installing a barrier over the portion of the drain on airport property. In the WHA, recommendations were provided to reduce the usage of water by wildlife. One proven barrier design, already in use at LAN, involves erecting grids over the ditches using steel, monofilament or Kevlar wires. Construction of barriers will need to be engineered to withstand the snow and ice typical to Michigan. The lines would not need to be suspended as high as the grid above the retention basin. Lines suspended 1 to 3 feet above the high water mark, running back and forth in a zig-zag pattern, would reduce the presence of most bird species. Spacing should not exceed ten feet.

The other changes proposed should not have a significant impact on wildlife usage at LAN, however, should an increase in wildlife occur, the recommendations contained within the WHA should be consulted and employed as necessary.

Sources of supply for overhead line materials can be provided if you are interested. I can be reached by telephone at (517) 336-1928 or by e-mail at [anthony.g.duffiney@aphis.usda.gov](mailto:anthony.g.duffiney@aphis.usda.gov) if you have any questions.

Sincerely,



Anthony Duffiney

Wildlife Biologist

cc Mr. Dan Otto

Mr. Ignacio Flores