



Environmental assessment fact sheet

Introduction

The Waukesha County Airport is important to the region. Studies indicate that in 2000 the total economic output of the Waukesha airport was \$29.8 million. It supported 589 jobs and contributed \$12.3 million in wage income to the local economy.

Since 2000 use of the airport has increased substantially resulting in even greater economic benefit to the Waukesha area. It is essential that the airport continue to safely meet the needs of the region.

In 2002, the Waukesha County Board adopted a comprehensive *Airport Master Plan*. The plan included a 20-year *Capital Improvement Plan*. Projects were identified for the short term (five-year), midterm (five to 10 years), and long-term (10 years).

This Environmental Assessment (EA) primarily addresses the plan's recommended short-term improvements. The EA will evaluate Runway 10/28 improvements to meet mandated Federal Aviation Administration (FAA) design criteria for Runway Safety Areas (RSA). It will also help the county decide which alternatives are best and will indicate whether an Environmental Impact Statement will need to be prepared.

Purpose of the runway safety project

The purpose of the runway project is to meet safety criteria and ensure the continued safe operation of the airport. It is *not* to increase the airport's capacity. The EA will evaluate the potential environmental impacts of possible runway design alternatives that are necessary to meet current safety standards.

The airport is currently operating under a federal waiver to the safety criteria for both ends of Runway 10/28. In order to receive federal funding for future runway projects, the safety standards must be met. Airfield improvements are funded at 60 to 90 percent by federal and/or state funds.

Public involvement and meetings

This project will provide several opportunities for public agency review and public involvement.

Web site – www.critesfield.com

A local web site is being used to post information about the project and any upcoming meetings.

Initial public meeting

A public information workshop will be held on April 28 from 6:30 – 8 p.m. at the Waukesha County Expo Center next to the airport. The meeting will answer questions about the project and seek input. Mead & Hunt, the Wisconsin Bureau of Aeronautics, and airport management representatives will be present.

Interim public meeting

A second public meeting will be held after alternatives are developed and impacts investigated. It will present findings from traffic studies, preliminary engineering, identification of environmental impacts, and cost estimates. At this meeting, the analysis of the alternatives will be discussed and public input will be solicited.

After this meeting, Mead & Hunt will analyze the preferred alternative(s) and complete the preliminary EA.

Workshop and public hearing

After a preliminary EA is completed and distributed for review and comment by the public, local, state, and federal agencies, a final informal workshop and public hearing will be held. Comments received will be reviewed and incorporated appropriately in the final EA.



Design alternatives for the RSAs

Do nothing

If nothing is done the county will forgo any federal funding for repairs, improvements, and maintenance on the runway including the lighting systems. There are other impacts and costs associated with a “do nothing” alternative, which will be determined during the study

Runway 10 alternatives, west end of runway

1. Close Silvernail Road. Traffic studies will be done to determine the impact.
2. Reroute Silvernail Road to the west to provide required safety areas.
3. Reduce runway length by about 700 feet. This could exclude many types of aircraft and thus negatively impact the local economy.
4. Shift the runway east to provide a safety area. The impact will have to be studied.
5. Request FAA to continue to waive RSA criteria. This is contrary to FAA’s current policy.
6. Establish declared distances. This would shorten the runway length for certain aircraft operations.
7. Install an Engineered Material Arresting System (EMAS). This material has been used at a few large commercial airline airports.
8. Construct a tunnel for Silvernail Road. Costs and impacts during construction will be determined.
9. A combination of the above.

Runway 28 alternatives, east end of the runway

1. Reroute Pewaukee Road. This would be a major project with many impacts to evaluate.
2. Close Pewaukee Road. Traffic studies will be done to determine the impact.
3. Reduce runway length by about 375 feet. The impact on safety and aircraft operations will be studied.
4. Install EMAS – see above
5. Construct tunnel for Pewaukee Road. Costs and impacts during construction will be determined.
6. Request FAA waiver to RSA criteria – see above
7. Establish declared distances – see above
8. A combination of the above.

Analysis of alternatives

Alternatives will be evaluated based on their associated environmental impacts, costs, safety, and impact on the use at the airport and on local businesses. Categories to be considered will include:

Noise

Noise contours will be developed for the existing airport use to establish a baseline.

Compatible land use

Impacts may include noise, air quality, wetlands, floodplains or other which may result in a potential influence on surrounding land use. The impacts will be evaluated to determine if any individual or combination of impacts would be detrimental.

Wildlife attraction, which can interfere with the safe operation of aircraft, is a component of this category that the FAA is placing increased importance on. This study will include a discussion of the proposed action’s impact on hazardous wildlife attractants.

Social impacts

The principal social impacts are those associated with road relocation or community disruption, such as altered traffic patterns. They also include consideration of induced impacts and environmental justice. Traffic studies will analyze alternatives that would impact public roads. Coordination with the Southeast Regional Planning Commission, Waukesha County Highway Commission, the city of Waukesha, and the Wisconsin Department of Transportation (WisDOT) will be included in the traffic analysis.

Air quality

Waukesha County is located in an ozone non-attainment area. Based on early coordination with the Wisconsin Department of Natural Resources Air Bureau, an air quality analysis for *General Conformity* is not required as the project isn’t intended to result in increased operations or a different class of aircraft at the airport. However, air quality analysis will be performed for up to five intersections as part of the traffic study.

Runway 10/28 Runway Safety Area Project



Historical, architectural, archaeological, and cultural resources

An archaeological survey was completed for areas of potential ground disturbance and no sites were found.

Wetlands

Wetlands within the potential areas of impact were delineated and potential impacts to wetlands will be identified.

Hazardous materials

A study will be conducted to determine if there are hazardous materials within the areas that will be disturbed, if a previous investigation was not already completed.

Other categories

Other categories to be considered include water quality, biotic communities, endangered and/or threatened species (flora and fauna), solid waste, and construction impacts.

Cumulative impacts

It will be determined if this project – when considered with past, present, and reasonably foreseeable future development projects on or off the airport – would produce a cumulative effect on any of these categories.