



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

2300 E. Devon
Suite 312
Des Plaines IL. 60018

Subject: **ACTION: DRAFT** Reevaluation of 2017 Final
Environmental Assessment/Finding of No
Significant Impact Runway 10-28 Runway
Safety Area Improvements

Date: September 21, 2020

From: Airports Environmental Protection Specialist,
Chicago Airports District Office, CHI-ADO 617

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To: File

UES EA/FONSI Reevaluation

The Federal Aviation Administration (FAA) approved the *Final Environmental Assessment/Finding of No Significant Impact for the Runway 10-28 Runway Safety Area Improvements* (FONSI) on June 20, 2017. The FONSI approved the following approved actions:

1. Re-align Silvernail Road to the west.
2. Shift Runway 10 by 400 feet west with corresponding extensions to Taxiway A.
3. Shift Runway 10 approach lights, glideslope, PAPI and AWOS by 400 feet west.
4. Acquire and transfer property to accommodate a realigned Silvernail Road and shifted approach lights.
5. Relocate the Runway 10 localizer array and shelter outside of runway safety critical areas.
6. Implement declared distances for both directions of operation on Runway 10-28.
7. Construct new access roads to the relocated navigational instruments.
8. Remove the non-standard parallel taxiway along the north side of Runway 10-28.
9. Extend or relocate storm sewer culverts outside the Runway 10-28 safety area.
10. Perform grading operations associated with the proposed improvements.
11. Construct dry storm water management facilities for the proposed improvements.
12. Widen the Taxiway A alignment transition to Design Group 2 standards.

Early design reviews for the project identified that the following additional property acquisitions would be necessary to meet FAA safety requirements for the RSA: widen the area needed for the MALSR approach light system, and; acquire Parcel 82 for the relocation of Silvernail Road to further protect the instrument approach to Runway 10 and to prevent future incompatible land uses. This information is found in Reevaluation of Environmental Assessment (EA), Runway 10/28 Safety Area Project, Waukesha County Airport (UES), dated July 2, 2020 (Supplemental Information or SI).

FAA Order 1050.1F, Paragraph 9-2 governs the situations when the FAA performs a written re-evaluation of a previously prepared environmental document. In this instance, the following factors contributed to the decision to prepare a written re-evaluation of the 2017 EA/FONSI: the land acquisition for the project exceeded the type and scope of land acquisition proposed in the EA/FONSI. FAA Order 1050.1F 9-2c states:

A new or supplemental EA or EIS need not be prepared if a written re-evaluation indicates that:

- (1) The proposed action conforms to plans or projects for which a prior EA and FONSI have been issued or a prior EIS has been filed and there are no substantial changes in the action that are relevant to environmental concerns;
- (2) Data and analyses contained in the previous EA and FONSI or EIS are still substantially valid and there are no significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts; and
- (3) Pertinent conditions and requirements of the prior approval have, or will be, met in the current action.

The proposed action conforms to plans or projects for which a prior EA and FONSI have been issued, and there are no substantial changes in the action that are relevant to environmental concerns.

The changes to provide land for the MALS approach light system expand property that was shown to be acquired. A small portion of the two parcels (approximately 5.12 acres) was proposed for acquisition in the original project. This will also require the relocation of two (2) commercial office buildings, including 12 commercial business offices, and one (1) commercial restaurant. Both buildings will be removed as well. The Supplemental Information indicates that suitable commercial real estate in the area should be available to accommodate these relocations. These changes do not reflect a substantial change in the action relevant to environmental concerns.

The purchase of Parcel 82 (approximately 1.31 acres) includes no land use changes, only acquisition of title. The property is only being acquired to control and protect land uses in the RPZ.

Data and analyses contained in the previous EA and FONSI or EIS are still substantially valid and there are no significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts.

Most of the information in the 2017 EA is still valid. The Supplemental Information provided local real estate information regarding the availability of relocation property. The addition of Parcel 82 and the age of the wetland information in the 2017 EA lead to the inclusion of updated wetland information in the SI. The SI shows minor changes to the boundaries of the wetlands in the area, but no significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts.

Pertinent conditions and requirements of the prior approval have, or will be, met in the current action.

The action has not changed, only the scope of the action has changed. The expanded scope of the project was included in the prior study area, and involves no additional impacts to environmental or human resources. All conditions and requirements of the prior approval have, or will be, met in the expanded action. A new or supplemental EA is not required.



Bobb A. Beauchamp
Environmental Protection Specialist

Federal Aviation Administration
Chicago Airports District Office

DATE: September 21, 2020



**Reevaluation of Environmental Assessment (EA)
Runway 10/28 Safety Area Project
Waukesha County Airport (UES)**

In 2017, an environmental assessment (EA) was completed for the Runway Safety Area (RSA) project at the Waukesha County Airport (UES) and for which a Finding of No Significant impact (FONSI) was issued by the Federal Aviation Administration (FAA) in June, 2017.

This written evaluation is intended to document changes to the proposed actions in the 2017 EA for bringing the safety area of Runway 10-28 into conformance with FAA standards at UES. The changes consist of acquiring additional property beyond the limits of what was identified in the original 2017 EA.

This Reevaluation includes the following:

- A brief description of the Airport
- An overview of the Runway Safety Area (RSA) project and its purpose and need and proposed action
- A summary of the land proposed for acquisition in the 2017 EA
- A summary of the additional land proposed for acquisition and an explanation for why it is needed
- A reevaluation of relevant environmental categories and any changes in impact to determine if any additional impacts change the level of significance or prior decision making. These categories include:
 - Wetlands
 - Habitat
 - Socioeconomic
 - Section 106

The Airport

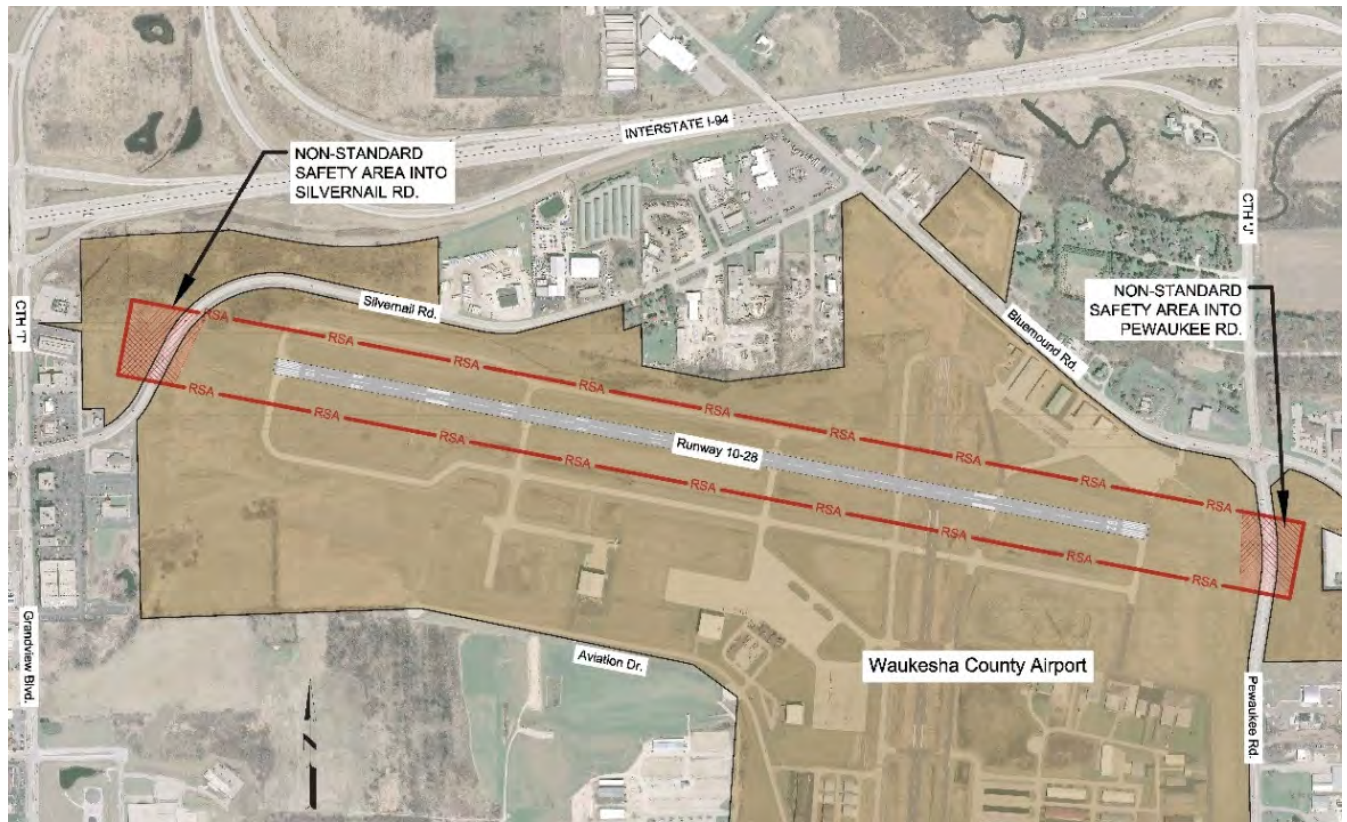
Waukesha County Airport (UES) is categorized as a Large General Aviation (GA) facility by the Wisconsin State Airport System Plan and is the only National GA Airport in Wisconsin. Airports of this category are classified by the FAA as having very high levels of activity with many based jets; providing functions critical to community access, emergency preparedness and response. The Airport was officially dedicated in 1935 and has been an integral part of Waukesha County history. The Airport is a reliever facility to General Mitchell International in Milwaukee with approximately 60,000 operations a year.

RSA Project - Purpose and Need and Proposed Action

Design standards have been set by the FAA for runway safety areas (RSAs) to enhance the safe operation of an airport. Currently, Runway 10-28 at UES is in non-compliance with FAA standards for these safety areas that extend off both the ends and sides of this runway. The safety areas for Runway 10-28 are required to be 500' wide (centered on the runway centerline) and additionally extend 1,000' beyond the useable end of the runway pavement. The safety areas are to be clear, dry, and smoothly graded areas capable of supporting the weight of snow removal equipment, aircraft rescue and firefighting equipment, and the passage of an aircraft without causing structural damage to the plane.

For the west (Runway 10) end, Silvernail Road cuts through a substantial portion of the safety area extending beyond this end of the runway. The presence of this roadway in combination with non-standard grading results in roughly half of the required safety area length (500 feet) at the Runway 10 end being non-standard. For the east (Runway 28) end, Pewaukee Road also cuts through a substantial portion of the safety area. Roughly 310 feet of the required 1,000-foot length of safety area is non-standard as a result. The extent of the non-standard RSA conditions off the end of Runway 10-28 are illustrated on **Figure 1**.

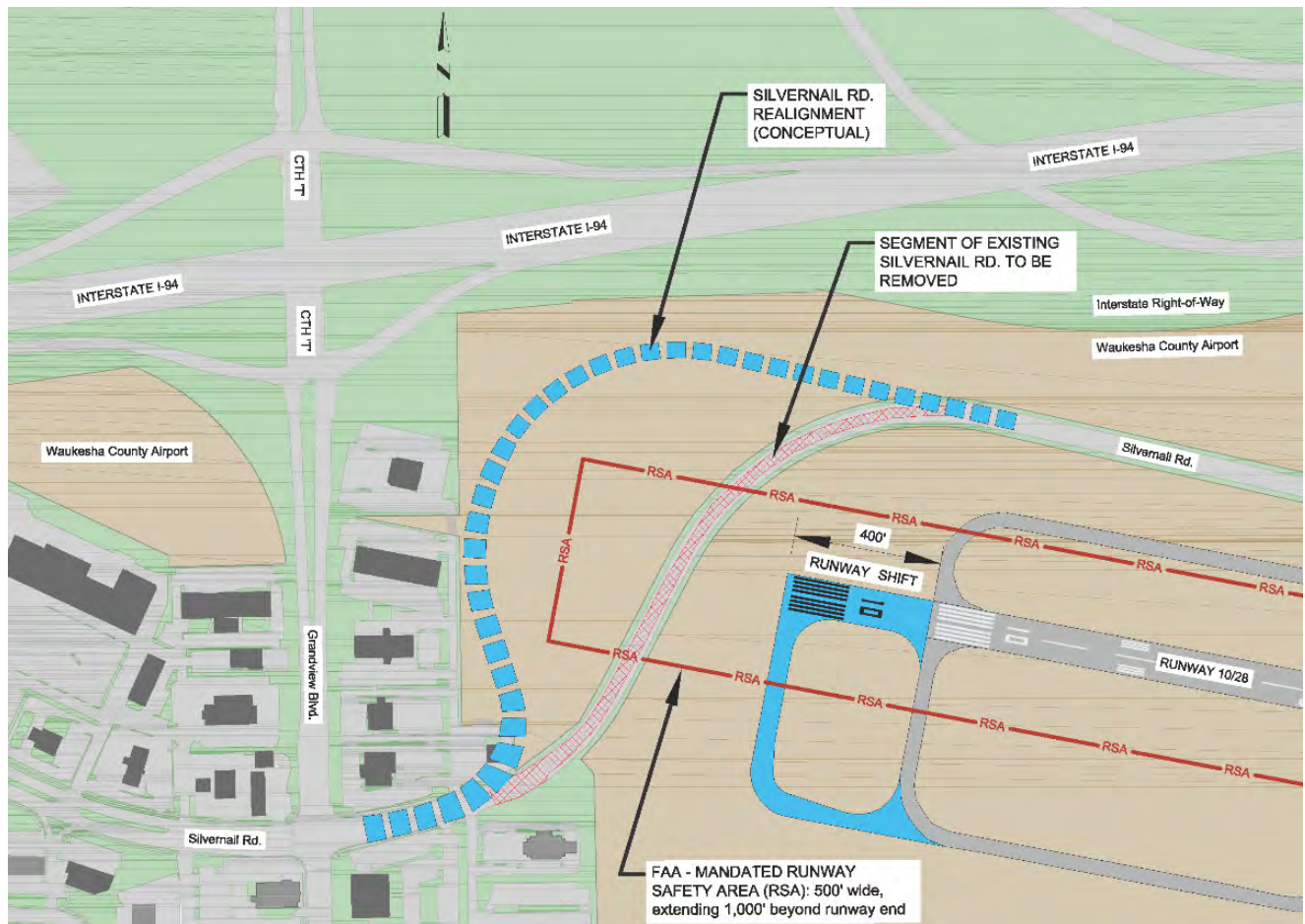
Figure 1 –Non-Standard Runway Safety Areas (RSAs) extending off the ends of Runway 10-28



During the environmental process, it was determined that the existing useable length for Runway 10-28 needs to be maintained at 5,850 feet. In considering multiple roadway and airfield modifications, a realignment of Silvernail Road together with a 400-foot westerly shift of Runway 10-28 was identified as the preferred solution as illustrated in **Figure 2**.

The shift of Runway 10 by 400 feet to the west requires all corresponding navigational instruments (Nav aids) to likewise be relocated westward with the project. These include the Medium Intensity Approach Light System with Rails (MALSR), the Runway 10 Glideslope and PAPI which provide vertical guidance, and the Runway 10 Localizer which provides lateral guidance. Of the Nav aids to be relocated, the MALSR approach light system is the only one that requires additional property. The other shifted Nav aids can be maintained within the existing Airport property limits. Considering the realignment of Silvernail Road and shift of Runway 10 and MALSR, the following land acquisition was identified as the proposed action in the 2017 EA:

Figure 2 – Proposed relocation of Silvernail Road with a 400-foot westerly shift of Runway 10

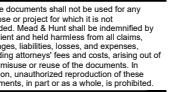


Property Acquisition Identified in the 2017 Environmental Assessment

The 2017 Environmental Assessment (EA) identified the following acquisitions or transfers of property:

- Fee-simple acquisition of Parcel 43 (a financial consulting property) to accommodate the realignment of Silvernail Road.
- Acquiring a small portion of Parcel 47 (a restaurant) located along the north side of the MALSR to accommodate a wider segment of the approach light system.
- Acquiring a small portion of Parcel 39 (two commercial office buildings) located along the south side of the MALSR to accommodate a wider segment of the shifted approach light system.
- Ownership of the existing Silvernail Road right-of-way is to be released from the City of Waukesha to the Airport (Waukesha County) to accommodate the proposed RSA improvements. An easement will be developed through the existing Airport property to accommodate the new Silvernail Road alignment and adjacent utilities as part of a concurrent use agreement.
- Modification of existing aviation easements off the end of Runway 10 (as necessary) to address the lowered airspace.

The areas of property acquisition originally identified in the 2017 EA (as identified above) are illustrated in orange on **Figure 3**.



Waukesha, Wisconsin 53188

NOT FOR CONSTRUCTION

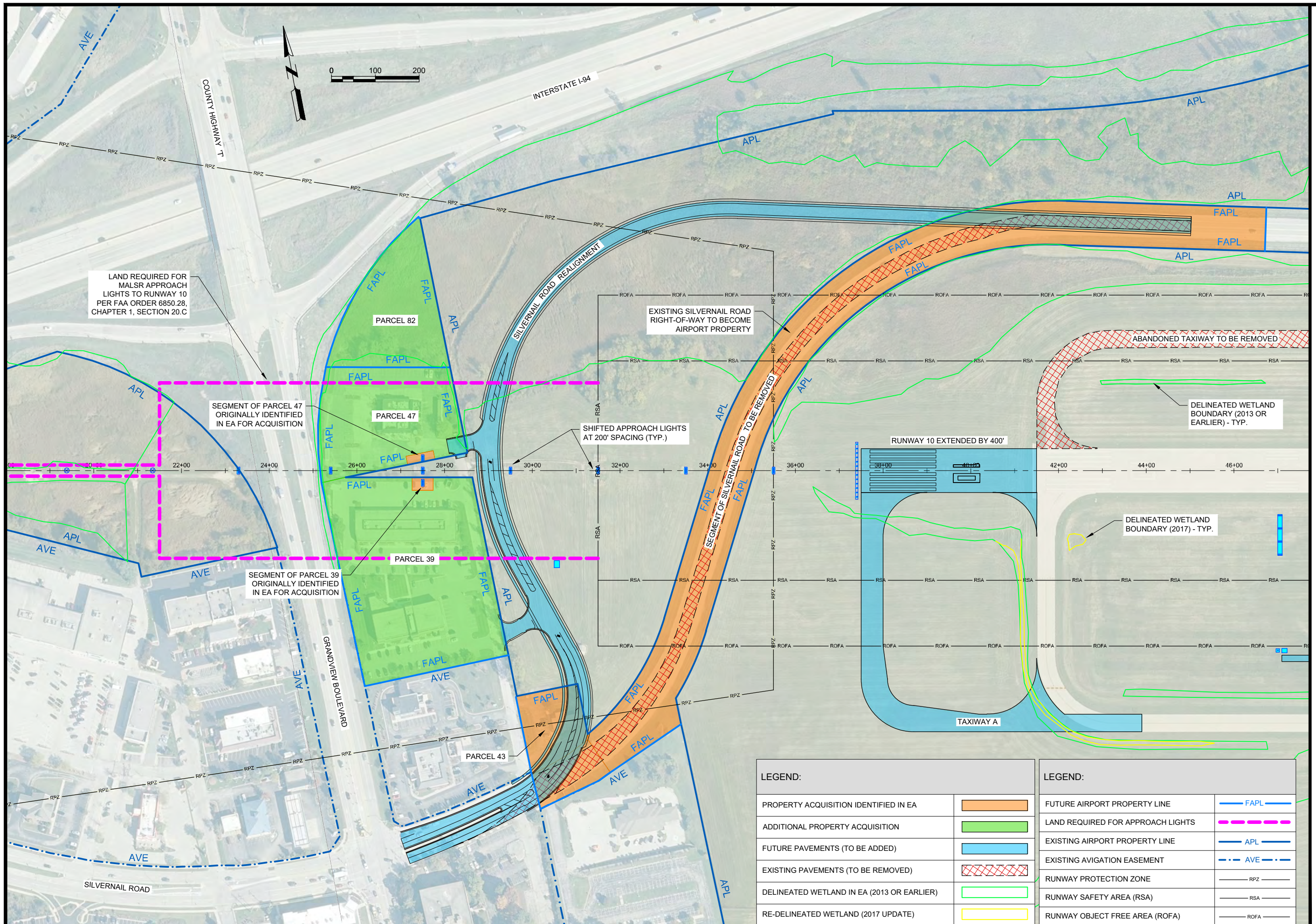
UES 1002
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 December 10, 2019
 GAS
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 DO NOT SCALE DRAWINGS

MEET CONTENTS

UPDATED PROPERTY ACQUISITION LIMITS & WETLAND BOUNDARY DELINEATIONS

SHEET NO. _____ of _____

Figure 3



Additional Property Identified for Acquisition

Through early design reviews and coordination with the FAA Chicago ADO (ADO) and the Wisconsin Bureau of Aeronautics (BOA), additional property acquisitions have been identified for the RSA project at Waukesha County Airport. These areas are illustrated in green on **Figure 3** and the following sections provide explanation for why they are being included with the project.

Additional property for the MALSR approach light system (Parcel 47 and Parcel 39)

Representatives from the ADO have communicated the need for a wider area to be provided along the MALSR approach light system to be in conformance with current standards. The land requirements for an approach light system of this type (MALSR) are outlined in FAA Order 6850.2B Visual Guidance Lighting Systems. Chapter 1, Section 20.c of this order identifies the following:

“the MALSR requires land that is 1,600 feet long by 400 feet wide for the MALS portion, plus an additional 1,000 feet in length by 25 feet in width for the runway alignment indicator light (RAIL) portion.”

While the existing MALSR system does not meet the land requirements identified above, the FAA has communicated that they will require these non-standard conditions to also be corrected with the RSA project. **Figure 3** illustrates the MALSR land area requirements described above with a dashed purple line and shows that the majority of Parcel 47 and the north half of Parcel 39 are eclipsed within this area. As such Parcel 47 is proposed to be acquired in full. Parcel 39 is also proposed to be acquired in full as the entire property is currently for sale, is located within the Runway Protection Zone (RPZ) for Runway 10, and ownership of this parcel in full would provide additional protection for the instrument approach to Runway 10 and reduce incompatible land uses in the RPZ.

Additional City-owned property identified for release to the Airport (Parcel 82)

As part of the release of property between the City of Waukesha and the Airport (Waukesha County) for the relocation of Silvernail Road, representatives from the Wisconsin BOA identified a desire to also include the release of Parcel 82 from City to County ownership as part of the agreement. Parcel 82 is currently undeveloped and is located within the Runway Protection Zone (RPZ) for Runway 10. The BOA would like Parcel 82 to be under Airport ownership to further protect the instrument approach to Runway 10 and to prevent future incompatible land uses.

The properties identified for acquisition in the 2017 EA as well as the additional properties now identified under this reevaluation are summarized in **Table 1** along with a corresponding explanation for the change.

Table 1 - Property Acquisition Inventory and Changes from 2017 Environmental Assessment

Waukesha County Airport - Runway 10-28 Safety Area Project

Property	Size and Description of Property	Was acquisition of this property identified in the 2017 EA?	Change from what was proposed in the 2017 EA	Reason for Change	Additional Impacts from those identified in the 2017 EA
Parcel 39	3.45 acres	Partially - a small segment of the parking area was identified for acquisition to accommodate the shifted MALSR approach light system	Property to be acquired in full.	To provide land required for MALSR approach light system. To control and protect land uses within RPZ	Relocation of two (2) commercial office buildings; relocation of twelve (12) business tenants; construction to raze buildings and parking lots
	Land Use: Commercial - Office Use (2 multi-tenant office structures)				
Parcel 43	0.5 acres	Yes. This property was shown to be acquired in full to accommodate the realigned Silvernail Road	None	NA	NA
	Land Use: Commercial - Bank / Financial Consulting (1 structure)				
Parcel 47	1.67 acres	Partially - a small segment of the parking area was identified for acquisition to accommodate the shifted MALSR approach light system	Property to be acquired in full.	To provide land required for MALSR approach light system. To control and protect land uses within RPZ	Relocation of one (1) commercial restaurant (Silvernail Inn); construction to raze building and parking lot
	Land Use: Commercial - Restaurant (1 structure)				
Parcel 82	1.31 acres	No	Ownership of Property to be released from City of Waukesha to Airport (Waukesha County)	To control and protect land uses within RPZ	None. No land use changes proposed. Property being acquired solely to control and protect land uses within RPZ
	Land Use: Undeveloped parcel owned by the City of Waukesha				
Silvernail Road Right-of-Way	5.07 acres	Yes. Acquisition of this right-of-way area was identified for release to Airport (Waukesha County) to accommodate the safety area requirements for Runway 10-28	None	NA	NA
	Land Use: City of Waukesha right-of-way for Silvernail Road and adjacent utilities				
Modify aviation easements off the end of Runway 10	Roughly 20 parcels of varying size and land use. Some aviation easements may not need revision	Yes	None	NA	NA

Relevant Environmental Categories and Changed Level of Impact

The following sections reevaluate environmental categories that are relevant to the additional property acquisition identified for the project. Any additional impacts to these categories are considered in combination with those previously documented in the 2017.

➤ Wetlands

A wetland delineation was completed as part of the 2017 EA for the project area in which ground disturbing activities were proposed. The total wetland impact identified in the EA was 6.769 acres. The wetland delineations included in the EA are now over 5 years old. Therefore field work was conducted in 2017 to verify previous boundaries and identify any new wetlands. A wetland recertification/delineation report was prepared in 2018. The updated delineation resulted in the identification of one new wetland and a reduced footprint for some of the wetlands, the slight reduction attributed in part to better GPS technology and equipment, enabling better satellite reception and accuracy in areas with steep topography. Parcels 39 and 43 are fully developed with structures and parking. Parcel 82 is an undeveloped parcel. Initially only a portion of parcels 39 and 43 were proposed for the MALSR relocation. However, as explained above, it was determined prudent to acquire these two parcels and parcel 82 in entirety to control and protect land uses within the RPZ. Since only limited activity or disturbance is proposed for parcels 39 and 43, and none for parcel 82, no substantial change in wetland impacts are anticipated with the additional property acquisition. **Figure 3** shows the wetland delineation used in the 2017 EA wetland impact evaluation and also the ones delineated during the recertification in 2017. The Wisconsin Bureau of Aeronautics is currently in coordination with the Army Corps of Engineers regarding the recertification and permitting.

➤ Habitat

Similarly as for wetlands, as the additional acquisition is of fully developed parcels or in the case of Parcel 82, one in which no disturbance is proposed, no additional habitat impacts are identified.

➤ Socioeconomic Impact (Business Relocations)

The additional property acquisition consists of purchase and relocation of two properties, one which will require relocation of one commercial restaurant (Silvernail Inn) and the other which will require relocation of two commercial office buildings; which involves the relocation of twelve (12) business tenants, where the EA had identified acquisition of only a portion of each parcel needed for the MALSR lights.

Based on preliminary research of the real estate market, there appears to be suitable and adequate real estate available in the area. Without having yet completed relocation interviews with the businesses, it is anticipated that the available real estate will allow for the businesses to relocate and re-establish their business operation at a replacement site. The Uniform Relocation Assistance and Real Property Acquisition Act (1970) will be followed for this project. Therefore, no substantial socioeconomic impact is identified with the additional land acquisition.

➤ Section 106

The proposed action now includes acquisition of three parcels in their entirety on the west side of the Airport, specifically parcels 39, 47, and 82, where the proposed action had only identified a portion of parcels 39 and 47. The three buildings located on parcels 39 and 47 will be removed, and the lots will remain undeveloped at this time, as these parcels are in the Runway Protection Zone. No structures are located on parcel 82.

Three commercial buildings are located on parcels to be acquired; however, they were built c.1975, c.1985, and c.1995 and lack sufficient architectural interest to meet WisDOT survey criteria. Mead & Hunt concludes that no historic properties are present in the revised APE associated with the additional land acquisition. Furthermore, the area to be acquired has been previously covered by archaeology survey, and no sites were identified. No additional documentation is recommended under Section 106. A letter report summarizing these conclusions is being submitted to the WisDOT Historic Preservation Officer, and pending their review and approval will be submitted to the SHPO for concurrence. SHPO correspondence will be included in the Final EA Reevaluation document.