



Raleigh-Durham Airport Authority

Runway 5L/23R Replacement Project Environmental Assessment

Public Scoping Presentation



Overview

- The Raleigh-Durham Airport Authority (Authority) is planning to replace its primary runway (Runway 5L/23R)
- The Authority and the Federal Aviation Administration (FAA) are providing this presentation for the public to review the following:
 - Environmental Assessment (EA) process
 - Roles and responsibilities
 - Purpose and need
 - Proposed Project description
 - Environmental resources to be analyzed
 - Potential alternatives
 - How to provide your scoping comments





Purpose of the Presentation

- The purpose of this presentation is to:
 - Help you learn about the environmental process the Authority will use to replace Raleigh-Durham International Airport's (RDU) primary commercial runway
 - Provide opportunity for the public to submit comments on components of the EA process





Environmental Assessment Process

- The National Environmental Policy Act (NEPA) requires all federal agencies to integrate environmental values into their decision-making processes by considering the potential environmental impacts of their proposed actions and evaluate reasonable alternatives to those actions.
- An EA is a concise document used to describe a project's potential environmental impacts.
- The FAA identifies the requirements of the EA because it is the lead federal agency.





Environmental Assessment Process

- If the FAA finds a project would not have a significant environmental impact, then the FAA will issue a Finding of No Significant Impact (FONSI).
- If the FAA finds a project would have significant environmental impacts that could not be mitigated below the level of significance, then the FAA may prepare an Environmental Impact Statement (EIS).





Roles and Responsibilities

- **FAA is the Lead Federal Agency**
 - Ensures compliance with NEPA (oversight in the development of the EA)
 - Determines whether it may take the federal actions necessary to allow implementation of the project
 - Determines appropriate level of public outreach for the EA
- **Authority**
 - Responsible for the development of the EA content
 - Responsible to obtain FAA approval to construct the Proposed Project





Roles and Responsibilities

- **Regulatory / Resource Agencies**
 - Helps ensure compliance with local, state, and federal environmental regulations
 - Helps identify potentially significant environmental impacts
 - Assists in identifying or evaluating potential alternatives
 - Reviews and comments on EA findings
 - Issues environmental permits where applicable
- **Public**
 - Provides input on the most pertinent issues and potential environmental impacts during scoping
 - Reviews and comments on EA findings





RDU has three runways

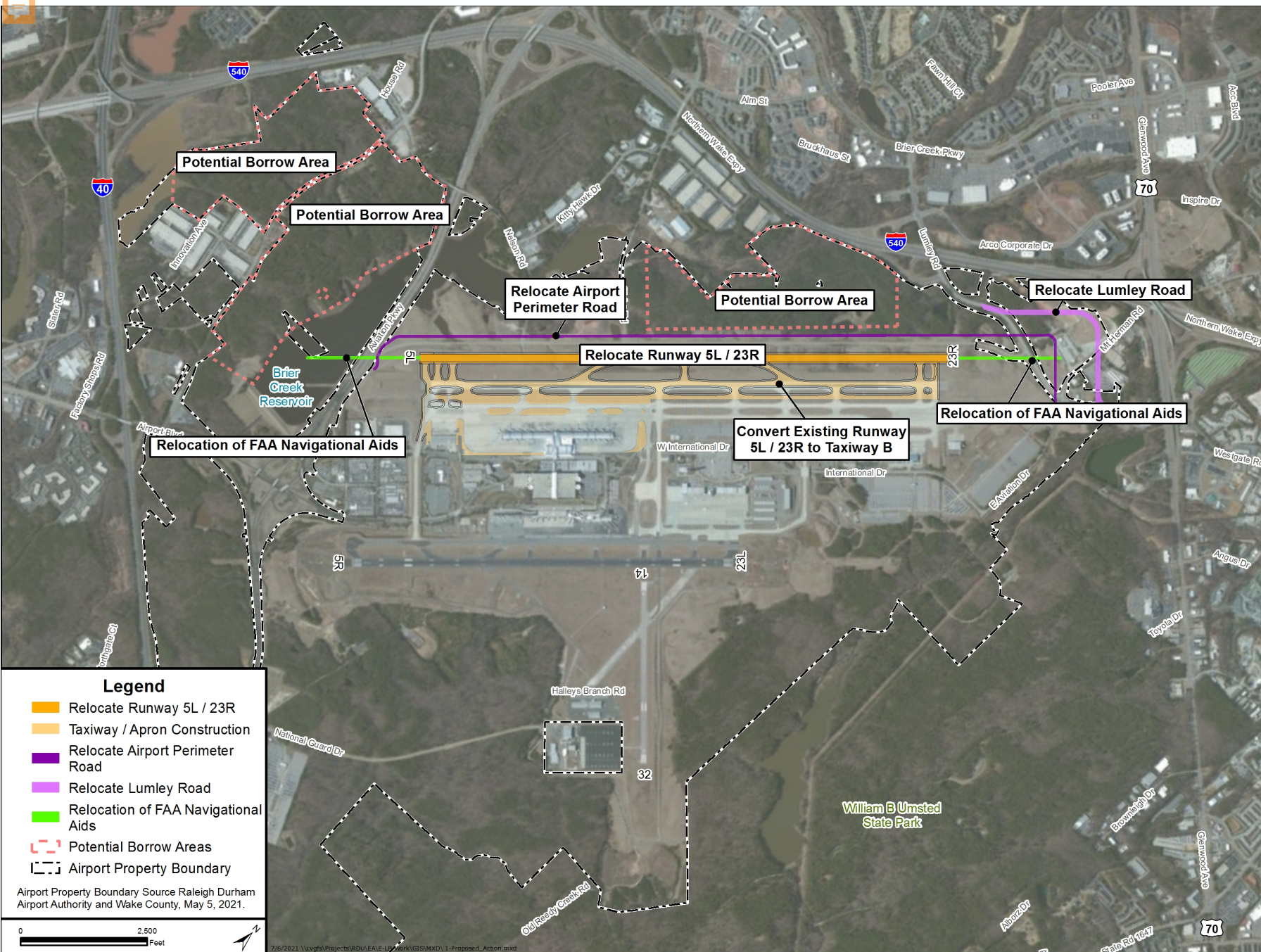
- Runways 5L/23R and 5R/23L are parallel to each other and Runway 14/32 is perpendicular to these runways.
- Runway 5L/23R is 10,000 feet long and 150 feet wide and is the primary runway at RDU.
- Runway 5R/23L is 7,500 feet long and 150 feet wide.
- Runway 14/32 is 3,570 feet long and 100 feet wide.



Purpose and Need

- The need is to reconstruct a rapidly deteriorating Runway 5L/23R
 - Runway 5L/23R has exceeded its design life and does not meet FAA's runway Airplane Design Group (ADG) V standards
 - It is not practical to continue repairs and full reconstruction is needed
- The purpose of the Proposed Project is to preserve the existing infrastructure and operational capabilities at RDU
 - Runway 5L/23R is the primary runway at RDU and closure for an extended period of time would have an adverse effect to the National Airspace System and Raleigh-Durham region





Proposed Runway 5L/23R Replacement Project

- Relocate Runway 5L/23R
- Convert Existing Runway to taxiway
- Relocate FAA Navigational Aids
- Relocate Lumley Road and Airport Perimeter Road
- Use fill material from borrow sites on Airport property



Proposed Project Description

- Relocate Runway 5L/23R 537.5 feet west of the existing runway and replace at approximately the same length and width of the existing runway
- Use up to 5 million cubic yards of fill for the relocated runway
 - Fill will come from airport property and, if necessary, from offsite locations
 - Fill will not be sourced from airport property adjacent to Umstead State Park
 - Acquisition of fill material will require vegetation/tree clearing at borrow site
- Use up to 150,000,000 gallons of water from Brier Creek Reservoir for hydrocompression of fill material
 - If not sufficiently available or unsuitable, water will come from local municipal sources
 - Water would be used gradually over time to not deplete the reservoir





Proposed Project Description (continued)

- Construction of safety areas associated with runway and taxiway development
- Relocate and/or install lighting systems associated with runway and taxiway development
- Construction of associated and connecting taxiways to the relocated Runway 5L/23R
- Construction of associated drainage improvements to provide for the additional impervious pavement areas





Proposed Project Description (continued)

- Conversion of the existing Runway 5L/23R to a full-length parallel and connecting taxiway after the relocated runway is completed
- Relocate a portion of Lumley Road out of the relocated Runway 5L/23R's safety areas, to include necessary utility relocations
- Construction of a new airport perimeter road around the relocated Runway 5L/23R
- Relocate FAA navigational aids and development and/or modification of associated arrival and departure procedures
- Tree/vegetation/obstacle removal for Runway Object Free Area (ROFA), Taxiway Object Free Area (TOFA), Threshold Siting Surface (TSS), Part 77, and Terminal Instrument Procedure (TERPs) surfaces





Environmental Resources to be Analyzed

- Air Quality
- Biological Resources (Fish, Wildlife, and Plants)
- Climate
- Coastal Resources
- Department of Transportation Act, Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- Visual Effects (including light emissions)
- Water Resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)





Consideration of Alternatives

- A range of alternatives will be reviewed in the EA including:
 - No action (no changes from the existing conditions - must be evaluated as a requirement of NEPA)
 - Various other development alternatives on airport property to replace the primary runway





Public Participation for Scoping

- Scoping is conducted early in the EA process to get the public's input on the most pertinent issues and potential environmental impacts.
- During the scoping comment period, the Authority and the FAA ask the public to provide written comments to help identify potential environmental issues deserving more focused study in the EA.
- The Authority and FAA will review all comments provided during scoping and will determine if it is necessary to perform additional analyses on any specific potential environmental resource beyond what is normally conducted in an EA.





Submit Comments

- Comments may be submitted using one of the following methods:

Mail

Chris Babb Re: RDU EA
Landrum & Brown
4445 Lake Forest Drive, Suite 700
Cincinnati, OH 45242

Email

RDUEA@landrumbrown.com





Public Comment Information

- Comments must be received or postmarked no later than 5:00 p.m. (EDT), August 23, 2021.
- All comments submitted will be considered public record and your entire comment – including your name, phone number, or email - may be accessed publicly.





For Additional Information

- This website (<https://www.airportprojects.net/rdu-ea/>) will be maintained throughout the EA process to keep the public updated on EA milestones, meeting materials, and documents for public review.
- The website contains a Frequently Asked Questions (FAQ) page.
- If special accommodations, such as audio or visual assistance, are required to view this information please leave a message at 984-275-3167 and assistance will be provided.





Thank you

