## RALEIGH-DURHAM INTERNATIONAL AIRPORT ENVIRONMENTAL ASSESSMENT



Welcome to the Public Workshop and Hearing for the Draft Environmental Assessment (EA)

Proposed Runway 5L/23R
Replacement Project
Raleigh-Durham International Airport

## PURPOSE OF PUBLIC WORKSHOP AND HEARING



- To provide the public an opportunity to ask questions and comment on the Draft EA.
- Commenting on the Draft EA can occur either by:
  - Registering at the sign-in table to speak to a court reporter. Each commenter will be allowed three minutes. People wanting more time may register to speak again after all other registered participants have had their chance, or
  - Submitting written comments which can be either deposited in the Comment Box or mailed to the indicated address, or
  - You may also email your comments to: RDUEA@landrumbrown.com
- All comments must be received by March 13, 2023.



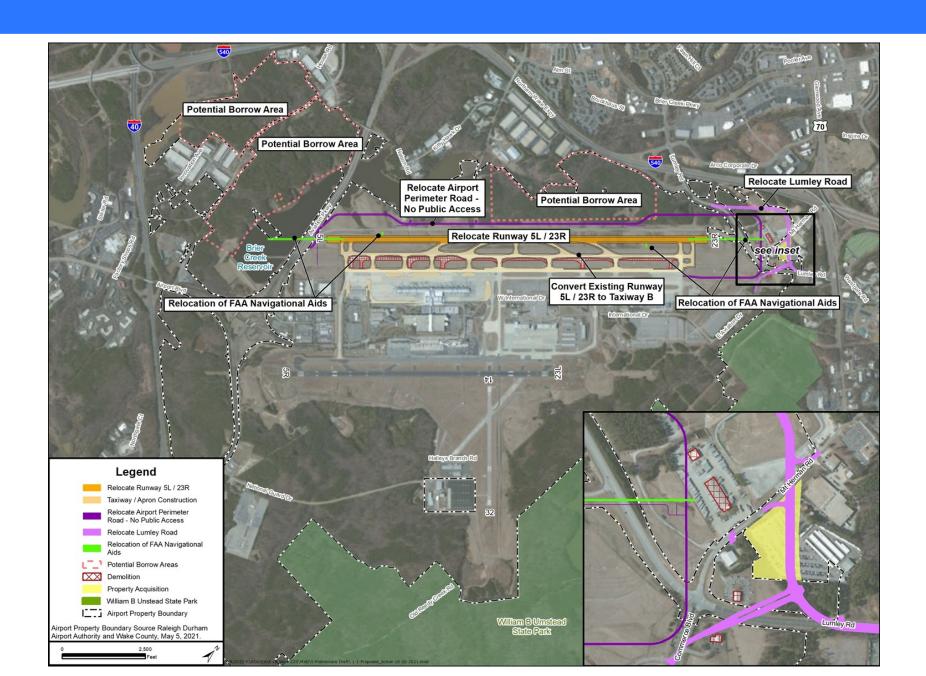
### Purpose of the Proposed Action:

Provide a structurally sound primary runway at RDU that maintains its current runway capabilities.

**Need:** Runway 5L/23R is rapidly deteriorating which can pose a safety issue if not continuously maintained.

### **PROPOSED ACTION**





#### PROPOSED ACTION ACTIVITIES

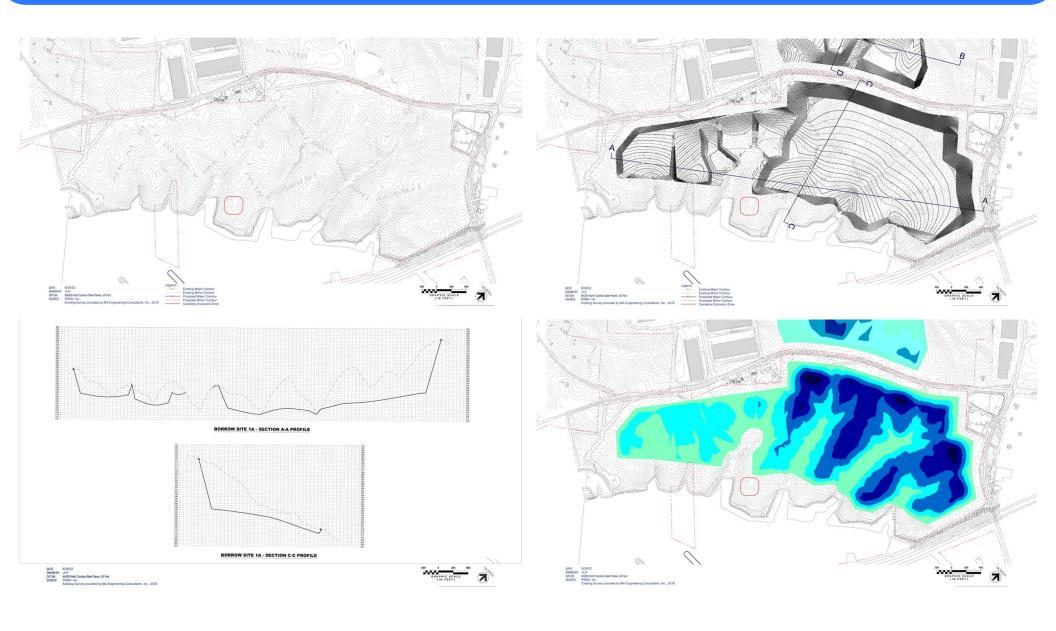


- Relocate Runway 5L/23R 537.5 feet northwest of the existing runway and replace with a 10,639-foot runway.
- Convert the existing Runway 5L/23R to a taxiway.
- Place up to five million cubic yards of fill to level the land for the relocated runway.
- Use up to 150,000,000 gallons of water from Brier Creek Reservoir for hydrocompression of fill material.
- Construct safety areas associated with runway and taxiway development and remove trees/obstacles for Federal Aviation Administration (FAA) required safety areas.

- Relocate and/or install lighting systems associated with runway and taxiway development.
- Construct associated drainage improvements for the relocated runway.
- Relocate a portion of Lumley Road out of the relocated Runway 5L/23R safety areas; this includes necessary property acquisitions, utility relocations, and demolition of four buildings.
- Construct a new airport perimeter road around the relocated Runway 5L/23R.
- Relocate FAA navigational aids and develop or modify associated aircraft arrival and departure procedures.

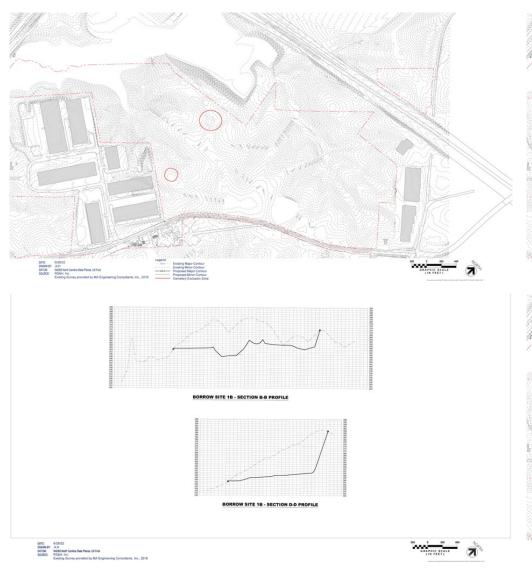
### PROPOSED ACTION—BORROW SITES

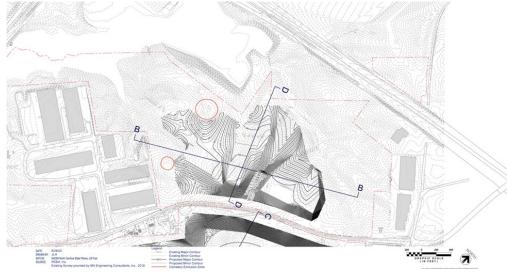


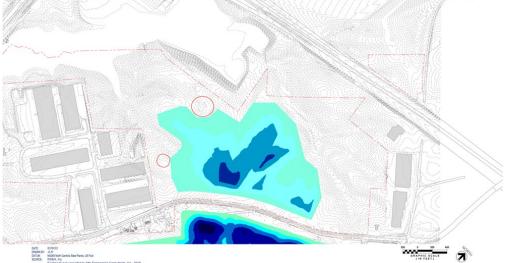


### PROPOSED ACTION—BORROW SITES









# NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)



- Because the Proposed Action requires Federal Actions an EA must be prepared in accordance with the NEPA.
- Federal Actions include Airport Layout Plan approval,
   Federal funding, and relocation of FAA owned navigation equipment.
- An EA is an environmental review of a project's potential environmental impacts.
- The FAA is the lead federal agency and oversees the NEPA review. The U.S. Army Corps of Engineers (USACE) is a cooperating agency to the EA.

#### **ALTERNATIVES**



National Environmental Policy Act (NEPA) requires a range of alternatives to be evaluated. Alternatives considered include:

- No Action Alternative (no changes from the existing conditions – a requirement of NEPA)
- On-site alternatives
- Use of other borrow site locations
- Options for Lumley Road relocation

Only the Proposed Action would meet the purpose and need and was considered economically and technically feasible.

#### **EA PROCESS**



Identification of Complete Analysis, Conduct Identify Mitigation, the Proposed Additional Outreach and Prepare Draft EA **Project** Develop **Analyze** Publish Draft EA and **Preliminary Environmental** Start the Public Purpose, Need, **Impacts Comment Period** and Alternatives If Impacts are not Significant, We are here Obtain Permits, and **Begin Construction Conduct Field Determine if Conduct Public** Or begin EIS Surveys and additional analysis Hearing Study Affected is needed and Workshop Environment **Publish Final EA** FAA and USACE **Conduct Agency FAA Reviews** Review / Respond to Issue Federal and Public Comments Received Comments and Decision Scoping Outreach **During Scoping** Prepare Final EA

### ENVIRONMENTAL RESOURCES ASSESSED

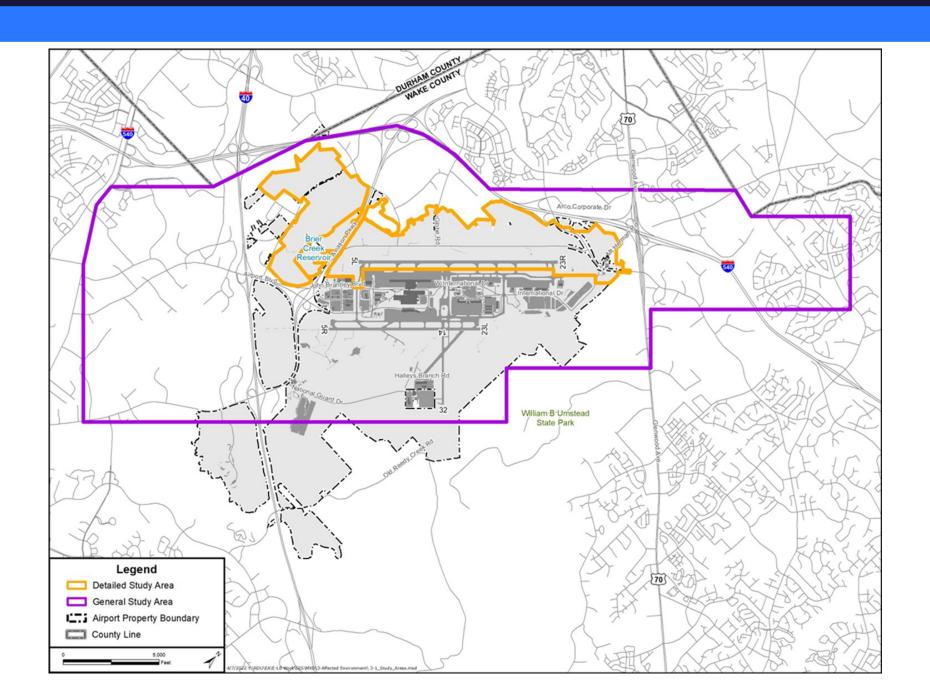


- Air Quality
- Biological Resources (Fish, Wildlife, and Plants)
- Climate
- Coastal Resources
- Department of Transportation Act, Section 4(f) (such as parks or recreational areas)
- Farmlands
- Hazardous Materials, Solid
   Waste, and Pollution Prevention
- Historical, Architectural, Archeological, 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)

### **STUDY AREAS**





#### **BIOLOGICAL RESOURCES**



- Proposed Action would remove approximately 480 acres of trees and vegetation on Airport property.
- Airport Authority would leave 100 feet of the existing trees and vegetation in place around the perimeter of the borrow sites as a buffer area.
- FAA coordinated with U.S. Fish and Wildlife Service.
   Proposed Action would have "no effect" or "may affect, not likely to adversely affect" any federally-listed threatened and endangered species.
- Construction will not be allowed within a 660-foot buffer around identified bald eagle nest from December 1 to July 15 of any construction year.

### **ENVIRONMENTAL JUSTICE (EJ)**



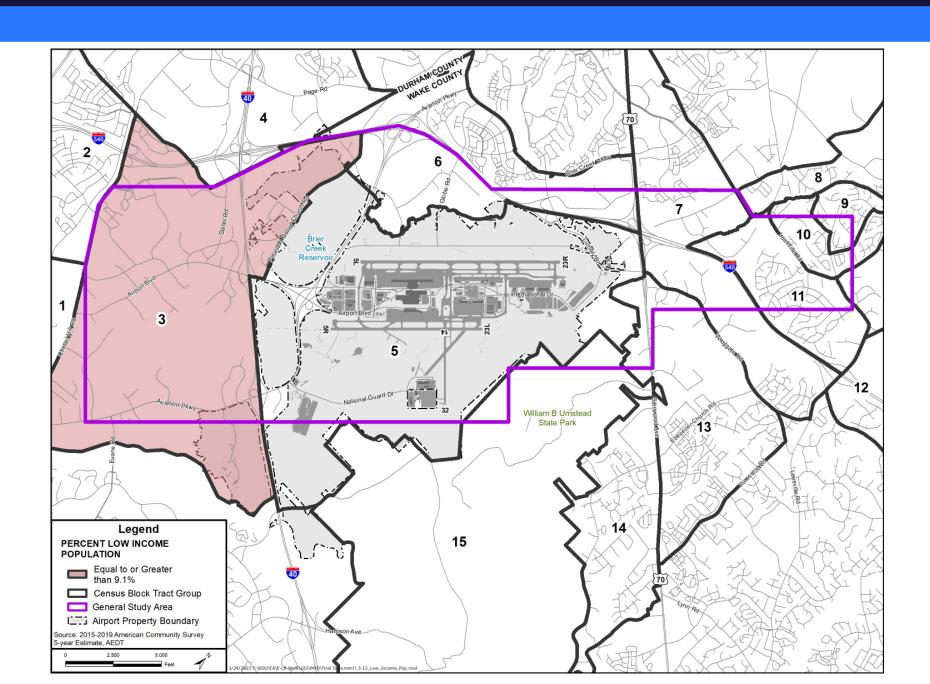
As defined in the FAA 1050.1F Desk Reference:

"Environmental Justice (EJ) is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies."

- Fair treatment means "no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies."
- EJ communities include low-income and/or minority populations.

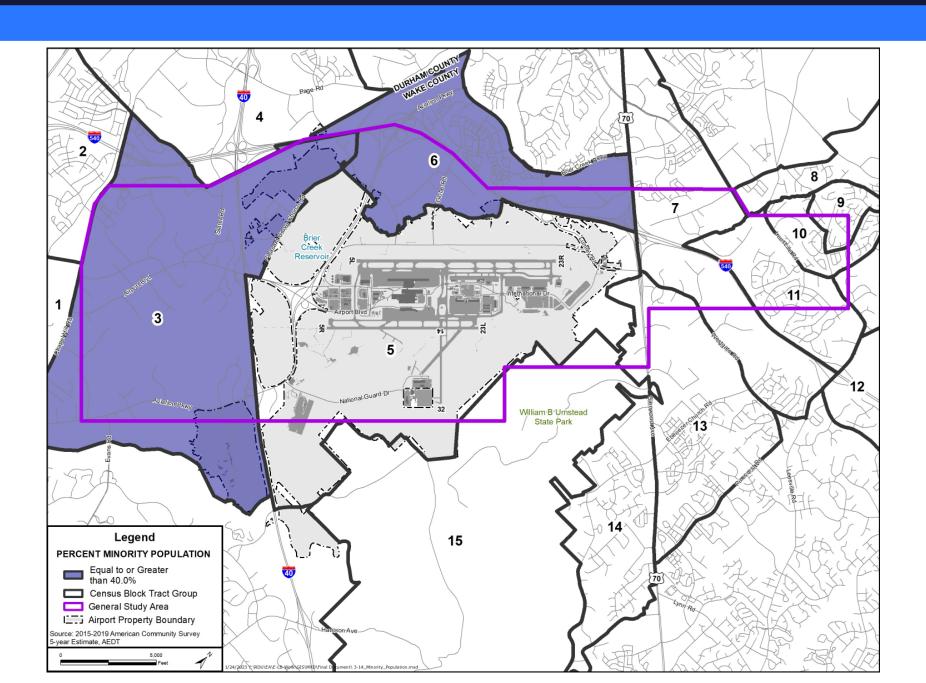
## LOW INCOME POPULATION WITHIN THE STUDY AREA





## MINORITY POPULATION WITHIN THE STUDY AREA



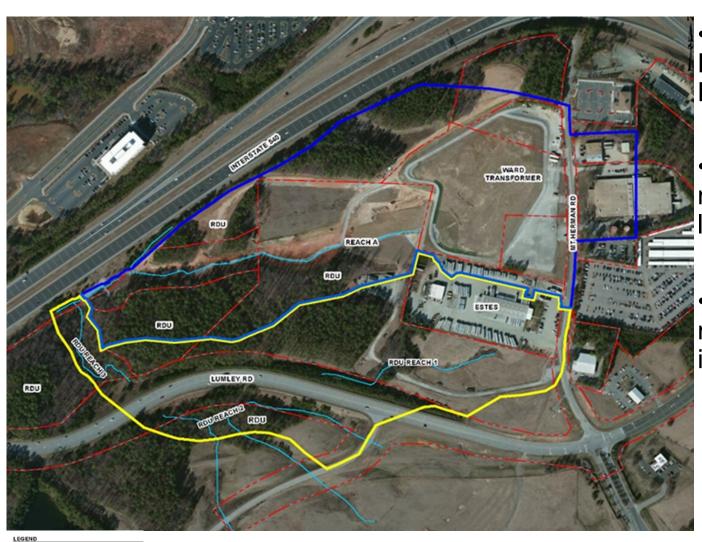


#### **HAZARDOUS MATERIALS**

Property Boundaries

cimate OU2 Boundary by Phase Phase 1 Removal Action Phase 2 Removal Action

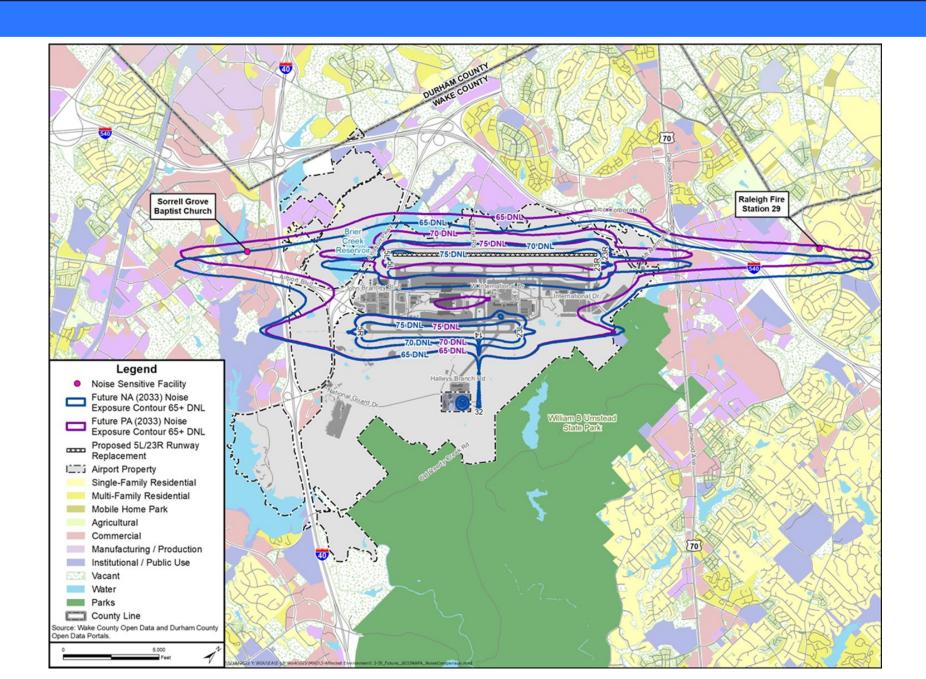




- Project would impact an EPA Superfund National Priorities List (NPL) site
- EPA has implemented remediation at these locations
- •Mitigation measures/best management practices were identified to ensure:
  - Potentially contaminated soils are not transported to uncontaminated areas
  - Future EPA remediation efforts are not negatively affected

## FUTURE PROPOSED ACTION AND NO ACTION NOISE CONTOURS





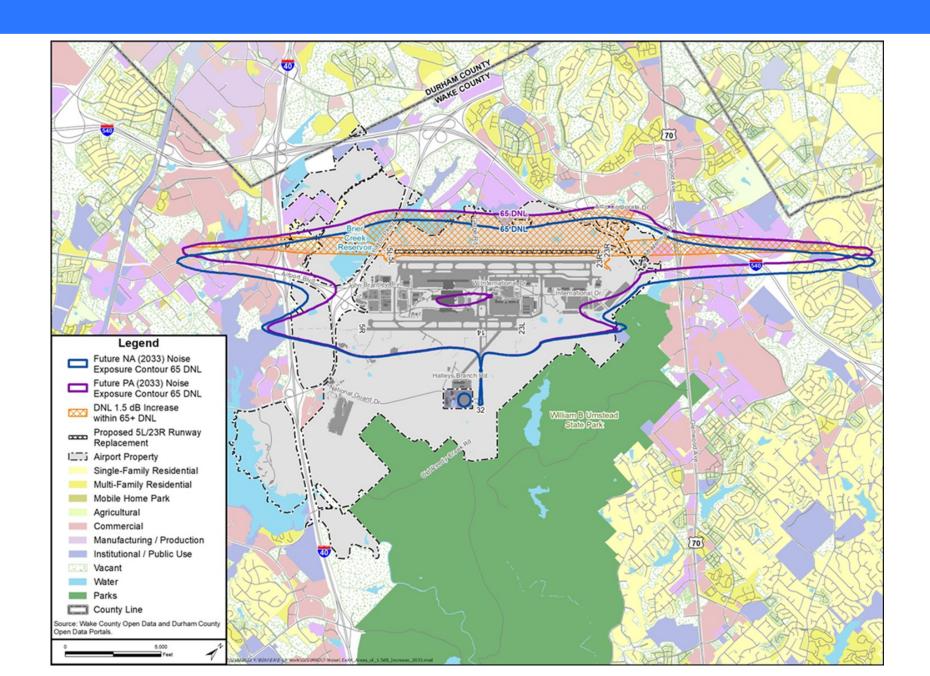
### **NOISE AND NOISE-COMPATIBLE LAND USE**



- There would be 248 total housing units within the 65+ Day Night Average Sound Level (DNL) for the No Action Alternative in 2033.
- There would be 134 total housing units within the 65+ DNL for the Proposed Action in 2033.
- Overall, the Proposed Action would result in 114 fewer housing units and 296 fewer estimated people within the 65+ DNL as compared to the No Action Alternative.

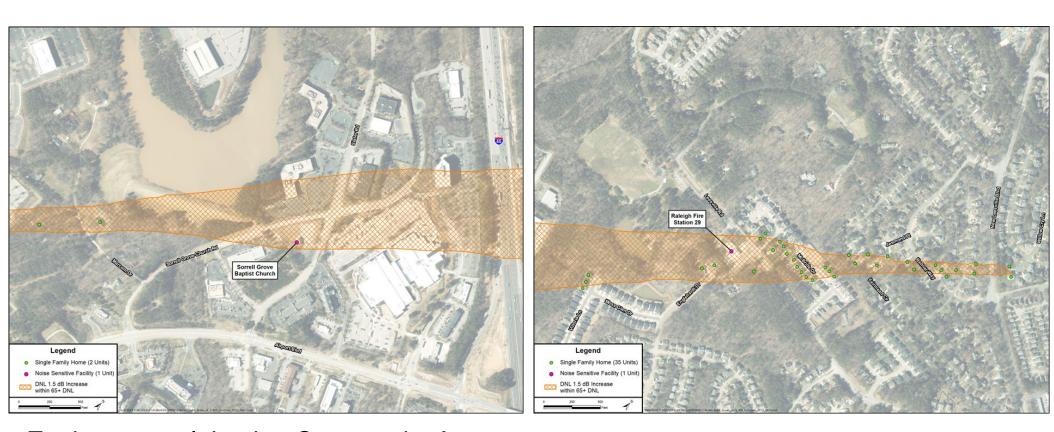
## POTENTIAL SIGNIFICANT INCREASE IN NOISE LEVEL OF 1.5 dB (orange hatch)





### **SIGNIFICANT NOISE IMPACTS**

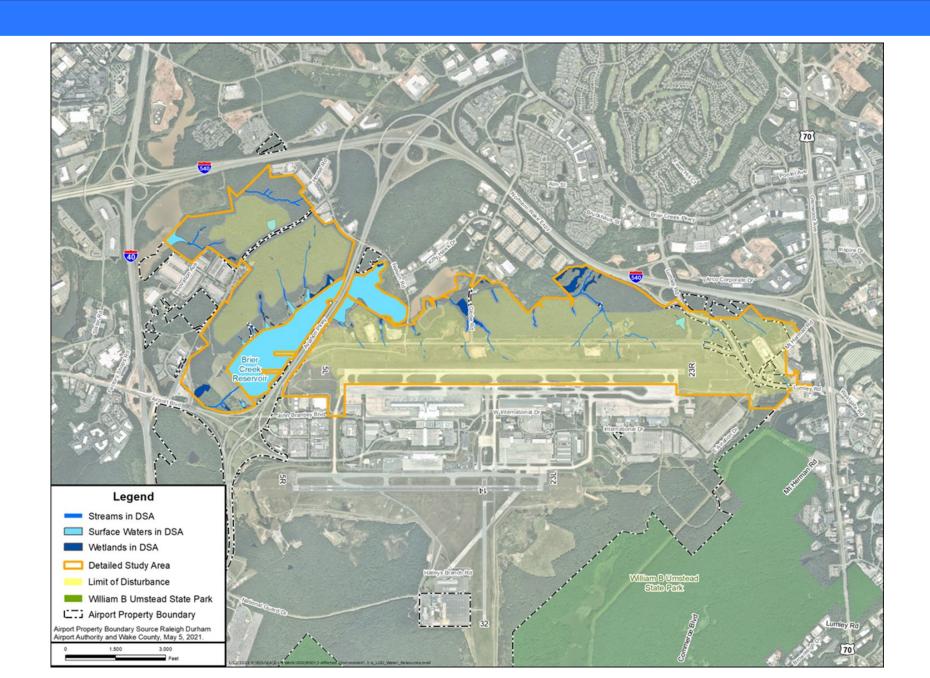




**Environmental Justice Community Area** 

## WATER RESOURCES WITHIN THE STUDY AREA





#### WATER RESOURCES



- There would be impacts to water resources from the Proposed Action:
  - Ground disturbing activities
  - Fill materials would be placed in Brier Creek Reservoir for new approach lighting
- Waters of the U.S. will be avoided to the maximum extent practicable
- Project will require:
  - Permit from USACE (Section 404) and North Carolina Division of Environmental Quality (NCDEQ) (Section 401)
  - Erosion and Sediment Control Plan
  - Mitigation for the loss of water resources
  - Continued coordination with the Environmental Protection Agency and USACE

#### **NEXT STEPS**



- All comments received on the Draft EA will be reviewed in their entirety by the Airport Authority, the FAA, and the U.S. Army Corps of Engineers (USACE). All comments will be evaluated and responded to through revisions of the Draft EA.
- If the FAA finds the project would not have a significant environmental impact, then the FAA will issue a Finding of No Significant Impact (FONSI).
- If the FAA finds the project would have significant environmental impacts that could not be mitigated below the level of significance, then the FAA may prepare additional analysis in an Environmental Impact Statement which would go out for its own public review and comment.
- Upon FAA decision on the EA, construction could begin in 2023 and end in 2030.
   Construction is expected to take approximately eight years.
- Commissioning and operation of the replacement Runway 5L/23R is expected to occur by 2028. Conversion of the existing runway to a taxiway is expected to occur by 2030.