

# TABLE OF CONTENTS

## CHAPTER 1 INTRODUCTION

1.1	Environmental Assessment .....	1-1
1.2	Document Organization .....	1-2
1.3	Airport Ownership and Location .....	1-3
1.4	Existing Airport Facilities .....	1-3
1.5	Project Background .....	1-5

## CHAPTER 2 PURPOSE AND NEED

2.1	Purpose and Need .....	2-1
2.2	Sponsor's Proposed Action .....	2-1
2.2.1	Phase 1 .....	2-1
2.2.2	Phase 2 .....	2-2
2.2.3	Phase 3 .....	2-2
2.2.4	Phase 4 .....	2-2
2.2.5	Phase 5 .....	2-2
2.3	Purpose of the Proposed Action .....	2-4
2.4	Need for the Proposed Action.....	2-4
2.4.1	Need to Bring Runway 4-22 into Conformance with Current FAA Standards .....	2-4
2.4.2	Need to Regain Full Use of Runway Length .....	2-6
2.4.3	Need for Associated Taxiway Improvements .....	2-7
2.4.4	Need for Enabling Projects .....	2-7
2.4.4.1	Approach Improvement for Runway 18-36 .....	2-8
2.4.4.2	Land Acquisition .....	2-9
2.4.4.3	S.R. 57 Realignment .....	2-9
2.4.4.4	Oak Hill Road Rerouting/Upgrading.....	2-9
2.4.4.5	Indiana Southern Railway Realignment.....	2-10
2.5	Forecasts .....	2-12
2.6	Requested Federal Action .....	2-12

## CHAPTER 3 ALTERNATIVES

3.1	Identification of Alternatives.....	3-1
3.1.1	Design Standards .....	3-1
3.1.2	Runway Alternatives .....	3-2
3.1.3	Application of Declared Distances on Runway 4-22.....	3-29
3.2	Alternatives Evaluation .....	3-31
3.2.1	Evaluation Criteria .....	3-31
3.2.1.1	Purpose and Need .....	3-31
3.2.1.2	Operational Feasibility .....	3-31
3.2.1.3	Relative Cost.....	3-32
3.2.1.4	Extraordinary Environmental Circumstances .....	3-32
3.2.2	Runway Alternatives Screening .....	3-33
3.3	Alternatives for Enabling Projects.....	3-37
3.3.1	Railway Relocation Alternatives .....	3-37
3.3.2	Roadway Relocation Alternatives.....	3-37
3.3.2.1	S.R. 57 Realignment Alternatives .....	3-37
3.3.2.2	Oak Hill Relocation Alternatives .....	3-38
3.3.3	Roadway Alternatives Screening .....	3-41
3.4	List of Federal Laws and Regulations Considered.....	3-48

## CHAPTER 4 AFFECTED ENVIRONMENT

4.1	Airport Location .....	4-1
4.2	Human Environment.....	4-1
4.2.1	Affected Jurisdictions .....	4-1
4.2.2	Land Use .....	4-4
4.2.3	Zoning .....	4-6
4.2.4	Community Facilities.....	4-8
4.2.5	Demographic Characteristics .....	4-8
4.2.6	Economic Characteristics .....	4-11
4.2.7	Parkland and Recreational Resources.....	4-12
4.2.8	Noise .....	4-12
4.2.8.1	Noise Terminology .....	4-13
4.2.8.2	Study Methodology.....	4-15
4.2.8.3	Existing Conditions.....	4-16
4.2.9	Air Quality .....	4-26
4.2.10	Cultural and Archaeological Resources .....	4-27
4.2.10.1	Cultural Resources.....	4-27
4.2.10.2	Archaeological Resources.....	4-28

4.2.11	Hazardous Materials .....	4-28
4.2.11.1	Federal Records .....	4-29
4.2.11.2	State Records .....	4-30
4.3	Natural Environment.....	4-34
4.3.1	Fish, Wildlife and Plants.....	4-34
4.3.1.1	Terrestrial Habitat.....	4-34
4.3.1.2	Aquatic Habitat.....	4-36
4.3.1.3	Rare, Threatened and Endangered Species .....	4-36
4.3.1.4	Wildlife Management Areas .....	4-36
4.3.2	Water Quality and Hydrology .....	4-36
4.3.2.1	Streams and Jurisdictional Waterways .....	4-37
4.3.2.2	Outstanding Resource Waters and National Wild and Scenic Rivers .....	4-53
4.3.2.3	Impaired Waters .....	4-53
4.3.2.4	Drinking Water Supply .....	4-54
4.3.2.5	Wetlands .....	4-54
4.3.3	Floodplains .....	4-55
4.3.4	Soils and Geology.....	4-55
4.3.4.1	Soils .....	4-55
4.3.4.2	Geology.....	4-55
4.4	Additional Resources .....	4-56
4.5	Planned Projects .....	4-56

## **CHAPTER 5 ENVIRONMENTAL CONSEQUENCES**

5.1	Air Quality.....	5-2
5.1.1	National Environmental Policy Act .....	5-2
5.1.2	Clean Air Act.....	5-2
5.1.2.1	General Conformity .....	5-3
5.1.2.2	Methodology.....	5-4
5.1.2.3	Construction Emissions Inventory .....	5-4
5.1.2.4	General Conformity Applicability.....	5-5
5.1.3	Local Coordination.....	5-6
5.2	Coastal Resources .....	5-6
5.3	Compatible Land Use .....	5-6
5.3.1	Runway Alternatives .....	5-7
5.3.2	Enabling Projects.....	5-7
5.3.2.1	Railway Relocation.....	5-7
5.3.2.2	S.R. 57 Realignment .....	5-8
5.3.2.3	Oak Hill Road Relocation .....	5-8
5.3.2.4	Runway 18-36 Approach Improvements.....	5-8

5.4	Construction Impacts.....	5-8
5.4.1	Air Quality.....	5-10
5.4.2	Water Quality.....	5-10
5.4.3	Noise.....	5-10
5.4.4	Solid Waste.....	5-10
5.5	Department of Transportation Act, Section 4(f).....	5-11
5.6	Farmlands.....	5-11
5.6.1	Runway Alternatives.....	5-11
5.6.2	Enabling Projects.....	5-11
5.6.2.1	Railway Relocation.....	5-11
5.6.2.2	S.R. 57 Realignment.....	5-11
5.6.2.3	Oak Hill Road Relocation.....	5-12
	5.6.2.3.1 Roadway Alternative 8A – Oak Hill Road Relocation.....	5-12
	5.6.2.3.2 Roadway Alternative 8C – Oak Hill Road Relocation.....	5-12
5.6.2.4	Runway 18-36 Approach Improvements.....	5-12
5.6.3	Determination of Farmland Impacts.....	5-12
5.7	Fish, Wildlife and Plants.....	5-12
5.8	Floodplains.....	5-13
5.8.1	Runway Alternatives.....	5-13
5.8.1.1	Runway Alternative 1 – No Action (Existing Conditions until 2015).....	5-13
5.8.1.2	Runway Alternative 2 – FAA Resolves RSA Deficiencies (Existing Conditions after 2015).....	5-13
5.8.1.3	Runway Alternative 6 – Runway 4-22 Shifts Northeast (Alternative from 2008 Master Plan).....	5-13
5.8.2	Enabling Projects.....	5-14
5.8.2.1	Railway Relocation.....	5-14
5.8.2.2	S.R. 57 Realignment.....	5-14
5.8.2.3	Oak Hill Road Relocation.....	5-14
	5.8.2.3.1 Roadway Alternative 8A – Oak Hill Road Relocation.....	5-14
	5.8.2.3.2 Roadway Alternative 8C – Oak Hill Road Relocation.....	5-15
5.8.2.4	Runway 18-36 Approach Improvements.....	5-15
5.8.3	Floodplain Impact Summary.....	5-15
5.9	Hazardous Materials, Pollution Prevention and Solid Waste.....	5-17
5.10	Historical, Architectural, Archaeological, and Cultural.....	5-18
5.11	Light Emissions and Visual Effects.....	5-18

5.11.1	Runway Alternatives .....	5-18
5.11.1.1	Runway Alternative 1 – No Action (Existing Conditions until 2015) .....	5-18
5.11.1.2	Runway Alternative 2 – FAA Resolves RSA Deficiencies (Existing Conditions after 2015).....	5-18
5.11.1.3	Runway Alternative 6 – Runway 4-22 Shifts Northeast (Alternative from 2008 Master Plan) .....	5-19
5.11.2	Enabling Projects.....	5-19
5.11.2.1	Railway Relocation.....	5-19
5.11.2.2	S.R. 57 Realignment .....	5-19
5.11.2.3	Oak Hill Road Relocation .....	5-19
5.11.2.3.1	Roadway Alternative 8A – Oak Hill Road Relocation.....	5-20
5.11.2.3.2	Roadway Alternative 8C – Oak Hill Road Relocation.....	5-20
5.11.2.4	Runway 18-36 Approach Improvements.....	5-20
5.12	Natural Resources and Energy Supply.....	5-20
5.13	Noise.....	5-21
5.13.1	Airfield Noise .....	5-21
5.13.2	Railroad Noise .....	5-21
5.13.3	Runway Alternatives .....	5-26
5.13.3.1	Runway Alternative 1 – No Action (Existing Conditions until 2015) .....	5-26
5.13.3.2	Runway Alternative 2 – FAA Resolves RSA Deficiencies (Existing Conditions after 2015).....	5-28
5.13.3.3	Runway Alternative 6 – Runway 4-22 Shifts Northeast (Alternative from 2008 Master Plan) .....	5-31
5.14	Secondary (Induced) Impacts.....	5-34
5.14.1	Runway Alternatives .....	5-34
5.14.1.1	Runway Alternative 1 – No Action (Existing Conditions until 2015) .....	5-34
5.14.1.2	Runway Alternative 2 – FAA Resolves RSA Deficiencies (Existing Conditions after 2015).....	5-34
5.14.1.3	Runway Alternative 6 – Runway 4-22 Shifts Northeast (Alternative from 2008 Master Plan) .....	5-34
5.14.2	Enabling Projects.....	5-35
5.14.2.1	Railway Relocation.....	5-35
5.14.2.2	S.R. 57 Realignment .....	5-35
5.14.2.3	Oak Hill Road Relocation .....	5-35

5.14.2.3.1	Roadway Alternative 8A – Oak Hill Road Relocation .....	5-35
5.14.2.3.2	Roadway Alternative 8C – Oak Hill Road Relocation .....	5-36
5.15	Socioeconomic, Environmental Justice, and Children’s Health and Safety Risks .....	5-36
5.15.1	Runway Alternatives .....	5-37
5.15.1.1	Runway Alternative 1 – No Action (Existing Conditions until 2015) .....	5-37
5.15.1.2	Runway Alternative 2 – FAA Resolves RSA Deficiencies (Existing Conditions after 2015).....	5-37
5.15.1.3	Runway Alternative 6 – Runway 4-22 Shifts Northeast (Alternative from 2008 Master Plan) .....	5-40
5.15.2	Enabling Projects.....	5-40
5.15.2.1	Railway Relocation .....	5-40
5.15.2.2	S.R. 57 Realignment .....	5-41
5.15.2.3	Oak Hill Road Relocation .....	5-41
5.15.2.3.1	Roadway Alternative 8A – Oak Hill Road Relocation .....	5-41
5.15.2.3.2	Roadway Alternative 8C – Oak Hill Road Relocation .....	5-41
5.15.2.4	Runway 18-36 Approach Improvements.....	5-42
5.16	Water Quality .....	5-42
5.16.1	Runway Alternatives .....	5-42
5.16.1.1	Runway Alternative 1 – No Action (Existing Conditions until 2015) .....	5-42
5.16.1.2	Runway Alternative 2 – FAA Resolves RSA Deficiencies (Existing Conditions after 2015).....	5-42
5.16.1.3	Runway Alternative 6 – Runway 4-22 Shifts Northeast (Alternative from 2008 Master Plan) .....	5-42
5.16.2	Enabling Projects.....	5-43
5.16.2.1	Railway Relocation .....	5-43
5.16.2.2	S.R. 57 Realignment .....	5-43
5.16.2.3	Oak Hill Road Relocation .....	5-43
5.16.2.3.1	Roadway Alternative 8A – Oak Hill Road Relocation .....	5-43
5.16.2.3.2	Roadway Alternative 8C – Oak Hill Road Relocation .....	5-44
5.16.2.4	Runway 18-36 Approach Improvements.....	5-44
5.17	Wetlands .....	5-44

5.18 Wild and Scenic Rivers.....	5-45
5.19 Other Considerations .....	5-45

**CHAPTER 6 MITIGATION SUMMARY**

6.1 Land Acquisition Impacts.....	6-1
6.2 Construction Impacts.....	6-1
6.2.1 Air Quality .....	6-1
6.2.2 Noise .....	6-1
6.2.3 Solid Waste .....	6-2
6.3 Light Emissions and Visual Effects Impacts.....	6-2
6.4 Water Quality Impacts .....	6-2
6.5 Floodplains .....	6-2

**CHAPTER 7 REFERENCES**

**CHAPTER 8 LIST OF ABBREVIATIONS AND ACRONYMS**

**CHAPTER 9 LIST OF PREPARERS, PARTIES TO WHOM SENT**

**TECHNICAL APPENDICES**

APPENDIX A	Agency Coordination
APPENDIX B	Forecasts Documentation
APPENDIX C	Runway 3-21 Analysis
APPENDIX D	Environmental Data Resources Sheets
APPENDIX E	Qualitative Habitat Evaluation Index and Primary Headwater Habitat Evaluation Index
APPENDIX F	Air Quality Analysis
APPENDIX G	Farmland Analysis
APPENDIX H	Historical Analysis
APPENDIX I	Archaeological Reconnaissance
APPENDIX J	Public Involvement
APPENDIX K	Response to Agency and Public Comments Received Subsequent to Publication of the Draft Environmental Assessment
APPENDIX L	Additional Project Correspondence

# TABLE OF EXHIBITS

## CHAPTER 1 INTRODUCTION

Exhibit 1-1	Location Map .....	1-4
Exhibit 1-2	Existing Airport Facilities.....	1-6

## CHAPTER 2 PURPOSE AND NEED

Exhibit 2-1	Proposed Improvements.....	2-3
Exhibit 2-2	Runway 4 RSA Obstructions.....	2-5
Exhibit 2-3	Land Acquisition .....	2-11
Exhibit 2-4	2008 Master Plan Update Forecasts.....	2-12

## CHAPTER 3 ALTERNATIVES

Exhibit 3-1	Runway Alternative 1 No Action.....	3-3
Exhibit 3-2	Runway Alternative 2 FAA Resolves RSA Deficiencies .....	3-5
Exhibit 3-3A	Runway Alternative 3 Runway 4-22 Stays in Place.....	3-7
Exhibit 3-3B	Runway Alternative Runway 4 Approach Obstructions .....	3-8
Exhibit 3-4	Runway Alternative 4 Runway 4-22 Shifts North (Approximately 300').....	3-10
Exhibit 3-5	Runway Alternative 5 Runway 4-22 Shifts North (Approximately 1,450').....	3-13
Exhibit 3-6	Runway Alternative 6 Runway 4-22 Shifts North (Approximately 2,415').....	3-15
Exhibit 3-7	Runway Alternative 7 Runway 4-22 Shifts South (Approximately 300').....	3-17
Exhibit 3-8	Runway Alternative 8 Runway 18-36 Extended to 8,021' .....	3-19
Exhibit 3-9	Runway Alternative 9 Runway 4-22 Shifts Northeast (Approximately 2,050') with EMAS on both Ends.....	3-21
Exhibit 3-10	Runway Alternative 10 Runway 4-22 Shifts Northeast (Approximately 1,415') with EMAS on Runway 22 End.....	3-23
Exhibit 3-11	Runway Alternative 11 Runway 4-22 Shifts Northeast (Approximately 1,415') with Full Parallel Taxiway East and EMAS On Runway 22 End.....	3-25
Exhibit 3-12	Runway Alternative 12 Relocate Runway 4-22 Northeast.....	3-28
Exhibit 3-13	FAA Approved Application of Declared Distance on Runway 18-36.....	3-30
Exhibit 3-14	Runway Alternatives Screening .....	3-34
Exhibit 3-15	Roadway Alternative 3.....	3-39
Exhibit 3-16	Roadway Alternative 4.....	3-40
Exhibit 3-17	Roadway Alternative 5.....	3-42

Exhibit 3-18 Roadway Alternative 6 .....	3-43
Exhibit 3-19 Roadway Alternative 7 .....	3-44
Exhibit 3-20 Roadway Alternative 8 .....	3-45
Exhibit 3-21 Roadway Alternatives Screening .....	3-46
Exhibit 3-22 List of Federal Laws and Regulations Considered .....	3-48

**CHAPTER 4   AFFECTED ENVIRONMENT**

Exhibit 4-1 Study Area and Project Area Boundary .....	4-2
Exhibit 4-2 Evansville MSA.....	4-3
Exhibit 4-3 Land Uses .....	4-5
Exhibit 4-4 Zoning .....	4-7
Exhibit 4-5 Community Facilities.....	4-8
Exhibit 4-6 Community Facilities within Study Area Boundary .....	4-9
Exhibit 4-7 Population Growth 1995-2005 .....	4-8
Exhibit 4-8 Project Population Growth 2010-2030 .....	4-10
Exhibit 4-9 Racial Characteristics 2005 .....	4-10
Exhibit 4-10 Population by Age 2005.....	4-11
Exhibit 4-11 Economic Characteristics 2005.....	4-11
Exhibit 4-12 Top 10 Employers in Southwest Indiana.....	4-12
Exhibit 4-13 Airport Characteristics.....	4-17
Exhibit 4-14 Existing Runway End Identifiers.....	4-17
Exhibit 4-15 Existing and Future Annual Operations.....	4-18
Exhibit 4-16 Aircraft Type .....	4-19
Exhibit 4-17 Stage Length .....	4-20
Exhibit 4-18 EVV Flight Tracks.....	4-22
Exhibit 4-19 Existing and Future COM Track Usage.....	4-23
Exhibit 4-20 Existing and Future GAJ Track Usage .....	4-23
Exhibit 4-21 Existing and Future GAP Track Usage .....	4-23
Exhibit 4-22 Existing and Future MIL Track Usage .....	4-23
Exhibit 4-23 2008 Existing Conditions INM Input (Daily Operations).....	4-24
Exhibit 4-24 Existing 2008 Land Use Map .....	4-25
Exhibit 4-25 CAA – NAAQS for Criteria Pollutants.....	4-26
Exhibit 4-26 Tier 2 Facilities Within or Adjacent to Project Area.....	4-30
Exhibit 4-27 Regulated LUST Sites Within or Adjacent to Project Area .....	4-31
Exhibit 4-28 Regulated UST Sites Within or Adjacent to Project Area .....	4-32
Exhibit 4-29 Spill Sites Within or Adjacent to Project Area .....	4-33
Exhibit 4-30 Floral Species Observed.....	4-34
Exhibit 4-31 Faunal Species Presence .....	4-35
Exhibit 4-32 USGS Quad Map.....	4-40
Exhibit 4-33 Jurisdictional Waterways .....	4-41

Exhibit 4-34 Stream Photographs .....	4-43
Exhibit 4-35 Stream Photographs .....	4-44
Exhibit 4-36 Stream Photographs .....	4-46
Exhibit 4-37 Stream Photographs .....	4-48
Exhibit 4-38 Stream Photographs .....	4-49
Exhibit 4-39 Stream Photographs .....	4-51
Exhibit 4-40 Summary of Jurisdictional Streams .....	4-53
Exhibit 4-41 NWI Map .....	4-57
Exhibit 4-42 FEMA Flood Map .....	4-58
Exhibit 4-43 NRCS Soils Map .....	4-59
Exhibit 4-44 Planned Projects within Study Boundary .....	4-61

**CHAPTER 5 ENVIRONMENTAL CONSEQUENCES**

Exhibit 5-1 De Minimis Thresholds .....	5-3
Exhibit 5-2 Total Project Construction Emissions .....	5-5
Exhibit 5-3 Land Use Compatibility .....	5-9
Exhibit 5-4 Project Impacts to Floodway and Waterway .....	5-16
Exhibit 5-5 Indiana Southern Railroad Realignment Noise Exposure Contours .....	5-23
Exhibit 5-6 Noise Impact Criteria for Transit Projects .....	5-25
Exhibit 5-7 Increase in Cumulative Noise Levels Allowed by Criteria (Land Use Cat. 1 and 2) .....	5-25
Exhibit 5-8 Alternative 1 – Population between Noise Contour Levels .....	5-26
Exhibit 5-9 Alternative 1 – Area between Noise Contours .....	5-26
Exhibit 5-10 Alternative 1 – 2016 Noise Exposure Map .....	5-27
Exhibit 5-11 Alternative 2 – Population between Noise Contour Levels .....	5-28
Exhibit 5-12 Alternative 2 – Area between Noise Contours .....	5-28
Exhibit 5-13 Alternative 2 – 2016 Noise Exposure Map .....	5-29
Exhibit 5-14 Alternative 2 – 2028 Noise Exposure Map .....	5-30
Exhibit 5-15 Alternative 6 – Population between Noise Contour Levels .....	5-31
Exhibit 5-16 Alternative 6 – Area between Noise Contours .....	5-31
Exhibit 5-17 Alternative 6 – 2016 Noise Exposure Map .....	5-32
Exhibit 5-18 Alternative 6 – 2028 Noise Exposure Map .....	5-33
Exhibit 5-19 Census Tract Containing Airport .....	5-38
Exhibit 5-20 Socioeconomic Data for Development Area from 2000 US Census .....	5-39