

## **CHAPTER 6**

# **MITIGATION SUMMARY**

This chapter summarizes the mitigation measures to be taken to offset the impacts of the Proposed Action discussed in this document. The Evansville-Vanderburgh Airport Authority District (EVAAD) commits to the following mitigation measures as part of implementing the proposed improvements.

### **6.1 LAND ACQUISITION IMPACTS**

Acquire approximately 92 acres, five homes and eight outbuildings/garages/shed per the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

### **6.2 CONSTRUCTION IMPACTS**

#### **6.2.1 Air Quality**

Provisions of FAA AC 150/5370-10B, *Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water Pollution Soil Erosion and Siltation Control* will be incorporated into construction activities.

Best Management Practices (BMPs) will be employed to reduce fugitive dust emissions from construction activities and equipment.

#### **6.2.2 Noise**

The noise analysis (Section 5.13) concluded that the 65 DNL dBA noise contour does not encroach upon any residential areas and no anticipated noise impacts will result from the proposed action. Although no additional noise mitigation is required, the Airport Authority has committed to work with the airport neighbors and the community to establish new noise management (remedial and preventative) measures to reduce the extent of aircraft noise.

Construction noise specifications will be developed to minimize exposure outside the construction area. For the construction areas that fall within the incorporated limits of Evansville, the Municipal Code on construction noise limitations, Title 16.05.440, will be followed.

#### **6.2.3 Solid Waste**

Solid waste generated by construction activities will be stockpiled or removed to an off-site location in accordance with state and local regulations.

### **6.3 LIGHT EMISSIONS AND VISUAL EFFECTS IMPACTS**

Although the light emission impacts of shifting airfield lighting and navigational aids (NAVAIDS) along with relocating Oak Hill Road are anticipated to be minimal, if unexpected impacts from light emissions result from the build alternative, the Airport Authority can explore lighting mitigation through techniques such as shielding, directing lighting towards the ground, landscaping buffers, etc.

### **6.4 WATER QUALITY IMPACTS**

In accordance with Section 402 of the Clean Water Act, a National Pollutant Discharge Elimination System (NPDES) Permit will be obtained from Indiana Department of Environmental Management (IDEM) to address storm water management and erosion control techniques. BMPs will be employed to minimize effects to water quality resulting from temporary erosion and siltation from construction activities. Containment devices such as hay bales and silt fences will be utilized as necessary.

During the development of this analysis the USACOE, Louisville District was contacted in an effort to solicit comments on potential impacts to jurisdictional wetlands and waterways. While no comments were received, the USACOE is expected to comment on this Draft EA once released by the FAA. A Section 404 Permit will be obtained from the USACOE, Louisville District for the placement of dredged or fill material below the ordinary high water mark of "waters of the US." Likewise, an individual Section 401 WQC will be required from IDEM for impacts to these waterways. Mitigation for the impacted waterways will not be known until permits are sought for the project. Consideration will be given to stream restoration of Firlick Creek or other waterways determined appropriate in the eight digit watershed. Coordination with the U.S. Army Corps of Engineers and IDEM will occur prior to application for the required water quality permits to determine the appropriate mitigation strategies.

### **6.5 FLOODPLAINS**

A Construction in a Floodway Permit will be obtained from the Indiana Department of Natural Resources for the placement of temporary and permanent fill material in the Firlick Creek floodway.