

1 CHAPTER 1 INTRODUCTION

This Environmental Assessment (EA) has been prepared to comply with the requirements of the National Environmental Policy Act (NEPA). The EA complies with the guidance set forth in Federal Aviation Administration (FAA) Order 5050.4B,¹ FAA Order 1050.1E, Change 1,² as well as applicable Executive Orders, Council on Environmental Quality regulations, and other Federal, state, and local laws and regulations.

1.1 BACKGROUND AND HISTORY

Rocky Mountain Metropolitan Airport (Airport) is a primary reliever facility in the Denver Metropolitan area. The Airport is located approximately nine miles northwest of downtown Denver. The Airport comprises approximately 1,830 acres of land supporting a wide array of general aviation services. Primary access to the Airport is via US Hwy 36 (Boulder-Denver Turnpike) and subsequently Colorado State Highway 121 (Wadsworth Boulevard) and Colorado State Highway 128. The Airport is generally bounded by Colorado State Highway 128 to the north, Simms Street to the west, Westmoor Drive to the south, and Colorado State Highway 121 to the east.

The airfield includes three runways; (1) a 7,002-foot south runway (11R/29L); (2) a 9,000-foot north runway (11L/29R); and (3) a 3,600-foot crosswind runway (2/20). These runways are supported by a system of eight parallel and connecting taxiways. **Figure 1-1** shows the location of each Runway at the Airport.

The Airport is owned and operated by Jefferson County, under a division of the County's Development and Transportation Department. The Airport Director oversees 20 full-time employees, two part-time staff members, and one seasonal employee. The Airport staff is responsible for the day-to-day operation and maintenance of the facility, including implementing the Airport's Capital Improvement Program (CIP).

The 2011 Rocky Mountain Metropolitan Airport Master Plan Update (Master Plan)³ identified several alternatives to correct the nonstandard runway safety area (RSA) of Runway 11L/29R. These alternatives were designed to meet facility demand requirements, satisfy strategic objectives and goals of the Airport, and adhere to safe operational standards set by the FAA and the Airport. The Proposed Action of this analysis includes the Proposed Action to be evaluated in this EA.

¹ Federal Aviation Administration, Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, April 26, 2006.

² Federal Aviation Administration, Order 1050.1E Change 1, *Environmental Impacts: Policies and Procedures*, March 20, 2006.

³ Rocky Mountain Metropolitan Airport, *Master Plan Update*, March, 2011.

1.2 PROPOSED ACTION

The Proposed Action would include maintaining the Runway 11L/29R threshold location and relocating the State Highway 128/Interlocken Loop intersection to comply with FAA RSA requirements for the Runway 11L/29R RSA. Elements of the Proposed Action are separated into airside and landside elements presented in further detail as follows.

1.2.1 Airside Elements

- **VEHICLE SERVICE ROAD:** A Vehicle Service Road (VSR) would be constructed outside of the RSA and inside the Runway Object Free Area (ROFA) to enable access to the Airport perimeter fencing and Navigation Aids (NAVAIDS).
- **LOCALIZER ANTENNA ARRAY, UTILITIES, AND EQUIPMENT BUILDING:** The Instrument Landing System (ILS) localizer antenna array (Localizer) must be at the same elevation as the extended Runway 11L/29R centerline. To maintain the Localizer in operation and according to FAA standards, the Localizer would need to be installed on a tower approximately 35 feet high. An associated equipment building would need to be moved to a location outside of the RSA, and the ROFA. An associated below grade electrical line would need to be installed to provide power to the localizer.
- **EARTHMOVING, SOIL CUT AND FILL:** A source of acceptable on-Airport soil would be identified and used to meet minimum grade standards for the RSA, the airfield service road, and other miscellaneous project elements requiring soil fill. Should an acceptable soil borrow source not be identified on-Airport, an off-site source would need to be identified.
- **UTILITY RELOCATION:** As part of the RSA improvements, it is anticipated that there would be miscellaneous utility relocations, raisings, and/or lowerings on the airfield.
- **PERIMETER FENCE/GATES:** The existing perimeter fence and gates will have to be relocated to accommodate the new RSA.

1.2.2 Landside Elements

- **REALIGNMENT OF THE STATE HIGHWAY 128/INTERLOCKEN LOOP INTERSECTION:** Currently, the intersection between State Highway 128 and Interlocken Loop is in the area that would need to be graded for the RSA and ROFA; therefore, this intersection and the associated roadways would need to be relocated outside of the future RSA and ROFA.
- **UTILITY RELOCATION:** A variety of wet and dry underground utilities adjacent to the Airport property line and the existing State Highway 128 alignment would be relocated as needed based on the proposed grade for the RSA.
- **RIGHT OF WAY ACQUISITION:** A portion of Right of Way (ROW) would be needed to realign the State Highway 128 and Interlocken Loop intersection and comply with all state and local requirements for associated ROW.

1.3 REQUESTED FEDERAL ACTIONS

The Airport is the project sponsor for the Proposed Action and the FAA is the Federal lead agency. The Airport is requesting the following actions from the FAA:

- FAA approval of environmental assessment, per FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*;
- continued close coordination with the Airport and the Denver FAA Airports District Office (ADO), as required for safety during construction pursuant to 14 CFR Part 139, under 49 USC Section 44706;⁴
- approval of the appropriate amendments to the *Airport Certification Manual* pursuant to 14 CFR Part 139, *Certification of Airports*; and
- FAA determination of the effects on the safe and efficient use of airspace, per 14 CFR Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace*.

1.4 ORGANIZATION OF THIS ENVIRONMENTAL ASSESSMENT

The EA is organized into the following Chapters:

Chapter 1: Introduction. This Chapter provides an overview of the background and history of the Proposed Action, the proposed improvements, and a listing of the requested Federal actions and approvals required prior to the start of the construction.

Chapter 2: Purpose and Need Statement. This Chapter discusses the purpose and need of the Proposed Action.

Chapter 3: Alternatives. This Chapter presents a description of the No Action Alternative, a description of the Proposed Action, and an identification of the Alternatives that were considered and eliminated from detailed analysis in this Final EA.

Chapter 4: Affected Environment. This Chapter presents an overview of the general environment in the vicinity of the Airport.

Chapter 5: Environmental Consequences. This Chapter provides a description of the effects of the selected Alternatives for each of the resources identified in the FAA Order 5050.4B. This Chapter also presents an overview of the background and analytical methodology used in the analysis, provides regulatory context for the condition or resource, and identifies the thresholds of significance used to determine the magnitude of each effect. In addition, if the analysis indicates that a significant impact would occur, mitigation measures are identified to reduce the impact to a less-than-significant level. Where possible, graphics and tables are included to clarify the analysis presented in this Chapter.

Chapter 6: Consultation and Coordination. This Chapter describes the efforts undertaken by the Airport to involve and solicit input from public agencies and individuals.

Chapter 7: Glossary and Abbreviations. This Chapter provides a list of the terms and abbreviations used in this Final EA.

Chapter 8: References. This Chapter identifies the reference materials that have been used to prepare the Final EA and includes a listing of the agencies and persons that have been supplied data for use in this Final EA.

⁴ 14 CFR Part 139, *Certification of Airports*.

Chapter 9: List of Preparers. This Chapter presents the names and qualifications of persons to assisting in the preparation of this Final EA.

Appendices: The Appendices present relevant material and technical reports that were developed as part of the preparation of this Final EA.



SOURCE: Rocky Mountain Metropolitan Airport, 2010
 PREPARED BY: RS&H, 2010

Figure 1-1
EXISTING AIRPORT LAYOUT

