




# Runway Alternatives Evaluation Matrix

## Environmental Impact Statement

Alternative		Does it Meet the Airport's Needs?			Positives [Environmental/Operational/Cost]	Negatives [Environmental/Operational/Cost]	Recommendation
		Reconstruction of Runway 10R/28L	Additional Long Term Capacity and Delay Reduction	Sufficient Terminal Envelope			
 A	No-Action	no	no	no	<b>E:</b> • Results in no physical environmental impacts <b>O:</b> • None <b>C:</b> • No costs associated with relocating the runway	<b>E:</b> • Increased use of north runway resulting in more noise and overflights for communities north of airport <b>O:</b> • Would require frequent closure of Runway 10R/28L, reducing overall efficiency of airport <b>C:</b> • Costs of performing small maintenance would overtime approach the cost of fully reconstructing the south runway	Alternative does not meet the Purpose and Need for the project. NEPA guidelines require a No-Action alternative be included in the evaluation of environmental consequences, therefore this alternative will be carried forward.
	B1 Reconstruct Runway 10R/28L in its current location	yes	no	no	<b>E:</b> • Results in fewer environmental impacts than the Sponsor's Proposed Project <b>O:</b> • None <b>C:</b> • No costs associated with relocating the runway	<b>E:</b> • Temporary increased use of north runway resulting in more noise and overflights for communities north of airport • During construction, increases in delay and departure queues would result in an increase in air pollutants <b>O:</b> • During construction, Runway 10R/28L would be closed, leaving the airport with one 8,000 foot runway • Does not address the long-term need for additional capacity/delay reduction. <b>C:</b> • None	Alternative does not meet the all of the stated needs of the project. While, it does meet the primary need for the project, this alternative will not be carried forward.
	B2 Reconstruct Runway 10R/28L in current location and relocate Runway 10L/28R 700 feet to the North	yes	yes	yes	<b>E:</b> • Fewer residential acquisitions than the Sponsor's Proposed Project • Airport Golf Course would not be impacted. <b>O:</b> • Enhances long-term airfield capacity and delay reduction <b>C:</b> • None	<b>E:</b> • Acquisition and demolition of 18 commercial/industrial facilities north of the airport, resulting in a significant socio-economic impact • Potential impacts to wetlands, floodplain, and water quality of Big Walnut Creek • Increased noise levels would occur along the relocated centerline both east and west of the relocated runway • Bridgeway Avenue would be relocated or terminated. • Temporary impacts during reconstruction of Runway 10R/28L would increase noise and air pollutants <b>O:</b> • May result in interference with coverage from the ASR-9 radar, which may result in the relocation of the ASR-9 • During reconstruction, Runway 10R/28L would be closed, leaving the airport with one 8,000 foot runway <b>C:</b> • Would result in significantly higher costs than the Sponsor's Proposed Project (increase projects costs by \$53 to \$72 million)	Alternative meets all of the needs of the project. However, the necessary actions to meet the stated needs results in unnecessary environmental impacts and associated costs. Therefore this alternative will not be carried forward.



Indicates alternatives fully evaluated in the Environmental Impact Statement