

**Wisconsin Department of Transportation
Bureau of Aeronautics**

FINDING OF NO SIGNIFICANT IMPACT

for

Morey Airport
Middleton, Wisconsin
Project No. 0713-54-03

This Finding has been prepared for a proposed project at the Morey Airport. A description of the proposed action, which was evaluated in the attached Environmental Assessment (EA), is as follows:

1. Re-orient the primary runway (Runway 12/30) to Runway 10/28, and extend to 4000 feet in length and 100 feet in width.
2. Construct a 35-foot wide, full length, parallel taxiway to Runway 10/28.
3. Install Medium Intensity Runway Lights (MIRLs), Precision Approach Path Indicator (PAPIs), Runway End Identifier Lights (REILs), and Medium Intensity Taxiway Lights (MITLs).
4. Relocate the turf crosswind runway (Runway 18/36) to Runway 1/19.
5. Construct a new terminal area south of Runway 10/28.
6. Develop an aircraft-parking apron adjacent to the terminal building.
7. Expand general aviation and corporate hangar areas.
8. Acquire 36.8 acres of land in fee; 10.75 acres in clear zone easement; and 6.0 acres in avigation easement. The City of Middleton will convert 22.6 acres of farmland to airport use.

There will be approximately 10 acres of direct impact to wetlands located within the area of proposed improvements. As complete wetland impact avoidance is not possible due to the scattered nature of the site wetlands and the design needs of the proposed runway improvements, a suitable mitigation plan has been developed with the State regulatory agency, the Department of Natural Resources (DNR). Impacts to the identified wetland areas will be minimized to the greatest extent practicable by limiting fill zones and providing adequate hydrology for remaining wetlands. Given the significance of water quality and quantity related functions these wetlands provide, the DNR has approved an on-site wetland mitigation plan. The ratio of replacement acreage to acreage of affected wetlands is likely to range between 1.0:1.0 to 2.0:1.0.

As stated in the EA, the majority of the site is in floodplain, with the current runway acting as a flood boundary as shown in Exhibit 8. Approximately 60 acres of floodplain will be impacted. The EA proposes that relocation and mitigation take place on site. A suitable mitigation plan has been developed with the State regulatory agency, the Department of Natural Resources (DNR), which is in agreement with the acreage to be taken and minimized.

To avoid wildlife hazards, and as a condition of the proposed development, the City of Middleton in the name of Morey Airport, is committed to the wildlife hazard mitigation plan as discussed on page 4-28 of the Final EA for Morey Airport. A mitigation strategy was developed with the United States Department of Agriculture in October, 2001.

It has been determined that:

- a) There is no practicable alternative to such construction, and
- b) The proposed action includes all practicable measures to minimize harm to the wetlands and floodplain, which may result from such use.

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed State action is in compliance with the Wisconsin Environmental Policy Act (WEPA) and is consistent with existing national environmental policies and objectives as set forth in section 101 (1) of the National Environmental Policy Act of 1969 (NEPA) and that it will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to section 102 (2)(c) of NEPA.

This state action is authorized under the Airport and Airway Safety, Capacity, Noise Improvement and Intermodal Transportation Act of 1992 (Public Law 102-531), Title I-Airport and Airway Improvement Act Amendments, Section 116, Extension of the State Block Grant Pilot Program (49 USG 2227). The Wisconsin Department of Transportation is also coordinating this finding in accordance with the United States Federal Aviation Administration and Wisconsin Department of Transportation Joint Lead Agency Agreement.

Having met all relevant requirements for environmental considerations and consultations, the proposed action is authorized to be taken at such time as other requirements are met.

[Signature] ()
Director, Bureau of Aeronautics initials

Date: January 2, 2002

X *Carol A. Cuthbert* ()
Director, Office of Environmental Analysis initials

Date: 1-2-02

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