

**FINDING OF NO SIGNIFICANT IMPACT
FOR
AREAS A & C ENTRY CONTROL RECONFIGURATION
WRIGHT-PATTERSON AFB, OHIO**

Pursuant to the Council on Environmental Quality regulations (40 Code of Federal Regulations [CFR] 1500-1508) for implementing procedural provisions of the National Environmental Policy Act, Department of Defense Directive 6050.1 and Air Force regulation 32 CFR 989, the 88th Civil Engineer Directorate, Asset Management Division has prepared an environmental assessment (EA) to identify and assess potential environmental impacts from the Areas A & C Entry Control Reconfiguration. This EA is incorporated by reference into this finding.

The primary goal of entry control reconfiguration is to improve Air Force anti-terrorism standards as defined by the SDDCTEA Pamphlet 55-15, dated 2006 and the minimum standards per UFC 4-010-01 "DoD Minimum Antiterrorism Standards for Buildings," including better management of resources by reducing the overall number of ECFs at WPAFB. A reduction of gates to improve security requires that the Kittyhawk Center become contiguous with the remainder of Area C.

DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES

Alternative A – Areas A & C Gate Reconfiguration (Proposed Action); EA Section 2.4.1.

Alternative A would occur in two phases: Interim and Final. The Interim Action addresses the measures that can be immediately implemented to increase base security. The anticipated schedule for the Interim Action is completion year 2010. The Final Action addresses the measures that would have a phased implementation over multiple years.

The proposed Interim Action is the enclosure of Kittyhawk Center within Area C by extending the base perimeter fence across SR 444 just north of Dayton-Yellow Springs Road and along the eastern border of SR 444 up to the Kittyhawk Center fence, and then again across SR 444 just south [north] of Gate 39-C at Redwood Street to tie in to the main fence on the west side of SR 444. The northern temporary gate (to be called Gate 1C Interim North) would be located on SR 444 north of existing Gate 39C. The southern temporary gate (to be called Gate 1C Interim South) would be located on SR 444 to the north of Dayton-Yellow Springs Road. Existing Gate 1C would be permanently closed. Gates 1C Interim North and 1C Interim South remain operational until the Proposed Final Action is completed. The final action would be implemented through phased projects around the base over a number of years, dependent on funding. Figures 3 and 4 in the EA show the general layout of this alternative.

The new location for Gate 1C will utilize the existing SR 444 corridor but introduce a series of low-speed curves to manage threat speeds after the checkpoint (see Figure 5 in

the EA). All traffic accessing Gate 1C would enter from the north through the intersection of Broad Street (SR 444) and Dayton Drive.

Gate 15A will be converted to a new gate configuration that would serve as the only primary ECF for areas A and C. The reconfigured gate would be located within the vicinity of its existing location (see Figure 6 in the EA). Gate 26C would be relocated and completely reconfigured, accessing SR 235 north of the existing Circle Drive intersection in the city of Fairborn (see Figure 7 in the EA). Associated changes to other existing ECFs and roadways would also occur in association with these reconfigurations..

Alternative B - No Action; EA Section 2.4.2

Under the No Action Alternative, it is assumed the existing ECFs would remain in place without improvements or reconfigurations and SR 444 would remain publicly open between Area C and the Kittyhawk Center. This alternative does not meet the purpose of and need for this project, and served as a baseline against which the Proposed Action (Alternative A) and Alternative C were compared.

Alternative C – Alternate Areas A&C Gate Reconfiguration; EA Section 2.4.3

This alternative would include the enclosure of Kittyhawk Center with Area C by extending the base perimeter fence across SR 444 at Gate 9A along the eastern border of SR 444 up to the Kittyhawk Center fence and then again across SR 444 just south of Gate 39C at Redwood Street to tie in to the main fence on the west side of SR 444. In this alternative Interim Gate 1C North remains the same as the proposed interim action, but no southern temporary gate would be added on SR 444. Instead, Gate 9A would serve as the southern ECF. Off-base roadway traffic on SR 444 would still be rerouted at Dayton-Yellow Springs Road (see EA Figure 9)

Gate 9A would have the capacity to serve as a southern entrance, but the on-base roadways traffic utilizing Gate 9A would then be routed onto are insufficiently sized once on the base. These roadways would need to be upgraded – an action that would only suit the interim condition, as this ECF would not be required once the final ECF at Gate 15A is completed.

The Gate 15A Alternative C alignment would increase the width of the median of SR 844 to nearly 350 feet. Gate 26C would be relocated and completely reconfigured and would access SR 235 opposite the Circle Drive intersection in the city of Fairborn (on the east side of the airfield).

Alternatives Eliminated from Further Study; EA Section 2.3

Alternatives for Gate 16A were developed and analyzed. This gate currently functions as the truck inspection gate for the base and is located in proximity to Gate 15A. WPAFB is proposing to develop relocated Gate 26C as the new truck inspection gate for the Base. Therefore Gate 16A alternatives were eliminated from further discussion.

The ECF upgrade for Gate 26C was considered at its existing location. However, the close proximity of SR 235, Loop Road, and the air field would not allow adequate room or distances for an ECF meeting ATPF standards. Therefore, this alternative was eliminated from further discussion.

A bridge over SR 444 that would connect the Kittyhawk Center to Area C was considered as an alternative to closing SR 444 alongside the Kittyhawk Center. This approach would provide a connection between two on-base areas, but it would not secure the SR 444 corridor to provide the area needed to upgrade Gate 1C. Because this alternative did not meet the purpose of and need for this project, it was eliminated from further study.

ENVIRONMENTAL CONSEQUENCES

It was determined that implementation of Alternatives A and C would have no impact on wetlands, groundwater, hazardous materials/hazardous waste, socioeconomics, utilities and environmental justice. All other environmental impacts are identified below.

Natural Resources

Impacts from either action alternative would impact primarily previously disturbed low quality habitat areas so impacts on vegetation and wildlife would be minor. While no records of endangered species have been recorded in the project area, designated potential habitat areas for the Indiana bat are located within the proposed alignment for the new access road in the Gate 26C project area. To minimize impacts on the Indiana bat, cutting of trees would occur outside of the nesting season which occurs between 1 April and 30 September. Coordination with USFWS would confirm that the approved seasonal cutting restrictions would avoid impact to this species in the project area. Should USFWS impose additional measures regarding the Indiana bat, WPAFB would implement those as well.

Water Resources

The proposed action (Alternative A) would impact approximately 300 linear feet of stream and Alternative C would impact approximately 800 linear feet of stream. Permits under the Section 404 and 401 of the Clean Water Act would be required and mitigation would be necessary to compensate for the unavoidable impacts.

Since the proposed construction activities would disturb over 1 acre of land, coverage under a NPDES general stormwater permit for construction activities would be necessary. The notice of intent (NOI) to use the general permit must be submitted to the base Asset Management Division by the construction contractor. The contractor would prepare a site-specific Storm Water Pollution Prevention Plan (SWP3) that addresses erosion control measures, best management practices; and maintenance and inspection procedures that would be followed.

No impacts to the floodplain would occur under Alternative A. However, a portion of Alternative C is located within the designated floodplain, in the area of the SR 844 realignment. Should this alternative be implemented, coordination with the Miami Conservancy District would continue to ensure no net loss of floodplain storage capacity from the realigned road.

Installation Restoration Program and Stored Fuels

There are several IRP sites located within the project area, both in areas of new roadway alignment and in areas of minor widening. Impacts to these sites would be minor. There are no above ground storage tanks (ASTs) or underground storage tanks (USTs) located within the project area and no additional fuel storage is proposed as part of the project so there would be no environmental consequences on stored fuels.

Land Use

Implementation of either action alternative would require conversion of minor amounts of land, primarily open space to transportation use; this impact would be minor.

Soils

Temporary impacts to soils would result from construction activities. These impacts would be minimized by implementation of erosion controls as specified in the storm water pollution prevention plan.

Cultural Resources

There are no known archaeological sites or historic facilities in the vicinity of the proposed actions. The Ohio Historic Preservation Office has indicated that the proposed relocation, reconfiguration, and closure of gates at WPAFB would not affect historic properties.

Air Quality

Short term impacts on air quality would occur during construction activities. Locally, air quality improvements are expected due to minimized idling at the gates. In areas surrounding the base, minor negative impacts to air quality may occur due to the rerouting of vehicular traffic into more pollution- sensitive areas. The overall impacts to air quality in the future are expected to be off set by cleaner fuels and advanced automobile technologies; the resulting impacts are expected to be minor.

Noise

Noise levels would be increased during construction due to the use of heavy equipment. Post construction, noise levels are expected to increase to noticeable levels in areas adjacent to roadways with additional carrying capacity.

Health and Safety

Because construction workers conducting the ECF and roadway construction would be responsible for complying with standard operating procedures and applicable health and safety regulations, no impacts to health and safety would be expected.

Transportation

Improvements to the operations of ECFs under the action alternatives are expected to reduce delays and provide additional vehicle storage and are expected to have a positive effect on the areas in the vicinity of the ECFs. The closure of the section of SR 444 that bisects Area C is predicted to increase traffic on the off-base street network.

The increased intersection delay under the Proposed Alternative is predicted for year 2032 when it is estimated that the Final State for the ECFs would be fully constructed – this prediction assumes the existing intersection capacity. Due to the need to implement anti-terrorism /force protection, an action alternative implementation is necessary despite the current lack of companion funding for off-base street improvements. In the interim period (between years 2010 and 2032) it is anticipated that the City of Fairborn and partner agencies would implement intersection capacity improvements as a result of the need to reroute State Route 444 over local streets.

PUBLIC NOTICE

A public notice was posted in the Dayton Daily News on February 26, 2010 with the comment period closing March 27, 2010.

FINDING OF NO SIGNIFICANT IMPACT

Based on my review of the facts and analysis contained in this EA, which is hereby incorporated by reference, I conclude that Alternatives A and C will not have a significant impact on the natural or human environmental. An environmental impact statement is not required. This analysis fulfills the requirements of the National Environmental Policy Act, the Council on Environmental Quality and Air Force regulation 32 CFR 989.

Bradley D. Spacy
Colonel, USAF
Commander

Date