Errata

Morristown Municipal Airport
Runway 5-23 Rehabilitation
Final Environmental Assessment

March 31, 2015

Additional explanation applicable to Page 3-23, Section 3.3.5.2.3, Runway 23 Departure End
ERSA Alternative III.

The EMAS bed length would minimize permanent wetland effects overall. Permanent wetland impacts under this alternative are estimated at 7,500 SF. These permanent impacts are necessary due to the required filling of an isolated wetland to the east of the EMAS and grading around the EMAS to meet FAA guidelines. These permanent impacts would be mitigated at a 2:1 ratio. Temporary wetland impacts of 700 SF would occur due to the area of disturbance anticipated to occur during construction activities to install the EMAS. Overall, a value of Minor was assigned.

Additional explanation applicable to Page 32, Section 3.3.1, Runway 5-23 Pavement Rehabilitation

Re-grading of the lateral safety areas to meet FAA design criteria is required to address existing grading and drainage deficiencies and to assure that the RSA meets grading criteria at the conclusion of the pavement rehabilitation. The location of the wetlands within the lateral RSA means that the impact cannot be avoided or minimized and approximately 16,200 SF of wetlands would be impacted. The impacted wetlands have formed in depressions in the fill section that was created for the original airport construction. The depressions are lined with compacted soil that inhibits water from permeating down out of the depressions. The impacted wetlands are characterized by mowed grass and subject to regular mowing and other disturbance.

Correction to Page 5-43, Section 5.16 Wetlands:

In the list of figures that illustrate wetland impact, Figure 5-9, Wetland Impacts Glide Slope (Alternative III) should state (Alternative II).