

**Record of Decision**  
**Entry Control Reconfiguration and Base Perimeter Fence Relocation in Area A**  
**Wright-Patterson Air Force Base, Ohio**

1    **INTRODUCTION**

2    This document records the decision of the United States Air Force (Air Force) with regard to  
3    implementation of Entry Control Reconfiguration and Base Perimeter Fence Relocation in Area  
4    A at Wright-Patterson Air Force Base (WPAFB), Ohio. In making this decision, the Air Force  
5    considered information, analyses, and public comments contained in the *Final Environmental*  
6    *Impact Statement (FEIS)* for the *Entry Control Reconfiguration and Base Perimeter Fence*  
7    *Relocation in Area A, WPAFB, Ohio*<sup>1</sup>, along with other relevant factors.

8    This Record of Decision (ROD) has been prepared in accordance with the President's Council on  
9    Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of the  
10   National Environmental Policy Act (NEPA) at Title 40 Code of Federal Regulations (CFR) Part  
11   1505.2, *Record of Decision in Cases requiring Environmental Impact Statements* (40 CFR  
12   §1505.2). Specifically, this ROD:

- 13       • States the Air Force's Decision (pg 1, 2, 15);
- 14       • Identifies all alternatives considered by the Air Force in reaching the decision, specifying  
15       the alternative considered to be environmentally preferable (pg 4, 5, 6);
- 16       • Identifies and discusses relevant factors considered in making the decision among the  
17       alternatives and states how those considerations entered into the decision (pg 2, 3);
- 18       • States whether all practicable means to avoid or minimize environmental harm from the  
19       alternative selected were adopted and if not, why not (pg 7); and
- 20       • Summarizes the monitoring and enforcement program adopted, where applicable, for any  
21       mitigation (pg 14).

22    **DECISION**

23    The Air Force has decided to implement the Entry Control Reconfiguration and Base Perimeter  
24    Fence Relocation action at WPAFB by selecting the Proposed Action, (FEIS §2.3). This decision  
25    specifically includes the following:

26    ***Reconfigure Entry Control Facilities (ECFs)***

27    Reconfiguring the ECFs involves consolidating the existing nine gates (Attachment 1) that offer  
28    public access to the Base to three gates: Gates 1A, 15A, and 26A (Attachment 2). Gates 1A and  
29    26A would be relocated and designed to allow for anti-terrorism/force protection (ATFP)  
30    improvement and greater traffic flow. Gate 15A would be expanded and redesigned to meet  
31    current ATFP guidelines and increases in traffic flow.

32    Gates 8A, 9A, 12A, 16A, 38A, and 39A would no longer serve as regularly used ECFs for access  
33    to the Base due to relocation of the Base perimeter fence; however, Gate 12A may become a  
34    "business hours" gate to include access to ceremonial events. Access to the Hope Hotel and Lot  
35    1A would not be impacted. Specific actions involved in reconfiguring the ECFs include:

- 36       • Relocate/reconfigure Gate 1A north of Gate 39A at the Redwood Street and State Route  
37       (SR) 444 intersection; Gate 39A would be closed and demolished.

---

<sup>1</sup> Notice of Availability of the FEIS was published in the Federal Register, 11 May 2012 (Volume 77, Number 92, Page 27771).

**Record of Decision**  
**Entry Control Reconfiguration and Base Perimeter Fence Relocation in Area A**  
**Wright-Patterson Air Force Base, Ohio**

- 1       • Reconfigure Gate 15A in the vicinity of SR 844 and Davis Monthan Road; close access  
2       from Gate 15A to Communications Boulevard and Kuglics Boulevard; construct new  
3       Ramp J to separate slow moving traffic turning from SR 444 onto SR 844 and Gate 15A;  
4       extend northbound left-turn lane at SR 444 and Davis Monthan Road intersection;  
5       construct northbound left-turn lane at intersection of SR 444 and SR 844 northbound exit  
6       ramp; construct dual left-turn lanes at Gate 12A/Ogden Road and SR 444 intersection;  
7       improve the Hebble Creek and Warner Robbins Street intersection; improve the Hebble  
8       Creek and Skeel Avenue intersection.
- 9       • Relocate/reconfigure Gate 26A to a new location just north of Circle Drive and SR 235  
10       intersection; Gate 26A becomes new vehicle inspection gate; 14-stall parking area  
11       constructed outside perimeter fence to allow idling trucks awaiting inspection.

12    ***Relocate Base Perimeter Fence***

- 13       • Relocate the base perimeter fence to extend across SR 444 north of Dayton-Yellow  
14       Springs Road and along the east border of SR 444 up to existing Kittyhawk Center fence.
- 15       • Install a fence across SR 444 north of existing Gate 39A at Redwood Street and tie into  
16       main fence on west side of SR 444 (Attachment 3).
- 17       • Operate existing Gate 1A until the new Gate 1A is constructed on SR 444, approximately  
18       30 days after the perimeter fence relocation.

19    The relocated fence would enable the Kittyhawk Center at WPAFB to be contiguous with  
20    Area A.

21    As part of the planning process, the contractor will prepare a proposal containing the specific  
22    infrastructure requirements and site plan details for the reconfigured, upgraded, and consolidated  
23    ECFs and installation of the relocated base perimeter fence that complies with the Request for  
24    Proposal and is within the scope of the analysis presented in the FEIS.

25    The contractor will adhere to all permit/regulatory requirements and the Air Force selected  
26    mitigations derived from the FEIS and this ROD and any supplemental analysis, as may be  
27    required. The Air Force will prepare a Mitigation and Monitoring Plan (MMP) (as discussed  
28    later in this ROD), which will be published as soon as possible, but no later than 90 days after  
29    signature of the ROD is issued. Requisite mitigation will be in place prior to any action  
30    requiring mitigation.

31    **BACKGROUND**

32    The Air Force intends to upgrade, consolidate, and strategically place a reduced number of ECFs  
33    in Area A and relocate the base perimeter fence at WPAFB. As provided by Section 102(c) of  
34    the NEPA, the Air Force prepared an EIS with respect to the Air Force's proposal to reconfigure  
35    ECFs and relocate the base perimeter fence.

36    In conformance with security standards, the Air Force and WPAFB proposes to implement  
37    solutions to improve security, safety, and traffic flow into and on the Base. This includes  
38    consolidating, relocating, and reconfiguring vehicle ECFs; upgrading ECFs to meet current  
39    Antiterrorism/Force Protection standards; and extending the base perimeter fence so Area A and  
40    the Kittyhawk Center are contiguous. The existing security environment at WPAFB is not in  
41    compliance with the revised Air Force anti-terrorism standards as defined by the Military  
42    Surface Deployment and Distribution Command Transportation Engineering Agency Pamphlet

**Record of Decision**  
**Entry Control Reconfiguration and Base Perimeter Fence Relocation in Area A**  
**Wright-Patterson Air Force Base, Ohio**

1 55-15, dated 2006, nor the Unified Facilities Criteria (UFC 4-010-01) Department of Defense  
2 (DoD) Minimum Antiterrorism Standards for Buildings, dated 2007 (revised February 9, 2012).

3 The DoD's goal is to improve security, safety, and traffic flow into and on the military base at  
4 WPAFB. As part of the proposal, the Air Force analyzed safety concerns and traffic flow to on-  
5 and off-Base street networks affected by proposed Air Force actions.

6 The analysis of the No Action Alternative (FEIS §2.5) provides a benchmark, enabling the Air  
7 Force decision maker to compare the magnitude of environmental effects in comparison to each of  
8 the action alternatives.

9 **COOPERATING AGENCY (FEIS §1.5.1)**

10 The Air Force requested formal Cooperating Agency participation from the Federal Highway  
11 Administration (FHWA) in a letter from the Office of the Assistant Secretary of the Air Force  
12 (SAF/IEI) dated March 14, 2011. The FHWA responded with an acceptance letter, dated April 18,  
13 2011.

14 **PUBLIC INVOLVEMENT (FEIS §1.5.2, Appendix A, Appendix I)**

15 The Air Force provided for public involvement and provided public notice throughout the NEPA  
16 process (see FEIS, Appendix A (*Public Scoping Summary Report*) and Appendix I (*Public*  
17 *Hearing Summary Report*). Public involvement and related notices were as follows:

- 18 • Published a Notice of Intent in the Federal Register (December 28, 2010) and associated  
19 local newspaper announcements
- 20 • Conducted a 30-day public scoping period from February 12, 2011 to March 18, 2011  
21 and scoping meetings on March 1 and 3, 2011
- 22 • Published a Notice of Availability of the Draft EIS in the Federal Register on  
23 December 2, 2011
- 24 • Conducted a Draft EIS 45-day public comment period from December 2, 2011 to January  
25 17, 2012 and a public hearing on December 21, 2011
- 26 • Published a Notice of Availability of the Final EIS in the Federal Register on  
27 May 11, 2012

28 Announcements for the public hearing were placed in the following local newspapers:

- 29 • *Dayton Daily News*: on December 6, 2011
- 30 • *Fairborn Daily Herald*: on December 6, 2011
- 31 • *Beavercreek News Current*: on December 8, 2011
- 32 • *Xenia Daily Gazette*: on December 6, 2011
- 33 • *Skywrighter*: on December 9, 2011

34 In addition to public review, the Air Force consulted with the following agencies to complete  
35 Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act,  
36 and Tribal Consultation:

- 37 • U.S. Fish and Wildlife Service

**Record of Decision**  
**Entry Control Reconfiguration and Base Perimeter Fence Relocation in Area A**  
**Wright-Patterson Air Force Base, Ohio**

- 1 • Ohio Department of Natural Resources
- 2 • Miami Conservancy District
- 3 • U.S. Army Corps of Engineers (USACE)
- 4 • State Historic Preservation Officer
- 5 • Federally-recognized Native American tribes

6 **ALTERNATIVES ANALYZED (FEIS §2.4)**

7 Two alternatives to the Proposed Action were analyzed in the EIS: Alternative A and the No  
8 Action Alternative, as described below.

9 **Alternative A (FEIS §2.4):**

10 Under Alternative A, the Kittyhawk Center would be enclosed within Area A by extending the  
11 base perimeter fence across SR 444 at existing Gate 9A along the eastern border of SR 444 up to  
12 the Kittyhawk Center fence and then again across SR 444 north of existing Gate 39A at  
13 Redwood Street to tie in to the main fence in the west side of SR 444. The southern end of the  
14 Kittyhawk Center at SR 444 would have fencing making the Kittyhawk Center contiguous with  
15 Area A. This alternative would not consolidate or upgrade the existing ECFs in Area A.  
16 Alternative A meets the selection standards (requirements, priorities, and guidelines identified in  
17 order to fulfill the purpose of the Proposed Action [FEIS §2.2]) because: it would not pose new  
18 security risks and would not create choke points or other similar tactical barriers that could be  
19 seized or demolished. By extending the base perimeter fence enclosing the Kittyhawk Center  
20 within Area A, military forces would be able to move between Area A and the Kittyhawk Center  
21 to any location within the installation boundary and long-term movement of forces would not be  
22 compromised.

23 **No Action Alternative (FEIS §2.5):**

24 Under the No Action Alternative, the existing nine ECFs would remain in place and no  
25 reconfiguration or improvements would be made to gates in Area A. Gates 1A, 15A, and 26A  
26 would remain as is and would not be upgraded or reconfigured. SR 444 would remain open as a  
27 public roadway between Area A and the Kittyhawk Center, and the Kittyhawk Center would  
28 remain separate from Area A. Traffic would continue to pass within 60 feet of occupied  
29 buildings on Base and would not meet the anti-terrorism requirements in UFC 4-010-01.

30 Although this alternative would eliminate unavoidable adverse impacts associated with the  
31 Proposed Action, the No Action Alternative would not satisfy selection standards established  
32 under the purpose and need (FEIS §1.2) for this project.

33 **Alternatives Eliminated from Further Study (FEIS §2.6):**

34 As part of the NEPA process, potential alternatives to the Proposed Action were evaluated. For  
35 alternatives to be considered reasonable and warrant further detailed analysis they must be  
36 affordable, implementable, and meet the purpose and need for the action based on the project  
37 requirements and selection standards.

38 Alternatives considered were either presented during the public scoping period or were  
39 formulated by the Air Force, and included upgrading Gate 26A at its current location,

**Record of Decision**  
**Entry Control Reconfiguration and Base Perimeter Fence Relocation in Area A**  
**Wright-Patterson Air Force Base, Ohio**

1 constructing a bridge over/tunnel under SR 444 connecting the Kittyhawk Center to Area A,  
2 realigning SR 444 east of the Kittyhawk Center; and consolidating the Kittyhawk Center  
3 functions into Area A. Alternatives considered but eliminated are summarized below:

- 4 1. Upgrading Gate 26A at its current location was eliminated from further analysis as a  
5 potential alternative due to its proximity to SR 235, Loop Road, and the airfield. There  
6 would not be adequate space or distance for an upgraded ECF at this location that would  
7 meet ATFP requirements. Gate 26A at its current location is situated approximately  
8 100 ft south of SR 235, which also does not meet the ATFP requirement of providing an  
9 ECF having a corridor of at least 140 ft wide.
- 10 2. Construction of a bridge over the length of SR 444 that currently bisects the Kittyhawk  
11 Center from Area A to allow non-base thru traffic to travel along SR 444 but at a higher  
12 elevation than the existing roadway was also eliminated. A bridge would provide a  
13 connection between the Kittyhawk Center and Area A, but it would not secure the  
14 SR 444 corridor or provide this area of the Base with an ECF. A bridge constructed over  
15 the Kittyhawk Center/Area A would not meet ATFP requirements since existing  
16 buildings do not meet the standoff distance requirement of 148 ft. This alternative would  
17 impose new security risks by constructing a high vantage point that could be seized or  
18 damaged, thereby preventing movement between Area A and the Kittyhawk Center.

19 Similar to Alternative A, the construction of a tunnel under SR 444 between the  
20 Kittyhawk Center and Area A would also allow non-base thru traffic to travel along SR  
21 444 but at a lower elevation than the existing roadway. A tunnel would provide a  
22 connection between the Kittyhawk Center and Area A, but it would not secure the SR  
23 444 corridor or provide this area of the Base with an ECF. A tunnel under the Kittyhawk  
24 Center/Area A would not meet ATFP requirements since existing buildings do not meet  
25 the standoff distance requirement of 148 ft.

- 26 3. Realigning SR 444 east of the Kittyhawk Center and west of the existing railroad tracks  
27 along Kauffman Avenue would be similar to Alternative A discussed above whereby  
28 traffic could be diverted at Dayton-Yellow Springs Road, Gate 9A, Gate 1A, or Dayton  
29 Drive. Diverted traffic would travel along the east side of the Kittyhawk Center and the  
30 railroad tracks. However, due to the location of the existing railroad track and Kauffman  
31 Avenue, there would not be adequate land to construct a new segment of SR. This  
32 alternative met the purpose and need of making Area A contiguous with the Kittyhawk  
33 Center, but did not meet the ATFP standard for minimum standoff distances for  
34 buildings.

- 35 4. Consolidating the Kittyhawk Center functions into Area A would involve relocating the  
36 base exchange (BX) and commissary functions and facilities to Area A to create a  
37 contiguous area between the Kittyhawk Center and Area A. This alternative would  
38 eliminate the need to close a segment of SR 444 at the Kittyhawk Center, but it would not  
39 meet ATFP requirements. In addition, the estimated acreage required for accommodating  
40 the BX and commissary facilities would be approximately 41.2 acres. The only available  
41 property in Area A (excluding undeveloped airfield property and undeveloped property  
42 located in floodplains restricted to development) exists north of SR 444 in the area of the  
43 former Pine Estates and Green Acres military housing. These areas constitute  
44 approximately 42.6 acres, which would require mixed-use/compact development in order

**Record of Decision**  
**Entry Control Reconfiguration and Base Perimeter Fence Relocation in Area A**  
**Wright-Patterson Air Force Base, Ohio**

1 to receive the relocated Kittyhawk functions. Relocating the BX and commissary  
2 functions to Area A would cost an estimated \$400 million (includes building demolition  
3 of existing BX and commissary and cost to construct new BX and commissary buildings  
4 in Area A). This alternative met the purpose and need of making the Kittyhawk Center  
5 functions contiguous with Area A, but did not meet the ATFP standard for minimum  
6 standoff distances for buildings nor would there be adequate and available property.

7 **ENVIRONMENTALLY PREFERABLE ALTERNATIVE**

8 The environmentally preferred alternative is the No Action Alternative because it would create  
9 the least impact to the existing environment. However, the EIS identified the Proposed Action as  
10 the Air Force's preferred alternative because the Air Force believes it best satisfies the security  
11 considerations described above and below.

12 **ENVIRONMENTAL CONSEQUENCES (FEIS Chapter 4)**

13 Environmental issues analyzed in the EIS included: land use, air quality, noise, geology and  
14 soils, water resources, biological resources, socioeconomics, environmental justice,  
15 infrastructure, health and safety, hazardous materials/waste, traffic, and transportation. A  
16 description of the environmental impacts associated with implementation of the Proposed Action  
17 is discussed below for each environmental issue followed by mitigation actions the Air Force is  
18 committed to implement as part of mitigating those environmental impacts.

19 As the proponent for the Proposed Action, the Air Force is responsible for ensuring mitigations are  
20 in place, prior to taking any specific action. "Mitigation" is the process used to avoid, minimize,  
21 and compensate for unavoidable environmental impacts of an action or management practice.  
22 Steps in this process may typically include methods to avoid an impact altogether, or minimize or  
23 reduce the magnitude or impact to the extent practicable. All of these types of mitigation can be  
24 included in an action proposed by a sponsor, or incorporated into an alternative design as part of  
25 the regulatory approval process incumbent upon most major actions. Section 5.0 of the FEIS  
26 describes in detail environmental commitments developed to minimize short and longterm impacts  
27 as a result of implementation of the Proposed Action.

28 The Entry Control Reconfiguration and Base Perimeter Fence Relocation project Request for  
29 Qualifications requires the contractor to incorporate all mitigations from the EIS and this ROD into  
30 an MMP detailing how the contractor will implement and monitor compliance with  
31 commitments/mitigations. The Air Force, through the Air Force Center for Engineering and the  
32 Environment's Resident Construction Manager, will verify and oversee all required permits are in  
33 place and all required mitigations/best management practices (BMPs) are carried out by the  
34 contractor as stipulated within the MMP, prior to any construction taking place. The FEIS includes  
35 mitigation measures required by regulation or agency guidance (even though impacts may not be  
36 adverse) for each relevant resource. The FEIS refers to the use of BMPs. For this ROD and in  
37 compliance with Air Force regulation<sup>2</sup>, BMPs will be specifically defined, carried forward, and  
38 monitored in the MMP and will be applied prior to implementation of the selected alternative.  
39 Some of the mitigations identified in this ROD may be implemented immediately and some may

---

<sup>2</sup> 32 CFR Pt. 989, Appendix A to Part 989, *Best Management Practices (BMPs)* and 32 CFR Pt. 989.22, *Mitigations*

**Record of Decision**  
**Entry Control Reconfiguration and Base Perimeter Fence Relocation in Area A**  
**Wright-Patterson Air Force Base, Ohio**

1 be delayed until the appropriate time. Actions associated with a specific delayed mitigation will  
2 also be delayed until the requisite mitigation is in place to ensure mitigation effectiveness.

3 Although every effort will be made to fund identified commitments as soon as possible, application  
4 of some proposed commitments may be subject to congressional appropriation. Consequently,  
5 implementation of requisite commitments may be delayed. In this case, funding of commitments  
6 will be treated by Air Force Materiel Command (AFMC) as priority requests for appropriation.  
7 Timing of commitment implementation will be identified more fully and tracked within the MMP.  
8 CEQ regulations require the ROD "state whether all practicable means to avoid or minimize  
9 environmental harm from the alternative selected have been adopted, and if not, why they were  
10 not." *Land Use (FEIS §4.1)*

11 Activities associated with consolidating and reconfiguring the ECFs and relocating the base  
12 perimeter fence are consistent with the WPAFB current land use plan and no adverse operational  
13 impacts are anticipated from this action. Beneficial impacts to land use would result from a  
14 more cohesive Base layout (i.e., incorporating the Kittyhawk facilities inside Area A would  
15 result in greater access and reduced traffic through the brick quarters). Off-Base land use would  
16 not change over the long term and proposed on-Base actions would not substantially change the  
17 existing off-Base view shed.

18 *Air Quality (FEIS §4.2)*

19 No significant adverse impacts to regional air quality would occur with implementation of the  
20 Proposed Action. As a mitigation to decrease fugitive dust emissions from movement of  
21 construction equipment (concrete delivery trucks, waste hauling), earth movement (grading,  
22 paving), and demolition (buildings, sidewalks/pavement), the contractor would perform routine  
23 maintenance of all construction equipment, perform regular maintenance of the emission control  
24 devices on all construction equipment, and cover/wet exposed soils to reduce fugitive dust during  
25 construction. Also, dust would be managed according to the requirements of the ODOT  
26 Construction and Material Specifications (specifications to promote uniform construction  
27 practices).

28 An air emission analysis assessing the impacts to off-Base streets shows that impact from the  
29 rerouted traffic would not adversely affect the ability of Greene County to maintain and improve  
30 air quality and demonstrate air conformity.

31 *Noise (FEIS §4.3)*

32 Under the Proposed Action, noise associated with construction activities would generate short-  
33 term minor adverse impacts on ambient noise levels in and near the project area and would  
34 conclude upon completion of the project. The use of heavy equipment including bulldozers,  
35 graders, backhoes, excavators, and dump trucks would generate noise that could affect  
36 construction workers and pedestrians but would be mitigated by limiting operation of heavy  
37 equipment and other noisy procedures to daylight hours, locating equipment and vehicle staging  
38 areas as far from noise sensitive areas as possible, and limiting unnecessary idling of equipment.  
39 Construction workers would use hearing protection and follow Occupational Safety and Health  
40 Administration standards and procedures as a mitigation action. On-Base workers in nearby  
41 facilities would experience short-term, intermittent muffled noise during the workday and on-  
42 Base personnel in the vicinity of the Gate 1A project area may experience some short-term,  
43 intermittent muffled noise during the workday when road improvements are under construction.

**Record of Decision**  
**Entry Control Reconfiguration and Base Perimeter Fence Relocation in Area A**  
**Wright-Patterson Air Force Base, Ohio**

1 As a result of the Proposed Action, a beneficial effect would be expected to on-Base  
2 residential/recreational areas resulting from less traffic-related noise at fewer ECF locations.

3 Off-Base neighborhoods near the intersections of SR 235 and Circle Drive (east of the Gate 26A  
4 project area) and across SR 444 from Gate 12A would experience intermittent, temporary  
5 exposure to noise as a result of construction activity, but is not expected to pose a threat to  
6 hearing. Moderate long-term adverse impacts to noise are expected in the off-Base project area  
7 as a result of diverted/increased traffic travelling on the following roadways: Dayton-Yellow  
8 Springs Road, Kauffman Avenue, Central Avenue, Dayton Drive, and Broad Street. Kauffman  
9 Avenue and Lindberg Drive (south of Kauffman Avenue) currently experience noise levels  
10 above 60 decibels (dBA) and would continue to experience noise levels above 60 dBA in the No  
11 Build year 2032 (see *Traffic and Transportation* section below for No Build year 2032  
12 description).

13 *Geology and Soils (FEIS §4.4)*

14 The Proposed Action would have negligible to minor adverse impacts on local geology at the  
15 project site but would not affect regional geology. Most impacts to existing soil conditions  
16 would occur during project construction. Impacts to surficial geology (depending on the extent  
17 of excavation necessary in the project area) would result from site preparation. Although  
18 minimal excavation would be required under the Proposed Action, it is not expected to result in  
19 excessive disruption or displacement of soils.

20 *Water Resources (FEIS §4.5)*

21 Under the Proposed Action, approximately 300 linear feet of an unnamed tributary of Hebble  
22 Creek would be impacted due to realignment of Skeel Avenue in the Gate 15A project area. The  
23 creek is expected to be regulated as a "water of the United States," and impacts would require a  
24 permit from the USACE under Section 404 of the Clean Water Act (CWA), and a Section 401  
25 Water Quality Certification from the Ohio Environmental Protection Agency (OEPA). As a  
26 mitigation action, a CWA Sections 404 and 401 permits would be obtained for the impacts to the  
27 unnamed tributary of Hebble Creek.

28 The proposed project would impact the streams and stormwater conveyances within and outside  
29 the project area by increased siltation during construction. Based on the nature of flowing water,  
30 siltation effects would be temporary.

31 Under the Proposed Action, the placement of additional impervious paved surfaces on the Base  
32 would be constructed. While this would slightly increase stormwater runoff, no post  
33 construction stormwater management would be expected.

34 Since the proposed construction activities would disturb over 1 acre of land, coverage under a  
35 National Pollution Discharge Elimination System general stormwater permit for construction  
36 activities would be required. The Notice of Intent (NOI) to use the general permit must be  
37 submitted to the Base Asset Management Division by the construction contractor. The Air Force  
38 would review and submit the NOI at least 21 days prior to soil disturbance. The Air Force would  
39 prepare a site-specific stormwater pollution prevention plan (SWPPP) that would address erosion  
40 control measures and BMPs and maintenance and inspection procedures that would be followed.  
41 The SWPPP would also address procedures to be followed in the event of a release of a  
42 petroleum product or hazardous substance.



**Record of Decision**  
**Entry Control Reconfiguration and Base Perimeter Fence Relocation in Area A**  
**Wright-Patterson Air Force Base, Ohio**

1 Off-Base roadway improvements that could occur as a result of the Proposed Action would  
2 impact streams and stormwater conveyances within and outside the roadway improvement  
3 project areas during construction by increased siltation. In addition, consideration would be  
4 given to potential impacts in the areas of the city of Fairborn's backup well fields. The city of  
5 Fairborn maintains an endorsed Drinking Water Source Protection Plan that assists public water  
6 suppliers with protecting these drinking water backup sources from contamination. Negligible  
7 short- and long-term adverse impacts to the backup well fields and the city's endorsed plan are  
8 expected as a result of the Proposed Action.

9 WPAFB will implement erosion and sediment control practices, such as sediment trapping,  
10 filtering, and other BMPs, as individual projects are designed and constructed.

11 *Biological Resources (FEIS §4.6)*

12 Under Section 7 of the Endangered Species Act (ESA), Federal agencies must consult with the  
13 U.S. Fish and Wildlife Service when any action the agency carries out, funds, or authorizes may  
14 affect a listed endangered or threatened species. As part of ESA Section 7, consultation  
15 requirements were fulfilled with the U.S. Fish and Wildlife Service.

16 There would be no noticeable increase in stormwater runoff during construction. Given the  
17 current pattern of vegetation, post-construction conditions based on stormwater runoff or high  
18 water events would be expected to be similar to pre-construction conditions. Vegetation within  
19 the project area is located adjacent to existing roadways, buildings, and/or pavement. Therefore,  
20 no fragmentation of large habitat areas would occur. Short-term minor adverse impacts to  
21 vegetation would occur as part of construction activities, including soil disturbances.

22 Affected areas would be mulched and revegetated with native plants following the construction  
23 and demolition period to prevent non-native, invasive plant growth. Short-term, localized effects  
24 on vegetation could be expected in proximity to the construction and demolition sites.  
25 Therefore, negligible adverse effects on vegetation would be expected as a result of the  
26 implementation of the Proposed Action.

27 Potential habitats that would be impacted by the Proposed Action include woodlots, roadside  
28 habitat, and maintained turf. These habitats provide foraging and roosting areas for a wide  
29 variety of common wildlife species. Woodlots, roadside habitat, and maintained turf are widely  
30 available across the Base and would provide nearby refuges for displaced wildlife; therefore,  
31 short-term adverse impacts from the destruction of these habitat types would be negligible for  
32 terrestrial wildlife.

33 Under the Proposed Action, approximately 300 linear feet of vegetation adjacent to the unnamed  
34 tributary of Hebble Creek would be removed for the reconfiguration of Skeel Avenue within the  
35 Gate 15A project area. Removed vegetation in this area as a result of the Proposed Action would  
36 be replaced with native, non-invasive vegetative plantings and any disturbance on either the  
37 creek or riparian zones would require CWA Sections 404 and 401 permits.

38 Impacts to the narrow forested vegetation surrounding the unnamed tributary of Hebble Creek  
39 would remove part of a potential travel corridor that is likely used for a variety of wildlife.  
40 However, based on a natural resources field survey conducted as part of the EIS, no animals  
41 other than bird species were noted in the project area. Habitat destruction from fill or culvert  
42 placement in the unnamed tributary of Hebble Creek would be a permanent long-term impact on

**Record of Decision**  
**Entry Control Reconfiguration and Base Perimeter Fence Relocation in Area A**  
**Wright-Patterson Air Force Base, Ohio**

1 aquatic wildlife. Motile aquatic species would likely find refuge upstream or downstream of the  
2 potentially impacted area. Sessile species would be unable to avoid impacts and would suffer  
3 mortality. These habitat alterations would likely result in localized decrease in the amount and  
4 diversity of the species present in the stream on a short-term basis. The loss of stream habitat  
5 could potentially have a short-term impact on foraging activity. Only one potential Indiana Bat  
6 summer roost tree was encountered along this corridor; potential impacts would be minimized by  
7 implementing tree cutting in accordance with the WPAFB Integrated Natural Resources  
8 Management Plan. Overall, impacts would be considered negligible and short-term. No long-  
9 term adverse impacts are anticipated for the Indiana bat.

10 As part of relocating the base perimeter fence, the off-Base roadways would potentially require  
11 widening and/or turn-lanes would be required to accommodate increased traffic. Although short-  
12 term minor adverse impacts to vegetation would occur as part of construction activities including  
13 soil disturbances, mitigation and restoration would be implemented to prevent long-term impacts  
14 to vegetation.

15 Potential off-Base habitats that would be impacted by the Proposed Action include roadside  
16 habitat and maintained turf. These habitats provide foraging and roosting areas for a wide  
17 variety of wildlife species. Roadside habitat and maintained turf are widely available on the  
18 Base and would provide nearby refuges for displaced wildlife. Therefore, short-term impacts  
19 from the destruction of these habitat types would be minimal for terrestrial wildlife. In addition,  
20 due to the urban setting of the project area, no short or long term adverse impacts are anticipated  
21 for any threatened or endangered species.

22 Environmental commitments under the Proposed Action include avoiding known locations of  
23 special-status species. Appropriate measures will be applied if future facility operations would  
24 disturb these areas. The following is a summary of proposed environmental commitments under  
25 the Proposed Action:

- 26 • Maintain large green space to provide for wildlife habitat and movement corridors.
- 27 • Re-vegetate areas of removed or damaged vegetation, as a result of construction  
28 activities, to mitigate impacts to terrestrial biota.
- 29 • Remove non-native and invasive vegetation and replace with native species on a project  
30 by project basis. To the extent practical, WPAFB will implement measures to avoid  
31 impacts to larger tree specimens native to the surrounding area. More detailed planting  
32 plans and tree save measures will be designed with individual projects.
- 33 • Restore disturbed areas as part of construction activities and replace with similar native  
34 vegetative species after completion of construction activities.
- 35 • Implement mitigation under the CWA Sections 404 and 401 permit requirements for  
36 stream impacts, such as riparian corridor mitigation and drainage ditch reshaping, which  
37 would compensate for the loss of vegetation within this corridor.

38 *Cultural Resources (FEIS §4.7 and Appendix E)*

39 Consultation requirements were fulfilled with the State Historic Preservation Office per 36 CFR  
40 Part 800, *Protection of Historic Properties*.

**Record of Decision**  
**Entry Control Reconfiguration and Base Perimeter Fence Relocation in Area A**  
**Wright-Patterson Air Force Base, Ohio**

1 The most relevant impacts on cultural resources under the Proposed Action would be related to  
2 the direct impacts from ground-disturbing activities; however, there are no known potential  
3 prehistoric or historic site locations in the areas where ground-disturbing activities are planned  
4 for either on- or off-Base areas of potential effects (APEs). The on- and off-Base APEs are not  
5 considered to have a high sensitivity for cultural resources. Furthermore, the APEs have suffered  
6 heavy disturbance in the past. There is no potential for degradation of the setting from noise and  
7 visual intrusion related to the proposed construction activities or operations, nor is there a  
8 potential for structural damage from noise and low-frequency vibrations associated with the  
9 construction activities or operations. Since no National Register of Historic Places listed or  
10 eligible properties exist within the vicinity of the on- or off-Base APEs, the Proposed Action  
11 would not affect on- or off-Base cultural resources.

12 *Socioeconomics (FEIS §4.8 and Appendix F)*

13 While the Proposed Action would be expected to have a short-term beneficial impact on  
14 employment and on the local tax base, these impacts would be negligible and occur primarily  
15 during the construction phase of the project.

16 On a local basis, the Proposed Action is expected to contribute to a long-term positive impact on  
17 the viability of the downtown Fairborn business district. Businesses located along streets  
18 travelled as a result of rerouting SR 444 (Kauffman Avenue, S. Central Avenue, W. Dayton  
19 Drive, S. Broad Street) would likely experience an increase in vehicular traffic and therefore  
20 potential increased commercial growth.

21 The Proposed Action is expected to result in a long-term and minor adverse impact to residential  
22 property values for homes located along streets travelled as a result of rerouting SR 444.  
23 Anticipated increases in traffic delays and congestion, and related increases in noise and air  
24 pollutants as a result of directing traffic along a route not designed for the projected volumes  
25 would be expected from rerouting SR 444.

26 The total amount of traffic rerouted (which remains the same) as a result of the Proposed Action  
27 is not expected to change and air pollutant emissions associated with traffic. Therefore, a  
28 negligible adverse impact on the short and long-term health of the children living within the off-  
29 Base area of influence would be expected.

30 *Environmental Justice (FEIS §4.9 and Appendix F)*

31 The Proposed Action is expected to improve on-Base security and safety. Other changes  
32 anticipated by the Proposed Action, including traffic flow and volumes, and access in and around  
33 the Base, would be shared equally among all Base residents, and therefore do not reflect a  
34 disproportionate negative impact on minority or low-income populations. Therefore, there is no  
35 environmental justice impact on-Base.

36 Off-Base traffic effects may include delays at area intersections and congestion on the redirected  
37 SR 444, safety concerns for motorists crossing the railroad tracks on the redirected route, and  
38 safety concerns for pedestrians and bicyclists on the Wright Brothers-Huffman Prairie/Kauffman  
39 Avenue Bikeway. These effects would be shared equally among all area commuters and along all  
40 points of the redirected route. Potential off-Base environmental justice impacts as a result of the  
41 Proposed Action would be determined by the FHWA/ODOT.

42 *Infrastructure (FEIS §4.10)*

**Record of Decision**  
**Entry Control Reconfiguration and Base Perimeter Fence Relocation in Area A**  
**Wright-Patterson Air Force Base, Ohio**

1 Short-term adverse impacts to utilities and services are anticipated under the Proposed Action;  
2 however, beneficial impacts to utilities and services are anticipated over the long-term.  
3 Environmental commitments include recycling construction-related debris and implementing  
4 office recycling programs in accordance with Executive Order 13101: *Greening the Government*  
5 *through Waste Prevention, Recycling, and Federal Acquisition.*

6 *Health Safety (FEIS §4.11)*

7 Minor adverse impacts would be expected during construction activities; however, construction  
8 workers conducting the ECF and roadway construction would be responsible for complying with  
9 standard operating procedures and applicable health and safety regulations. Implementation of the  
10 Proposed Action would slightly increase the short-term risk associated with construction  
11 contractors performing work at WPAFB during the normal workday because of the increase in  
12 construction activities. Contractors would be required to establish and maintain safety programs.

13 Projects associated with the Proposed Action would not pose a safety risk to Base personnel or to  
14 activities at the Base. Proposed construction activities would enable WPAFB to conduct and meet  
15 mission requirements in a safe operating environment. Impacts to health and safety of nearby  
16 personnel would be minimized by clearly identifying the construction zone and prohibiting access  
17 to unauthorized individuals.

18 Minor adverse impacts would be expected in the short-term as increased vehicular and pedestrian  
19 traffic would traverse the existing railroad tracks at the intersection of SR 444 and Kauffman  
20 Avenue due to SR 444 being rerouted. Any ODOT-implemented changes to the local roadway  
21 network as a result of the Proposed Action would be in accordance with applicable local, state,  
22 and federal roadway design standards and thus, any improvements to this intersection and/or  
23 railroad crossing would ensure they operate in a safe manner.

24 Short-term adverse impacts would also be expected under the Proposed Action as fire and  
25 emergency apparatus response times would be increased; the amount of the increase may be  
26 reduced by measures such as traffic signal preemption. As a result of this anticipated increased  
27 traffic, safety of those travelling across the railroad tracks would be interpreted as an adverse  
28 impact.

29 *Hazardous Materials/Waste, Stored Fuels, Toxic Substances, and ERP (FEIS §4.12)*

30 The project areas are not located on any landfills or burial sites within the Environmental  
31 Restoration Program (ERP) sites. Minor and short-term adverse impacts due to soil disturbances  
32 could occur during proposed construction activities under the Proposed Action. However, since  
33 only near surface soils would be expected to be affected, no long-term impacts would be  
34 anticipated. As such, any activity that may disturb ERP sites should be coordinated with the  
35 WPAFB ERP Program Manager.

36 Under the Proposed Action, procurement of products containing hazardous materials would be  
37 comparable with existing conditions. Therefore, it is estimated that hazardous material  
38 procurement would remain comparable to the baseline condition.

39 Minor adverse impact to off-Base properties within the area of concern is expected with regard  
40 to two active regulated leaking underground storage tank sites owned and/or operated by non-  
41 governmental entities.

**Record of Decision**  
**Entry Control Reconfiguration and Base Perimeter Fence Relocation in Area A**  
**Wright-Patterson Air Force Base, Ohio**

1 *Traffic and Transportation (FEIS §4.13 and Appendix H)*

2 Temporary demolition and construction-related activities associated with implementation of the  
3 Proposed Action are anticipated to produce short and long term adverse impacts on traffic  
4 generation, traffic volume, and street use. Demolition of existing ECFs and construction of new  
5 ECFs would temporarily close access to the gates being demolished and/or constructed. On-  
6 Base traffic would be diverted to other ECFs for base access. As a result of diverted traffic,  
7 traffic volumes and alternative street use would increase to other locations as traffic would flow  
8 to the nearest ECF for entry into the Base. On-Base operations would face short-term minor  
9 adverse impacts as a result of increased traffic generation and elevated traffic volumes.

10 Improvements to the operation of ECFs under the Proposed Action are expected to reduce delays  
11 and provide additional vehicle storage at the ECFs. The potential for traffic attempting to enter  
12 the Base from queuing onto local streets and disrupting on street traffic will be reduced.  
13 Therefore, proposed improvements at the ECFs are expected to have a long term beneficial effect  
14 on areas in the vicinity of the ECFs.

15 The proposed rerouting of SR 444 is predicted to increase traffic on the off-Base street network  
16 due to traffic being diverted from SR 444 at the Kittyhawk Center onto local city streets to reach  
17 a destination. This reroute would cause existing transportation patterns and circulation to  
18 change. In addition, construction-related traffic travelling to the on-Base construction project  
19 areas would also cause a temporary alteration to physical transportation patterns and circulation.

20 Under the Proposed Action, Gate 1A relocation and reconfiguration is predicted to increase  
21 volumes at nearby intersections as off-Base traffic would need to travel further to access an  
22 available gate. Traffic studies prepared for this EIS revealed a substantial increase in delays at  
23 the intersections of Dayton-Yellow Springs Road with Kauffman Avenue and Central Avenue  
24 with Dayton Drive. The increased intersection delay is predicted for the design year 2032. Year  
25 2032 was selected as the design year so that project designs would not be obsolete by the time of  
26 construction. In the interim period (between years 2011 and 2032) it is anticipated the city of  
27 Fairborn and partner agencies would implement intersection capacity improvements as a result of  
28 the need to reroute SR 444 over local streets. Funding for such improvements would be pursued  
29 by the appropriate local, state, and federal entities.

30 **MITIGATION ACTIONS**

31 Mitigation actions are identified below and include all practicable means to avoid, minimize, or  
32 reduce the potential for environmental harm from implementation of the Proposed Action.

33 The Air Force will develop an MMP that details the specific mitigations identified in this ROD.  
34 The MMP will include monitoring of mitigations that will be applied to the selected alternative.  
35 Mitigations are as follows:

**Record of Decision**  
**Entry Control Reconfiguration and Base Perimeter Fence Relocation in Area A**  
**Wright-Patterson Air Force Base, Ohio**

Resource Area	Mitigation Actions
Air Quality	<ul style="list-style-type: none"> <li>• Routine maintenance of construction equipment</li> <li>• Regular maintenance of emission control devices on construction equipment</li> <li>• Cover/wet exposed soil to reduce fugitive dust</li> </ul>
Noise	<ul style="list-style-type: none"> <li>• Limit operation of heavy equipment and other noisy procedures to daylight hours</li> <li>• Install/maintain effective mufflers on construction equipment</li> <li>• Locate construction equipment and vehicle staging areas as far from noise sensitive areas as possible</li> <li>• Limit unnecessary equipment idling</li> </ul>
Geology and Soils	<ul style="list-style-type: none"> <li>• Determine soil suitability and appropriate building foundation specifications</li> <li>• Develop detailed erosion and sedimentation control plan prior to construction, based on requirements of the WPAFB Stormwater Pollution Prevention Plan (SWPPP)</li> <li>• Minimize areas of disturbance - use silt barriers and landscape unimproved areas</li> </ul>
Water Resources	<ul style="list-style-type: none"> <li>• Implement erosion and sediment control practices such as sediment trapping and filtering</li> <li>• Develop storm water management plan on a project-by-project basis to address long-term runoff and pollutant discharge</li> <li>• Prepare a SWPPP including time frames, type of stabilization to be used, record of weekly storm event inspections, and maintenance necessary to keep best management practices employed during stabilization</li> <li>• Use silt fencing, storm drain protection, straw mulching, and reseed bare surfaces</li> <li>• Any fill material to be placed within the project area that occurs below the spillway elevation of 835 ft must have prior written approval from the MCD.</li> </ul>
Biological Resources	<ul style="list-style-type: none"> <li>• Maintain large green space</li> <li>• Re-vegetate areas of removed or damaged vegetation</li> <li>• Remove non-native and invasive vegetation and replace with native species on a project-by-project basis</li> <li>• Restore disturbed areas and replace with similar vegetation species after completion of construction activities</li> <li>• Obtain Clean Water Act Sections 404 and 401 permits as required to mitigate riparian corridors and compensate for loss of vegetation</li> </ul>
Infrastructure	<ul style="list-style-type: none"> <li>• Recycle construction-related debris</li> <li>• Implement office recycling programs</li> </ul>
Health and Safety	<ul style="list-style-type: none"> <li>• Future ODOT NEPA action (may include traffic signal preemption)</li> </ul>
Traffic and Transportation	<ul style="list-style-type: none"> <li>• Prepare construction schedules for distribution to WPAFB employees prior to proposed activities</li> <li>• Provide specific construction routes to contractors to minimize conflicts with routine vehicular traffic</li> <li>• Schedule and route construction truck traffic to minimize impacts on local traffic</li> <li>• Contractors operate under limited parking availability and use shifts starting 30 minutes prior to peak employee traffic</li> <li>• Future ODOT NEPA action</li> </ul>

**Record of Decision**  
**Entry Control Reconfiguration and Base Perimeter Fence Relocation in Area A**  
**Wright-Patterson Air Force Base, Ohio**

1  
2 **DECISION**

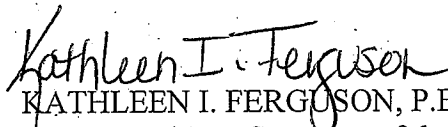
3 In order to improve security issues, safety issues, and traffic flow at WPAFB, the Air Force has  
4 decided to implement the Proposed Action. During its decision-making process, the Air Force  
5 adopted all practicable means to avoid or minimize environmental harm from the alternative  
6 selected while making its decision. The Air Force has decided to implement the Entry Control  
7 Reconfiguration and Base Perimeter Fence Relocation project at WPAFB by selecting the  
8 Proposed Action (FEIS §2.3). Specifically, the decision includes the following:

- 9 • Consolidate nine existing gates offering public access to WPAFB in Area A to three gates:  
10 Gates 1A, 15A, and 26A. Gates 8A, 9A, 12A, 16A, 38A, and 39A would no longer serve  
11 as regularly used ECFs for access to the Base and Gate 12A may become a "business  
12 hours" gate to include access to ceremonial events (access to the Hope Hotel and Lot 1A  
13 would not be impacted by this action).
- 14 • Relocate the base perimeter fence.

15 It is anticipated re-routing of SR 444 will occur long before all entry gate projects are completed.  
16 Re-routing may take place soon after issuance of this ROD and satisfaction of all applicable legal  
17 requirements such as obtaining permits or complying with other laws and regulations.

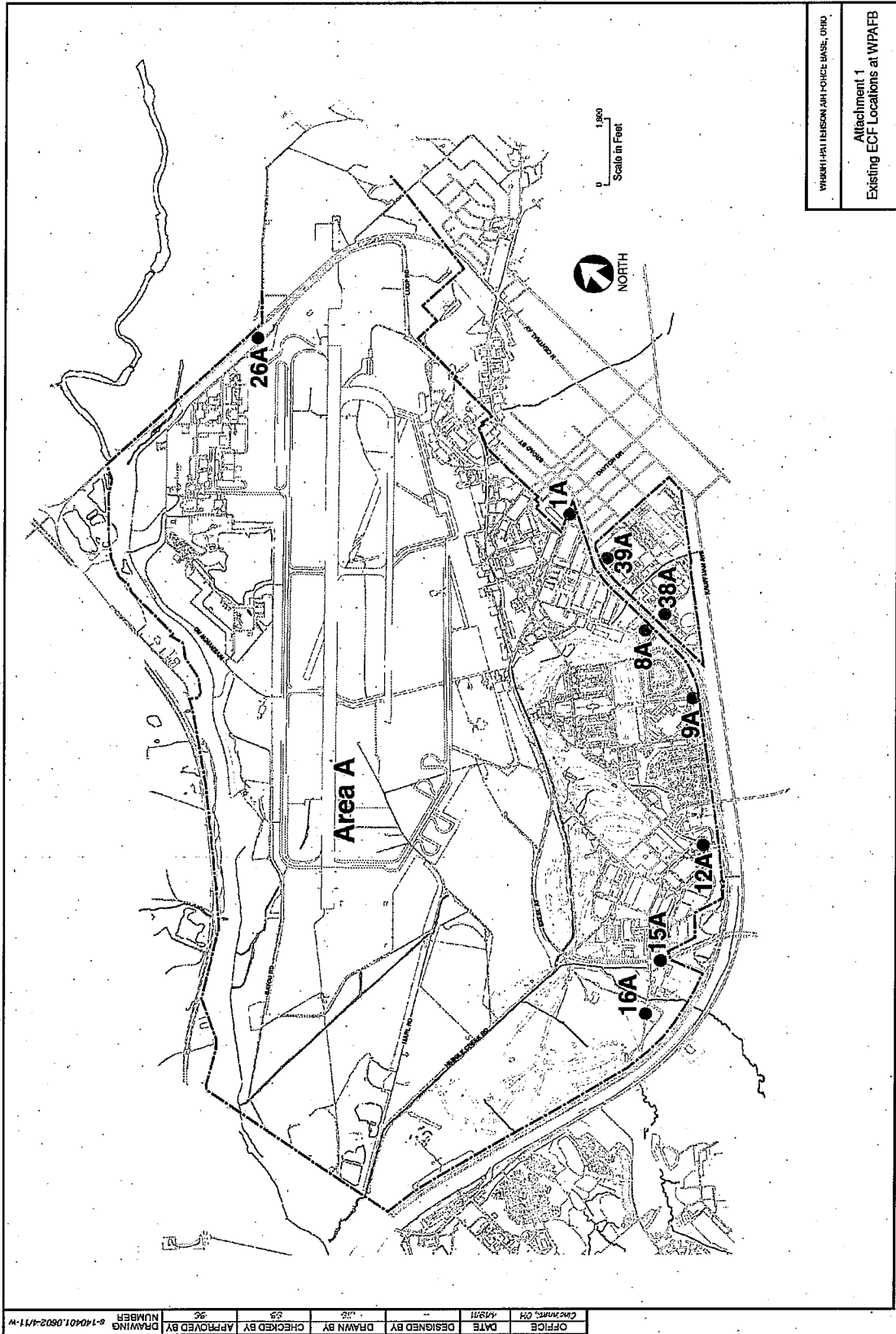
18 The Air Force will develop and implement an MMP prior to Entry Control Reconfiguration and  
19 Base Perimeter Fence Relocation demolition and construction activities, which will be published  
20 as soon as possible, but no later than 90 days after the signed ROD is issued.

21  
22 21 June 2012

23   
24 KATHLEEN I. FERGUSON, P.E.  
25 Deputy Assistant Secretary of the Air Force  
26 (Installations)  
27

# Record of Decision

## Entry Control Reconfiguration and Base Perimeter Fence Relocation in Area A Wright-Patterson Air Force Base, Ohio



WRIGHT-PATTERSON AIR FORCE BASE, OHIO

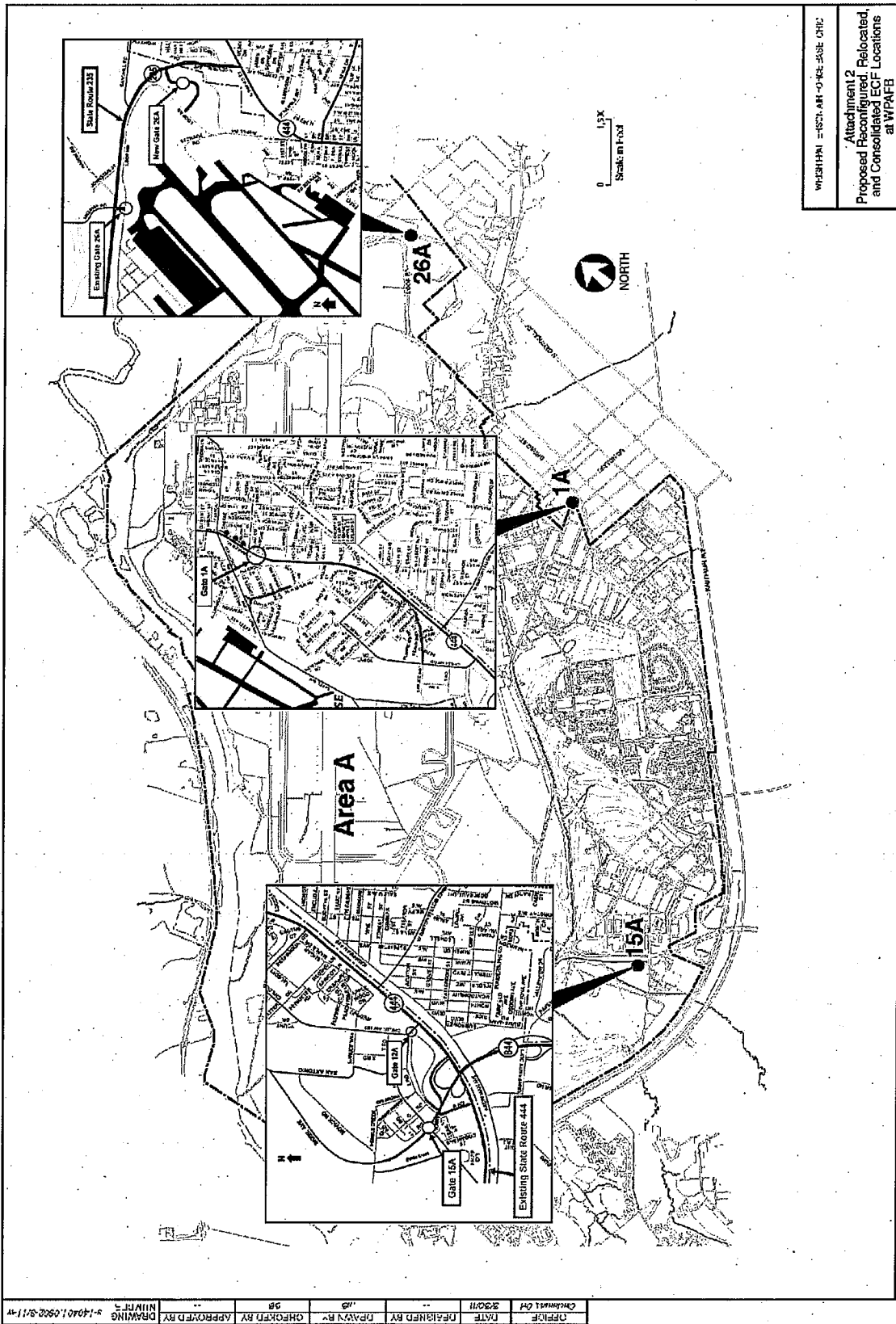
Attachment 1  
Existing ECF Locations at WPAFB

1  
2



# Record of Decision

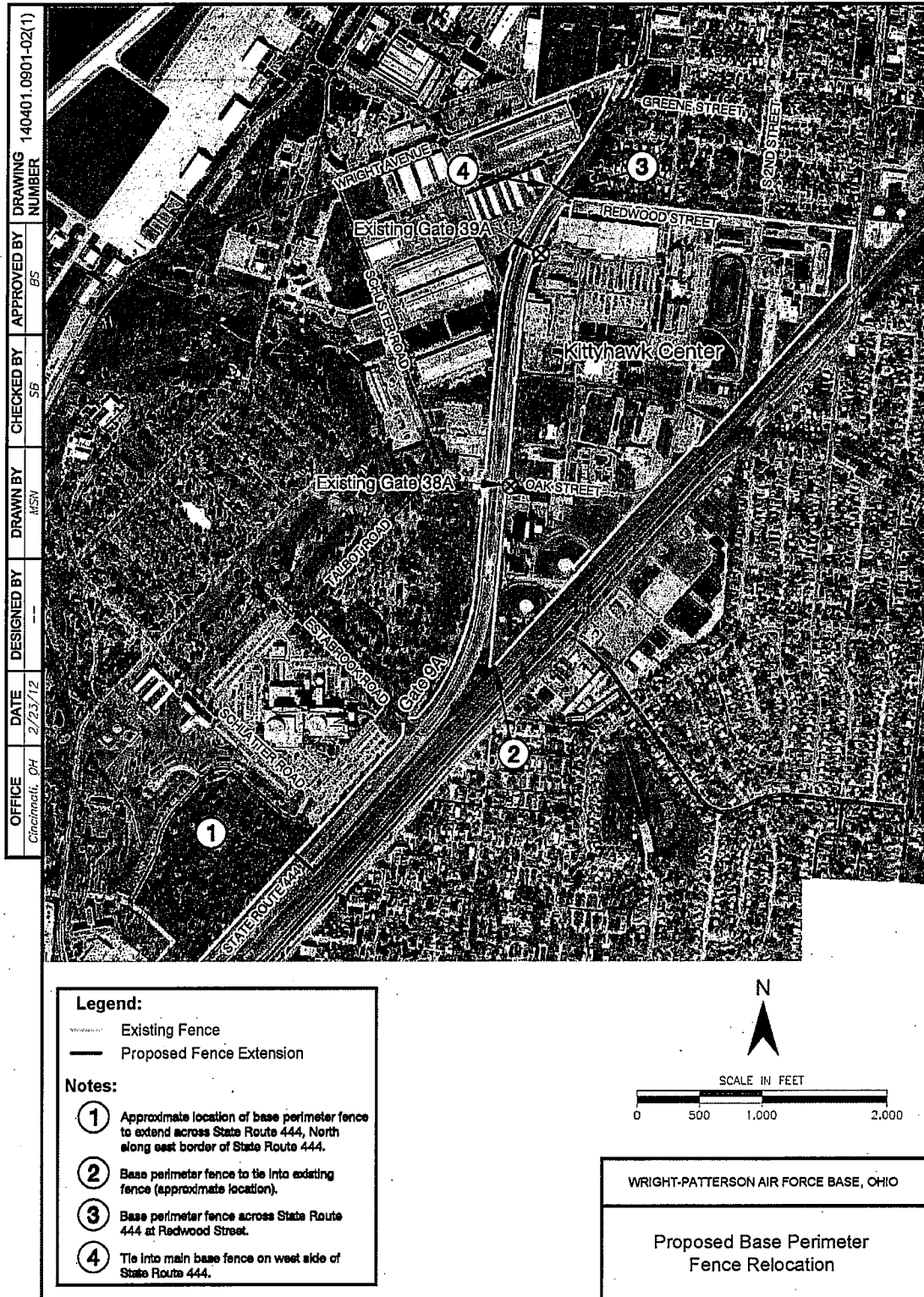
## Entry Control Reconfiguration and Base Perimeter Fence Relocation in Area A Wright-Patterson Air Force Base, Ohio



**Record of Decision**  
**Entry Control Reconfiguration and Base Perimeter Fence Relocation in Area A**  
**Wright-Patterson Air Force Base, Ohio**

1

**Attachment 3: Proposed Base Perimeter Fence Relocation**



2