

**Carroll County Regional Airport
Environmental Assessment
June 9, 2008**

Welcome to the Environmental Assessment (EA) public open house. The purpose of this open house is to provide information, and answer questions, related to the development alternatives considered for the airport development project. Public comments are welcome.

Three stations have been established as described below. Please begin at Station 1 and visit each station to gain a complete understanding of the alternatives considered in the EA process.

Station 1 – Alternatives Considered in the EA

- Alternative 1 – No Action
- Alternative 2 – 1,300' Extension of Runway 16
- Alternative 3 – New 6,400' Runway, 375' west of existing runway
- Alternative 4 – New 6,400' Runway, 250' west of existing runway, shifted 600' to the north

Station 2 – Property Interest Acquisition

- Detailed view of affected properties for each alternative

Station 3 – Environmental Considerations

- Existing Noise Contour
- Potential environmental consequence comparison for alternatives

THANK YOU FOR YOUR PARTICIPATION !

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Project Summary – Alternatives Review**

I. Project Background

In accordance with FAA regulations, Carroll County, Maryland, as Owner and Operator of the Carroll County Regional Airport (DMW) is required to undertake an environmental review prior to constructing the improvements proposed in the 2007 Master Plan (MP) Update. The FAA authorized Carroll County to proceed with an Environmental Assessment (EA) and has retained Delta Airport Consultants, Inc. to conduct this EA and prepare a report for submittal to the FAA consistent with National Environmental Policy Act (NEPA) guidelines.

II. Alternatives

This section of the EA describes the process used to identify reasonable alternatives meeting the purpose and need for the sponsor's proposed action. Four alternatives, including a No Action and three build alternatives as presented in the MP, will be evaluated.

- Alternative 1 proposes a No Action alternative as required by NEPA, and serves as a basis for comparison to the build alternatives.
- Alternative 2 proposes to extend existing Runway 16, and the associated parallel taxiway, approximately 1,300 feet to the northwest, for a total usable length of 6,400 feet
- Alternative 3 proposes to construct a replacement 6,400 foot runway approximately 375 west of the existing runway, which would then be converted to a 50-foot wide taxiway
- Alternative 4 proposes to construct replacement 6,400 foot runway approximately 250 feet west of the existing runway and shift the new runway 600 feet to the north. The existing runway would then be demolished.

III. Public Participation

NEPA stipulates that the EA process should encourage public participation throughout the study period. This is the second of three open houses, and, if requested, a public hearing will be scheduled near the end of the study. The open house format allows the public to interact directly with airport management and consultant representatives, as well as involved federal and state agencies. The public also has the opportunity to submit written comments which will then become part of the EA document.