

AGRICULTURAL IMPACT STATEMENT ADDENDUM 2

Hartford Municipal Airport Runway Realignment and Extension Washington County

Wisconsin Department of Transportation, Bureau of Aeronautics
AIP 3-55-0026-08

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I. INTRODUCTION

On August 14, 2012, the Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) published an Agricultural Impact Statement (AIS) for the proposed expansion of the Hartford Municipal Airport. The proposed primary runway described in that AIS, Runway 9/27, was also referred to as Alternative 3. An Addendum to that AIS was published on August 13, 2013 that described another runway configuration, Alternative 4 or Runway 8/26. This addendum 2 has been developed for two reasons. First, the Wisconsin Department of Transportation's Bureau of Aeronautics (BOA) and the city of Hartford have decided that, regardless of the alternative chosen, all acquisitions for the Hartford Municipal Airport will be fee-simple, rather than a combination of fee-simple and easement acquisitions as was initially described. This means that no easements will be acquired for this project. Second, the total acreages of the proposed acquisitions have changed.

II. REVISED ACQUISITIONS

The following table lists the original and revised acquisitions of farmland for the proposed project.

Table 1. Proposed Acquisitions

Farmland Owners	Acres to be Acquired					
	Original Alternative 3		Original Alternative 4		Revised Alternatives Fee-Simple	
	Fee-Simple	Avigation Easement	Fee-Simple	Avigation Easement	3	4
John & Laura Novak	21.1	4.5	28.5	4.5	26.0	33.9
Paul J. & Dana Osmanski	7.7	1.6	12.8	1.6	9.9	17.5
Marie Rettler	4.7	1.2	7.8	1.9	9.9	13.8
James A. Borlen	16.5	3.4	3.7	3.6	24.6	19.8
TOTALS	50.0	10.7	52.8	11.6	70.4	85.0

All of the affected farmland owners will see increases in the anticipated number of acres to be acquired for both of the proposed alternatives. The following is a brief discussion of each affected farmland owner and a summary of the comments from those farmland owners who DATCP was able to reach by phone.

Farm Owners/Operators: John and Laura Novak
Changes in the Proposed Acquisition: an increase of 0.4 acres for Alternative 3 or an increase of 0.9 acres for Alternative 4

Both of the proposed alternatives will affect Novak property east and west of the existing airport. Alternative 3 will require the acquisition of 2.4 acres of Novak property west of the airport and 23.6 acres east of it. Alternative 4 will require the acquisition of 2.7 acres of Novak property west of the airport and 31.2 acres east of it.

Mr. Novak prefers Alternative 3 because it would require the acquisition of less of his land. The Novaks have a 300-acre and 70-cow milking operation, which is relatively small. Mr. Novak indicated that he needs all of the land he has for his operation. Also, it is difficult to find additional cropland to rent or buy, and when it does become available, he can't afford to compete for it against the larger operations.

Farmland Owners: Paul J. and Dana Osmanski
Changes in the Proposed Acquisitions: an increase of 0.6 acres for Alternative 3 or an increase of 3.1 acres for Alternative 4

Mr. and Mrs. Osmanski own 17.5 acres of land: 12 acres of this land is rented out for cropland. If Alternative 4 is selected, the Osmanskis' entire parcel will be acquired for the runway expansion. This will include their house, which was built in 2014. They indicated that if Alternative 3 is selected, the project would still be very close to their home. They would prefer not to lose any land because they had plans for it including creating a pond. However, Alternative 3 would affected less of their property.

Farmland Owner: Marie Rettler (Jeff Becker, contact)
Changes in the Proposed Acquisition: an increase of 4.0 acres for Alternative 3 or an increase of 4.1 acres for Alternative 4

The affected Rettler property is rented out for cropping. Jeff Becker indicated that the proposed acquisition of cropland would mean a reduction in rental income for Ms. Rettler. He is very concerned about the lack of communication between airport officials and the potentially affected landowners.

Farmland Owner: James A. Borlen
Changes in the Proposed Acquisition: an increase of 4.7 acres for Alternative 3 or an increase of 12.5 acres for Alternative 4

DATCP staff was unable to reach Mr. Borlen by phone. Mr. Borlen is the only farmland owner who would see a smaller loss of property from Alternative 4 than Alternative 3.

Impacts on Farmland

The primary impacts on farmland that would be caused by the proposed project have been described in the previous AIS and Addendum. They include the loss of land for crop production and for manure management as well as the irregular shape of remnant fields that make working these fields less efficient.

III. RECOMMENDATIONS

The DATCP continues to support all of the recommendations that were included in the original AIS and repeated in the first Addendum. The recommendations are as follows:

1. DATCP supports the city of Hartford's proposal to lease back any newly acquired cropland that is not needed for construction.
2. If any of the land under Runway 11/29 is leased for farming, farmers should take into consideration its potential limitations for crop production even if it has been restored.
3. During the design phase of the project, the county conservationists should be consulted to ensure that construction proceeds in a manner that minimizes drainage problems, crop damage, soil compaction, and soil erosion on adjacent farmland.
4. Farmland owners and operators should be given advanced notice of acquisition and construction schedules so that farm activities can be adjusted accordingly. To the extent feasible, the timing of the acquisition and construction should be coordinated with them to minimize crop damage and disruption of farm operations.

Additional copies of this addendum or the original AIS and previous addendum are available at no charge by calling (608)224-4646. These documents can also be viewed online at http://datcp.wi.gov/Environment/Agricultural_Impact_Statements/Current_Projects/index.aspx

Figure 1: Alternative 3, Runway 9/27

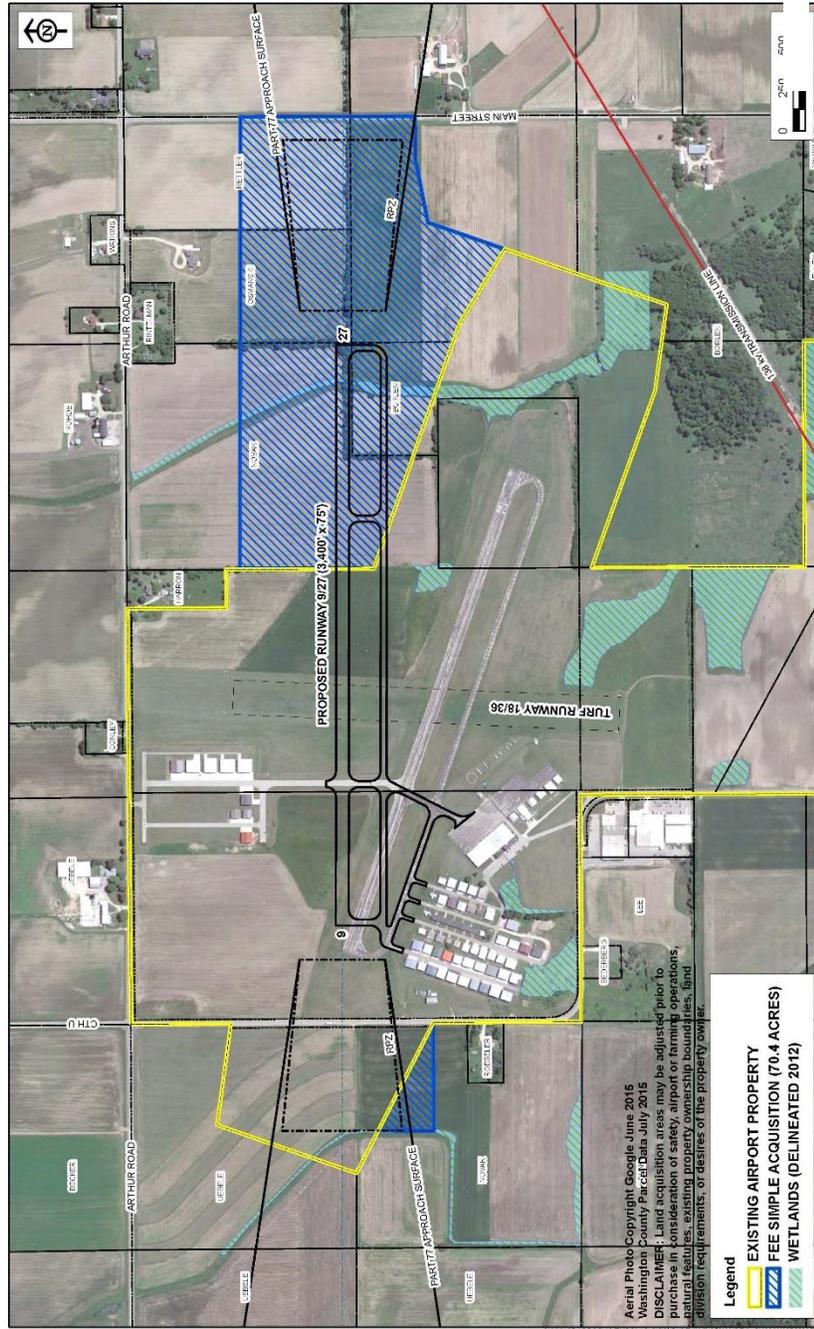
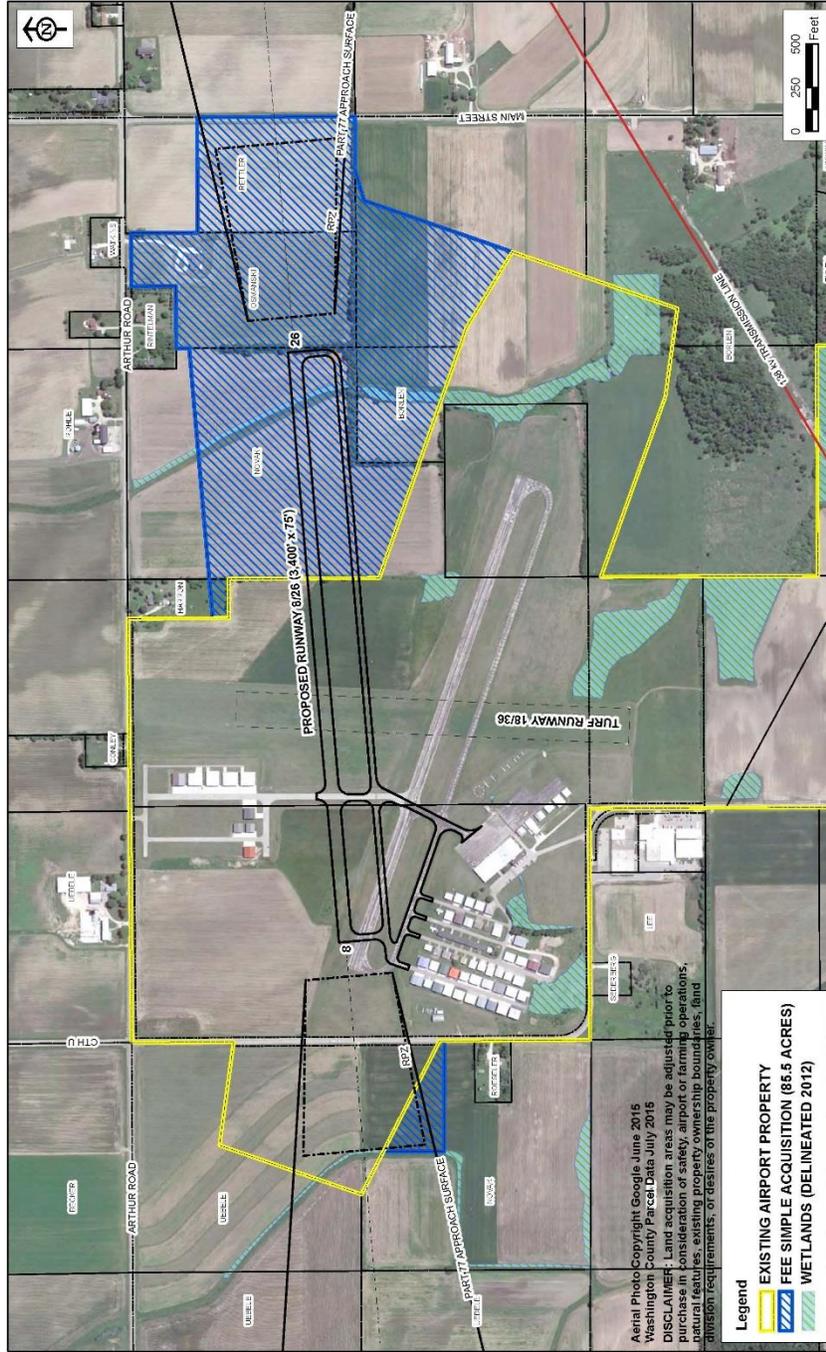


FIGURE 3
 ALTERNATIVE 3: RUNWAY 9/27

Figure 2: Alternative 4, Runway 8/26



ALTERNATIVE 4: RUNWAY 8/26