

Waukegan National Airport

SAFETY IMPROVEMENT PROJECT



WHAT WOULD CHANGE AT THE AIRPORT?

- ✓ A new 7,000-foot replacement runway would be about 1,000 feet longer than the current one and meet all federal safety laws and regulations
- ✓ New taxiways would be located at required distances from the runway for safe operations
- ✓ New runway safety areas would extend airport property boundary, and would act as buffers at the ends of the runway to ensure safe operations

WHAT WOULD NOT CHANGE AT THE AIRPORT?

- ✗ No commercial passenger operations (No United, American, Southwest, etc.)
- ✗ No large cargo operations (No UPS, FedEx, Amazon, etc.)
- ✗ No significant increase in flights. Today's 50 take offs and landings daily will only increase two or three per day over the next 10 years.
- ✗ No change in type of aircraft using the airport

Keeping Lake County's economic engine running

The Waukegan National Airport needs safety improvements in order to continue serving Lake County.

Runway 5/23 has reached the end of its useful life. The airport is required to update its infrastructure to meet today's federal safety regulations.

The airport is a critical foundation to Lake County's economy, and is used by law enforcement and emergency responders, critical healthcare providers, flight training schools, and local businesses; all of whom depend on the airport.

Fortunately, due to careful planning, the airport can complete the project while continuing to operate by building the replacement runway alongside the existing Runway 5/23.

Once the safety improvements are completed, the Waukegan National Airport will continue to serve Lake County for decades to come and make an even greater economic contribution to the region.



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Waukegan National Airport's impact on the local economy

\$181 million

Estimated annual contribution to the local economy

900 jobs

Number of local jobs the airport currently supports

\$11 million

Annual tax revenue to state and local governments generated by the airport

\$236 million

Estimated annual contribution to the local economy by 2030

25,000+ people

Number of people who work for companies that depend on the airport for business operations

Funding the project

\$143 million

Estimated total cost for the safety improvement project

\$0.00

There would be no local taxes required or raised to pay for this project.

Funding would come from federal and state capital grants. The remainder would be paid by the users of the airport.

Community benefits

5-lane road

The long-sought widening of Green Bay Road near the airport would take place at the same time as the airport project, ending a traffic bottleneck. The 5-lane road would go under the replacement runway and through traffic would be maintained during construction.

Multi-use trail

The Lake County Forest Preserve would be able to connect a multi-use trail segment, linking Waukegan and North Chicago to the trail network. This would be funded by the airport project and benefit the surrounding area.

HOW MUCH LAND WOULD BE ACQUIRED?

To create the FAA-required runway safety areas, new land needs to be purchased by the airport. The airport has been purchasing land for many years as part of this plan. Additionally, about **51 acres** of Forest Preserve land, **40 residences**, **6 businesses** and vacant land would need to be purchased for the project. Property acquisition will follow federal regulations.

HOW WOULD THE AIRPORT MANAGE THE SURROUNDING LAND?

The 51 acres purchased from the Forest Preserve **would be not used for the new runway**. It would **remain open space** but would be incorporated into a safety buffer area as part of the airport. The land would be **cleared of invasive growth and trees that could be a safety hazard for aircraft**. The land would be compatible with adjacent Waukegan Savannah Forest Preserve property. The airport would also work with the Forest Preserve on **wetland mitigation**.

WHAT ARE THE CONSEQUENCES OF NOT PROCEEDING?

The airport is required to meet FAA standards. Without the new runway replacement project, the airport would be **closed for 3 years** to reconstruct the existing runway, significantly reducing its economic impact on the region. A reconstructed runway could be shorter than what exists today, limiting future operations. Companies that depend on the airport would go elsewhere and might not return when the airport reopens. Emergency responders and critical healthcare users would lose an important asset. The future sustainability of the airport would be stymied.

To submit questions and comments to the Environmental Assessment Project Team, email WaukeganEAComments@projectpublicmeeting.com.



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