

**ANOKA COUNTY – BLAINE AIRPORT
JANES FIELD**

**ASSESSMENT OF ENVIRONMENTAL EFFECTS
OF THE
METROPOLITAN AIRPORTS COMMISSION'S
SEVEN YEAR CAPITAL IMPROVEMENT PLAN**

**FOR THE
METROPOLITAN AIRPORTS COMMISSION**

**BY
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ASSESSMENT OF ENVIRONMENTAL EFFECTS

Anoka County - Blaine Airport Metropolitan Airports Commission Seven Year Capital Improvement Plan

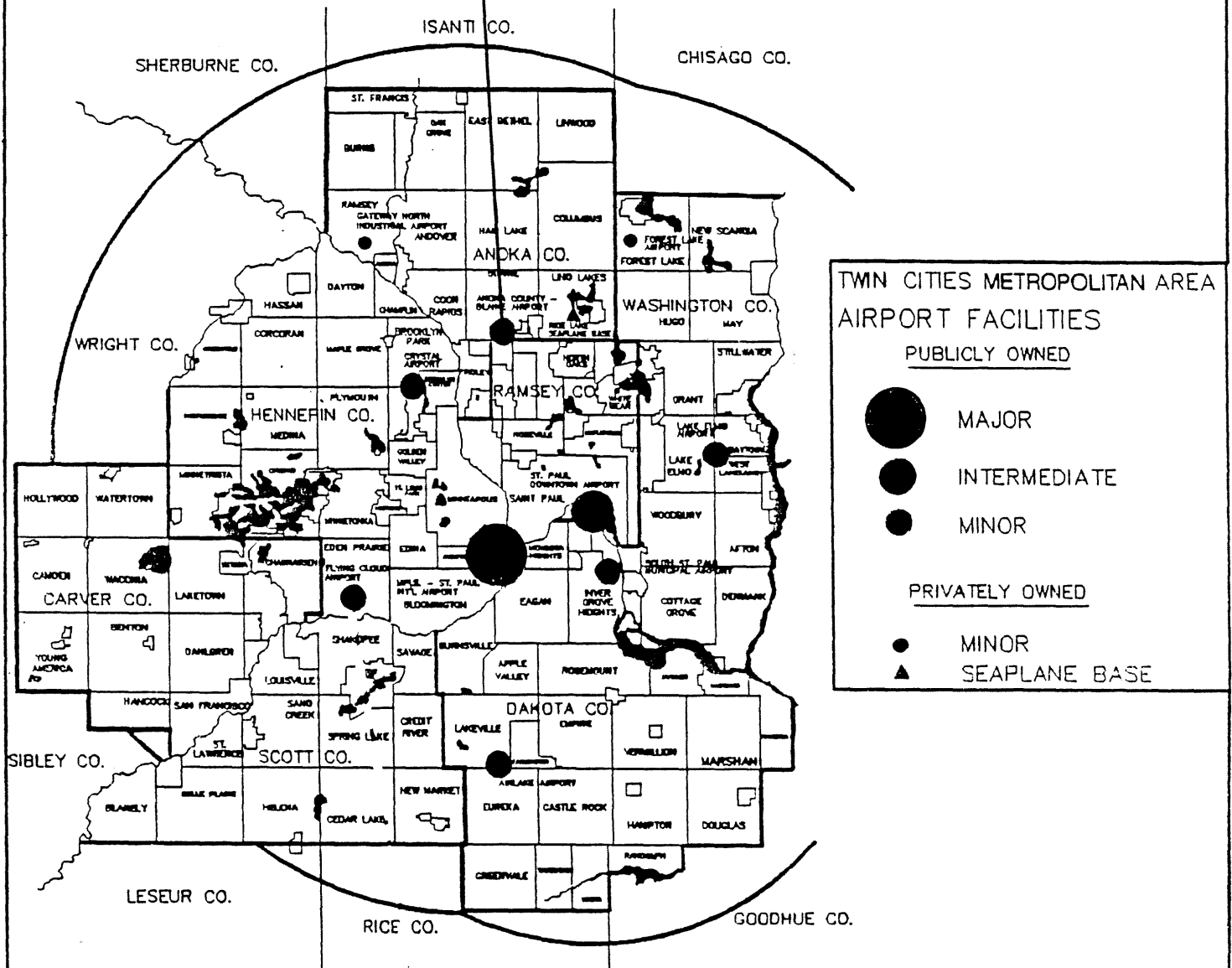
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PROJECT LOCATION



ASSESSMENT OF ENVIRONMENTAL EFFECTS

ANOKA COUNTY - BLAINE AIRPORT

FIGURE

1

ASSESSMENT OF ENVIRONMENTAL EFFECTS

Anoka County - Blaine Airport Metropolitan Airports Commission Seven Year Capital Improvement Plan

A. INTRODUCTION

This report, prepared in response to the requirements of Minnesota Statutes 1986, Chapter 473, amended by Minnesota Statutes 1988, Chapter 664, presents an assessment of the environmental effects of projects in the Commission's seven-year capital improvement plan (1991-1997) for Anoka County - Blaine Airport.

This assessment examines the cumulative environmental effects of all the listed capital improvement projects at the airport from 1991 to 1997. Many of the projects listed entail only repair or rehabilitation of existing facilities. Such work would not affect the before/after usage of the facilities, and as such would not add to or subtract from the cumulative environmental effects. The projects included in the evaluation are those that have the potential of altering, creating, or in some manner affecting the environmental impact categories listed below.

B. IMPACT CATEGORIES USED TO ASSESS ENVIRONMENTAL EFFECTS

Aircraft Noise

The types of projects which might impact the effects of noise on the environment are new or lengthened runways, new or lengthened taxiways, new maintenance hangars, facilities that may increase operations, and noise insulation and other noise mitigation measures.

Vehicular Traffic

The types of projects which might impact the effects of traffic at the airport or to the surrounding community are new buildings or building additions, new parking spaces or structures, and new or modified roadways or roadway systems.

Air Quality

Air quality impacts at the airport will be primarily caused by changes in vehicular or aircraft activity. Projects which might have an impact will generally be the same projects which affect aircraft noise or vehicular traffic.

Water Quality

Projects which might affect water quality are those which create additional runoff (new pavements or buildings), fire suppression systems, new retention basins, or projects which might affect the groundwater.

Light Emissions

Projects evaluated under this category are airport beacons, lights associated with new runways or taxiways and lights associated with new roadways, parking lots, or ramps.

Sewage

Those projects which have the potential to increase sewage discharged into the sewage disposal system are new or expanded buildings or other changes that significantly alter the number of people using a facility.

Wetland Impact

All projects are evaluated to see if they would entail the full or partial filling of wetlands.

Residential Relocation Impacts

Residential relocation impacts are associated with land acquisition projects that will displace occupied residential units.

C. PROJECTS WITH POTENTIAL ENVIRONMENTAL EFFECTS

Table 1 is a listing of all the projects included in the MAC's Capital Improvement Plan for the years 1991 through 1997. Those projects determined to not contribute to the cumulative environmental effects at the airport are so noted on Table 1. The notations are keyed by number in order to better explain the type of work the project entails and why this type of project will not contribute to the cumulative environmental effects.

TABLE 1
ANOKA COUNTY – BLAINE AIRPORT
METROPOLITAN AIRPORTS COMMISSION

See Note	Project Description	1991	1992	1993	1994	1995	1996	1997
*	Perimeter Service Road	\$50,000						
^**	Road Const For 8/26 Extension	\$600,000						
^**	Rwy 8/26 Recon & Extension	\$1,300,000						
^**	Building Area Development	\$150,000	\$1,300,000					
(1)	Ditch Cleaning		\$50,000					
^*	Equip Bldg Fuel Tank Replacement		\$50,000					
(1)	Pavement Rehabilitation		\$250,000		\$150,000		\$200,000	
Yearly Totals		\$2,100,000	\$1,650,000	\$0	\$150,000	\$0	\$200,000	\$0

NOTES:

- ^ Item discussed in previous Assessment of Environmental Effects.
- * The items marked with an asterisk have potential effects that are discussed in the text.
- ** Projects that are covered in the text and also in other environmental documents (EA/EIS/EAW).
- (1) A rehabilitation or maintenance project which does not physically alter the original size.

D. CUMULATIVE ENVIRONMENTAL EFFECTS

Following is a summary of the cumulative environmental effects by impact category. Appendix A contains an analysis of environmental effects on a project-by-project basis.

In April, 1986, a State Environmental Impact Statement was prepared by Hoyle, Tanner & Associates, Inc. It discussed, in great detail, road construction for Runway 8/26 reconstruction and extension, and the building area development. The cumulative environmental effects were adequately addressed and evaluated in this document. Acceptance of this document by the appropriate authorities indicates that impacts to the environment will be adequately mitigated.

The results of the Equipment Building Fuel Tank Replacement tests will determine the extent of water quality impacts, both positive and negative, and the mitigation that may be required (i.e. tank replacement, spill/overflow protection).

The Perimeter Service Road was not covered in the EIS. The only impact category affected by this project is water quality. The impact is expected to be minimal.

Typical contaminants in the runoff would be low levels of floatable oil and fuel from the service vehicles on roadway. Those contaminants would float and degrade when exposed to sunlight. In the event of a spill of hazardous material, the airport contingency plan required by Federal Resource and Recovery Act (RCRA) would be followed.

The relatively flat ditch channels with vegetative cover will maintain slow velocity of the drainage flow. The vegetation will absorb small quantities of oil, fuel and other contaminants.

Soil erosion and sedimentation may occur during construction due to disturbance of the ground cover. To minimize the adverse effects of erosion and sedimentation, temporary control measures such as haybales or siltfences will be used during construction.

APPENDIX A

ENVIRONMENTAL ANALYSIS OF INDIVIDUAL PROJECTS

I. PROJECTS BEGINNING IN 1991

The following projects are included in the MAC's Capital Improvement Projects for 1991 and have the potential to effect the environment:

- Building Area Development
- Perimeter Service Road
- Road Construction for 8/26 Extension
- Runway 8/26 Reconstruction and Extension

I.A. BUILDING AREA DEVELOPMENT

All hangar construction space at the airport for 50 and 60 foot deep hangars has been leased and requests for that type of development continue to be received. In addition, the next phase of construction of Highway 10 on the south end of the airport will result in the displacement of existing tenants requiring that size of hangar. This project will develop an existing open area in the east building area for 50 and 60 foot deep hangars. The area had previously been held for commercial development (FBO) however, viable requests for that type of development have not been received.

I.B. PERIMETER SERVICE ROAD

This project calls for the construction of a perimeter service road for use by airport vehicles. The purpose of the road is to connect the newer building area on the east side of the airport to the older building area on the west and minimize vehicular traffic crossing active runways and taxiways.

The road will be an approximately 3,600 foot long by 24 foot wide paved surface, with 3 foot aggregate shoulders. It will be located on existing airport property.

✱ Water Quality Impacts

The proposed pavement would add approximately two cubic feet per second (CFS) of discharge into the airport ditches. The impact to the groundwater quality is assumed to be minimal.

I.C. ROAD CONSTRUCTION FOR RUNWAY 8/26 EXTENSION

The extension of Runway 8/26 to the east will require that Xylite Street be closed to traffic. Discussions have been held with the appropriate municipal and state officials concerning alternate routes for existing Xylite traffic and it has been determined 101st Avenue South be upgraded to accommodate closing Xylite. This project will provide for the reconstruction of 101st Avenue from its intersection with Xylite easterly to Naples Street.

I.D. RUNWAY 8/26 RECONSTRUCTION AND EXTENSION

Consistent with the Comprehensive Development Plan and subsequent environmental documentation, this project consists of extending Runway 8/26 and the parallel taxiway 800 feet east. The existing runway pavement will be reconstructed to the same pavement section to provide a uniform pavement for the entire runway.

The environmental effects of the building area development¹, the road construction for Runway 8/26 extension and the Runway 8/26 reconstruction and extension were covered in an Environmental Impact Statement prepared in April 1986. Acceptance of this document by the appropriate authorities indicates that impacts to the environment will be adequately mitigated.

¹The east side building area development envisioned in the EIS was slightly less in area than what is being considered at this time. The slight increase in size is not expected to change the conclusion of the EIS since the building area itself did not involve any major environmental concerns.

II. PROJECTS BEGINNING IN 1992

The following projects are included in the MAC's Capital Improvement Program for 1992 and have the potential to effect the environment:

- Building Area Development
- Equipment Building Fuel Tank Replacement

II.A. BUILDING AREA DEVELOPMENT

It is expected the east building area will be leased by 1992 and development of additional hangar construction area south of Runway 8/26 and west of Runway 17/35 will be required. This development was recommended in the Master Plan Update completed in 1983. It is proposed alternative development schemes be evaluated during 1991 and a more specific recommendation be submitted when the CIP is updated for the 1992 construction season.

The environmental impacts of this project were addressed in the EIS and will be adequately mitigated.

II.B. EQUIPMENT BUILDING FUEL TANK REPLACEMENT

Recent Environmental Protection Agency regulations regarding underground storage tanks (UST) include comprehensive corrosion/spill/overflow prevention and leak detection requirements. The age and condition of the Equipment Building tanks dictate that complete replacement could be necessary. Positive effects will include the elimination of potential ground water contamination. The results of tests conducted to determine potential leakage will determine whether tanks must be replaced at this time.

APPENDIX B

1991 CAPITAL IMPROVEMENT PROJECTS 1992 CAPITAL IMPROVEMENT PROGRAM

1991 CAPITAL IMPROVEMENT PROJECTS

RELIEVER AIRPORTS

ANOKA COUNTY-BLAINE AIRPORT

BUILDING AREA DEVELOPMENT - \$150,000

All hangar construction space at the airport for 50 and 60 foot deep hangars has been leased and requests for that type of development continue to be received. In addition, the next phase of construction of Highway 10 on the south end of the airport will result in the displacement of existing tenants with that size of hangar. This project will develop an existing open area in the east building area for 50 and 60 foot deep hangars. The area had previously been held for commercial development (FBO) however, viable requests for that type of development have not been received.

PERIMETER SERVICE ROAD - \$50,000

It is proposed a service road between the east and west building areas be constructed to minimize ground support vehicle crossings of active runways and taxiways.

ROAD CONSTRUCTION FOR RUNWAY 8/26 EXTENSION - \$600,000

The extension of Runway 8/26 to the east will require that Xylite Street be closed to traffic. Discussions have been held with the appropriate municipal, county and state officials concerning alternate routes for existing Xylite traffic and it has been determined 101st Avenue South be updated to accommodate closing Xylite. This project will provide for the reconstruction of 101st Avenue from its intersection with Xylite easterly to Naples Street. Previously approved by the Commission.

RUNWAY 8/26 RECONSTRUCTION AND EXTENSION - \$1,300,000

Consistent with the Master Plan study and subsequent environmental documentation, this project will extend the east/west runway (8/26) and parallel taxiway 800 feet east. The existing runway pavement will be reconstructed to the same pavement section to provide a uniform pavement for the entire runway. Previously approved by the Commission.

1992 CAPITAL IMPROVEMENT PROGRAM RELIEVER AIRPORTS

ANOKA COUNTY-BLAINE AIRPORT

BUILDING AREA DEVELOPMENT - \$1,300,000

It is expected the east building area will be leased by 1992 and development of additional hangar construction area south of Runway 8/26 and west of Runway 17/35 will be required. This development was recommended in the Master Plan Update completed in 1983. It is proposed alternative development schemes be evaluated during 1991 and a more specific recommendation be submitted when the CIP is updated for the 1992 construction season.

DITCH CLEANING - \$50,000

Drainage at the airport has been a continual problem for some time. Recent construction projects have included the cleaning of segments of drainage ditch which has proven to be a definite improvement to the problem. This project is programmed in anticipation of additional work being required by 1992.

EQUIPMENT BUILDING FUEL TANK REPLACEMENT - \$50,000

Recent Environmental Protection Agency regulations regarding underground storage tanks (UST) include comprehensive corrosion/spill/overflow prevention and leak detection requirements. Existing MAC underground tanks at the airport will be reviewed in 1990 to determine what will be required to comply with EPA regulations. Previously approved by the Commission.

PAVEMENT REHABILITATION - \$250,000

Periodically, it is necessary to rehabilitate aircraft operational areas (runways, taxiways, aprons) through bituminous overlays, sealcoats, or in some instances, reconstruction, to restore the surfaces to a smooth, even condition and improve overall operating conditions. A pavement condition survey will be completed during 1991 to identify any rehabilitation required and a project will be more specifically defined when the CIP is updated for the 1992 construction season.