MINNEAPOLIS/ST. PAUL INTERNATIONAL AIRPORT

ASSESSMENT OF ENVIRONMENTAL EFFECTS METROPOLITAN AIRPORTS COMMISSION'S SEVEN YEAR CAPITAL IMPROVEMENT PLAN 2000-2006

FOR THE

METROPOLITAN AIRPORTS COMMISSION

BY

HNTB

OCTOBER 1999

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Minneapolis/St. Paul International Airport
Metropolitan Airports Commission Seven Year Capital Improvement Plan

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ASSESSMENT OF ENVIRONMENTAL EFFECTS

Minneapolis/St. Paul International 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, as amended in 1988 and 1998, and presents an assessment of the environmental effects (AOEE) of projects in the Metropolitan Airports Commission's Seven-Year Capital Improvement Plan (2000-2006) for the Minneapolis-St. Paul International Airport (MSP). Under Minnesota law, the MAC is required to "examine the cumulative environmental effects at each airport of the projects at that airport (in the seven-year CIP), considered collectively." An assessment of each individual project at MSP with potential environmental effects is included in Appendix A of this document.

This assessment examines the cumulative environmental effects of all proposed capital improvement projects at the Airport from 2000 to 2006. 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 anticipated measurable effects during construction are discussed in general terms under Paragraph C. The purpose of the AOEE is to evaluate the environmental effects of CIP projects in a cumulative manner and serve as an overview document. The projects included in the cumulative evaluation are those that have the potential of altering, creating, or in some manner affecting the environmental impact categories listed below. The selected impact categories were chosen because they historically contain the more critical impacts. Those projects for which an Environmental Assessment Worksheet (EAW) is required look at all impacts in somewhat greater detail. However, it was determined that no Year 2000 CIP projects for MSP require preparation of an EAW document.

IMPACT CATEGORIES USED TO ASSESS ENVIRONMENTAL EFFECTS

Aircraft Noise

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

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 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 sanitary sewer system are new or expanded buildings or other changes that significantly alter the number of people using a facility.

Wetland Impacts

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

Residential Relocation Impacts

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

B. PROJECTS WITH POTENTIAL ENVIRONMENTAL EFFECTS

Table 1 lists all projects included in the MAC's Capital Improvement Plan for the years 2000 through 2006. Those projects determined not to contribute to the cumulative environmental effects at the Airport are so noted with a numerical code. The notations are coded by number in order to explain in more detail the type of work the project entails and why this type of project will not contribute to the cumulative environmental effects.

TABLE 1
MINNEAPOLIS / ST. PAUL INTERNATIONAL AIRPORT
METROPOLITAN AIRPORTS COMMISSION

See Notes	Project Description	2000	2001	2002	2003	2004	2005	2006
	FIELD & RUNWAYS							
(2)	Air Operations Area CTV Installation	$200,000						
(2)	Aircraft Fueling Truck Meter Proving Stand	$650,000						
^ *	Airside Bituminous Construction	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000
(3)	Apron Lighting Upgrade		$2,000,000					
(1)	Bituminous Reconstruction -- Rwy 12L/30R Segment 2			$800,000				
(1)	Bituminous Reconstruction -- Rwy 12R/30L Segment 2	$1,300,000						
^ * *	Green Concourse Apron Expansion	$17,000,000						
*	Humphrey Remote Ramp Expansion		$2,500,000					
(1)	Miscellaneous Construction	$400,000	$400,000	$400,000	$400,000	$400,000	$400,000	$400,000
^ *	Northside Storm Sewer	$3,000,000	$500,000					
(1)	Pavement Rehabilitation -Aprons	$3,500,000	$3,500,000	$4,000,000	$4,000,000	$4,000,000	$3,500,000	$3,500,000
(1)	Pavement Rehabilitation - Runway 12L/30R Seg. 2						$14,000,000	
(1)	Pavement Rehabilitation - Taxiways A/H			$3,200,000				
^ * *	Runway 12R Deicing/Holding Pad	$15,000,000						
^ * *	Runway 17/35 Construction	$145,600,000	$64,850,000	$76,100,000	$25,000,000			
^ * *	Runway 17/35 Land Acquisition	$100,000,000	$40,000,000					
^ * *	Runway 30R Deicing/Holding Pad		$18,200,000					
^ * *	Runway 4/22 Extension		$5,000,000					
(1)	Runway 4/22 Reconstruction - Segment 3		$8,500,000					
^ * *	Runway 4/22 Road Relocation		$1,000,000					
(3)	Secured Area Access Control System Field Gate Installatio	$300,000						
*	Snow Storage/Melting Area	$2,850,000						
^ *	Stormwater Collection/Detention Ponds	$1,500,000	$4,000,000					
^ * *	Taxiway B Construction		$1,200,000					
^ * *	Taxiway C/D Complex					$19,000,000		
(3)	Tunnel Structure Rehabilitation	$200,000						
(3)	Utility Modifications	$600,000	$1,000,000					
	FIELD & RUNWAYS SUBTOTALS	**$292,600,000**	**$153,150,000**	**$85,000,000**	**$29,900,000**	**$23,900,000**	**$18,400,000**	**$4,400,000**

NOTES:

^ Items discussed in previous Assessment of Environmental Effects.

* These items have potential effects that are discussed in the text.

* * Projects which are covered in the text and also in other environmental documents (EA/EIS/EAW/AED).

(1) A rehabilitation or reconstruction project which does not physically alter the original size.

(2) An electrical or mechanical device that monitors or indicates existing conditions.

(3) A structural, mechanical or electrical modification that does not increase size or passenger capacity.

APPENDIX A

ASSESSMENT OF INDIVIDUAL PROJECTS' ENVIRONMENTAL EFFECTS

TABLE 1
MINNEAPOLIS / ST. PAUL INTERNATIONAL AIRPORT
METROPOLITAN AIRPORTS COMMISSION

See Notes	Project Description	2000	2001	2002	2003	2004	2005	2006
	FIELD & RUNWAYS							
(2)	Air Operations Area CTV Installation	$200,000						
(2)	Aircraft Fueling Truck Meter Proving Stand	$650,000						
^ *	Airside Bituminous Construction	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000
(3)	Apron Lighting Upgrade		$2,000,000					
(1)	Bituminous Reconstruction -- Rwy 12L/30R Segment 2			$800,000				
(1)	Bituminous Reconstruction -- Rwy 12R/30L Segment 2	$1,300,000						
^ * *	Green Concourse Apron Expansion	$17,000,000						
*	Humphrey Remote Ramp Expansion		$2,500,000					
(1)	Miscellaneous Construction	$400,000	$400,000	$400,000	$400,000	$400,000	$400,000	$400,000
^ *	Northside Storm Sewer	$3,000,000	$500,000					
(1)	Pavement Rehabilitation -Aprons	$3,500,000	$3,500,000	$4,000,000	$4,000,000	$4,000,000	$3,500,000	$3,500,000
(1)	Pavement Rehabilitation - Runway 12L/30R Seg. 2						$14,000,000	
(1)	Pavement Rehabilitation - Taxiways A/H			$3,200,000				
^ * *	Runway 12R Deicing/Holding Pad	$15,000,000						
^ * *	Runway 17/35 Construction	$145,600,000	$64,850,000	$76,100,000	$25,000,000			
^ * *	Runway 17/35 Land Acquisition	$100,000,000	$40,000,000					
^ * *	Runway 30R Deicing/Holding Pad		$18,200,000					
^ * *	Runway 4/22 Extension		$5,000,000					
(1)	Runway 4/22 Reconstruction - Segment 3		$8,500,000					
^ * *	Runway 4/22 Road Relocation		$1,000,000					
(3)	Secured Area Access Control System Field Gate Installatio	$300,000						
*	Snow Storage/Melting Area	$2,850,000						
^ *	Stormwater Collection/Detention Ponds	$1,500,000	$4,000,000					
^ * *	Taxiway B Construction		$1,200,000					
^ * *	Taxiway C/D Complex					$19,000,000		
(3)	Tunnel Structure Rehabilitation	$200,000						
(3)	Utility Modifications	$600,000	$1,000,000					
	FIELD & RUNWAYS SUBTOTALS	**$292,600,000**	**$153,150,000**	**$85,000,000**	**$29,900,000**	**$23,900,000**	**$18,400,000**	**$4,400,000**

NOTES:

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* These items have potential effects that are discussed in the text.

* * Projects which are covered in the text and also in other environmental documents (EA/EIS/EAW/AED).

(1) A rehabilitation or reconstruction project which does not physically alter the original size.

(2) An electrical or mechanical device that monitors or indicates existing conditions.

(3) A structural, mechanical or electrical modification that does not increase size or passenger capacity.

TABLE 1
MINNEAPOLIS / ST. PAUL INTERNATIONAL AIRPORT
METROPOLITAN AIRPORTS COMMISSION

See Notes	Project Description	2000	2001	2002	2003	2004	2005	2006
	ENVIRONMENTAL							
*	Ground Run-up Enclosure		$3,000,000					
(2)	Remote Monitoring Unit		$500,000					
^ * *	Residential Sound Insulation (Between 60 & 65 DNL)				$23,904,700	$25,500,000	$25,500,000	$25,500,000
^ * *	Residential Sound Insulation (Inside 65 DNL)	$25,500,000	$25,500,000	$25,500,000	$1,595,300			
^ * *	School Noise Abatement Projects	$4,000,000	$2,000,000					
*	Supplemental Environmental Projects	$300,000						
^ *	Ventilation Testing/Remediation of Past Homes	1,570,000	1,570,000					
	ENVIRONMENTAL SUBTOTALS	**$31,370,000**	**$32,570,000**	**$25,500,000**	**$25,500,000**	**$25,500,000**	**$25,500,000**	**$25,500,000**

NOTES:

^ Items discussed in previous Assessment of Environmental Effects.

* These items have potential effects that are discussed in the text.

* * Projects which are covered in the text and also in other environmental documents (EA/EIS/EAW/AED).

(1) A rehabilitation or reconstruction project which does not physically alter the original size.

(2) An electrical or mechanical device that monitors or indicates existing conditions.

(3) A structural, mechanical or electrical modification that does not increase size or passenger capacity.

TABLE 1
MINNEAPOLIS / ST. PAUL INTERNATIONAL AIRPORT
METROPOLITAN AIRPORTS COMMISSION

See Notes	Project Description	2000	2001	2002	2003	2004	2005	2006
	LANDSIDE							
*	72nd Street Upgrade	$1,450,000	$600,000	$800,000				
*	Airport Mail Center	$53,400,000						
*	Auto Rental Service Site Development		$1,000,000					
^ *	Blue Concourse Infill			$2,500,000				
(3)	Buildings Demolition	$250,000						
(3)	Business Service Center Development	$400,000						
(3)	Central Alarm Monitoring/Fiber Optic Cable Upgrade	$5,000,000	$5,000,000					
(3)	Commercial Roadway Bag Belt		$1,000,000					
^ *	Commercial Vehicle Staging Area	$500,000						
(1)	Concession Area Development/Improvements	$7,200,000						
(1)	D Street Reconstruction	$2,500,000						
(3)	East Airport Water Main Loop	$500,000	$100,000					
(1)	East Electrical Vault	$1,350,000						
^ *	Econolot/Employee Parking Structure		$60,000,000					
(3)	Electrical Substation Upgrades	$500,000	$500,000	$600,000				
(3)	Elevated Roadway Landscaping		$600,000					
(3)	Energy Management Center - Boiler Replacements		$4,500,000					
(3)	Fiber Optic Cable Installation	$475,000						
(3)	Fire /Rescue Station Replacement Facility			$9,500,000				
(1)	Gold Ramp Express Entry		$450,000					
^ *	Green Concourse Automated People Mover (APM)	$12,000,000						
^ * *	Green Concourse Expansion - Phase 2	$75,000,000						
(2)	Green/Gold Parking Ramp Security System	$1,400,000						
(3)	Highway Guidance Signage			$200,000				
(2)	Humphrey AVI System	$425,000						
^ * *	Humphrey Terminal Development	$15,000,000						
*	International Arrivals Facility Expansion	$2,500,000						
(1)	Landside Bituminous Construction	$400,000	$400,000	$400,000	$400,000	$400,000	$400,000	$400,000
(3)	Landside Operations Department Office Expansion	$275,000						
(3)	Lindbergh Terminal Bag Make-ip Area Addition		$2,000,000					
(3)	Lindbergh Terminal Emergency Power Modifications	$950,000						
(2)	Lindbergh Terminal Fire Alarm Upgrade	$750,000	$750,000					
(1)	Lindbergh Terminal Interior Rehabilitation	$4,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
^ *	Lindbergh Terminal Loading Dock Relocation			$1,000,000				
(3)	Lindbergh Terminal MUFIDS and BIDS	$1,000,000	$2,500,000					
^ *	Lindbergh Terminal North Addition		$12,000,000					
(1)	Lindbergh Terminal Rubber Flooring Replacement	$400,000	$400,000					
(3)	Lindbergh Terminal Toilet Additions	$1,500,000						
(3)	Lindbergh Terminal Visual Paging	$1,600,000						
^ *	LRT Development	$70,000,000						

NOTES:

^ Items discussed in previous Assessment of Environmental Effects.

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* * Projects which are covered in the text and also in other environmental documents (EA/EIS/EAW/AED).

(1) A rehabilitation or reconstruction project which does not physically alter the original size.

(2) An electrical or mechanical device that monitors or indicates existing conditions.

(3) A structural, mechanical or electrical modification that does not increase size or passenger capacity.

INTRODUCTION

The following pages describe the anticipated environmental effects of each item in the MAC's overall seven-year Capital Improvement Plan (CIP) for the Minneapolis-St. Paul International Airport (MSP), if implemented. **Table A.1** summarizes these items by year and by element of the MSP CIP (projects, program, plan) while **Figure A-1** depicts the location of each major project in the CIP.

TABLE A.1
MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT
ENVIRONMENTAL IMPACT SUMMARY

I. 2000 CAPITAL IMPROVEMENT PROJECTS

- I.A Residential Sound Insulation (Inside DNL 65)
- I.B School Noise Abatement Projects
- I.C Supplemental Environmental Projects
- I.D Ventilation Testing/Remediation of Past Homes
- I.E Airside Bituminous Construction
- I.F Green Concourse Apron Expansion
- I.G North Side Storm Sewer
- I.H Runway 12R Deicing/Holding Pad
- I.I Runway 17/35 Construction
- I.J Runway 17/35 Land Acquisition
- I.K Snow Storage/Melting Area
- I.L Stormwater Collection/Detention Ponds
- I.M 72nd Street Upgrade
- I.N Airport Mail Center
- I.O Commercial Vehicle Staging Area
- I.P Green Concourse Automated People Mover (APM)
- I.Q Green Concourse Expansion-Phase 2
- I.R Humphrey Terminal Development
- I.S International Arrivals Facility Expansion
- I.T LRT Development
- I.U Public Parking Expansion-Entrances/Exit Roadways
- I.V Public Parking Expansion-Transit Center Plaza
- I.W Transit Center Development

TABLE A.1
MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT
ENVIRONMENTAL IMPACT SUMMARY
(Contin.)

II. 2001 CAPITAL IMPROVEMENT PROGRAM

II.A Ground Run-up Enclosure
II.B Humphrey Remote Ramp Expansion
II.C Runway 30R Deicing/Holding Pad
II.D Runway 4/22 Extension
II.E Runway 4/22 Road Relocation
II.F Taxiway B Construction
II.G Auto Rental Service Site Development
II.H EconoLot/Employee Parking Structure
II.I Lindbergh Terminal North Addition
II.J MAC Cargo Buildings– Airline Belly Cargo Facility
II.K Red Concourse Infill

III. 2002 CAPITAL IMPROVEMENT PLAN

III.A Blue Concourse Infill
III.B Lindbergh Terminal Loading Dock Relocation
III.C MAC Cargo Buildings– Air Freight Facility

IV. 2003 CAPITAL IMPROVEMENT PLAN

IV.A Residential Sound Insulation (Between 60 and 65 DNL)

V. 2004 CAPITAL IMPROVEMENT PLAN

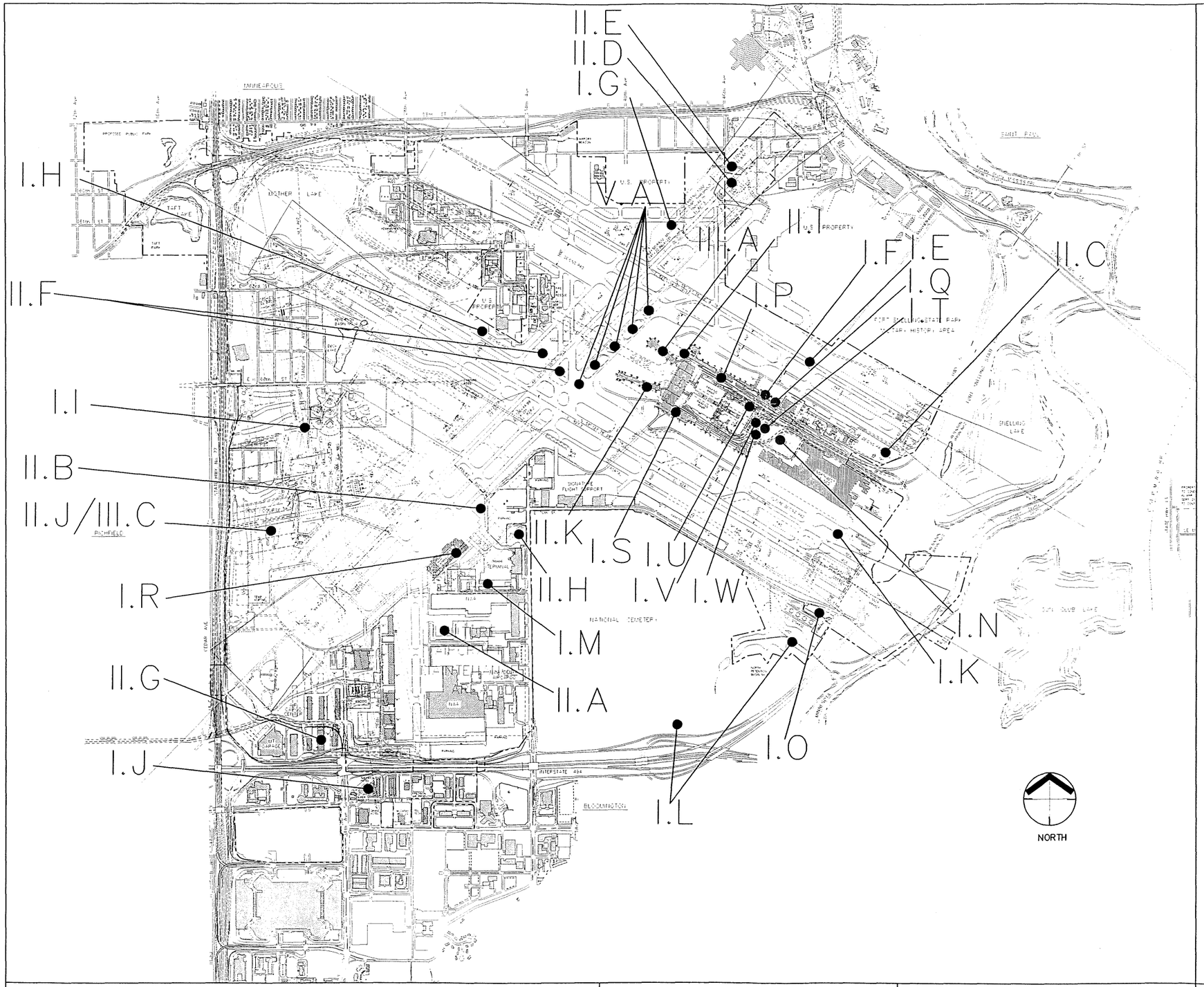
V.A Taxiway C/D Complex

VI. 2005 CAPITAL IMPROVEMENT PLAN

(No projects with impacts begin this year)

VII. 2006 CAPITAL IMPROVEMENT PLAN

(No projects with impacts begin this year)



IMPACT SUMMARY

I. 2000 CAPITAL IMPROVEMENT PROJECTS

- I.A RESIDENTIAL SOUND INSULATION PROGRAM (INSIDE 65 DNL)
- I.B SCHOOL NOISE ABATEMENT PROJECTS
- I.C SUPPLEMENTAL ENVIRONMENTAL PROJECTS
- I.D VENTILATION TESTING/ REMEDIATION OF PAST HOMES
- I.E AIRSIDE BITUMINOUS CONSTRUCTION
- I.F GREEN CONCOURSE APRON EXPANSION
- I.G NORTH SIDE STORM SEWER
- I.H RUNWAY 12R DEICING/ HOLDING PAD
- I.I RUNWAY 17–35 CONSTRUCTION
- I.J RUNWAY 17–35 LAND ACQUISITION
- I.K SNOW STORAGE/ MELTING AREA
- I.L STORMWATER COLLECTION/ DETENTION PONDS
- I.M 72ND STREET UPGRADE
- I.N AIRPORT MAIL CENTER
- I.O COMMERCIAL VEHICLE STAGING AREA
- I.P GREEN CONCOURSE AUTOMATED PEOPLE MOVER (APM)
- I.Q GREEN CONCOURSE EXPANSION – PHASE 2
- I.R HUMPHREY TERMINAL DEVELOPMENT
- I.S INTERNATIONAL ARRIVALS FACILITY EXPANSION
- I.T LRT DEVELOPMENT
- I.U PUBLIC PARKING EXPANSION ENTRANCE/ EXIT ROADWAYS
- I.V PUBLIC PARKING EXPANSION – TRANSIT CENTER PLAZA
- I.W TRANSIT CENTER DEVELOPMENT

II. 2001 CAPITAL IMPROVEMENT PROGRAM

- II.A GROUND RUN–UP ENCLOSURE
- II.B HUMPHREY TERMINAL REMOTE RAMP EXPANSION
- II.C RUNWAY 30R DEICING/ HOLDING PAD
- II.D RUNWAY 4–22 EXTENSION
- II.E RUNWAY 4–22 ROAD RELOCATION
- II.F TAXIWAY B CONSTRUCTION
- II.G AUTO RENTAL SERVICE SITE DEVELOPMENT
- II.H ECONOLOT/EMPLOYEE PARKING STRUCTURE
- II.I LINDBERGH TERMINAL NORTH ADDITION
- II.J MAC CARGO BUILDINGS – AIRLINE BELLY CARGO FACILITY
- II.K RED CONCOURSE INFILL

III. 2002 CAPITAL IMPROVEMENT PLAN

- III.A BLUE CONCOURSE INFILL
- III.B LINDBERGH TERMINAL LOADING DOCK RELOCATION
- III.C MAC CARGO BUILDINGS – AIR FREIGHT FACILITY

IV. 2003 CAPITAL IMPROVEMENT PLAN

- IV.A RESIDENTIAL SOUND INSULATION (BETWEEN 60 & 65 DNL)

V. 2004 CAPITAL IMPROVEMENT PLAN

- V.A TAXIWAY C/D COMPLEX

VI. 2005 CAPITAL IMPROVEMENT PLAN

(NO PROJECTS WITH IMPACTS BEGIN THIS YEAR)

VII. 2006 CAPITAL IMPROVEMENT PLAN

(NO PROJECTS WITH IMPACTS BEGIN THIS YEAR)

NOTE: THE FOLLOWING PROJECTS ARE NOT DEPICTED ON THIS GRAPHIC

- I.A RESIDENTIAL SOUND INSULATION PROGRAM (INSIDE 65 DNL)
- I.B SCHOOL NOISE ABATEMENT PROJECTS
- I.C SUPPLEMENTAL ENVIRONMENTAL PROJECTS
- I.D VENTILATION TESTING/REMEDIATION OF PAST HOMES
- III.B LINDBERGH TERMINAL LOADING DOCK RELOCATION
- IV.A RESIDENTIAL SOUND INSULATION (BETWEEN 60 & 65 DNL)

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HNTB ARCHITECTS ENGINEERS PLANNERS
The HNTB Companies

METROPOLITAN AIRPORTS COMMISSION
P.O. BOX 11700
TWIN CITIES AIRPORT
ST. PAUL, MINNESOTA 55111

MINNEAPOLIS/ST. PAUL INTERNATIONAL AIRPORT

SUMMARY OF YEAR 2000–2006 CAPITAL IMPROVEMENT PROJECTS

I. PROJECTS BEGINNING IN 2000

The following projects are included in the MAC's Capital Improvement Plan (CIP) for the Minneapolis-St. Paul International Airport (MSP) in calendar year 2000 which have the potential to affect the environment:

I.A Residential Sound Insulation (Inside DNL 65)
I.B School Noise Abatement Projects
I.C Supplemental Environmental Projects
I.D Ventilation Testing/Remediation of Past Homes
I.E Airside Bituminous Construction
I.F Green Concourse Apron Expansion
I.G North Side Storm Sewer
I.H Runway 12R Deicing/Holding Pad
I.I Runway 17/35 Construction
I.J Runway 17/35 Land Acquisition
I.K Snow Storage/Melting Area
I.L Stormwater Collection/Detention Ponds
I.M 72nd Street Upgrade
I.N Airport Mail Center
I.O Commercial Vehicle Staging Area
I.P Green Concourse Automated People Mover (APM)
I.Q Green Concourse Expansion-Phase 2
I.R Humphrey Terminal Development
I.S International Arrivals Facility Expansion
I.T LRT Development
I.U Public Parking Expansion-Entrances/Exit Roadways
I.V Public Parking Expansion-Transit Center Plaza
I.W Transit Center Development

I.A. RESIDENTIAL SOUND INSULATION (INSIDE 65 DNL)

This item is intended to cover projects identified as part of the Federal Aviation Regulation (FAR) Part 150 program (noise control and compatibility planning for airports) which has been approved, in part, by the FAA. This project will include the sound proofing of homes only. The extent of the work will depend on the amount of federal aid available for each type of project. Land acquisition would include selected residences around the Airport. Only those homes within the certified 1996 65 DNL noise contour will be sound-insulated as part of this continuing project initiated in 1992 in the cities of Minneapolis and Richfield. This project will also include the removal of asbestos containing materials. There is also a need to go back and make mechanical modifications to homes previously completed under the program. The modifications would be included with this project.

❖ **Aircraft Noise**

This project will result in a positive impact concerning airport high frequency noise due to the significantly lower sound levels which will be achieved within the homes receiving sound insulation.

Low frequency noise and its effect on nearby residences is an unresolved issue. MAC initiated a study to determine the effects of low frequency noise and vibration from aircraft operations at MSP. If supported by the study, MAC will prepare and implement a low frequency noise mitigation program for those affected communities.

I.B. SCHOOL NOISE ABATEMENT PROJECTS

MAC has included noise abatement projects within the CIP with the goal of achieving an aggregate interior noise reduction of 15-20 decibels (dBA) in the instruction areas of schools, compared to noise levels prior to the project improvements. In past years, ten (10) schools have been soundproofed by MAC with financial assistance from the FAA and MnDOT - Office of Aeronautics. It is proposed to continue this program in 2000.

The legislation which ended the Dual Track Airport Planning Process contained requirements that the MAC insulate an additional six schools between the officially-delineated 1996 FAR Part 150 DNL 60 and 65 noise contours. Elliot School in Richfield, Barton School in Minneapolis, and the House of Prayer Pre-school (a pilot program) will be soundproofed as part of this project in 2000. Schools on the fringe or just outside the DNL 60 contour are currently ineligible for abatement initiatives.

❖ **Aircraft Noise**

These projects will provide positive impacts concerning airport noise. Achieving an aggregate interior noise reduction of 15-20 decibels (dBA) in the instruction areas of schools compared to noise levels prior to improvements is possible and has been shown to be an effective abatement strategy. Reductions of this magnitude will provide higher quality learning environments in which to teach children.

I.C. SUPPLEMENTAL ENVIRONMENTAL PROJECTS

The MAC has worked with the MPCA to conduct investigations and response actions at the Baytown Township Groundwater Contamination Site, and in so doing has agreed to terms under a Consent Order that requires the MAC to implement a Supplemental Environmental Project (SEP).

One of the three projects proposed to satisfy the SEP provisions of the Consent Order involves MSP operations. The other two projects are not in the immediate vicinity of MSP. The MSP-related project has to do with the MAC's participation in the planned Water Quality Improvement project for Lake Nokomis in South Minneapolis. The project affects water quality in and around MSP. This supplemental project will have an overall positive affect on the quality of water in the Airport's vicinity.

cleared for departure may be delayed. The holding apron would provide storage for delayed aircraft while allowing other aircraft to taxi by and depart without delay. This project will construct the airport's deicing/holding pad on Runway 12R to allow for the efficient deicing of aircraft and collection of glycol as well as for the holding of aircraft for operational reasons. This project will also include the construction of Taxiway B between the deicing pad and Exit Taxiway B10.

Although aircraft idling at the hold apron will emit noise and air emissions during delay periods, delays at the airport are anticipated to be negligible with construction of Runway 17/35. Delay savings are anticipated to be approximately 21,000 hours per year by the Year 2010 (based upon the current ratio of growth in operations).

Deicing aircraft is an environmental issue since the glycol that runs off can reduce oxygen levels in bodies of water with which it comes in contact. These aprons would incorporate a collection system to collect the glycol runoff. Water quality is the only category to be impacted by this project. There will be a positive effect in that the Airport's overall collection system will decrease the amount of contaminated runoff entering the Minnesota River.

This project is included in the Final EIS for the MSP 2010 LTCP. The Final EIS addressed the cumulative effects of this project.

I.I. RUNWAY 17/35 CONSTRUCTION

One of the key facility requirements of the MSP 2010 LTCP is a new north-south 8,000-foot runway on the west side of the Airport. The construction of Runway 17/35 is being phased over a 5-year period. Work began in 1999 which included grading and utility construction in the New Ford Town area, site preparation and utility installation in the infield area.

This project is a continuation of the overall 5-year program to develop this new North/South Runway at MSP. Projects proposed for 2000 include the following:

1. Construction of the west cargo apron for use by BAX Global, DHL, Emery and MAC Cargo
2. Construction of the Signature Taxiway
3. Taxiway W realignment
4. Construction of Taxiways W/Y and Y3 and Runways 4/22 and 17/35 tunnels
5. Reconstruction of Longfellow Road from 77th Street to 66th Street
6. Storm sewer installation
7. Airport Medical Clinic demolition
8. 34th Avenue sanitary sewer pumping station

The Final EIS for the MSP 2010 LTCP addressed the cumulative and construction impacts of Runway 17/35. Mitigation plans for identified significant adverse environmental impacts have been prepared. Runway 17/35 will not become operational until the committed mitigation has been accomplished.

I.J. RUNWAY 17/35 LAND ACQUISITION

This project is a continuation of efforts begun by the Metropolitan Airports Commission in 1998 to acquire off-airport land for the Runway 17/35 project. Land will be acquired and leases will be extinguished to provide for the FAA-defined Runway Protection Zone (RPZ) for the Runway 35 end. Several businesses, offices and a VFW Post will be relocated as a result of this project. No residences are within the RPZ, so there is no impact in terms of residential relocations. However, the businesses and their employees will be affected by these acquisitions. The acquisition and relocation proceedings will be done in accordance with the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

This project is included in the Final EIS for the MSP 2010 LTCP. The Final EIS addressed the cumulative effects of this project.

I.K. SNOW STORAGE/MELTING AREA

This project will provide for the construction of a snow storage/melting area including two 80-tom snow melters adjacent to Taxiway A1 on Runway 30L. Water quality is the only impact category affected by this project.

- **Water Quality**

  In developing the MSP 2010 LTCP, which includes the construction of ancillary facilities such as this storage/melting area, the MAC has worked with the appropriate agencies to identify mitigation measures required as a result of increased runoff. The Final EIS discusses appropriate mitigation strategies.

I.L. STORM WATER COLLECTION/DETENTION PONDS

The Commission's National Pollutant Discharge Elimination System (NPDES) permit contains restrictions on the contaminants allowed to enter the Minnesota River in storm water runoff from the Airport. The Airport's system of stormwater detention ponds aids in containing and removing such contaminants as solids, grease, and oil. Modifications, additions, and refinements to these systems are periodically required to produce continued improvement in water quality discharge. A new National Pollutant Discharge Elimination System (NPDES) permit is expected to require additional storm water storage in order to control discharge of settleable solids to the Minnesota River. This project will provide for the construction of a new storm water detention pond for the Minnesota River South drainage basin. Surface water discharge off of the airport is regulated by the MPCA through NPDES permitting authority and procedures. Storm water control measures will be developed or enhanced consistent with NPDES permit requirements. The proposed collection/detention pond locations are not anticipated to have adverse impacts on Fort Snelling State Park downstream.

❖ **Water Quality**

This project will create a positive impact on the water quality of the Minnesota River by reducing the amount of harmful effluent discharged into the Minnesota River.

I.M. 72nd STREET UPGRADE

This is the first project in the three year program to upgrade 72nd Street from 34th Avenue to the west to include two westbound lanes and three eastbound lanes and three traffic signals. The upgraded roadway will allow traffic from the new Humphrey Terminal and future Humphrey/employee parking ramp and future LRT station to access 72nd Street.

An EAW was prepared for the overall project to expand the Humphrey Terminal in 1997. This EAW stated that the environmental issues of this project are limited to short-term construction impacts (air pollution, fugitive dust and noise), traffic, loss of existing parking spaces, the impact of fugitive dust on the adjacent National Cemetery, and the potential for additional international and domestic charter flights in the future.

- Construction impacts will be mitigated. Air pollution and dust generated during construction will generally be controlled by periodic site watering. Vehicle emissions will be mitigated by parking gasoline or diesel-powered equipment while not being used. Construction noise will be typical for a project of this type. Only approved equipment will be used, so that excessive noise will not be created. There are no nearby residential areas that will be affected by construction noise.

- Mitigation of fugitive dust at the construction site will address the impacts on the National Cemetery, which is located east of 34th Avenue South and approximately 1,500' east of the proposed project.

- While total daily traffic will not increase significantly by the completion of this project, peak hour traffic will increase. The projected 2010 level of service for 34th Avenue South is estimated to remain at LOS "B". However, the left turn volumes for northbound 34th Avenue South into the terminal area should be monitored to determine whether additional traffic control is warranted or additional left turn storage space is required.

- Public parking spaces eliminated by construction of the new charter terminal will be offset by the addition of 500 visitor parking spaces (as well as 280 additional spaces for employee parking).

- The relocated terminal is expected, in the immediate future, to have no significant impact on noise, since initially the project represents a relocation of current operations. Charter airlines, however, may wish to add domestic and international flights in the future particularly with demand increasing. It is likely such increases would be approximately 0.31 percent and approximately 0.10 percent by 2010, respectively. This small increase would have a minimal effect on overall airport noise. Therefore, no mitigation is proposed.

I.N. AIRPORT MAIL CENTER

A new Air Mail Center for the U.S. Postal Service is being constructed on a site adjacent to Northwest Building B as the existing facility must be removed to make room for Phase 2 of the Green Concourse expansion. This facility will also provide concourse space for Northwest Airlines adjacent to the USPS concourse area for the purpose of interchange of mail. As the site for the new Air Mail Center displaces Northwest Airlines employee parking, replacement parking will be provided on two levels on top of the Air Mail Center. A project to provide the foundations and structural steel will be bid in 1999. This project will provide for the building enclosure and finishes as well as all mechanization system equipment.

The environmental effects of this project in the year 2010 are included in the Final EIS for the MSP 2010 LTCP. Traffic levels entering and leaving the new USPS facility are not expected to differ dramatically from levels experienced at the current on-airport postal building. This project represents a shifting of these activities from one location on the airport to another nearby location. The environmental effects of this project are included in the Final EIS for the MSP 2010 LTCP.

I.O. COMMERCIAL VEHICLE STAGING AREA

Additional commercial vehicle staging area is required on Post Road as the increasing number of taxicabs is overcrowding the area designated for commercial vehicles. The staging area will be a paved, illuminated and fenced area with AVI equipment for entry and exit control. The impact of additional taxicabs at the Airport has been addressed as part of the Final EIS for the MSP 2010 LTCP.

- **Air Quality**

  The cumulative impact of the additional taxicab traffic on air quality in 2010 is not significant and no mitigation is required. This is according to the findings of the Final EIS for the MSP 2010 LTCP.

I.P. GREEN CONCOURSE AUTOMATED PEOPLE MOVER (APM)

This project will complete the installation of a people mover for the Green Concourse. The people mover is a cable-drawn "horizontal elevator" which will run from the east to the west end of the concourse with an intermediate stop. The year 2000 portion of this project will provide for the construction of the guide way system and terminal modifications at the station locations. This overall project will make provisions for passenger convenience, will complement the existing moving walkway system, and will not affect any of the environmental impact categories.

I.Q. GREEN CONCOURSE EXPANSION - PHASE 2

In order to meet the anticipated future needs of the airlines, an easterly extension to the Green Concourse will be constructed. This project is the second phase in the program to add new gates to the Green Concourse. This project will provide for the construction of eight new gates and a new Regional Terminal Facility with 29 aircraft parking positions.

The environmental effects of this project in the year 2010 are included in the Final EIS for the MSP 2010 LTCP.

I.R. HUMPHREY TERMINAL DEVELOPMENT

The MAC is currently constructing a replacement facility for the Hubert H. Humphrey (HHH) International Arrivals Terminal. The replacement terminal will be approximately 1,000 feet immediately west of the existing terminal building. Access to this replacement terminal will be from 34th Avenue, between 70th and 72nd Streets. The replacement facility will consist of eight gates initially (fitted with twin jetways to handle more than one aircraft per gate, if needed) and will provide for future expansion to a total of nineteen gates (also fitted with twin jetways). The overall proposed project also includes the construction of parking areas and new entrance roadways to improve circulation.

This project is a continuation of the program to construct a new Humphrey Terminal and provides for tenant and FIS finishes, sitework, concession build out and the construction of a ground services equipment storage building.

This project is included in the no action alternative and the MSP 2010 LTCP alternative in the Final EIS. The Final EIS addressed the cumulative effects of projects included in the no action and 2010 LTCP. An EAW was also prepared for the initial phase of development in 1997, concluding that the project, if properly mitigated in several categories of concern, could be implemented.

I.S. INTERNATIONAL ARRIVALS FACILITY EXPANSION

The success of the International Arrivals Facility (IAF) has prompted the Federal Government to add additional staff to the IAF facility on the Gold Concourse. There is therefore a need for additional office space and facility expansion to house the staff. In addition, it is proposed to modify the secondary inspections area by installing new Agriculture and Customs inspection counters and modifying the passenger pick up area located on the baggage claim level by adding additional seating and signage. The success of the IAF facility has also prompted a request for a study of how to expand the capacity of the entire facility to handle additional 747 aircraft simultaneously.

This project is included in the no action alternative and the MSP 2010 LTCP alternative in the Final EIS. The Final EIS addressed the year 2010 cumulative effects of projects included in the no action and 2010 LTCP.

I.T. LRT DEVELOPMENT

Planning and implementation of LRT access on the Airport began in 1999. This project will provide for development of the LRT tunnel and stations to serve the Lindbergh Terminal and the Humphrey Terminal. Implementation of the light-rail transit project to serve MSP passengers is contingent upon FAA approval to expend Federal funds for this type of project.

A joint state/federal Final EIS for the Hiawatha Avenue project was completed in February 1985 [*TH55 (Hiawatha Avenue) Final Environmental Impact Statement/(4f) Evaluation and Alternatives Analysis*, City of Minneapolis and Minnesota Department of Transportation]. A reevaluation of the adequacy of the approved FEIS will be completed. At the time of the 1985 study, the proposed project included an 8.5-mile LRT line and a 4-lane divided at-grade roadway between the Minneapolis CBD and MSP. The LRT would then proceed through the Airport with three potential stations (the main terminal, the charter terminal, and Northwest Airlines maintenance facility). The facilities would be in a tunnel below the area bounded by the two parallel runways. The project is now proposed to proceed an additional 2.95 miles to the Mall of America (old Met Stadium site), of which 0.36 miles would be in tunnel. No adverse environmental impacts on the Airport were identified at that time.

The Minnesota Department of Transportation (Mn/DOT) is currently preparing the necessary State and Federal Environmental documentation for this project. Once findings are available from this documentation, the MAC will incorporate appropriate portions.

I.U. PUBLIC PARKING EXPANSION - ENTRANCE/EXIT ROADWAYS

The parking system at MSP is currently operating with inadequate capacity in both short term and general parking. If additional parking space is not provided, the number of times users will have to be turned away from the Airport for lack of available spaces will increase. The number of occurrences will potentially double by the year 2000. Evaluation of the demand forecasts indicated that an initial increment of at least 5,000 new spaces should be added to the existing parking supply at MSP as soon as it can be constructed. This proposed project is part of a larger project that will soon provide approximately 6,000 new parking spaces adjacent the existing parking structure. Specifically in 2000, this project provides for the construction of the short term and general parking entrance lanes to the new parking facility, ticket dispenser islands and canopies and the realignment of the exit roadways near the rental auto company exit ramp.

The Final EIS for the MSP 2010 LTCP assumed an additional 7,000 parking spaces, and the air quality analysis determined that no air quality standard or emission threshold would be exceeded either on or off the Airport. The proposed project would therefore have no adverse effect on air quality.

I.V. PUBLIC PARKING EXPANSION - TRANSIT CENTER PLAZA

This project will provide for the construction of the Transit Center Plaza between the new Parking Management building and the Transit Center building including concrete paving of the plaza,

installation of a storm drainage system and signage. This project is included in the Final EIS for the MSP 2010 LTCP. The Final EIS addressed the cumulative effects of projects included in the 2010 LTCP.

I.W. TRANSIT CENTER DEVELOPMENT

This project will provide for a Transit Center at the east end of the new parking facilities including a waiting area, restroom facilities, vertical transportation and baggage check-in capabilities. In addition, this project will also include the "cut-and-cover" excavation and enclosure for the proposed Lindbergh Terminal LRT station. This project will serve as a centralized location for all buses carrying passengers to the Airport. Air quality and vehicular traffic are the two environmental impact categories that would be affected by this project. However, this center is not anticipated to attract any additional vehicles but simply separate them from other traffic entering the on-airport roadway. The implementation of this project is anticipated to result in an overall positive impact for these two categories.

II. PROJECTS BEGINNING IN 2001

The following projects are proposed to start in the Year 2001 that have the potential to affect the environment. Several projects continue for several years and are discussed in the year that they are scheduled to begin.

II.A Ground Run-up Enclosure
II.B Humphrey Remote Ramp Expansion
II.C Runway 30R Deicing/Holding Pad
II.D Runway 4/22 Extension
II.E Runway 4/22 Road Relocation
II.F Taxiway B Construction
II.G Auto Rental Service Site Development
II.H EconoLot/Employee Parking Structure
II.I Lindbergh Terminal North Addition
II.J MAC Cargo Buildings - Airline Belly Cargo Facility
II.K Red Concourse Infill

I.A. GROUND RUN-UP ENCLOSURE

This project will provide for the installation of a ground run-up enclosure on the existing MSP run-up pad to reduce the noise impact of engine run-ups on communities adjacent to the Airport. Aircraft noise is the only impact category affected by this project.

❖ Aircraft Noise

This project will result in a positive impact concerning airport noise due to the significantly lower sound levels which will be achieved when aircraft/aircraft engines are operated for maintenance purposes inside this enclosure.

II.B. HUMPHREY REMOTE RAMP EXPANSION

This project will provide for the expansion of the Humphrey remote ramp to the north to provide a parking area for aircraft waiting for a gate at the new Humphrey facility. This area will also serve as a deicing area and overnight aircraft parking area. The impact category affected by this project is water quality due to additional paved surfaces and the deicing activity associated with this expanded ramp.

❖ Water Quality

Water quality is the only impact category affected by this project because it will result in a slight increase in runoff to the Minnesota River North Drainage Area. The effect of the increased runoff is included in the Final EIS for the MSP 2010 LTCP.

II.C. RUNWAY 30R DEICING/HOLDING PAD

The need exists for a large apron area near the end of each runway to provide space for aircraft waiting for departure and also function as a deicing pad with a glycol recovery and containment system. Airlines experience delays at departure for a number of reasons with the result that other aircraft cleared for departure may be delayed. The holding apron would provide storage for delayed aircraft while allowing other aircraft to taxi by and depart without delay. Deicing aircraft is an environmental issue since the glycol that runs off can reduce oxygen levels in bodies of water with which it comes in contact. These aprons would incorporate a collection system to capture the glycol runoff. Also included in this project is construction of the apron pavement in the area of the demolished Post Office as well as the installation of fuel lines and pits.

This project is included in the Final EIS for the MSP 2010 LTCP. The Final EIS addressed the cumulative effects of projects included in the 2010 LTCP.

Water quality is the only category to be impacted by this project. There will be a positive effect in that the Airports' overall collection system will reduce the amount of contaminated runoff entering the Minnesota River.

II.D. RUNWAY 4/22 EXTENSION

The proposed project is to extend Runway 4/22 1,000 feet to the northeast to a total length of 12,000 feet. The purpose of the extension is to allow non-stop service to Pacific Rim countries with full payloads requiring a runway length of approximately 12,000 feet. A Draft EA was prepared and distributed in November 1997 and the Final EA was distributed in September 1999. Findings of this document indicate that the cumulative impacts of implementing the project are not significant. The cumulative impacts of the project were also included in the Final EIS for the MSP 2010 LTCP.

II.E. RUNWAY 4/22 ROAD RELOCATION

A service road currently crosses through the Runway Safety Area (RSA), the Object Free Area (OFA), and the Localizer critical area for Runway 22. This project would relocate this roadway outside of the RSA and OFA in accordance with a Special Condition in the Grant Agreement between the MAC and the FAA for the earlier 2,750-foot extension of this same runway to the southwest.

❖ Water Quality

Water quality is the only impact category affected by this project because it will result in a slight increase in runoff to the Minnesota River North Drainage Area. Although the increase in runoff from this project will not be significant, it is included in the Final EIS for the MSP 2010 LTCP.

II.F. TAXIWAY B CONSTRUCTION

This project will provide for the construction of Taxiway B from Runway 4-22 to Taxiway M. The environmental impact category affected by this project is water quality due to new impervious surfaces.

- **Water Quality**

  Water quality is the only impact category affected by this project because it will result in a slight increase in runoff to the Mother Lake Wetlands Area. Although the increase in runoff from this project will not be significant, it is included in the Final EIS for the MSP 2010 LTCP.

II.G. AUTO RENTAL SERVICE SITE DEVELOPMENT

This project will provide for the relocation of the auto rental service sites to a permanent location. The project will result in the development of three general sites that could accommodate as many as six (6) auto rental agencies. At the present time, one such agency has committed to locating its center of operations near the intersection of I-494 and 24th Avenue South. In subsequent years, several other auto rental agencies are expected to permanently relocate to two other sites that are to be developed in the same general vicinity as the initial site.

II.H. ECONOLOT/EMPLOYEE PARKING STRUCTURE

The construction of the southeast segment of Taxiway W will impact approximately 300 parking spaces in the employee lot on Post Road. There is also a need to expand the EconoLot parking to serve the proposed Humphrey facility as well as provide additional public parking for the Lindbergh Terminal. A new parking structure to serve both needs located at the south end of the EconoLot site is being studied. The facility will be sized to accommodate approximately 1,800 employee spaces and 5,500-6,000 public spaces. This project will also provide for the demolition of the existing Humphrey Terminal. No clear indication of impacts can be made at this time. An EAW may be necessary as this project moves forward in the future.

II.I. LINDBERGH TERMINAL NORTH ADDITION

This project will provide for a two-story expansion of the north end of the Lindbergh Terminal. The first story of the addition shall extend the existing retail mall space to the north while including new public restrooms, a public elevator and stairwell to the mezzanine level, and an entry lobby to a second-story airline preferred customer lounge. The second story of the addition shall consist of mezzanine office space and the airline preferred customer lounge. This additional space is intended to accommodate the 2010 LTCP. No clear indication of impacts can be made at this time. An EAW may be necessary as this project moves forward in the future.

II.J. MAC CARGO BUILDINGS - AIRLINE BELLY CARGO FACILITY

In conjunction with the construction of Runway 17/35, new building areas will be developed. The MAC will construct two cargo buildings that will be leased to airport tenants. This project will provide for construction of a "belly" cargo building to include all required aircraft apron and auto/truck parking areas.

Presently a majority of MSP's airline belly cargo is accommodated within a 36,000 SF multi-tenant cargo facility owned by Standard Air Cargo (Standard Cargo Facility). This facility is scheduled for removal in order to accommodate construction of the Humphrey Terminal and its associated infrastructure. Additionally, there are no other existing facilities at MSP that can accommodate the required airline belly cargo operations. Therefore, a new facility must be constructed to replace the Standard Cargo Facility and house airline belly cargo operations. The potential aircraft noise and water quality cumulative impacts associated with this project have been addressed in the Final EIS for the MSP 2010 LTCP.

II.K. RED CONCOURSE INFILL

In order to maximize the capacity of the existing terminal complex, it will be necessary to expand the Blue, Red and Gold Concourses. This project will add additional space by filling in the "notch" between Gates 26-30 on the Red Concourse to provide for additional concession space, toilet facilities and phones and will provide storage space for the MAC and the airlines.

III. PROJECTS BEGINNING IN 2002

The following projects are proposed to start in the Year 2002 that have the potential to affect the environment. Several projects continue for many years and are discussed in the year that they begin.

III.A Blue Concourse Infill
III.B Lindbergh Terminal Loading Dock Relocation
III.C MAC Cargo Buildings - Air Freight Facility

III.A. BLUE CONCOURSE INFILL

The expansion of the Blue Concourse includes miscellaneous additions such as phones, lavatory facilities and concession space. It does not include additional gates. Since these are only expected to be minor additions, no impact categories are affected.

III.B. LINDBERGH TERMINAL LOADING DOCK RELOCATION

The MAC proposes to relocate the existing Lindbergh Terminal loading dock because of increasing congestion in that area of the Airport. It is proposed to move the loading dock (where supplies, food, etc. are delivered to a landside location on airport. MAC is currently studying possible locations. The project should not adversely affect the environment.

III.C. MAC CARGO BUILDINGS - AIR FREIGHT FACILITY

This is the second phase of the two-building cargo facility complex that the MAC will construct for the handling of air cargo shipments. The first will occur in 2001 and will handle belly cargo. This project will occur in 2002 and will handle all-cargo carrier air shipments and ancillary developments. The potential aircraft noise and water quality cumulative impacts associated with this project have been addressed in the Final EIS for the MSP 2010 LTCP.

IV. PROJECTS BEGINNING IN 2003

The following project is proposed to start in 2003 that has the potential to affect the environment. Several projects continue for many years and are discussed in the year that they begin.

IV.A Residential Sound Insulation (Between 60 & 65 DNL)

IV.A. RESIDENTIAL SOUND INSULATION (BETWEEN 60 & 65 DNL)

This project is part of the MSP Noise Mitigation Plan for the 2010 LTCP. It is an expansion of the current Sound Insulation Program (SIP) for DNL 65 (see **Paragraph I.A**) to include sound insulation of residences within the 2005 DNL 60-65 noise contour. The 2005 DNL contour will be prepared in the update of the FAR Part 150 program. The impact of the project is a reduction of interior sound levels due to aircraft overflights.

V. PROJECTS BEGINNING IN 2004

The following project is proposed to start in 2004 which has the potential to affect the environment. Several projects continue for many years and are discussed in the year that they begin.

V.A Taxiway C/D Complex

V.A. TAXIWAY C/D COMPLEX

The Taxiway C/D Complex, located adjacent to the Red and Blue Concourses and parallel to Runway 4/22 will be reconstructed as a part of this project. Taxiway D (adjacent to the Red and Blue Concourses) is currently restricted to Boeing 727-type aircraft or smaller aircraft and the pavement on both taxiways is in need of replacement. Reconstruction of Taxiways C and D will allow unrestricted two-way taxiing of aircraft on both taxiways.

This project will not increase the overall capacity of the Airport. It will involve the construction of additional taxiway maneuvering areas adjacent to the Red and Blue Concourse. The project will add approximately 336,750 square feet of impervious pavement surface. Runoff from this surface will be added to the Minnesota River North Drainage Area. The environmental effects of this project in the year 2010 are included in the Final EIS for the MSP 2010 LTCP.

VI. PROJECTS BEGINNING IN 2005

There are no new projects included in the MAC's Capital Improvement Plan for the Minneapolis-St. Paul International Airport beginning in 2005 that may potentially affect the environment.

VII. PROJECTS BEGINNING IN 2006

There are no new projects included in the MAC's Capital Improvement Plan for the Minneapolis-St. Paul International Airport beginning in 2006 that may potentially affect the environment.

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