

# MEMORANDUM

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**TO:** Planning and Environment Committee

**FROM:** Robert J. Vorpahl, Program Development Engineer

**SUBJECT:** ASSESSMENTS OF ENVIRONMENTAL EFFECTS FOR THE RELIEVER AIRPORTS

**DATE:** August 31, 1993

Minnesota Statutes 1986, Chapter 473, amended by Minnesota Statutes 1988, Chapter 664 states that "The Commission need not prepare an assessment for an airport when the Capital Improvement Program and plan for that airport has not changed from the one adopted the previous year or when the changes in the program and plan will have only trivial environmental effects."

At the Airlake, Anoka County-Blaine, Crystal, Flying Cloud, Lake Elmo and St. Paul Downtown Airports, there has been either no change from plans adopted in the previous year(s) or projects are characteristic of one or more of the following:

- A rehabilitation project that does not physically alter the original size
- An electrical or mechanical modification that monitors or indicates existing conditions
- A structural, mechanical or electrical modification or airport support function that does not increase size or passenger capacity
- A project that has been previously addressed in an Environmental Assessment Worksheet (EAW) or other official environmental documentation and no change in scope is expected.

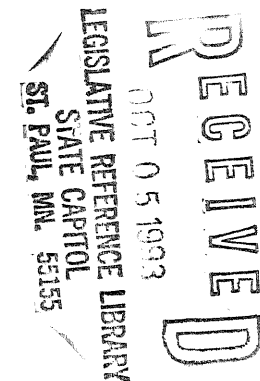
Therefore, an Assessment of Environmental Effects will not be prepared for these airports this year.

**AIRLAKE AIRPORT  
METROPOLITAN AIRPORTS COMMISSION**

See Note	Project Description	1994	1995	1996	1997	1998	1999	2000
^ *	Building Area Development	\$600,000			\$300,000			
^ *	Partial Parallel Taxiways	\$800,000						
(2)	Fire Protection Watermain	\$50,000						
(1)	Pavement Rehabilitation			\$200,000				
(2)	Security Fencing			\$100,000	\$100,000			
<b>Yearly Totals</b>		<b>\$1,450,000</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**NOTES:**

- ^ Item discussed in previous Assessment of Environmental Effects.
- \* The items marked with an asterisk have potential effects that are discussed in the text of a previous AOEE.
- (1) A rehabilitation project which does not physically alter the original size.
- (2) A structural or mechanical modification that does not increase size or passenger capacity.



**CRYSTAL AIRPORT  
METROPOLITAN AIRPORTS COMMISSION**

See Note	Project Description	1994	1995	1996	1997	1998	1999	2000
(1)	Pavement Rehabilitation	\$200,000	\$275,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
(1)	Runway 5R/23L Reconstruction	\$170,000						
(1)	Runway 13R/31L Reconstruction		\$310,000					
<b>Yearly Totals</b>		<b>\$370,000</b>	<b>\$585,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>

**NOTES:**

- (1) A rehabilitation or reconstruction project which does not physically alter the original size.
- (2) An aviation support facility that does not expand passenger, cargo, vehicle, or aircraft handling capabilities.

**LAKE ELMO AIRPORT  
METROPOLITAN AIRPORTS COMMISSION**

See Note	Project Description	1994	1995	1996	1997	1998	1999	2000
^ *	Road Relocation			\$300,000				
^ *	Runway 13/31 Construction			\$900,000				
^ *	Runway 3/21 Extension				\$300,000			
^ *	Runway 3/21 Lighting				\$200,000			
^ *	Terminal VOR	\$200,000						
<b>Yearly Totals</b>		<b>\$200,000</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

NOTES:

- ^ Items discussed in previous Assessment of Environmental Effects.
  - \* The items marked with an asterisk have potential effects that are discussed in the text of a previous AOEE.
- (1) A rehabilitation project which does not physically alter the original size.

**FLYING CLOUD AIRPORT  
METROPOLITAN AIRPORTS COMMISSION**

See Note	Project Description	1994	1995	1996	1997	1998	1999	2000
(1) ^ * *	Pavement Rehabilitation	\$310,000						
	Runway 9R / 27L Extension		\$5,000,000					
	South Building Area Construction			\$6,800,000	\$700,000			
	Utility Connections				\$1,500,000			
<b>Yearly Totals</b>		<b>\$310,000</b>	<b>\$5,000,000</b>	<b>\$6,800,000</b>	<b>\$2,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**NOTES:**

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

**ST. PAUL DOWNTOWN AIRPORT  
METROPOLITAN AIRPORTS COMMISSION**

See Note	Project Description	1994	1995	1996	1997	1998	1999	2000
(1)	Airport Beacon Rehabilitation	\$150,000						
^ * *	Building Area Expansion – Taxiway B		\$400,000	\$4,000,000	\$580,000			
^ * *	Building Area Expansion – Taxiway S		\$3,000,000	\$850,000				
(2)	Directional Signage	\$50,000						
(2)	MAC Building Modifications	\$100,000		\$100,000		\$100,000		\$100,000
^ *	National Guard Parking Lot	\$350,000						
(1)	Pavement Rehabilitation					\$200,000		
(2)	Riverside Hangar Roof Replacement			\$350,000				
^ *	Runway 14 ILS	\$1,100,000						
^ *	Runway 32 Lead – In Lighting		\$200,000					
^ * *	Wetland Mitigation	\$585,000						
(2)	Wings Hangar Improvements	\$700,000						
<b>Yearly Totals</b>		<b>\$3,035,000</b>	<b>\$3,600,000</b>	<b>\$5,300,000</b>	<b>\$580,000</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$100,000</b>

**NOTES:**

- ^ Items discussed in previous Assessment of Environmental Effects.
- \* The items marked with an asterisk have potential effects that are discussed in the text of a previous AOEE.
- \* \* Projects which are covered in the text of a previous AOEE and also in other environmental documents (EA/EIS/EAW).
- (1) A rehabilitation project which does not physically alter the original size.
- (2) A structural, mechanical or electrical modification that does not increase size or passenger capacity.