

## Section 6 Measures to Minimize Impacts

### 6.1 Introduction

This EA has analyzed impacts that could arise from the construction and operation of the Proposed Project. Although this EA has not found any significant environmental impacts exceeding the thresholds established in FAA Order 1050.1E, Order 5050.4B, or CEQ regulations, the analysis has identified activities associated with some of the impact categories where DOA would implement measures to minimize even the less than significant impacts. The impact categories identified for these measures are:

- Aircraft Noise
- Air Quality
- Water Resources and Water Quality
- Construction
- Hazardous Materials

### 6.2 Aircraft Noise

Specific areas of College Park, East Point, and unincorporated Fulton County will experience an increase in aircraft noise, but the increase will not exceed the 1.5 DNL threshold of significance. However, the DOA desires to minimize noise impacts. Impacts can be mitigated through application of noise insulation to eligible noise sensitive structures. To be eligible, a structure must meet all of the following criteria:

- Criteria contained in the FAA's *Airport Improvement Program Handbook*; and
- The structure had not received previously received noise insulation from the City of Atlanta/Department of Aviation.

#### DOA COMMITMENT

*DOA commits to incorporating noise insulation into eligible structures and adhering to the following schedule:*

- *Insulate eligible noise-sensitive structures; and*
- *Begin insulation work within 12 months of FONSI signature.*

### 6.3 Air Quality

#### 6.3.1 Air Quality as a Result of Proposed Project Implementation

During the construction of the Proposed Project, construction emissions will occur, resulting in a short-term emissions increase.

Over the last seven years, DOA has taken a very proactive position in reducing anticipated construction emissions from Airport projects. Initially, DOA incorporated language in construction contracts that encouraged contractors to use Tier 1 or cleaner equipment. During

that initial period, DOA began to use increasingly stringent language regarding the types of equipment contractors were either encouraged to or must use. In the most recently bid contracts, contractors were required to incorporate in their bids 100 percent use of Tier 2 equipment for equipment having horsepower ranging between 100 and 750. Contracts associated with the Construction Component of the Proposed Project would include requirements for contractors to use some Tier 3 equipment for equipment having horsepower ranging from 75 to 750 and some Tier 4 equipment for equipment with horsepower less than 75.

#### DOA COMMITMENT

*DOA commits to reducing emissions associated with construction. DOA has and will continue to:*

- *Incorporate language in contracts requiring prime contractors to use Tier 2 or better nonroad equipment;*
- *Encourage contractors to implement other emissions-reducing practices, such as employee car pooling, reduce equipment idling, and encourage work, when feasible, during non-ozone season; and*
- *Proactively monitor use of prime contractor construction equipment to ensure that contractual requirements pertaining to use of Tiered nonroad equipment are adhered to.*

### **6.3.2 Air Quality as a Result of Entire Airport Facility**

After Construction Component work is completed, construction emissions will cease to occur. However, due to continued forecast growth in air travel that will result with or without Proposed Project implementation, emissions will still continue to increase for the Airport facility as a whole. The DOA recognizes this.

Aircraft and ground service equipment produce approximately 90 percent of the NO<sub>x</sub> emitted at Hartsfield-Jackson (the ozone precursor of primary concern within the Atlanta area). The federal government has purview over aircraft use, aircraft engine production, and airline operating practices. The DOA has and continues to coordinate with carriers to reduce emissions.

DOA has worked closely with the Georgia EPD and USEPA to investigate ways to reduce emissions from construction equipment. The results of this partnership have been the inclusion of the contract language cited above to use cleaner construction equipment.

#### DOA COMMITMENT

*Since the beginning of the Fifth Runway EIS process in early 1999, DOA began to work more closely with Georgia EPD and USEPA on air quality issues. DOA will continue to coordinate closely with Georgia EPD and USEPA. DOA will:*

- *Continue to provide Georgia EPD updated Airport emissions inventories;*
- *Support Georgia EPD by providing projections of future Airport emissions data for documenting maintenance of air quality standards; and*

- *Continue to explore with Georgia EPD other initiatives and programs to reduce emissions from the entire Airport.*

## **6.4 Water Resources and Water Quality**

### **6.4.1 NPDES Requirements**

FAA advisory circulars list general practices to be followed to minimize soil erosion and protect water quality during construction. The State of Georgia specifies desired practices in its *Manual for Erosion and Sediment Control in Georgia*.

The Proposed Project site will require development of approximately 15 acres. This requires additional care to be used in controlling erosion and sedimentation. NPDES General Permit No. GAR100001 currently covers stormwater discharges associated with construction activity that disturb greater than one acre. The DOA has been adhering to these permit requirements during the construction of all Hartsfield-Jackson Development Program projects and will do so during the construction of the Construction Component.

#### DOA COMMITMENT

*DOA will comply with revised NPDES monitoring and reporting, as well as making its best effort to exceed State of Georgia erosion and sediment control practices requirements.*

### **6.4.2 Update of Storm Water Pollution Prevention Plan**

The DOA is completing an update of the Airport's SWPPP. The NPDES permit requires the SWPPP be updated annually and amended within 30 days whenever there is a change in design, construction, operation, or maintenance, which has a significant effect on the potential for the discharge of pollutants to the waters of the State. Appropriate measures to handle storm water runoff are incorporated into all the design and operation of all new facilities. Subsequent updates will continue to incorporate all projects and the Construction Component.

#### DOA COMMITMENT

*DOA will coordinate with Georgia EPD in developing a revised SWPPP. The updated plan will incorporate Airport development that has occurred since the last plan's implementation, review existing BMPs locally and nationally, implement other BMPs identified in the review, and incorporate anticipated impacts of on-going construction as well as the Construction Component.*

## **6.5 Construction**

Proposed Project construction is expected to occur over a one-year period. This includes the time from basic site clearing and grubbing through runway extension commissioning. Some temporary impacts will occur during construction.

### **6.5.1 Erosion Control during Construction**

During construction, appropriate erosion control measures will be implemented to minimize off-site impacts from erosion. All of these measures are contained in the *Manual for Erosion and Sediment Control in Georgia*.

### DOA COMMITMENT

*DOA is committed to incorporating the measures contained in the Manual during the construction of the Proposed Project. Specific types of erosion control that will be used during construction include:*

*To stabilize fill areas:*

- *Temporary grassing*
- *Erosion control matting and blankets*
- *Tackifiers and binders*
- *Temporary down drain structures*

*To reduce overland conveyance of material off both borrow and construction sites:*

- *Silt fence*
- *Sedimentation ponds*
- *Construction exits*
- *Construction road stabilization*

*To reduce airborne conveyance of material off both borrow and construction sites:*

- *Mulching*
- *Watering*
- *Covering loads during trucking.*

*DOA is employing a construction management (CM) team to oversee the construction on its behalf. One of the CM team's responsibilities is to oversee compliance of erosion control plans and maintenance of measures daily. DOA will ensure that the CM staff performs these functions daily.*

### **6.5.2 Open Burning of Vegetation**

Currently, during the period of May 1 through September 30, the Georgia EPD prohibits open burning of leaves, tree limbs, and other debris associated with clearing and grubbing of construction sites. This is due to burning releasing matter into the atmosphere that contributes to ozone formation. However, the DOA implemented a policy in 2001 of prohibiting any open burning on any projects. When applicable, vegetative material is chipped and/or mulched and spread across exposed areas to reduce erosion.

### DOA COMMITMENT

*To reduce ozone and particulate matter air quality impacts, DOA will mulch and/or chip vegetative material year-round.*

### **6.6 Hazardous Materials**

As described in Section 4, a Phase I environmental site assessment was conducted for the Construction Component Site. As a result of the Phase I findings, no Phase II work has been recommended.

Should possibly contaminated materials or soil be found during construction, a sample will be sent to a lab and the material will be disposed of, if required, based on its classification.

Soils will be analyzed for volatile organic compounds, semi-volatile organic compounds, metals, pesticides and herbicides. Subsurface hazardous materials disposal is dependent upon the material's waste classification. Nonhazardous soils (Type 1) are disposed in a Resource Conservation and Recovery Act (RCRA) Subtitle D landfill, such as the Three Rivers Solid Waste Authority site in Jackson, SC and Republic Waste Services in Savannah. Soil classified as hazardous for lead (Type 2) will be transported to Belleville, MI, where it is stabilized prior to placement in a RCRA Subtitle D landfill.

Type 3 soil, which is classified hazardous for VOCs, and Type 4 soil, classified for both VOCs and lead, would be disposed of at either the GSI Environment facility in Sherbrooke, Quebec or at the Clean Harbor Canada facility in Sarnia, Ontario.

#### DOA COMMITMENT

*As with any project where land acquisition has been required, prior to accepting a parcel of land, DOA has performed an ESA and appropriate hazardous material abatement when required. DOA will ensure that land is suitable for disturbance prior to construction.*