

SW-57

FREEWAY SANITARY LANDFILL EXPANSION

SECTION I

SUMMARY

IDENTIFICATION OF DOCUMENT

Preface

In 1979, Richard B. McGowan Co., owner and operator of the Freeway Sanitary Landfill in Burnsville, filed an application with the Minnesota Pollution Control Agency (MPCA) for a permit to expand the disposal area of the landfill. The MPCA received an environmental assessment worksheet (EAW) on the proposal and, based on information contained in the worksheet, determined that an Environmental Impact Statement (EIS) should be prepared. On January 29, 1980, the MPCA board recommended to the Environmental Quality Board (EQB) that an environmental impact statement be prepared and that the Metropolitan Council prepare the EIS. The EQB concurred with the MPCA recommendations on February 21.

Organization of EIS

The Environmental Impact Statement has ten sections. Section Two briefly describes the existing landfill operations and the proposed action. Section Three describes the existing environment of the Freeway Landfill and the surrounding area. It covers air quality, water quality, ecology, and socio-economic aspects. Section Four covers the environmental impacts of the proposed expansion. This section of the EIS describes the primary impacts of the proposed action, direct effects that cannot be avoided, irreversible and irretrievable resource commitments, the relationship between local short-term uses of the environment and long-term productivity and any cumulative impacts. Section Five describes mitigating measures that might be undertaken to alleviate any significant environmental impacts. Section Six discusses alternatives to the proposal including a "no action" alternative, site design alternatives, waste reduction, and materials and energy recovery. Section Seven describes the impacts of any federal controls associated with the proposed action on state government. Section Eight describes multi-state responsibilities associated with the proposed action. Sections Nine and Ten discuss, respectively, impacts on county solid waste planning efforts and impacts on the Metropolitan Council's regional solid waste plan.

This EIS was prepared concurrently with EISs for the Burnsville and Pine Bend Landfills also in Dakota County, Minnesota. Sections Six through Ten of the EIS cover a number of issues that interrelate with the expansion of all three landfills. These sections of the EIS are contained in the Pine Bend Landfill EIS. Sections Six-Ten of the Pine Bend EIS are therefore an appendix to this document and the Burnsville EIS. The collection and management system cost section of Section III also references the Pine Bend EIS as an appendix.

PROPOSED ACTION

The Freeway application is for a permit to the existing landfill which is in Section 28, T.27 N., R. 24.W in Burnsville, Dakota County, Minnesota. The Freeway Landfill is a 126-acre site which has been in continual operation since 1968. The proposed project is for a vertical expansion of the existing landfill increasing the maximum permitted elevation of the landfill from 738 to 760 feet. This area will be filled with general residential and commercial refuse. The existing landfill has a remaining permitted capacity of 951 acre-feet (as of 1/80). At this capacity, the landfill has another 2 to 3-year "life" given normal receiving rates.

The proposed vertical expansion would provide for an additional 1860 acre-feet of space (3.0 million cubic yards), and will increase the estimated life of the landfill by three to six years given a fill rate of about 160 acre-feet per year. If allowed to expand, the landfill could operate for another six to nine years given normal receiving rates.

MAJOR ENVIRONMENTAL IMPACTS

Air Quality and Noise

The construction, operation and closing of the proposed expansion area will result in a minimum amount of fugitive dust, odors and methane gas. Current operational procedures at the landfill should be sufficient to handle most of the air emission problems associated with the proposed expansion area. In addition, the surrounding topographic and land use features of the area should provide adequate protection from adverse impacts on local people and property.

The potential for adverse methane gas impacts will be increased by the proposed expansion area. If buildings are constructed on the former fill area or near the perimeter of the landfill, there is potential for gas accumulation in these structures in explosive concentrations. It may be necessary prior to closure of the facility to install a gas monitoring system to evaluate any future requirements for on-site and perimeter gas control measures.

Water Quality

The primary impact on surface and groundwater from the proposed expansion will be the increased length of time in which leachate will be produced from the landfill. Since the proposed action is a vertical expansion only, there will be no increase in surface area. The leachate production rate should not increase. The area where leachate may potentially influence shallow levels of groundwater should not increase. It is uncertain whether or not leachate concentration will increase due to the proposed expansion.

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Results of the analysis to determine the impact of the proposed expansion on Minnesota River quality indicate that there is no significant impact from the expanded landfill. Most measures show no appreciable change due to the landfill. The same is true for nearby wetland areas.

The application and grading of daily and final cover material at the landfill will serve to direct on-site drainage to the drainageway. Surface leachate should rarely occur with continued cover soil placement, grading and seeding practices. Continued seeding will promote natural vegetative growth which will subsequently stabilize fill surface areas, prevent erosion and enhance the appearance of the site.

There is no potential for leachate contamination of the water supply wells. The two wells within the area of potential leachate influence at U.S. Salt Company and Freeway landfill truck shed have not shown any signs of leachate contamination. The proposed expansion should not effect these wells if pumping rates remain the same. Future development of this area is restricted by the floodway ordinance. Continued monitoring of these two wells is recommended along with the existing landfill monitoring system.

Terrestrial and Aquatic Ecology

Construction activities in the proposed expansion area, particularly the excavation and fill procedure, will unavoidably delay the onset of new vegetative growth. While considerable time will lapse between replanting and full restoration of a vegetative cover and subsequent reintroduction of associated wildlife species, impacts are generally not substantive.

Operating activities in the proposed expansion area should have only negligible impacts on off-site ponds and wetlands. With daily cover and surface runoff controls (such as slope structure and seeding), potential impacts should be negligible.

Socio-Economics

The expansion of the landfill will delay use of the property for other purposes for about three to six years. Transportation-related impacts will not be new; rather, they will reflect existing impacts. Existing impacts have been identified as traffic congestion in the vicinity of the landfill, traffic operating deficiencies at the Interstate Highway 35W-113 Street South interchange, and litter on local streets in the vicinity of the landfill.

Nearby homes that look directly on the landfill will be exposed to the operation of the facility during the expansion period. Visual impacts will be greater than at present, since the final elevation of the expansion areas will create an isolated mound.

The expansion area will add about nine months of life to the metropolitan land disposal system. This will, in turn, lessen the need

and expense for new landfills and the need for routing and/or additional fuel costs for area haulers. Filling of the expansion area will, therefore, lessen the need to develop new landfills sooner, and help maintain present land disposal charges and collection rates.

REASONABLE ALTERNATIVES

The Freeway Sanitary Landfill, without expansion, will close in 1983. No resource recovery or new landfill facilities would likely be operating in time to represent reasonable alternatives to the proposed expansion.

Existing alternatives to the proposed expansion include waste reduction and material recovery. Neither of these waste management methods could provide a reasonable alternative to the entire capacity proposed for expansion. Source separation and materials reuse and recovery methods do, however, provide cost-effective alternatives for a portion of the waste materials presently landfilled. Additional support for existing programs and stepped-up efforts to implement new programs could be deemed as reasonable and prudent alternatives to a portion of the proposed expansion.

Federal, State and Local Permits Outstanding

The applicant is required to obtain a modification of its existing solid waste disposal permit with the Minnesota Pollution Control Agency. The Metropolitan Council must approve the modification. The applicant is also required to obtain modification of its license with Dakota County and its conditional use permit with the City of Burnsville.

AGENCIES, ORGANIZATIONS AND INDIVIDUALS CONSULTED

The Metropolitan Council staff prepared this Environmental Impact Statement. The Minnesota Pollution Control Agency's staff prepared Sections Seven and Eight and a portion of Section Six.

The following agencies, organizations and individuals were consulted during preparation of this EIS.

University of Minnesota

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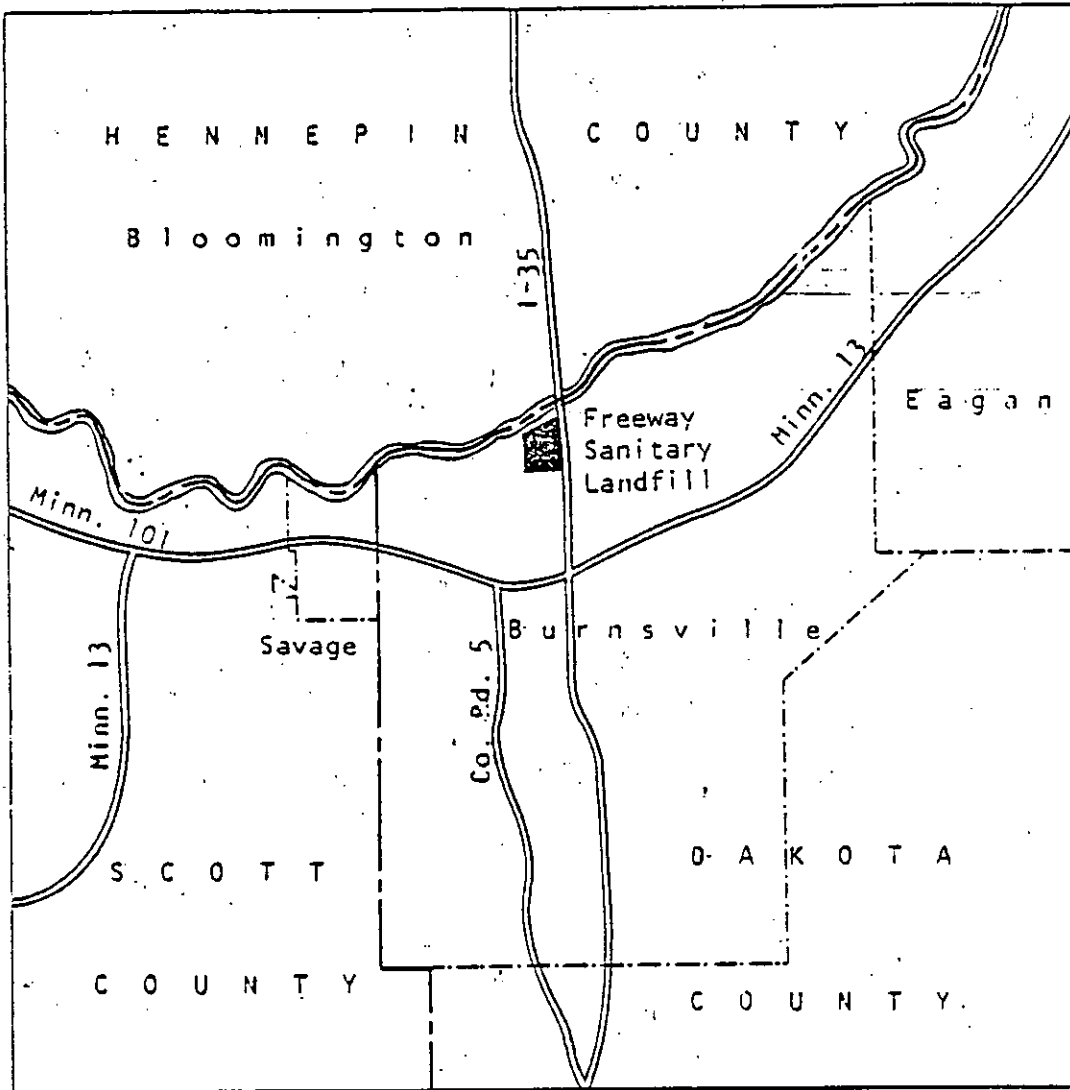
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Minnesota State Planning Agency

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1" = 2 Miles

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REGIONAL LOCATION
and
EXISTING HAUL ROADS