

AD-A106 870

AIR FORCE SYSTEMS COMMAND WASHINGTON DC
CONTINENTAL UNITED STATES OVER-THE-HORIZON-BACKSCATTER (OTH-B) --ETC(U)
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AFSC-TR-81-64-SUPPL

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DEPARTMENT OF THE AIR FORCE
WASHINGTON 20330



OFFICE OF THE ASSISTANT SECRETARY

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TO: All Interested Governmental Agencies, Public Groups,
and Concerned Individuals

Attached is the document completing the Final Supplement to
the 1975 Final Environmental Impact Statement (EIS), Conti-
nental United States Over-The-Horizon-Backscatter (OTH-B)
Radar System.

The Draft Supplement was distributed in July 1981. Since
there were very few comments or necessary changes to the
Draft, that document has not been reprinted as a part of this
Final Supplement. The attached document consists of a brief
abstract of the environmental analysis, copies of all comments
received on the Draft Supplement, and our responses to those
comments.

This document together with the Draft Supplement constitutes
the Final Supplement to the 1975 EIS.

We appreciate your interest in our environmental analysis pro-
cess.

Sincerely,

JOE F. MEIS
Acting Assistant Secretary
of the Air Force
(Manpower, Reserve Affairs
and Installations)

1 Atch
Final EIS Document

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20. ABSTRACT (Continue on reverse side if necessary and identify by block number) This supplement amends the Final Environmental Impact Statement issued in January 1975. The action proposed in the 1975 EIS was to construct and operate an OTH-B radar System in Maine, initially covering a 60 degree sector, and later expanded to cover 180 degrees. The action proposed in this supplement is to locate the integrated operations, maintenance, and security facility at Bangor International Airport, a location not considered in the 1975 EIS. Alternatives are locating at Bucks Harbor the maintenance and security con't on reverse		

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Item 20 continued

personnel who support the Washington County receiver site, but leaving the maintenance and security personnel for the operations center and the Somerset County transmitter site with the operations center and the Somerset County transmitter site with the operations personnel at Bangor International Airport; and not deploying either the 60 degree or the 180 degree system.

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Department of the Air Force
Air Force Systems Command
Electronic Systems Division

CONTINENTAL UNITED STATES (CONUS)
OVER-THE-HORIZON BACKSCATTER (OTH-B) RADAR SYSTEM
PENOBSCOT, WASHINGTON, SOMERSET COUNTIES, MAINE

FINAL SUPPLEMENT--ENVIRONMENTAL IMPACT STATEMENT
(To be used with the Draft Supplement)

ABSTRACT

This supplement amends the Final Environmental Impact Statement issued in January 1975. The action proposed in the 1975 EIS was to construct and operate an OTH-B radar system in Maine, initially covering a 60 degree sector, and later expanded to cover 180 degrees. The action proposed in this supplement is to locate the integrated operations, maintenance, and security facility at Bangor International Airport, a location not considered in the 1975 EIS. Alternatives are locating at Bucks Harbor the maintenance and security personnel who support the Washington County receiver site, but leaving the maintenance and security personnel for the operations center and the Somerset County transmitter site with the operations personnel at Bangor International Airport; and not deploying either the 60 degree or the 180 degree system. The scope of the supplement is limited mainly to identifying the environmental consequences of the operations center alternatives and examining the issue of biological effects of nonionizing radiation from the remote Somerset County transmitter on the basis of data available after the 1975 EIS was completed. Both biophysical and socioeconomic consequences of the operations center alternatives were found to be small. Further examination of the biological effects issue confirmed the conclusions of the 1975 EIS. No reliable evidence has been found to indicate that any hazard will result from either short-term or prolonged exposure of people to the power densities of the Somerset County OTH-B transmitters outside the site exclusion fences.

FOR INFORMATION CONTACT:
ESD/OCUP
Mr. R. L. Raffa
Hanscom AFB, MA 01731
Telephone (617) 861-3758

FILED WITH EPA AND MADE
AVAILABLE TO THE PUBLIC:
9 October 1981

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EOC I/B	
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INTRODUCTION

The Draft Supplement was filed with the Environmental Protection Agency and released to the public on 2 July 1981. Notice of filing appeared in the Federal Register dated 10 July 1981. The public review period ended 24 August 1981.

Comments received during the review period required no changes in the Draft Supplement. To save time and money and to reduce paperwork, the Draft Supplement is incorporated by reference into this Final Supplement.

Approximately 120 Draft Supplements were distributed for review. From this review 5 comment letters were received. These letters commenting on the adequacy, completeness, and accuracy of the Draft Supplement are reproduced on the following pages. Substantive comments are identified and numbered to correspond with the responses.

An additional distribution list is provided to supplement the one given in the Draft.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION I

J.F. KENNEDY FEDERAL BUILDING, BOSTON, MASSACHUSETTS 02203

August 14, 1981

Mr. R.L. Raffa
Air Force Electronic Systems Division (OCU)
Hanscom Air Force Base
Massachusetts 01731

RE: DS-DOD-AB4008-ME

Dear Mr. Raffa:

In accordance with Section 309 of the Clean Air Act and the National Environmental Policy we have reviewed the Draft Supplemental Environmental Impact Statement (EIS) for the Continental United States, Over-The-Horizon Backscatter Radar System, Penobscot, Washington and Somerset Counties, Maine. We have rated this Draft Supplemental EIS LO-1, in accordance with our national rating system (see enclosed explanation).

1 | We believe the Final supplement should address the potential problem of ground level storage or transportation of electroexplosive devices (EED) outside the exclusion fence but within the safe separation distance (14,000 ft. for the most sensitive class of EEDs).

Thank you for the opportunity to review and comment on the Draft Supplemental EIS. Please send two (2) copies of the Final Supplemental EIS when it becomes available.

Sincerely,

Wallace E. Stickney

Wallace E. Stickney, P.E.
Director
Environmental Impact Office

Enclosure

cc: David Janes, EPA-HQ. (ANR 461)

EXPLANATION OF EPA RATING

Environmental Impact of the Action

LO -- Lack of Objections

EPA has no objections to the proposed action as described in the draft environmental impact statement; or suggests only minor changes in the proposed action.

ER -- Environmental Reservations

EPA has reservations concerning the environmental effects of certain aspects of the proposed action. EPA believes that further study of suggested alternatives or modifications is required and has asked the originating federal agency to reassess these aspects.

EU -- Environmentally Unsatisfactory

EPA believes that the proposed action is unsatisfactory because of its potentially harmful effect on the environment. Furthermore, the Agency believes that the potential safeguards which might be utilized may not adequately protect the environment from hazards arising from this action. The Agency recommends that alternatives to the action be analyzed further (including the possibility of no action at all).

Adequacy of the Impact Statement

Category 1 -- Adequate

The draft environmental impact statement sets forth the environmental impact of the proposed project or action as well as alternatives reasonably available to the project or action.

Category 2 -- Insufficient Information

EPA believes that the draft environmental impact statement does not contain sufficient information to assess fully, the environmental impact of the proposed project or action. However, from the information submitted, the Agency is able to make a preliminary determination of the impact on the environment. EPA has requested that the originator provide the information that was not included in the draft environmental impact statement.

Category 3 -- Inadequate

EPA believes that the draft environmental impact statement does not adequately assess the environmental impact of the proposed project or action, or that the statement inadequately analyzes reasonably available alternatives. The Agency has requested more information and analysis concerning the potential environmental hazards and has asked that substantial revision be made to the impact statement.

If a draft environmental impact statement is assigned a Category 3, no rating will be made of the project or action; since a basis does not generally exist on which to make such a determination.



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

AUG 17 1981

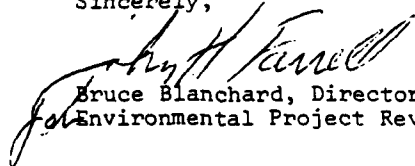
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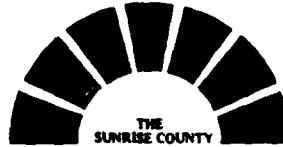
Mr. R. L. Raffa
Air Force Electronic Systems
Division (OCU)
Hanscom Air Force Base, Maine 01731

Dear Mr. Raffa:

Thank you for the opportunity to review the draft supplemental environmental impact statement on the Continental United States Over-the-Horizon Backscatter Radar System. After securing the copies requested of you on July 17, 1981, and conducting our review, we wish to advise that the proposal impacts no unit of this Department and appears adequately evaluated within the statement. No further comments are indicated within our jurisdiction or expertise.

Sincerely,


Bruce Blanchard, Director
Environmental Project Review



WASHINGTON COUNTY
REGIONAL PLANNING COMMISSION

P.O. BOX 273 83 MAIN STREET MACHIAS, MAINE 04654 TEL. (207) 255-8686

August 12, 1981

ESD/OCUP
Mr. R. L. Raffa
Hanscom AFB, MA 01731

Subject: Comments upon draft supplement to the Environmental Statement for the Continental United States Over-The-Horizon Backscatter Radar System.

The Commission feels that the operations center should be located in Washington County, as clearly stated by persons attending public meetings on the matter. However, our comments at this time are limited to the proposals contained in the draft supplement.

We have reviewed the draft and offer the following comments:

- 2 | 1. The Commission strongly urges selection of the alternative locating support personnel for the receiver site (maintenance and security) at the existing Bucks Harbor Air Force Station in Washington County. When the original EIS was under review, in 1974, it was believed locally that the Station was to be used for site personnel. This did a great deal to lessen the local fears concerning the economic impact of the concluding of the Station's original mission.

As stated on page 4 - 4, the per capita income in this area was \$6,478 in 1980 compared to \$8,100 for the State. (Maine has one of the lowest income levels in the U.S.). Infusion of an initial \$3.4 million and then \$2.7 million a year into the Washington County economy would greatly enhance it, but would be insignificant in a less-depressed area such as Bangor.

The economic benefits are our reason for supporting the selection of this alternate, however, it appears to also be logical from the Air Force's point of view because the over-the-road distance to the site from the station is approximately 30 miles less than from Bangor International Airport to the site. This would mean a round-trip savings of approximately an hour for each individual making the trip.

Other considerations are the fact that the personnel previously stationed at Bucks Harbor enjoyed excellent relations with the community - to the benefit of both, and the fact that the town has recently opened a new elementary school which is modern in every respect - an important consideration for dependents.
- 3 | 2. We are pleased to note (page 1 - 7) that one of the 325 acre parcels identified as productive blueberry land in the 1975 EIS, and part of option 1, is now not required. Consequently, no commercial blueberry land will be needed to expand the system to 180 degree coverage, and the 650 acres of commercial blueberry land estimated to be removed from production in the 1975 EIS is effectively reduced to the 325 acres


↑ already removed in the construction of the ERS. However, one comment upon the 1974 EIS was that "...approximately only 600 acres will be taken out of [Blueberry] production in return for a roughly 2 million dollar payroll injected into the area..." now the land removed from production has been reduced by one-half, but the "preferred plan" would reduce the payroll to roughly ZERO.

Washington County is a very low income area with few job opportunities. Leaving this acreage in production is most desirable.

The Commission hopes that, upon completion of the over-the-horizon system, it will be possible for the Air Force to restore to production a portion of the 325 acres that have been removed. This could be done by bid or negotiation with a single producer and access strictly controlled. It would appear that this would be compatible with the Air Force's use of the land as trees and brush would be kept down thus facilitating maintenance. While this might seem to be a minor point, the economy of the county is such that even minor improvements are noticeable. If only 100 acres were returned to production, it would be reasonable to assume that they would produce 2,000 pounds per acre, at a market price of \$0.70 per pound, the value of the crop would thus be \$14,000 each year the fields are in production. This income would go to persons maintaining the fields, raking the berries, processing them, shipping them, and of course to the contractor. The money going to each would seem small, but in a marginal economy, it would be important.

In conclusion: the Commission strongly urges the utilization of the Bucks Harbor station for locating support personnel.

Sincerely,


Lanier C. Greer
Executive Director

LCG/as

Office of the Selectmen, Assessors
and Overseers of the Poor

MUNICIPALITY OF Caratunk, MAINE

P.O. CARATUNK, MAINE 04925

ZIP
July 13, 1981

Dept. of the Air Force
Washington, D.C.

Re: Report on Environmental Effects of Bacteratha Rock System
Comment: We are not fearful of environmental effects.

Statement:

It is the solid opinion of the Caratunk Board of Selectmen,
that:

- 1- The expectations inspired by the "people protectors" of this country of complete immunity from any and all hazards which may arise from the scientific advancements needed by any society which does not welcome stagnation are insane.
- 2- The efforts of the defense establishment to secure this Nation's survival are far more important than the possibility of upsetting the nerves of any one segment of the population.
- 3- The defense establishment should remember Faraquet when faced by a hostile left-wing press.

Sincerely,
W. Ilam Clark, Chairman, Caratunk Selectmen

Addison ME 04606

ESD/OCU
Hanscom AFB MA, 01731

17 August 1981

Re: Draft Supplement - Environmental Impact Statement - CONUS - OTH-B Radar System

Dear Sirs:

2 Section 4, Bucks Harbor Alternative has faults by omission. This section solves the housing and support facilities requirement of the Columbia Falls Receive Site for perhaps the most nominal cost, avoiding any mention of the distances involved between the receive site and Bucks Harbor, and the other towns in your Bucks Harbor ROI. The authors apparently had no experience with commuting from Bucks Harbor or they would not even have included Cutler as part of the ROI which is an even further total distance of travel.

The total distance of interest is 36 miles; 16 miles on U.S. Route 1, and 20 miles on Maine style secondary roads which are narrow, with sharp curves, and blind dips. U.S. Route one from Columbia Falls to Machias is still no modern double barrel expressway or turnpike. From Bucks Harbor to the ERS receive site it is an average one hour ride by car. This travel represents two hours per day of non-productive time for all participants whether driver or passenger. This time does not benefit the receive

site effort on the individual. This time is a fatiguing risk. It represents up to 105,620 man-hours per year for the 144 people assigned to this arrangement.

This travel distance also can be represented in costs of gas and maintenance, which you can estimate and should estimate in this era of energy conservation. What is more difficult to estimate are the odds for accidents with injury or loss of life resulting from this ^{Travel} distance and time.

SOLUTION - Make Columbia Falls your ROI!

There exists at the present time enough housing within 12 miles of Columbia Falls to take care of 144 families or "unaccompanied personnel." The impact on a Columbia Falls ROI would be no different than the impact on Echo Harbor ROI. In most cases ~~can~~ travel from Bangor with its Operation Center, airport, and shopping malls, and points beyond to the southwest will be one half hour closer.

Most of this existing housing, when selectively chosen, is of sound basic construction, of better materials and workmanship than homes of this contemporary era. In most cases they would require refurbishing to include modern kitchen, bath, laundry, insulation, and heating. Washington

County needs upgraded housing.

This housing technique would avoid the segregated compound syndrome of present military housing. It would allow easier integration into the local communities and utilize existing local facilities i.e. post office, store, library, fire department and recreation. An influx of Air Force families to the many small communities would give a welcome infusion of new ideas and participants to local organizations which require volunteer community action. It is a process that enriches and influences the American ideal of a homogeneous community, instead of an isolated commune.

For "unaccompanied personnel" there are many large mansions with six or more bedrooms that could be adapted to suitable housing.

For those who prefer the compound living, a limited facility could be established in Columbia Falls (or nearby) adjacent to a health and/or recreation center. There is an old Grange Hall in Tibbetsville on the Township 19 road to the site that could be converted as a center. There is also a modern unused vocational trades building in Addison, and many large empty unused barns in the contiguous area.

4.

Establishing a Columbia Falls ROI would conform your map to the area of the ORS receive site and not 36 miles from it, as Bucks Harbor is. It would gain you Gouldboro, Hancock, Sullivan, and Franklin, which are closer to Ellsworth and that center of business and pleasure.

Spreading your site personnel in the towns near where they work should increase their efficiency by cutting down fatiguing travel time.

Give your site personnel identity as individuals as well as, as a group.

Let the government solve this housing problem for the advantage of the Air Force and the County both.

Bucks Harbor Radar Site housing was and is unique to the convenience of that site, not to the Columbia Falls OTH Radar site.

Sincerely,

J. Runkle
James O. Runkle

RESPONSE TO COMMENTS

1 This potential problem was addressed in the 1975 EIS, p. 23, which stated "Personnel will be warned against using or carrying EEDs in the respective areas by appropriate warning signs in English and French posted at frequent intervals along the boundaries of the hazard area to preclude an inadvertent detonation of an EED." The only related change introduced in the Supplement was the reduction of the calculated hazard distances, from 22,000 ft to 14,000 ft for the most sensitive class of EEDs.

2 The preferred Air Force alternative, that the Maintenance and Security Support Facility be built at Bangor, is based principally on economic factors. The Air Force needs building space and trained personnel to support the staff assigned to the Over-the-Horizon Backscatter (OTH-B) program. A commissary, base exchange, payroll office, personnel office, and similar functions are in existence at Bangor International Airport. Implementation of the Bucks Harbor alternative would require that the Air Force add approximately 48 persons to the OTH-B staff and would further require construction of new facilities. These costs far outweigh the cost of adding 30 miles to the over-the-road distance to the site.

3 The Air Force has already leased blueberry land that was not disturbed by construction to the former owners of that land. The Air Force plans to continue leasing unused blueberry land for commercial blueberry production.

ADDITIONS TO DISTRIBUTION LIST

Federal Agencies

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Attn: Ms. Janice Arnholm

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Department of Human Services
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