FEDERAL AVIATION ADMINISTRATION

AIRPORTS DIVISION

Short Environmental Assessment Form for AIRPORT DEVELOPMENT PROJECTS

Airport Name: Faulkton Municipal Airport Identifier: 3FU

Project Title: Runway reconstruction, widening, and extension; GPS instrument approach development; and land acquisition

This Environmental Assessment becomes a Federal document when evaluated, signed, and dated by the Responsible FAA official.

Sheri G Lares Digitally signed by Sheri G Lares
Date: 2020.11.02 09:32:32 -06'00'

Responsible FAA Official Date

INSTRUCTIONS

THIS FORM IS FOR LIMITED USE ON SPECIFIC TYPES OF PROJECTS. AIRPORT SPONSORS MUST CONTACT YOUR LOCAL AIRPORTS DISTRICT OFFICE (ADO) ENVIRONMENTAL PROTECTION SPECIALIST (EPS) BEFORE COMPLETING THIS FORM.

This form was prepared by FAA Eastern Region Airports Division and is being used by the Great Lakes Region Dakota Minnesota Airports District Office, in coordination with Regional Airports General Counsel.

Introduction: This Short Environmental Assessment (EA), is based upon the guidance in Federal Aviation Administration (FAA) Orders 1050.1F – *Environmental Impacts: Policies and Procedures*, and the *Environmental Desk Reference for Airport Actions* and 5050.4B – *NEPA Implementing Instructions for Airport Actions*. These orders incorporate the Council on Environmental Quality's (CEQ) regulations for implementing the National Environmental Policy Act (NEPA), as well as US Department of Transportation environmental regulations, and other applicable federal statutes and regulations designed to protect the Nation's natural, historic, cultural, and archeological resources. The information provided by sponsors, with potential assistance from consultants, through the use of this form enables the FAA ADO offices to evaluate compliance with NEPA and the applicable special purpose laws.

Use: For situations in which this form may be considered, refer to the APPLICABILITY Section below. The local ADO has the final determination in the applicability of this form to a proposed Federal Action. Proper completion of the Form will allow the FAA to determine whether the proposed airport development project can be processed with a short EA, or whether a more detailed EA or EIS must be prepared. **If you have any questions on whether use of this form is appropriate for your project, or what information to provide, we recommend that you contact the environmental specialist in your local ADO.**

This Form is to be used in conjunction with applicable Orders, laws, and guidance documents, and in consultation with the appropriate resource agencies. Sponsors and their consultants should review the requirements of special purpose laws (See 5050.4B, Table 1-1 for a summary of applicable laws). Sufficient documentation is necessary to enable the FAA to assure compliance with all applicable environmental requirements. Accordingly, any required consultations, findings or determinations by federal and state agencies, or tribal governments, are to be coordinated, and completed if necessary, prior to submitting this form to FAA for review. Coordination with Tribal governments must be conducted through the FAA. We encourage sponsors to begin coordination with these entities as early as possible to provide for sufficient review time. Complete information will help FAA expedite its review. This Form meets the intent of a short EA while satisfying the regulatory requirements of NEPA for an EA. Use of this form acknowledges that all procedural requirements of NEPA or relevant special purpose laws still apply and that this form does not provide a means for circumvention of these requirements.

Submittal: When using this form for an airport project requesting *discretionary funding*, the documentation must be submitted to the local ADO by April 30th of the fiscal year preceding the fiscal year in which funding will be requested. When using this form for an airport project requesting *entitlement funding*, the documentation must be submitted to the local ADO by November 30th of the fiscal year in which the funding will be requested.

Availability: *An electronic version of this Short Form EA is available by contacting your local FAA ADO EPS. .Other sources of environmental information including guidance and regulatory documents are available on-line at http://www.faa.gov/airports_airtraffic/airports/environmental.*

APPLICABILITY

Local ADO EPSs make the final determinations for the applicability of this form. If you have questions as to whether the use of this form is appropriate for your project, contact your local EPS BEFORE using this form. Airport sponsors can consider the use of this form if the proposed project meets either Criteria 1 or Criteria 2, 3, and 4 collectively as follows:

1) It is normally categorically excluded (see paragraphs 5-6.1 through 5-6.6 in FAA Order 1050.1F) but, in this instance, involves at least one, but no more than two, extraordinary circumstance(s) that may significantly impact the human environment (see paragraph 5-2 in 1050.1F and the applicable resource chapter in the 1050.1F Desk reference).

2) The action is one that is not specifically listed as categorically excluded or normally requires an EA at a minimum (see paragraph 506 in FAA Order 5050.4B).

3) The proposed project and all connected actions must be comprised of Federal Airports Program actions, including:

(a) Approval of a project on an Airport Layout Plan (ALP),
(b) Approval of Airport Improvement Program (AIP) funding for airport development,
(c) Requests for conveyance of government land,
(d) Approval of release of airport land, or
(e) Approval of the use of Passenger Facility Charges (PFC).

4) The proposed project is not expected to have impacts to more than two of the resource categories defined in the 1050.1F Desk Reference.

This form cannot be used when any of the following circumstances apply:

1) The proposed action, including all connected actions, requires coordination with or approval by an FAA Line of Business of Staff Office other than the Airports Division. Examples include, but are not limited to, changes to runway thresholds, changes to flight procedures, changes to NAVAIDs, review by Regional Counsel, etc.

2) The proposed action, including all connected actions, requires coordination with another Federal Agency outside of the FAA.

3) The proposed action will likely result in the need to issue a Record of Decision.

4) The proposed action requires a construction period exceeding 3 years.

5) The proposed action involves substantial public controversy on environmental grounds.

6) The proposed project would have impacts to, or require mitigation to offset the impacts to more than two resources[1] as defined in the 1050.1F Desk Reference.

7) The proposed project would involve any of the following analyses or documentation:
    a. The development of a Section 4(f) Report for coordination with the Department of the Interior,
    b. The use of any Native American lands or areas of religious or cultural significance,
    c. The project emissions exceed any applicable *de minimis* thresholds for criteria pollutants under the National Ambient Air Quality Standards, or
    d. The project would require noise modeling with AEDT 2b (or current version).

If a project is initiated using this form and any of the preceding circumstances are found to apply, the development of this form must be terminated and a standard Environmental Assessment or Environmental Impact Statement (if applicable) must be prepared.

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[1] A resource is any one of the following: Air Quality; Biological Resources (including Threatened and Endangered Species); Climate; Coastal Resources; Section 4(f); Farmlands; Hazardous Materials, Solid Waste, and Pollution Prevention; Historical, Architectural, Archaeological, and Cultural Resources; Land Use; Natural Resources and Energy Supply; Noise and Noise-Compatible Land Use; Socioeconomics; Environmental Justice; Children's Environmental Health and Safety Risks; Visual Effects; Wetlands; Floodplains; Surface Waters; Groundwater; Wild and Scenic Rivers; and Cumulative Impacts.

Complete the following information:

Project Location
Airport Name: Faulkton Municipal Airport Identifier: 3FU
Airport Address: 301 Main St.
City: Faulkton County: Faulk State: SD Zip: 57438

Airport Sponsor Information
Point of Contact: Slade Roseland, Mayor
Address: PO Box 21
City: Faulkton State: SD Zip: 57438
Telephone: 605-598-6515 Fax: 605-598-4290
Email: faulktoncity@venturecomm.net

Evaluation Form Preparer Information
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Contents

1 Introduction/Background:

This Environmental Assessment (EA) has been prepared in accordance with Federal Aviation Administration (FAA) Order 1050.1F, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions.* These documents prescribe the policies and procedures of the FAA for implementing NEPA and regulations of the Council on Environmental Quality (CEQ), 40 Code of Federal Regulations (CFR) Parts 1500-1508. This EA is an informational document for use by both decision makers and the public. It discloses potential environmental and socioeconomic impacts of the Proposed Action.

The FAA is the lead federal agency, with the South Dakota Department of Transportation participating as a funding partner for the proposed project. The City of Faulkton is the owner of the Faulkton Municipal Airport (3FU).

The FAA location identifier for the Faulkton Municipal Airport is 3FU.

Chapter 1 of this EA discusses the problem (the need) facing the Airport and proposed solution to the problem (the purpose). This chapter also describes the project background and Proposed Action. To identify the purpose and need, this chapter discusses local economic characteristics, the existing and proposed design standards for the Airport, and potential future growth.

1.1 Project Location

The Faulkton Municipal Airport (3FU) is a General Aviation (GA) airport located on the east edge of the City of Faulkton in Faulk County, South Dakota. The airport serves the City of Faulkton (City) and the surrounding region. The airport can be accessed from US Highway 212 on the east side of the City. *Figure 1* is the location and vicinity map which identifies the location of the City of Faulkton within the State of SD and the position of the airport in relation to the City.

The City's population has slowly been decreasing after the 2000 census of 785, and is currently around 736 people, as noted from the 2010 census. Faulk County's population has declined from a peak population of 6,895 people in 1930 to 2,364 people according to the 2010 census.

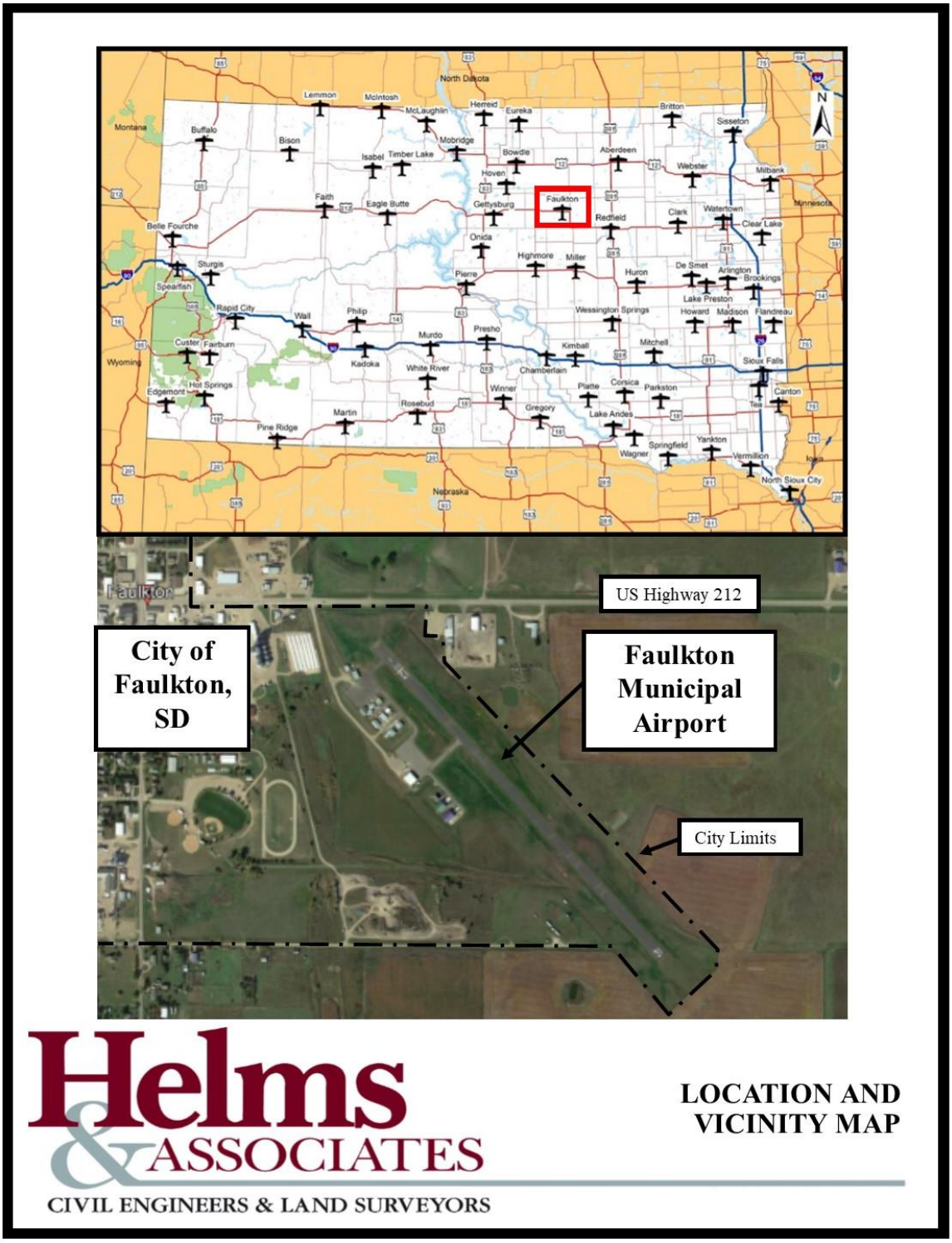


Figure 1. Location and Vicinity Map
(Sources – SD State Aviation System Plan 2010-2030 & Google Earth image dated 9/26/14)

1.2 Project Background

3FU was activated in October of 1953 by the City for public use. The runway was reconstructed in 1998.

As part of the SDDOT pavement maintenance program, the airport pavement is visually evaluated every three years and the PCI is determined for each pavement section. The minimum recommended PCI value determined by the FAA for runways is 60. The runway PCI was 68 in 2012, 70 in 2015, and 51 in 2018. The most recent PCI value indicates an immediate need for reconstruction (*see Figure 2*).

The Pavement Condition Index (PCI) is a numerical value between 0 and 100 used to identify the condition of the pavement.

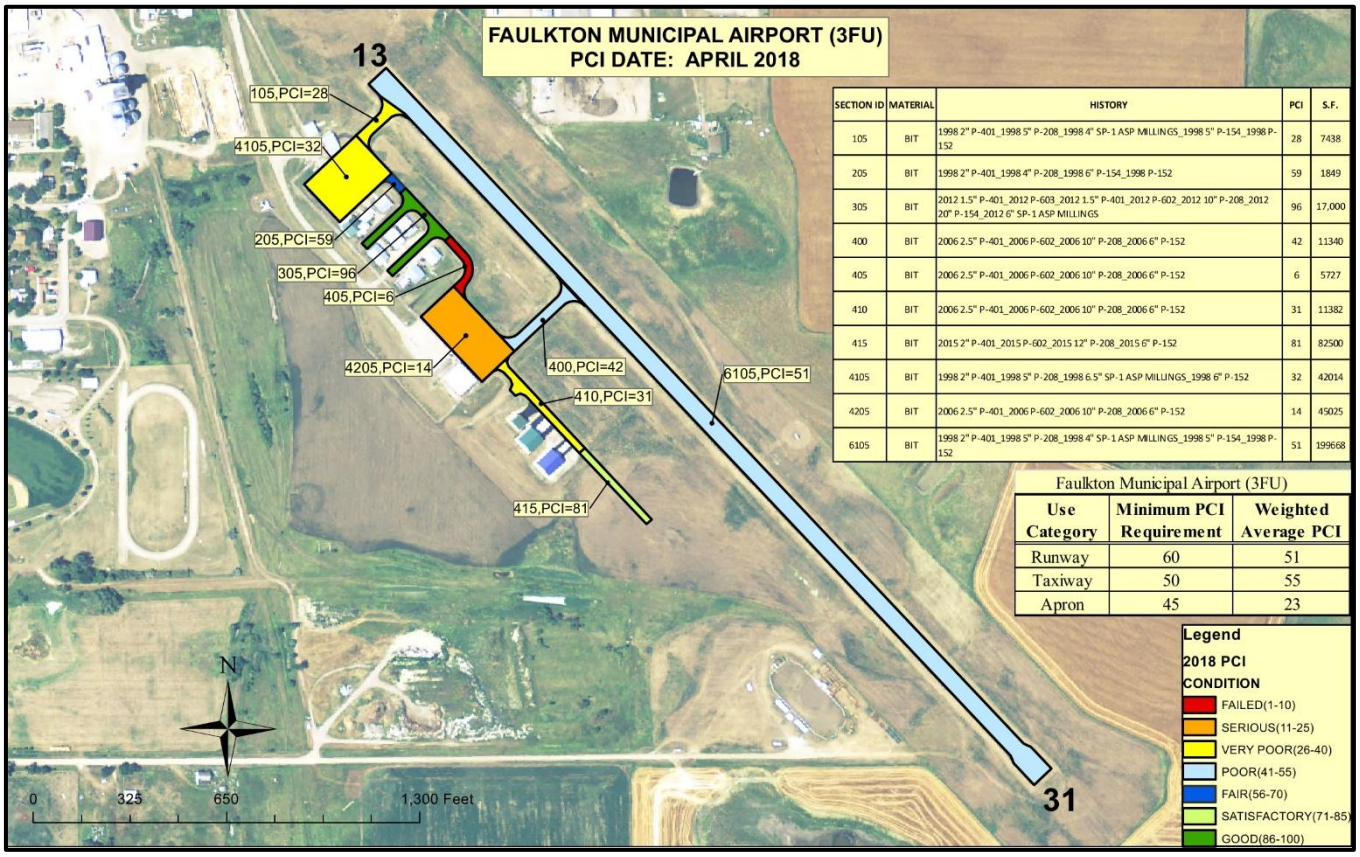


Figure 2. 3FU PCI Map

Given that the pavement section is greater than 20 years old, the existing pavement structure lacks frost protection, and the 2018 PCI value is less than 60, it can be inferred that Runway 13/31 is in need of reconstruction. The requisite for reconstruction led the project team to review the current design standards for the construction of runways and concluded that the existing runway does not meet those standards. Therefore, the proposed action will include, not only the runway reconstruction, but also bringing the airport into compliance with those standards.

2 Project Description

(List and clearly describe **ALL** components of project proposal including all connected actions). A**ttach a map or drawing of the area with the location(s) of the proposed action(s) identified:**

The proposed action is to reconstruct the existing runway pavement, lengthen and widen the primary runway, and obtain an instrument approach at 3FU.

3 Project Purpose and Need:

The purpose is defined as the objective to be achieved by carrying out the project. The need is defined as the problem or opportunity that the project is intending to solve or satisfy.

The purpose of the Proposed Action is to enhance facilities at 3FU by improving the service and safety of the Airport. Specifically, the purpose includes:

- Comply with all applicable design standards for the critical design aircraft.
- Accommodate all aircraft using the airport by providing adequate runway length for the critical design aircraft.
- Provide 1-mile visibility instrument approaches to both runway ends.

The need for the Proposed Action is based on design standards of the existing critical design aircraft and implementation of an instrument approach, which include the following:

- Complying with all applicable FAA design standards for the critical design aircraft in *FAA AC 150/5300-13B, Airport Design*.
- Increasing the primary runway length to meet the requirements of *FAA Advisory Circular (AC) 150/5325-4B, Runway Length Requirements for Airport Design*.
- Comply with Design Standards to Accommodate a GPS Approach

3.1 Comply with FAA Design Standards for Design Group A/B-II Small

The Aircraft Approach Category (AAC) and airplane design group (ADG) are identified by the letters A through E and roman numerals I through VI, respectively.

The approach speeds, tail height, and wingspan of the aircraft are used to determine the AAC and ADG of an aircraft, which together are considered the runway design code (RDC). For example, aircraft with approach speeds of less than 91 knots, tail heights of less than 20 feet, and wingspans of less than 49 feet are considered an A-I aircraft. See *Table 1* for the list of AAC/ADG from the *FAA AC 150/5300-13A*. According to the current Airport Layout Plan (ALP) and the FAA, the existing RDC for Runway 13/31 is A/B-I-Visual.

Table 1. AAC/ADG Categories and Groups

Aircraft Approach Category	
AAC	**Approach Speed**
A	Approach speed is less than 91 knots
B	Approach speed is 91 knots or more, but less than 121 knots
C	Approach speed is 121 knots or more, but less than 141 knots
D	Approach speed is 141 knots or more, but less than 166 knots
E	Approach speed is 166 knots or more

Airplane Design Group			Approach Visibility Minimums	
ADG	**Tail Height (feet)**	**Wingspan (feet)**	**RVR (feet)**	**Instrument Flight Visibility Category (statue mile)**
I	< 20	< 49	N/A (VIS)	Visual (V)
II	20 to < 30	49 to < 79	5,000	Not lower than 1 mile (Non-precision approach (NPA))
III	30 to < 45	79 to < 118	4,000	Lower than 1 mile, but not lower than 0.75 miles (APV)
IV	45 to < 60	118 to < 171	2,400	Lower than 0.75 miles, but not lower than 0.5 miles (CAT-I PA)
V	60 to < 66	171 to < 214	1,600	Lower 0.5 miles, but not lower than 0.25 miles (CAT-II PA)
VI	66 to < 80	214 to < 262	1,200	Lower 0.25 miles (CAT-III PA)

According to the *FAA AC 150/5000-17, Critical Aircraft and Regular Use Determination*, "the critical aircraft is the most demanding aircraft type, or grouping of aircraft with similar characteristics, that make regular use" of an airport. The existing runway was designed to serve A-I and B-I small (<12,500 pounds maximum take-off weight (MTOW)) aircraft. The operations of the grouping of A/B-II small aircraft include fixed wing ambulance operations and agricultural spray operations. Several aerial ag spray operators use the airport on a regular basis with Air Tractor 602s, which are classified as B-II. The total operations of the A/B-II small aircraft exceed the minimum required number of 500 and is therefore the critical aircraft using the airport. 3FU is a critical airport for the Ag spraying operations due to the County not allowing aircraft to land on roads and its rural locality.

The critical design aircraft at 3FU is B-II small.

The types of aircraft and sample photos of the aircraft using 3FU are shown in *Figure 3*.

A/B-I-Small Aircraft	A-II Small Aircraft	B-II Small Aircraft
Air Tractor 301, Beech Baron 58 Cessna 150, 172, 210, Piper Supercub	Air Tractor 402 Air Tractor 502	Air Tractor 602, Beech King Air 200, **Pilatus PC-12**
		

Figure 3. Sample of Aircraft using the Airport

A summary of the design standards for the existing facility and for the proposed standards based on the critical aircraft is shown in *Table 2*, which is a snap shot from Table 3-5 of the Airport Design AC. The red text in the table indicates those standards that do not meet the requirements of the critical design aircraft at 3FU.

Table 2. Design Standards Summary

		Existing (A/B-I small)	Proposed (A/B-II small)
Runway Design Standards	**Runway Length (feet)**	**3,248**	**3,600**
	Runway Width (feet)	**60**	**75**
	Surface Pavement Type	Asphalt	Asphalt
	Pavement Marking	**Visual**	**Non-Precision**
	Single Wheel Weight Bearing (pounds)	12,500	12,500
Runway Protection	Runway Safety Area (RSA)		
	Length beyond departure end (feet)	**240**	**300**
	Length prior to threshold (feet)	**240**	**300**
	Width (feet)	**120**	**150**
	Runway Object Free Area (ROFA)		
	Length beyond departure end (feet)	**240**	**300**
	Length prior to threshold (feet)	**240**	**300**
	Width (feet)	**250**	**300**
	Runway Obstacle Free Zone (ROFZ)		
	Length (beyond the runway end) (feet)	200	200
	Width (feet)	250	250
	Approach Runway Protection Zone (RPZ)		
	Length (feet)	1,000	1,000
	Inner Width (feet)	250	250
	Outer Width (feet)	450	450
	Acres (feet)	8.035	8.035
	Departure Runway Protection Zone (RPZ)		
	Length (feet)	1,000	1,000
	Inner Width (feet)	250	250
	Outer Width (feet)	450	450
	Acres (feet)	8.035	8.035
Runway Separation	Runway centerline to:		
	Holding Position (feet)	125	125
	Parallel Taxiway/Taxilane centerline (feet)	**150**	**240**
	Aircraft parking area (feet)	**125**	**250**

Runway Width

FAA AC 150/5300-13A, Airport Design, has runway design standards developed based on the AAC and ADG. The runway width required for design is identified in *Table 2* as 75 feet.

Runway Safety Area (RSA)

The Airport Design AC states that the RSA standards are based on 90 percent of overruns being contained within the RSA. The standards indicate that the RSA must be clear, drained to prevent water accumulation, capable of supporting snow removal equipment and occasional aircraft, and free of objects. In addition, the RSA has grading requirements. Based on the aforementioned requirements, the RSA must be evaluated to ensure the proposed (A/B-II) RSA meets all of the design criteria.

Runway Object Free Area (ROFA)

The Airport Design AC dictates that the ROFA be clear of above-ground objects protruding above the nearest point of the RSA. To the extent practicable, objects in the ROFA should be frangible. Similarly to the RSA, the ROFA has grading requirements. The terrain should not protrude above the nearest point of

the RSA in any location. The ROFA must be evaluated to ensure the future (A/B-II) ROFA meets all of the design criteria.

Taxiway/Taxilane Design Standards

Taxiways provide a defined path for the taxiing of aircraft from one part of an airport to another. Whereas taxilanes are designed for low speed taxiing and are typically located outside of movement areas. The TDG is determined from the cockpit to main gear distance and the main gear widths of the critical design aircraft. The critical design aircraft, A/B-II small, contain aircraft that are classified between taxiway design group (TDG) 1B and 2. The design standards for both the ADG and TDG are listed in *Tables 3* and *4*. The Air Tractor 402, 502, and 602 require TDG 1B standards and the King Air 200 require TDG 2 standards. Since the King Air 200 does not have 500 operations, only TDG 1B is justified to be accommodated throughout the airfield.

The taxiways/taxilanes have design standards based on the taxiway design group (TDG) and separation standards based on the ADG.

Table 3. Taxiway/Taxilane Design Standards based on ADG

ITEM	ADG	
	I (feet)	II (feet)
TSA	49	79
Taxiway OFA	89	131
Taxilane OFA	79	115

Table 4. Taxiway/Taxilane Design Standards based on TDG

ITEM	TDG		
	IA (feet)	1B (feet)	2 (feet)
Taxiway Width	25	25	35
Taxiway Edge Safety Margin (TESM)	5	5	7.5

The system of taxiways and taxilanes at 3FU consist of two 35 feet wide connector taxiways that provide access from the aprons to the runway. A system of 25 feet wide hangar taxilanes provide access to the hangars in the north hangar area and a 25 foot wide hangar taxilane provides access to the hangar area to the south.

The OFA clearances in the north hangar area do not meet A/B-I small aircraft, therefore, the wingspan clearances on those taxilanes are reduced to 28.3 feet and 38.2 feet, respectively. The taxilanes do not impede the current users of those taxilanes, however, when the opportunity presents itself, the airport should pursue removal and clear up the taxilane object free areas when possible. The connector taxiways and south hangar taxilane meet the TDG 1B and A/B-II small aircraft standards. The TDG and ADG should be taken into account for all future development.

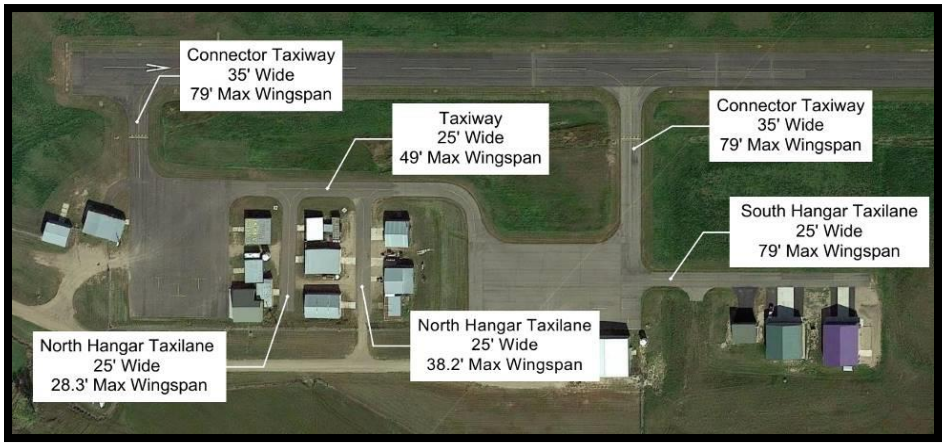


Figure 4. Existing Taxiways/Taxilanes at 3FU

3.2 Provide Sufficient Runway Length

FAA AC 150/5325-4B, Runway Length Requirements for Airport Design, recommends that an airport intending to serve a low-activity location, small to medium population communities, and remote recreational areas be able to accommodate 95 percent of the small airplane fleet. *Figure 5* identifies the recommended runway lengths for 95 percent and 100 percent of the fleet.

This figure recommends a runway length of 3,600 feet to accommodate 95 percent of all small aircraft. Runway 13/31 has an existing pavement length of approximately 3,248 feet; however, the Runway 13 End pavement is less than 500 feet from US Highway 212. A minimum of a 20:1 approach surface is required to be maintained clear off the end of each runway, therefore a displaced threshold was established on the Runway 13 End.

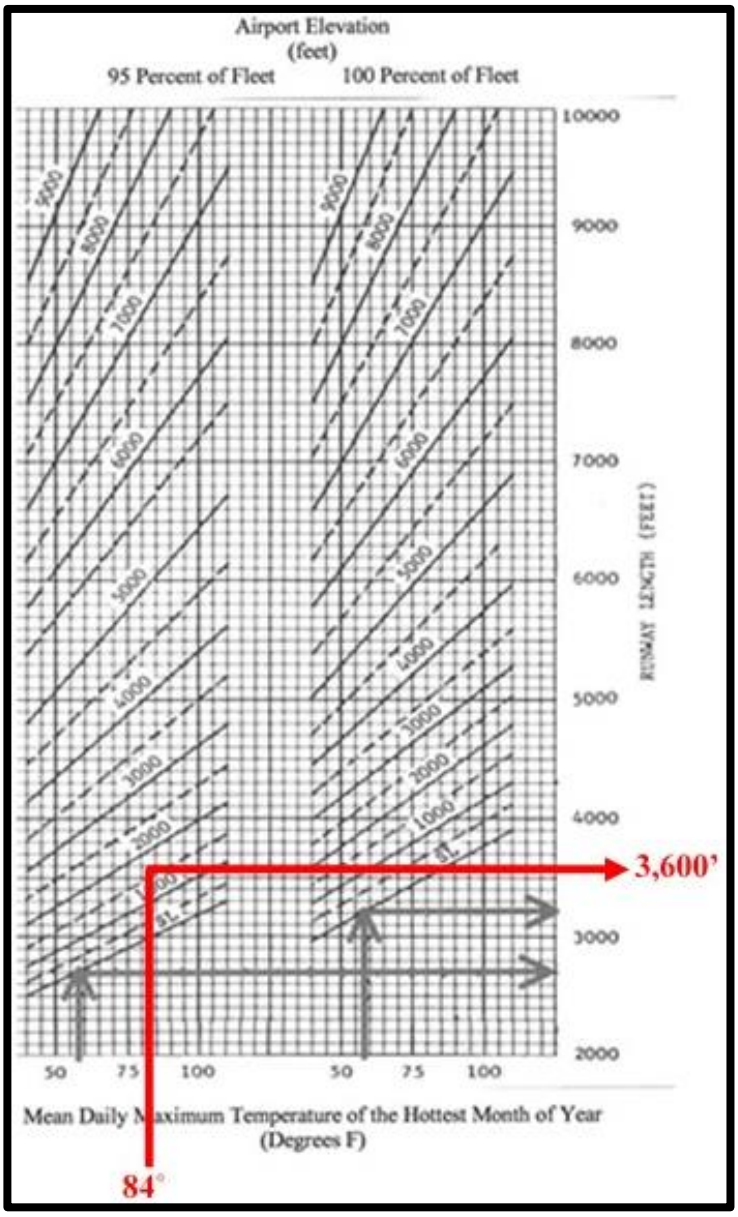


Figure 5. Figure 2-1 from FAA AC 150/5325-4B

Displaced thresholds affect the declared distances at an airport. The existing declared distances have been identified in *Table 5*, and consist of the Take-Off Run Available (TORA), Take-Off Distance Available (TODA), Accelerate Stop Distance Available (ASDA), and Landing Distance Available (LDA). For example, the LDA for a landing on Runway 13 is 2,994 feet, but the LDA for landing on Runway 31 is 3,248 feet. *Figure 6* is a graphical depiction of the existing declared distances for Runway 13/31.

Table 5. Existing Declared Distances

	Runway 13	Runway 31
TORA	3,248 LF	2,994 LF
TODA	3,248 LF	2,994 LF
ASDA	3,248 LF	3,248 LF
LDA	2,994 LF	3,248 LF

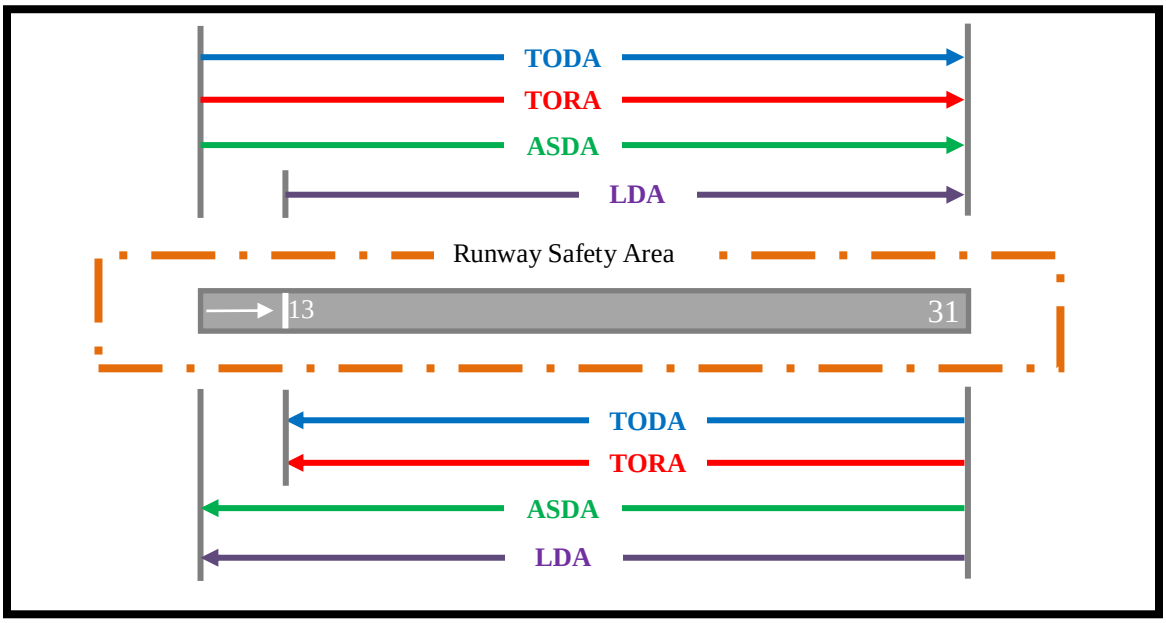


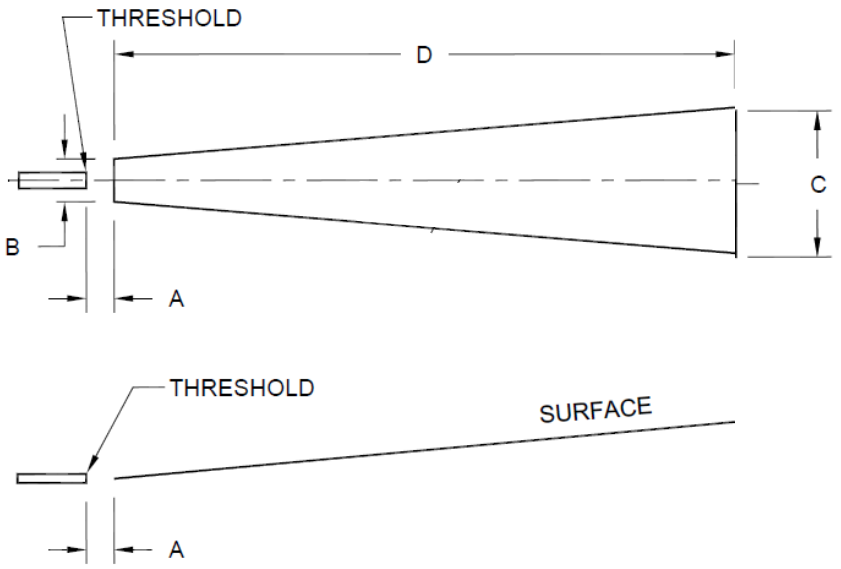
Figure 6. Declared Distances

3.3 Comply with Design Standards to Accommodate a GPS Approach

Instrument approach procedures with 1-mile visibility in day and night conditions and vertically-guided approaches are planned for 3FU. According to Table 3-4 from *FAA AC 150/5300-13A, Airport Design* and the updated table from *Engineering Brief 99*, the appropriate approach surface must be clear, possess a minimum of 3,200 foot runway length, acquire non-precision markings, holding position signs and markings, runway edge lights, and a complete aeronautical survey. A paved surface, parallel taxiway, approach lights, medium or low intensity runway lights (MIRL or LIRL), and a visual glideslope indicator (such as Precision Approach Path Indicators) are recommended. *Table 6* is derived Table 3-2 from *FAA AC 150/5300-13A* and updated table *from Engineering Brief 99*.

Table 6. Approach and Departure Standards Table

Runway Type	Dimensional Standards (feet)				Slope	Requirement
	A	B	C	D		
Approach end of runways expected to accommodate instrument approaches having visibility greater than or equal to ¾ statue mile. (Table 3-2, Row 4)	200	400	3,400	10,000	20:1	Clear
Approach end of runways expected to accommodate instrument approaches with vertical guidance. (Table 3-2, Row 6)	0	Runway width + 200	1,520	10,000	30:1	Clear
Departure runway ends used for any instrument operations. (Table 3-2, Row 7)	0	1,000	6,466	10,200	40:1	Clear to the extent practicable



Navigational Aids (NAVAIDs) are electronic and visual air navigation aids, lights, signs, and associated equipment.

Along with clearing the surfaces in *Table 6* for the future runway ends, many of the other feasible recommendations are proposed in *Table 7*. The red text indicates the existing NAVAIDs at 3FU that no longer meet the design standards.

Table 7. NAVAID Summary

	Existing	Proposed
Taxiway Lighting	Reflectors	MITL
Runway Lighting	LIRL	MIRL
Visual Glideslope Indicators	N/A	PAPIs
Instrument Approaches	N/A	GPS

4 Affected environment and land use in the vicinity of project:

4.1 Existing Airport Facilities

3FU is situated on 108 acres of City-owned property. The current airport layout is shown in *Figure 7*. The existing facilities include:

- Runway 13/31 (3,248 feet x 60 feet) with a displaced threshold and an asphalt surface.
- 14 hangars with 1,100 feet of hangar taxilanes
- Access road, a small GA terminal/snow removal equipment storage building, and parking lot.
- Two GA aprons.

The Airport has the following navigational aids (NAVAIDs) and visual aids:

- An airport owned SuperUnicom. The weather reporting instruments provide informational weather data for pilots using the airport.
- A rotating beacon used by pilots to locate the Airport at night.
- A lighted wind cone/segmented circle used by pilots for an indication of general wind direction and speed, along with being a visual indicator of traffic pattern information.

The Airport has the following based aircraft and operations:

- 16 based aircraft and 2 helicopters (FAA 2017)
- 3,560 annual aircraft operations (FAA 2017)
- Three aerial spray applicator businesses: Raab Aviation, Wilbur Ellis Air, and AgTegra Cooperative

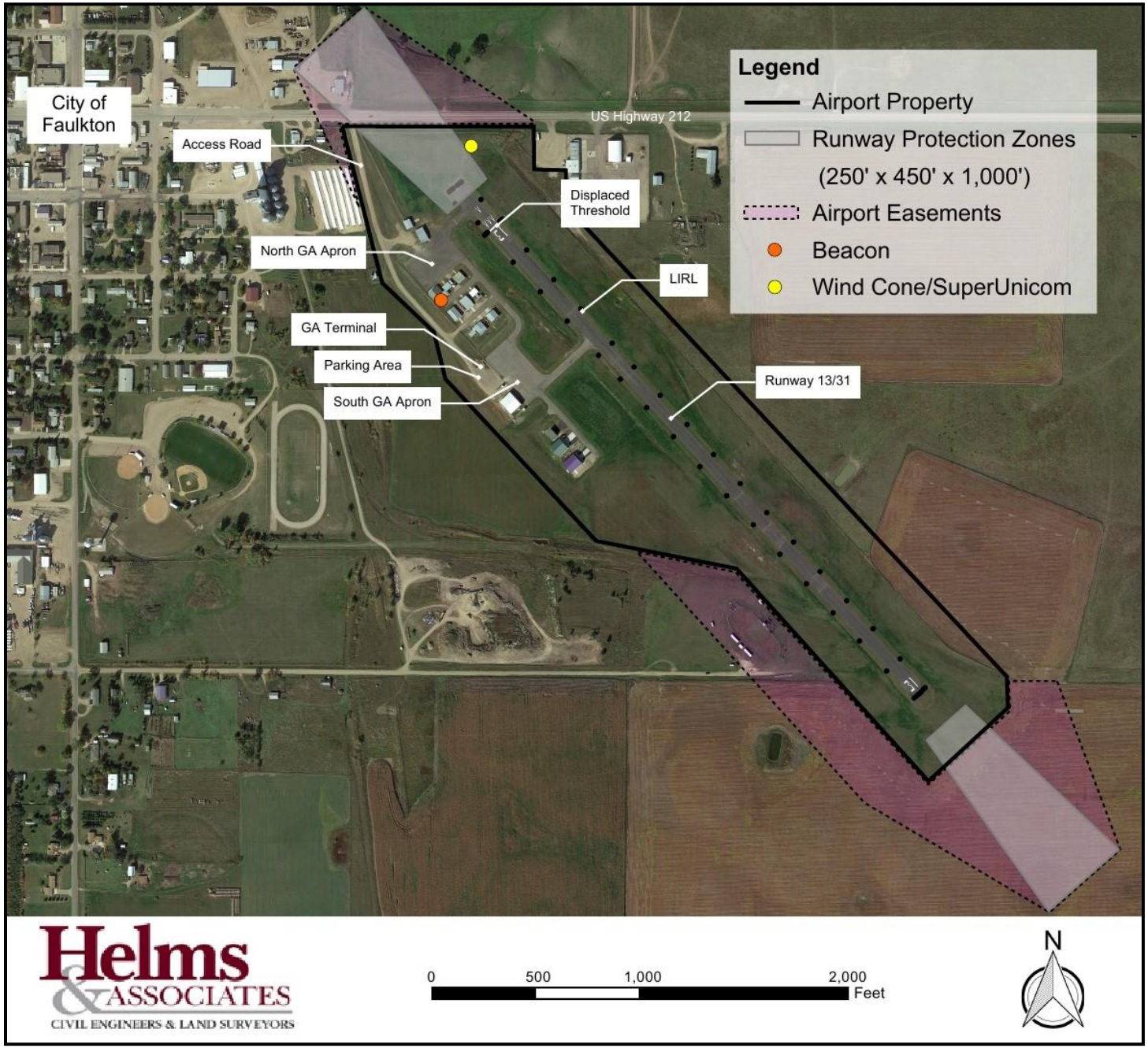


Figure 7. Faulkton Municipal Airport Existing Layout

4.2 Land Use in the Vicinity of the Airport

A summary of the land uses surrounding the airport have been identified in Table 8

Table 8. Surrounding Land Use Summary

Direction from Airport	Land Use
North	Agricultural – primarily used for grazing The South Fork of Snake Creek and the City of Faulkton's wastewater lagoons are approximately ½ mile north of the airport.
East	Agricultural – used for row crops and grazing
South	Agricultural – used for row crops and grazing A linear wetland is located approximately ¾ mile south of the airport.
West	Residential/industrial – The City of Faulkton is located west of the airport. A grain facility is adjacent to the airport on the northwest corner. The City football/track field and baseball fields are located south of the grain facility. The southwest side of the airport contains the rodeo grounds and the City Rubble site.

5 Alternatives to the Project:

Describe any other reasonable actions that may feasibly substitute for the proposed project, and include a description of the "No Action" alternative. If there are no feasible or reasonable alternatives to the proposed project, explain why (attach alternatives drawings as applicable)**:**

5.1 Description of Alternatives Carried Forward

Two alternatives were carried forward for further analysis and were considered for their ability to meet the purpose and need.

5.1.1 Alternative A: No Action Alternative

Alternative A, leaves the airport in its present condition. Improvements would only be made to maintain existing pavement facilities in suitable condition. No additional improvements to airport facilities would be made. The No-Action Alternative represents the "status quo" of the airport and its environment. Airport maintenance, including crack sealing and pavement overlays, would continue as needed into the future. Alternative A would not meet the purpose and need for the reasons described below. Please refer to *Figure 8: Alternative A, No Action Alternative.*

5.1.1.1 FAA Design Standards for Design Group A/B-II Small

Alternative A would not meet the need to comply with FAA design standards for the critical design aircraft (A/B-II small aircraft).

Table 8 identifies each of the standards presented in the purpose and need. Each standard associated with Alternative A does not meet the requirement for the design aircraft is highlighted in red.

Table 9. Alternative A, Standards Summary

		Proposed Action (A/B-II small)	Alternative A (A/B-I small)
Runway Design Standards	**Runway Length (feet)**	**3,600**	**3,248**
	Runway Width (feet)	**75**	**60**
	Pavement Marking	**Non-Precision**	**Visual**
Runway Protection	Runway Safety Area (RSA)		
	Length beyond departure end (feet)	**300**	**240**
	Length prior to threshold (feet)	**300**	**240**
	Width (feet)	**150**	**120**
	Runway Object Free Area (ROFA)		
	Length beyond departure end (feet)	**300**	**240**
	Length prior to threshold (feet)	**300**	**240**
	Width (feet)	**300**	**250**
Runway Separation	Runway centerline to:		
	Parallel Taxiway/Taxilane centerline (feet)	**240**	**150**
	Aircraft parking area (feet)	**250**	**125**
Taxiway Design Standards	**TSA**	**79**	**49**
	Taxiway OFA	**131**	**89**
	Taxilane OFA	**115**	**79**
NAVAID Summary	**Taxiway Lighting**	**MITL**	**Reflectors**
	Runway Lighting	**MIRL**	**LIRL**
	Visual Glideslope Indicators	**PAPIs**	**N/A**
	Instrument Approaches	**GPS**	**N/A**

5.1.1.2 Sufficient Runway Length

The existing runway length is 3,248 feet. However, there is a displaced threshold on the Runway 13 end creating different usable runway lengths as low as 2,994 feet. As shown in *Table 5*, the recommended runway length for 3FU is 3,600 feet. Alternative A does not meet the need for a runway length of 3,600 feet with the existing displaced threshold on both runway ends.

5.1.1.3 Design Standards to Accommodate a GPS Approach

Alternative A would not improve navigational systems for 3FU. No GPS approach is proposed to be developed. Other improvements recommended to be implemented would not be made, such as the PAPIs, MIRL, and MITL along the runway. However, the existing windcone, beacon, and taxiway reflectors are expected to be adequate for the aircraft using the Airport.

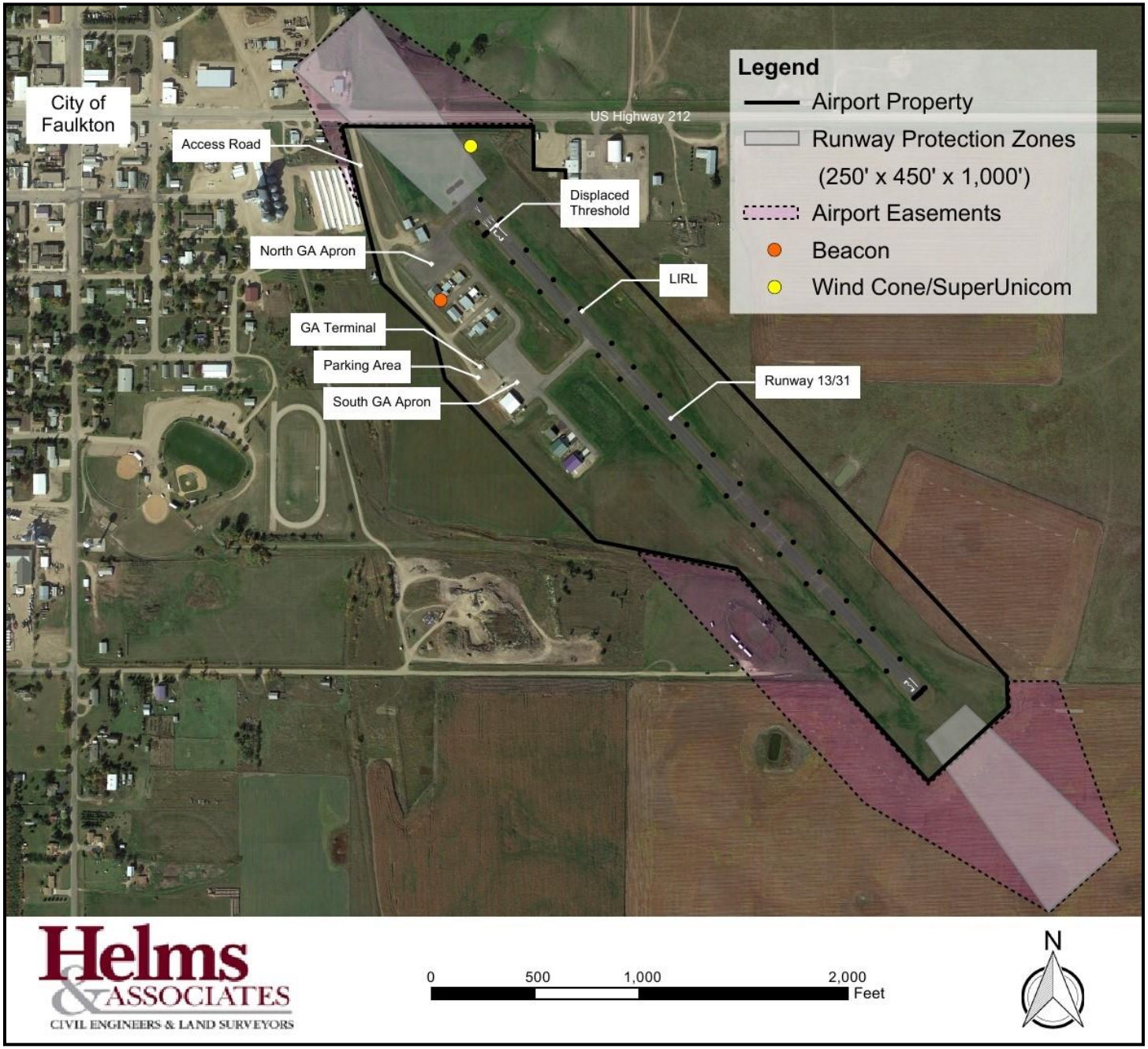


Figure 8. Alternative A: No Action Alternative

5.1.2 Alternative B: Extend Runway 13/31

This alternative includes the extension of Runway 13/31 to the southeast. Alternative B consists of:

- Purchasing ± 46 acres of property on the Runway 31 end
- Purchasing ± 22 acres of easements on the Runway 13 end
- Removal of 35' x 280' of existing connector taxiway
- Construction of 35' x 325' connector taxiway
- Reconstruction of ± 35' x 160' existing connector taxiway
- Reconstruction and widening of ± 3,248' of existing runway pavement
- Construction of ± 75' x 606' of extended runway to the southeast
- Construction of a turnaround on the Runway 31 End
- Installation of underdrain piping underground along the edges of all new pavements
- Installation of new markings and signs
- Grading to ensure future FAR Part 77 Primary Surfaces are clear (500' wide centered on the entire length of the runway).
- Removal of existing Runway 13/31 lighting system
- Construction of Medium Intensity Runway Lighting System (MIRL)
- Construction of Precision Approach Path Indicators (PAPI's)
- Relocation/replacement of existing Wind Cone/SuperUnicom
- Removal of existing fencing and construction of new 4' barbed wire fencing surrounding newly purchased property (Existing chain link fencing along the highway and apron area is to remain.)
- Completion of an Approach Survey and GPS Instrument Approach Development
- Incorporate Best Management Practices (BMPs) to minimize harm during construction

Please refer to *Figure 9, Alternative B: Extend Runway 13/31*.

Alternative B meets the purpose and need for the following reasons described below:

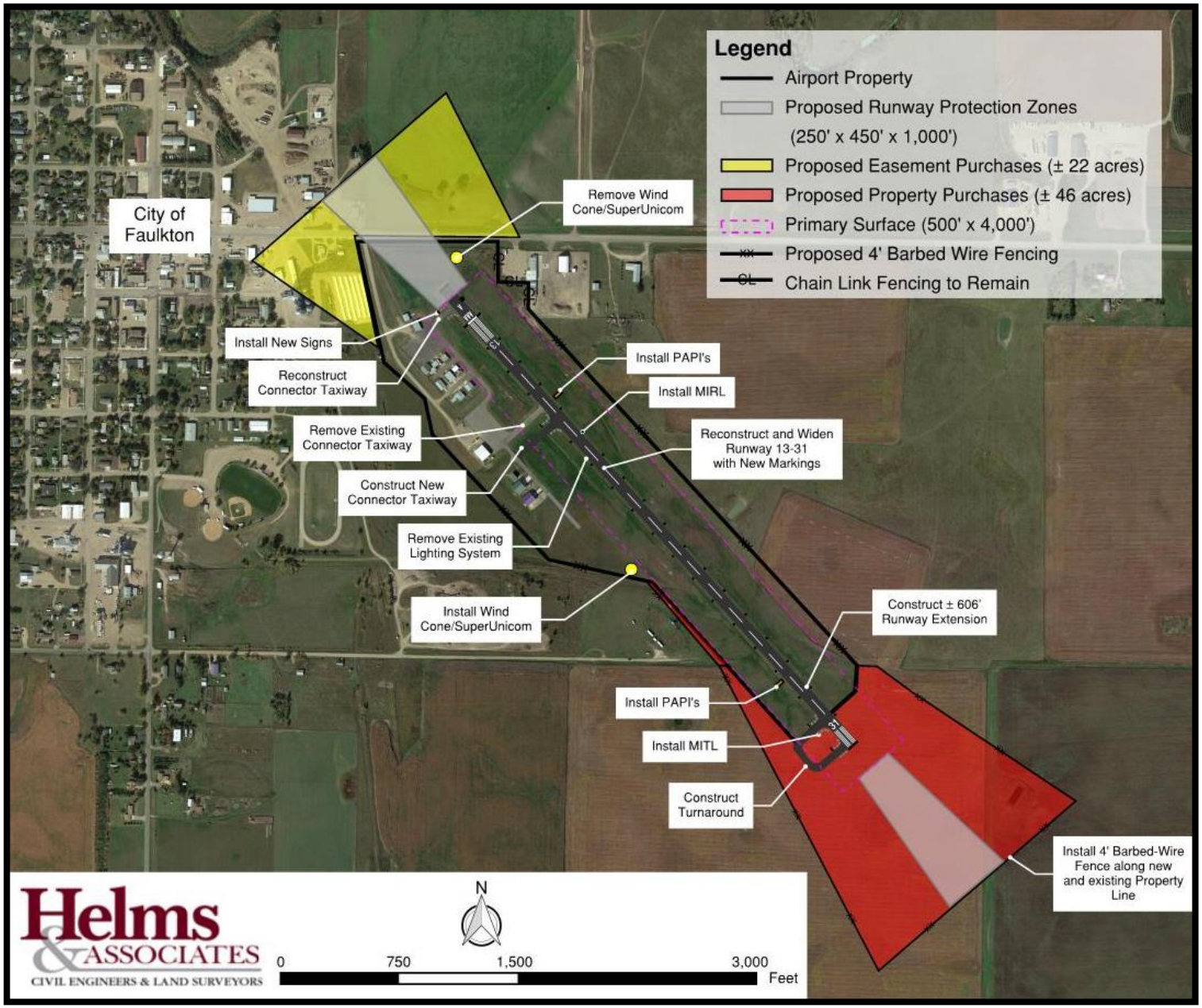


Figure 9. Alternative B: Extend Runway 13/31

5.1.2.1 FAA Design Standards for Design Group A/B-II Small

Alternative B complies with the design standards for A/B-II Small aircraft. See *Table 10* for the identification of the standards to be met with this project as an evaluation of the purpose and need.

Table 10. Alternative B, Standards Summary

		Proposed Action (A/B-II small)	Alternative B (A/B-II small)
Runway Design Standards	**Runway Length (feet)**	**3,600**	**3,600**
	Runway Width (feet)	**75**	**75**
	Pavement Marking	**Non-Precision**	**Non-Precision**
Runway Protection	Runway Safety Area (RSA)		
	Length beyond departure end (feet)	**300**	**300**
	Length prior to threshold (feet)	**300**	**300**
	Width (feet)	**150**	**150**
	Runway Object Free Area (ROFA)		
	Length beyond departure end (feet)	**300**	**300**
	Length prior to threshold (feet)	**300**	**300**
	Width (feet)	**300**	**300**
Runway Separation	Runway centerline to:		
	Parallel Taxiway/Taxilane centerline (feet)	**240**	**240**
	Aircraft parking area (feet)	**250**	**250**
Taxiway Design Standards	**TSA**	**79**	**79**
	Taxiway OFA	**131**	**131**
	Taxilane OFA	**115**	**115**
NAVAID Summary	**Taxiway Lighting**	**MITL**	**MITL**
	Runway Lighting	**MIRL**	**MIRL**
	Visual Glideslope Indicators	**PAPIs**	**PAPIs**
	Instrument Approaches	**GPS**	**GPS**

The purpose and need will be met through the implementation of this alternative. Further discussion on the remaining items of the purpose and need follow.

5.1.2.2 Sufficient Runway Length

The Runway 13 end is proposed to remain in its current location with a displaced threshold. An extension of 606 feet on the Runway 31 end would result in the runway length of 3,854 feet, meeting the purpose and need for the project. The proposed declared distances for the new runway are shown in *Table 11*.

Table 11. Proposed Declared Distances

	Runway 13	Runway 31
TORA	3,854 LF	3,600 LF
TODA	3,854 LF	3,600 LF
ASDA	3,854 LF	3,854 LF
LDA	3,600 LF	3,854 LF

5.1.2.3 Design Standards to Accommodate a GPS Approach

Alternative B would modernize navigation systems at 3FU, meeting the purpose and need for the project. The following improvements would be made: GPS approaches developed for Runway 13/31, MIRL to replace LIRL, MITL installed on taxiways adjacent to Runway 13/31, relocation/replacement of windcone and SuperUnicom, and installation of PAPIs.

5.2 Alternatives Considered but Discarded from Further Analysis

For years, the Airport has expressed interest in expanding the primary runway length and obtaining GPS approach procedures. An ALP was completed as part of a 2013 grant. Through the completion of the ALP and completion of the accompanying narrative report, (appended by reference) several alternatives were evaluated. The alternatives considered include variations of Alternative B and constructing a new primary runway. A basic portrayal of the other alternative considered is shown in *Figure 10*. *Table 12* shows a summary of the discarded alternatives.

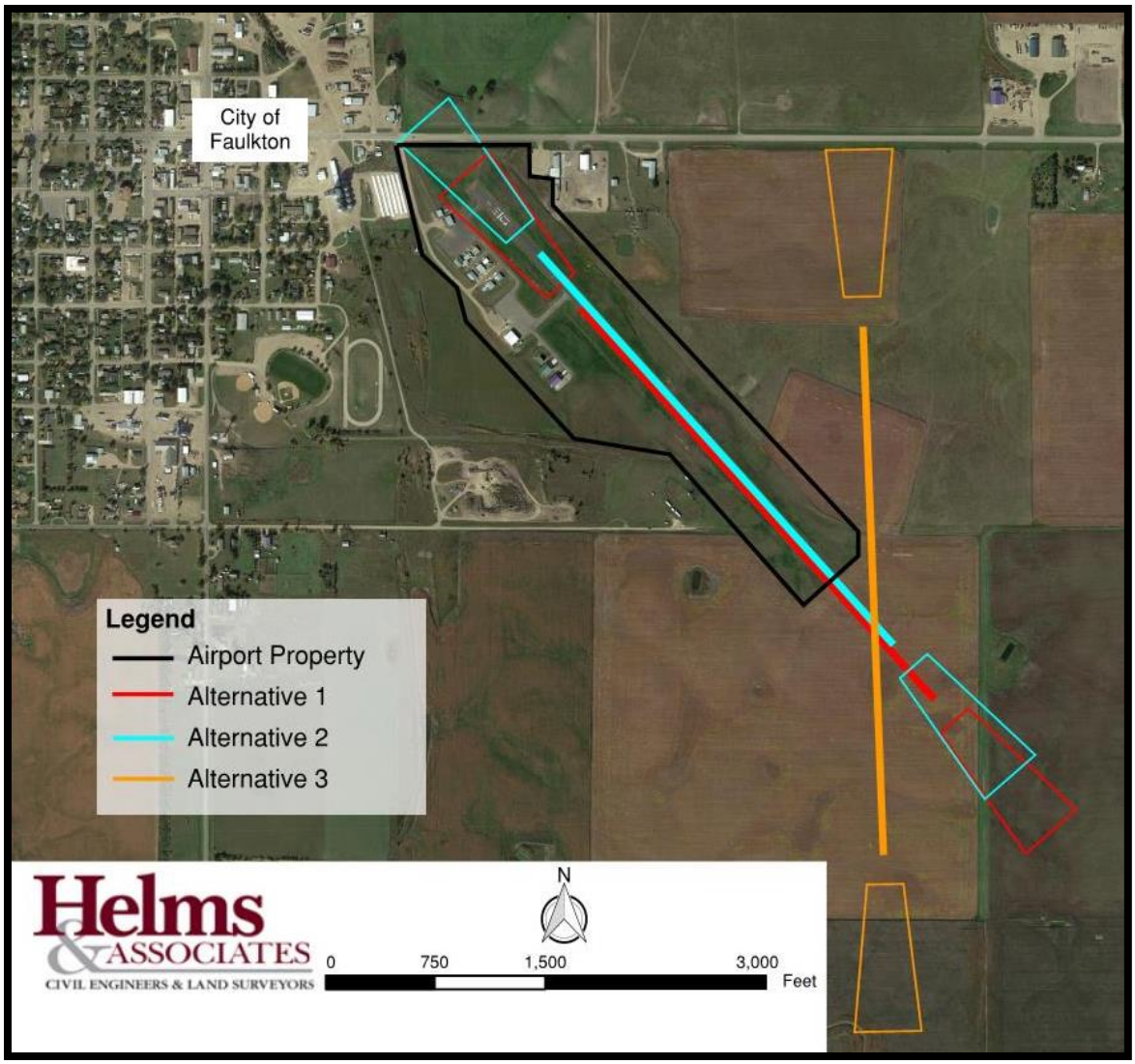


Figure 10. Additional Alternatives Considered

Table 12. Summary of Discarded Alternatives

Alignments	Meets Purpose and Need		
	FAA Design Standards	Runway Length	GPS Approach
Existing	No	No	No
1	Yes	Yes	Yes
2	Yes	Yes	Yes
3	Yes	Yes	Yes

Although each of the alternatives appears to meet the purpose and need, they were discarded from further analysis for the following reasons.

Alternative 1
Alternative 1 was not carried forward as it requires additional land purchases and requires the relocation of multiple structures. The north hangar area and north apron would be impacted by this proposal. All of the hangars with the exception of three to the south would be obstructions in the new departure surface. Removal or relocation of the structures would result in a significant impact to current users and the City of Faulkton. The additional land purchase and obstruction removals increases of the anticipated cost of this alternative.

Alternative 2
Alternative 2 was not carried forward as it requires additional land and also triggers an alternatives analysis due to the new Runway 13 end RPZ crossing the highway. The process is outlined in the FAA's Interim Guidance on Land Uses Within a Runway Protection Zone. A highway within the RPZ is a land use that may generate a safety hazard to air transportation by creating a potential hazard to people and property on the ground. It is anticipated that this process will not result in a positive outcome to allow the highway to remain within the RPZ. Similar to Alternative 1, this alternative also requires the removal/relocation of all the north hangars which increased the estimated cost of Alternative 2.

Alternative 3
Alternative 3 was also not carried forward as it requires significant land acquisition. The purchase of adequate property to construct a new runway with a new alignment would require greater than 100 acres of property. The project team determined that Alternative 3 would have a negative impact on users of the airport. The airport would be greatly affected during the construction of this alternative. After the newly aligned runway is constructed, it would also require the construction of approximately 2,200' of taxiway. Once completed, aircraft would be required to taxi greater than a half mile to gain access to the primary runway. Alternative 3 has the greatest estimated cost.

6 Environmental Consequences –

Special Impact Categories (refer to the Instructions page and corresponding sections in 1050.1F, the 1050.1F Desk Reference, and the Desk Reference for Airports Actions for more information and direction. Note that when the 1050.1F Desk Reference and Desk Reference for Airports Actions provide conflicting guidance, the 1050.1F Desk Reference takes precedence. The analysis under each section must comply with the requirements and significance thresholds as described in the Desk Reference).

(A) Air Quality

(1) Will the proposed project(s) cause or create a reasonably foreseeable emission increase? Prepare an air quality assessment and disclose the results. Discuss the applicable regulatory criterion and/or thresholds that will be applied to the results, the specific methodologies, data sources and assumptions used; including the supporting documentation and consultation with federal, state, tribal, or local air quality agencies.

Faulk County, South Dakota is in attainment for all six of the National Ambient Air Quality Standards; therefore, a detailed air quality analysis in not required.

(2) Are there any project components containing unusual circumstances, such as emissions sources in close proximity to areas where the public has access or other considerations that may warrant further analysis? If no, proceed to (3); if yes, an analysis of ambient pollutant concentrations may be necessary. Contact your local ADO regarding how to proceed with the analysis.

No

(3) Is the proposed project(s) located in a nonattainment or maintenance area for the National Ambient Air Quality Standards (NAAQS) established under the Clean Air Act?

No

4) Are all components of the proposed project, including all connected actions, listed as exempt or presumed to conform (See FRN, vol.72 no. 145, pg. 41565)? If yes, cite exemption and go to (B) Biological Resources. If no, go to (5).

Yes, the project is in an attainment area and will not increase the total of direct or indirect emission levels to be above the specified emission levels. The proposed project falls under allowing the facility to operate in similar scope and operation to activities being conducted at the existing facility. This is an action which would result in no emissions increase or an increase in emissions that is clearly de minimis (see 40 CFR 93.153 (c) (2) (x)).

(5) Would the net emissions from the project result in exceedances of the applicable *de minimis* threshold (reference 1050.1F Desk Reference and the *Aviation Emissions and Air Quality Handbook* for guidance) of the criteria pollutant for which the county is in non-attainment or maintenance? If no, go to (B) Biological Resources. If yes, stop development of this form and prepare a standard Environmental Assessment.

No

(B) BIOLOGICAL RESOURCES

Describe the potential of the proposed project to directly or indirectly impact fish, wildlife, and plant communities and/or the displacement of wildlife. Be sure to identify any state or federal species of concern (Candidate, Threatened or Endangered).

1) Are there any candidate, threatened, or endangered species listed in or near the project area?

According the USFWS Information for Planning and Consultation (IPaC), the following listed species that are known to occur or may be affected by activities in Faulk County are the Northern Long-Eared Bat, Red Knot, and the Whooping Crane. Refer to the Endangered Species Action (ESA) Section 7 Affect Determination Package in Appendix A. The packet includes information from the IPaC system and an affect determination summary table.

(2) Will the action have any long-term or permanent loss of unlisted plants or wildlife species?

No

(3) Will the action adversely impact any species of concern or their habitat?

No

(4) Will the action result in substantial loss, reduction, degradation, disturbance, or fragmentation of native species habitats or populations?

No

(5) Will the action have adverse impacts on a species' reproduction rates or mortality rate or ability to sustain population levels?

No

(6) Are there any habitats, classified as critical by the federal or state agency with jurisdiction, impacted by the proposed project?

No

(7) Would the proposed project affect species protected under the Migratory Bird Act? (If **Yes**, contact the local ADO).

No

If the answer to any of the above is "Yes", consultation with the USWFS and appropriate state agencies is required and attach all correspondence and documentation, including IPaC..

(C) CLIMATE

(1) Would the proposed project or alternative(s) result in the increase or decrease of emissions of Greenhouse gases (GHG)? If neither, this should be briefly explained and no further analysis is required and proceed to (D) Coastal Resources.

No, the proposed project is not anticipated to cause an increase or decrease of GHG emissions. The runway will be widened and lengthened to accommodate aircraft currently using the airport, but an increase in operations due to the change is not anticipated to occur.

(2) Will the proposed project or alternative(s) result in a net decrease in GHG emissions (as indicated by quantitative data or proxy measures such as reduction in fuel burn, delay, or flight operations)? A brief statement describing the factual basis for this conclusion is sufficient.

The project is not anticipated to effect the operations or flight mix and therefore it is not anticipated to cause a decrease in GHG emissions.

(3) Will the proposed project or alternative(s) result in an increase in GHG emissions? Emissions should be assessed either qualitatively or quantitatively as described in 1050.1F Desk Reference or Aviation Emissions and Air Quality Handbook.

The project is not anticipated to effect the operations or flight mix and therefore it is not anticipated to cause an increase in GHG emissions.

(D) COASTAL RESOURCES

(1) Would the proposed project occur in a coastal zone, or affect the use of a coastal resource, as defined by your state's Coastal Zone Management Plan (CZMP)? Explain.

No, there are no coastal zones in the project area. The closest coastal zone are the Great Lakes, which are greater than 400 miles to the northeast.

(2) If **Yes**, is the project consistent with the State's CZMP? (If applicable, attach the sponsor's consistency certification and the state's concurrence of that certification).

N/A

(3) Is the location of the proposed project within the Coastal Barrier Resources System? (If **Yes**, and the project would receive federal funding, coordinate with the FWS and attach record of consultation).

No

(E) SECTION 4(f) RESOURCES

(1) Does the proposed project have an impact on any publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance, or an historic site of national, state, or local significance? Specify if the use will be physical (an actual taking of the property) or constructive (i.e. activities, features, or attributes of the Section 4 (f) property are substantially impaired.) If the answer is "No," proceed to (F) Farmlands.

No

The Rodeo Grounds are located on the southwest edge of the airport. According to the Faulk County Saddle Club Board members at their November, 2018 meeting, the Club was formed in the 1980's with the first event at the current location occurring in 1988. As the private organization (Faulk County Saddle Club) owns the rodeo grounds and it is not considered eligible for listing on the National Register of Historic Places, it is not considered a Section 4(f) property.

(2) Is a *De Minimis* impact determination recommended? If "yes", please provide; supporting documentation that this impact will not substantially impair or adversely affect the activities, features, or attributes of the Section 4 (f) property; a Section 106 finding of "no adverse effect" if historic properties are involved; any mitigation measures; a letter from the official with jurisdiction concurring with the recommended *de minimis* finding; and proof of public involvement. (See Section 5.3.3 of 1050.1F Desk Reference). If "No," stop development of this form and prepare a standard Environmental Assessment.

N/A

(F) FARMLANDS

Does the project involve acquisition of farmland, or use of farmland, that would be converted to non-agricultural use and is protected by the Federal Farmland Protection Policy Act (FPPA)? (If **Yes**, attach record of coordination with the Natural Resources Conservation Service (NRCS), including form AD-1006.)

Yes, the record of coordination with the NRCS (including form AD-1006 with a score of 120) dated 6/4/2018 is included in Appendix A.

(G) HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

(1) Would the proposed project involve the use of land that may contain hazardous materials or cause potential contamination from hazardous materials? (If Yes, attach record of consultation with appropriate agencies). Explain.

No, based on a search of the SD DENR website no record of spills have been reported on the property in question. One area was identified, but upon further review the record was only of the removal of a tank. The report described the removal process and determined that the area was not contaminated. The screenshot of the SDDENR Spills Database is located in Appendix A.

(2) Would the operation and/or construction of the project generate significant amounts of solid waste? If **Yes**, are local disposal facilities capable of handling the additional volumes of waste resulting from the project? Explain.

No, a good portion of the existing surfacing and base course will be reused in the subbase of the new project as possible. Any additional excess materials will be placed on the airfield or disposed of at the City of Faulkton's rubble site.

(3) Will the project produce an appreciable different quantity or type of hazardous waste? Will there be any potential impacts that could adversely affect human health or the environment?

The project would not produce an appreciable amount of hazardous waste nor is it expected to cause adverse effects to human health or the environment.

(H) HISTORIC, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES

(1) Describe any impact the proposed project might have on any properties listed in, or eligible for inclusion in the National Register of Historic Places. (Include a record of consultation and response with the State or Tribal Historic Preservation Officer (S/THPO)).

A Level III pedestrian survey of historic properties was conducted by an archaeologist and an historian representing Quality Services, Inc. The initial survey in 2017 recorded seventeen structures and in 2018 twenty-four additional structures were recorded, for a total of 41 structures. Of the 41 structures, one structure (grain elevator) was determined eligible for listing on the National Register of Historic Places and the remaining structures were determined not eligible. Both reports, Level III Cultural Resources Inventory of the Faulkton Municipal Airport Alternatives Analysis Project and Addendum to Level III Cultural Resources Inventory of the Faulkton Municipal Airport Alternatives Analysis Project, are appended by reference.

The concrete grain elevator is located west of the airport access road and was constructed around 1950. It is currently owned and operated by Agtegra, Inc. It is determined eligible for the NRHP as it is associated with events that have made a significant contribution to the broad patterns of our history, specifically the agricultural and economic history of eastern South Dakota. The structure is an outstanding example of a mid-century grain elevator and will not be impacted.

The FAA recommended a no historic properties affected and received a concurrence letter from SD SHPO on March 27, 2019. Please refer to the consultation package in Appendix A.

(2) Describe any impacts to archeological resources as a result of the proposed project. (Include a record of consultation with persons or organizations with relevant expertise, including the S/THPO, if applicable).

The Level III Cultural Resource Inventory conducted by an archaeologist representing Quality Services, Inc., and traditional cultural specialists representing the Cheyenne River Sioux Tribe did

not identify archaeological or traditional cultural properties. Therefore, FAA recommended a No Historic Properties Affected and received concurrence from the SD SHPO on March 27, 2019. Please refer to the consultation package located in Appendix A.

(I) LAND USE

(1) Would the proposed project result in other (besides noise) impacts that have land use ramifications, such as disruption of communities, relocation of residences or businesses, or impact natural resource areas? Explain.

The proposed project will impact the local users of the airport, they are aware of the impending construction and the closure of the airport for approximately 3 months. Ample notice will be given to them before the closure occurs.

The disruption of an airport closure will impact the community as the fixed wing air ambulance will not be able to use the airport. Therefore, an ambulance will be required to drive patients to other airports or a helicopter will need to come from Aberdeen. Neither of these alternatives are as fast as a fixed wing aircraft, but will still get patients to where they need to go. However, in the heat of the summer (when construction will likely occur) the fixed wing aircraft is limited on being able to use the airport.

No disruption to residences or businesses are planned. No natural resource areas have been identified in the project area.

(2) Would the proposed project be located near or create a wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards On and Near Airports"? Explain.

The proposed project will primarily occur on airport property. Additional property will be purchased south of the airport and converted to similar vegetation that currently grows on the airfield.

(2) Include documentation to support sponsor's assurance under 49 U.S.C. § 47107 (a) (10), of the 1982 Airport Act, that appropriate actions will be taken, to the extent reasonable, to restrict land use to purposes compatible with normal airport operations.

The preferred alternative includes purchasing avigation easements to the north of the airport. This will allow current owners to maintain ownership, but allow the City to restrict incompatible uses from occurring there.

(J) NATURAL RESOURCES AND ENERGY SUPPLY

What effect would the project have on natural resource and energy consumption? (Attach record of consultations with local public utilities or suppliers if appropriate)

Resources for the construction of the project are all locally available. The City of Faulkton has a blend of water from their wells and WEB Water (WEB Water is the local rural water distribution system in the County) for the City's water supply. A local contractor has stockpiles of aggregate within City Limits and availability of established aggregate pits locally. Asphalt is produced in bulk to the northeast in Aberdeen, SD (60 miles) and to the southwest in Pierre, SD (100 miles).

A list of the agencies consulted can be found in the appendix. However, local public utilities such as Western Area Power Administration was contacted and responded that they have "no environmental concerns or issues regarding the project" on May 17, 2018, please see correspondence in Appendix B.

(K) NOISE AND NOISE-COMPATIBLE LAND USE

Will the project increase noise by DNL 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe? (Use AEM as a screening

tool and AEDT 2b as appropriate. See FAA Order 1050.1F Desk Reference, Chapter 11, or FAA Order 1050.1F, Appendix B, for further guidance). Please provide all information used to reach your conclusion. If yes, contact your local ADO.

No noise analysis is needed for projects involving airplanes with a wingspan less than 79 feet which have landing speeds less than 166 knots operating at airports whose forecast operations in the period covered by the EA do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 jet operations (two average daily operations). Since 3FU has aircraft with wingspans less than 79 feet, landing speeds less than 166 knots and 3,560 annual operations, a noise analysis is not required and the 65 dB will not extend beyond the property lines and no long-term cumulative impacts are anticipated.

(L) SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, and CHILDREN'S HEALTH and SAFETY RISKS

(1) Would the project cause an alteration in surface traffic patterns, or cause a noticeable increase in surface traffic congestion or decrease in Level of Service?

The project would not result in changes to the surface transportation system.

(2) Would the project cause induced, or secondary, socioeconomic impacts to surrounding communities, such as changes to business and economic activity in a community; impact public service demands; induce shifts in population movement and growth, etc.?

The project is not anticipated to cause and effect to the economic activity, income, employment, population, or housing in the City of Faulkton or Faulk County.

(3) Would the project have a disproportionate impact on minority and/or low-income communities? Consider human health, social, economic, and environmental issues in your evaluation. Refer to DOT Order 5610.2(a) which provides the definition for the types of adverse impacts that should be considered when assessing impacts to environmental justice populations.

The US Census Bureau does not identify minority and/or low-income communities near the Airport. Therefore, the project is not anticipated to have a disproportionate impact on minority and/or low-income communities. Please refer to Appendix A for the EJ Screening results.

(4) Would the project have the potential to lead to a disproportionate health or safety risk to children?

No, the nearest home in the direction of the proposed expansion is approximately 1.5 miles away and the elementary school is located in the center of town, more than one-half mile from the Airport. No child care centers are located adjacent to the airport. Therefore, the project is not anticipated to have a disproportionate health or safety risk to children.

If the answer is "YES" to any of the above, please explain the nature and degree of the impact. Also provide a description of mitigation measures which would be considered to reduce any adverse impacts.

(M) VISUAL EFFECTS INCLUDING LIGHT EMISSIONS

(1)Would the project have the potential to create annoyance or interfere with normal activities from light emissions for nearby residents?

No, the proposed project includes the installation of Medium Intensity Runway Lights (MIRL). These lights remain off and are activated by a radio. The current lights are on from dusk to dawn, therefore the proposed project will reduce the light emission for nearby residents.

(2) Would the project have the potential to affect the visual character of nearby areas due to light emissions?

The project is not anticipated to result in a change to the visual character surrounding the Airport due to the change in the lighting system.

(3) Would the project have the potential to block or obstruct views of visual resources?

No

If the answer is "YES" to any of the above, please explain the nature and degree of the impact using graphic materials. Also provide a description of mitigation measures which would be considered to reduce any adverse impacts.

(N) WATER RESOURCES (INCLUDING WETLANDS, FLOODPLAINS, SURFACE WATERS, GROUNDWATER, AND WILD AND SCENIC RIVERS)

(1) WETLANDS

(a) Does the proposed project involve federal or state regulated wetlands or non-jurisdictional wetlands? (Contact USFWS or appropriate state natural resource agencies if protected resources are affected) (Wetlands must be delineated using methods in the US Army Corps of Engineers 1987 Wetland Delineation Manual. Delineations must be performed by a person certified in wetlands delineation Document coordination with the resource agencies).

A wetland delineation was completed on the Study Area and is appended to this report by reference. See Figure 11 for the wetland delineation map of identified wetlands. Table 13 identifies the acreage of wetlands identified and whether or not they were determined to be jurisdictional based on the Jurisdictional Determination by the USACE dated 10/16/2018. The wetland delineation is appended by reference and Jurisdictional Determination (JD) dated 10/16/2018 from the USACE can be found in the Appendix A.

Table 13. Wetland Delineation Summary

Wetland	Total Area (Acres)	Acreage within Study Area	Jurisdictional	Natural or Artificial	Mitigation Required (Y/N)	Alternative B Impacts
I	3.41	0.95	No	Natural	N	No
II	6.52	5.08	No	Natural	Y	± 1.0 acre
III	0.65	0.65	No	Natural	N	No
IV	0.11	0.11	No	Natural	N	No
V	1.26	1.26	No	Natural	Y	1.26 acres
VI	0.71	0.71	No	Natural	Y	0.71 acres
VII	0.80	0.76	No	Natural	N	No
VIII	0.10	0.08	Yes	Natural	N	No
IX	0.107	0.00	Not Evaluated	Natural	N	No
X	0.17	0.17	Yes	Natural	N	No

It is anticipated that wetlands V and VI will be filled and a portion of wetland II will be impacted near the runway. Approximately one acre of wetland II is located in the future primary surface. It is anticipated that approximately 3 acres of natural/non-jurisdictional wetlands will be impacted by the proposed project. Impacts to non-jurisdictional wetlands do not require a permit from the

USACE or mitigation under the Clean Water Act. However, natural wetlands require mitigation under Executive Order 11990. Therefore, mitigation is required.

Wetland credits are available through established wetland banks in South Dakota. North Central Mitigation has wetland banks established throughout the eastern half of the State and has credits available for 3FU, please see the letter of credit availability found in Appendix A.. Final acreages of impact will be developed during design and the purchase will be done prior to construction.

(b) If yes, does the project qualify for an Army Corps of Engineers General permit? (Document coordination with the Corps).

N/A

(c) If there are wetlands impacts, are there feasible mitigation alternatives? Explain.

Other options to mitigating wetland impacts were considered. However, mitigation onsite is not practicable due to the potential for wildlife attractants. Offisite mitigation is an option but the cost for land, design, development, construction, and long term maintenance and monitoring for the Airport is not feasible. Therefore, it is anticipated that wetland credits from an established wetland bank will be purchased for compensatory mitigation of the impacts.

(d) If there are wetlands impacts, describe the measures to be taken to comply with Executive Order 11990, Protection of Wetlands.

Wetland credits from an established wetland bank will be purchased for compensatory mitigation of the impacts.

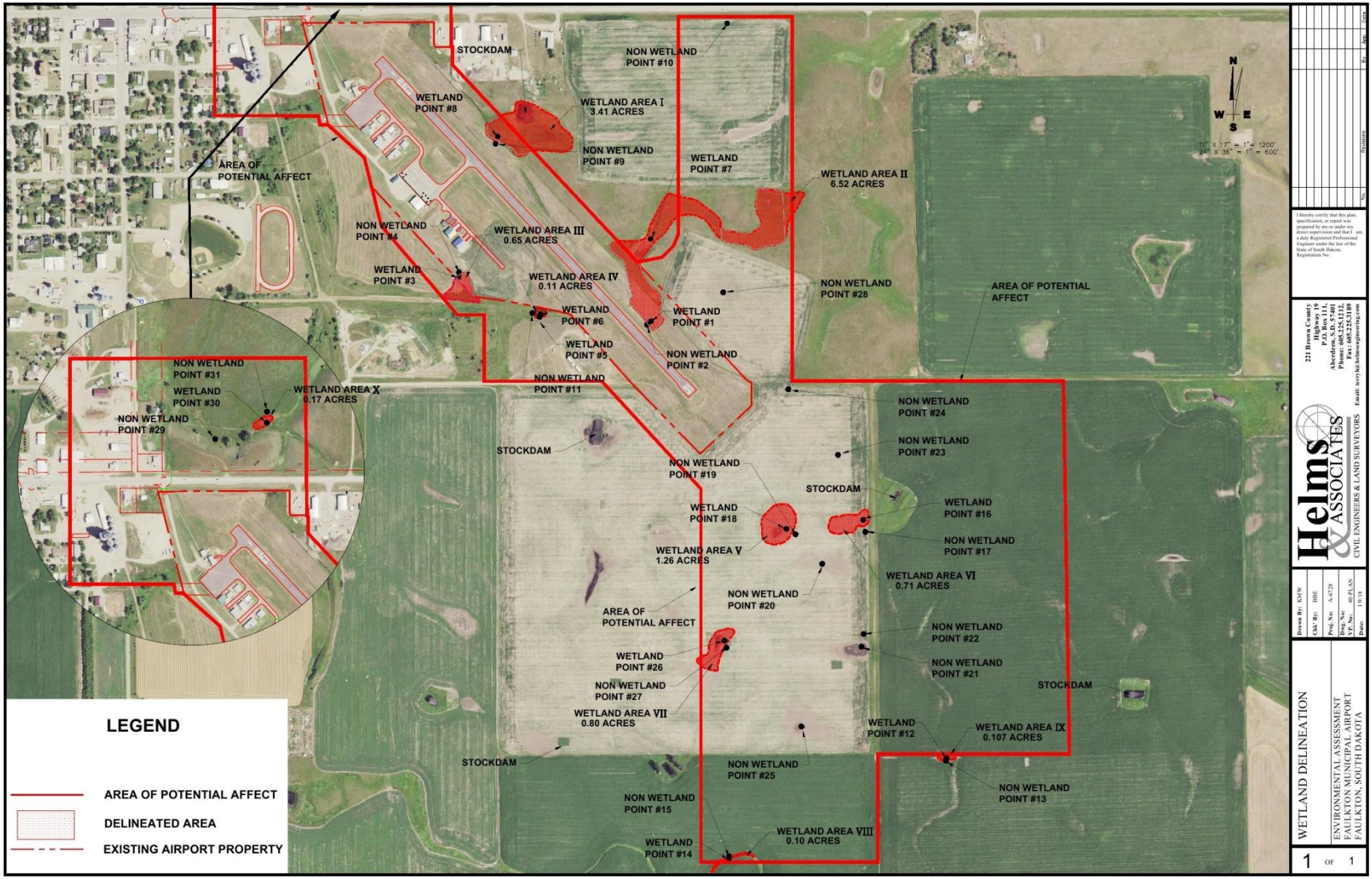


Figure 11. Wetland Delineation Map

(2) FLOODPLAINS

(a) Would the proposed project be located in, or would it encroach upon, any 100-year floodplains, as designated by the Federal Emergency Management Agency (FEMA)?

A Flood Insurance Rate Map (FIRM) was established for the corporate limits of the City of Faulkton that became effective in 1986 and is included in Appendix A. The northwest portion of airport property is located within the corporate limits, however, airport property is not depicted on the map. There are no 100-year or 500-year zones identified on the map.

(b) If Yes, would the project cause notable adverse impacts on natural and beneficial floodplain values as defined in Paragraph 4.k of DOT Order 5620.2, *Floodplain Management and Protection*?

N/A

(c) If Yes, attach the corresponding FEMA Flood Insurance Rate Map (FIRM) and describe the measures to be taken to comply with Executive Order 11988, including the public notice requirements.

N/A

(3) SURFACE WATERS

(a) Would the project impact surface waters such that water quality standards set by Federal, state, local, or tribal regulatory agencies would be exceeded or would the project have the potential to contaminate a public drinking water supply such that public health may be adversely affected?

No

(b) Would the water quality impacts associated with the project cause concerns for applicable permitting agencies or require mitigation in order to obtain a permit?

No

If the answer to any of the above questions is "Yes", consult with the USEPA or other appropriate Federal and/or state regulatory and permitting agencies and provide all agency correspondence.

(4) GROUNDWATER

(a) Would the project impact groundwater such that water quality standards set by Federal, state, local, or tribal regulatory agencies would be exceeded or would the project have the potential to contaminate an aquifer used for public water supply such that public health may be adversely affected?

No

(b) Would the groundwater impacts associated with the project cause concerns for applicable permitting agencies or require mitigation in order to obtain a permit?

No

(c) Is the project to be located over an EPA-designated Sole Source Aquifer?

No

If the answer to any of the above questions is "Yes", consult with the USEPA or other appropriate Federal and/or state regulatory and permitting agencies and provide all agency correspondence as an attachment to this form.

(5) WILD AND SCENIC RIVERS

Would the proposed project affect a river segment that is listed in the Wild and Scenic River System or Nationwide River Inventory (NRI)? (If Yes, coordinate with the jurisdictional agency and attach record of consultation).

The Study Area does not contain, border upon, nor is it adjacent to a designated Wild and Scenic River or listed segment in the Nationwide River Inventory. Please refer to the map from the Nationwide Rivers Inventory and National Wild and Scenic Rivers System near the Airport contained in Appendix A.

(O) CUMULATIVE IMPACTS

Discuss impacts from past, present, and reasonably foreseeable future projects both on and off the airport. Would the proposed project produce a cumulative effect on any of the environmental impact categories above? Consider projects that are connected and may have common timing and/or location. For purposes of this Form, generally use 3 years for past projects and 5 years for future foreseeable projects.

In the past three years, the City of Faulkton completed a reconstruction/rehabilitation project on their current sanitary sewer system. Nearly all sanitary lines within the City were replaced or lined.

Future projects in the vicinity of the airport include resurfacing projects on City streets. Toward the end of 5 years, it is anticipated that the design and reconstruction of hangar taxilanes will occur.

The proposed project is not anticipated to produce a cumulative effect on any of the previously discussed environmental impact categories.

7 PERMITS

List all required permits for the proposed project. Has coordination with the appropriate agency commenced? What feedback has the appropriate agency offered in reference to the proposed project? What is the expected time frame for permit review and decision?

During construction, necessary precautions will be addressed in a SWPPP in order for a National Pollutant Elimination System (NPDES)/Surface Water Discharge Permit to be obtained. These precautions will prevent pollution into streams, lakes or ponds and minimize impacts to surrounding properties. It may also be necessary to obtain borrow material on site or to dispose of excess material encountered during construction. On site borrow pits will have topsoil removed and replaced after being used. On site disposal locations will also have topsoil removed and replaced after the disposed material has been placed there. These areas will be blended and reseeded to ensure that they blend with surrounding terrain. Any offsite material sources will be required to have clearance for material quality, cultural resources, and threatened or endangered species prior to being used. The NPDES/Surface Water Discharge Permit will be applied for after the project is awarded.

The use of haul roads is always necessary for a construction project. The awarded contractor will be required to properly maintain the public roads and obtain haul road agreements prior to start of construction.

8 MITIGATION

Describe those mitigation measures to be taken to avoid creation of significant impacts to a particular resource as a result of the proposed project, and include a discussion of any impacts that cannot be mitigated.

Wetland credits from an established wetland bank will be purchased for compensatory mitigation of the impacts.

9 PUBLIC INVOLVEMENT

Describe the public review process and any comments received. Include copies of Public Notices and proof of publication.

Various agencies were consulted in the process of preparing this EA document. The consultations at a minimum consisted of a letter requesting comments on the proposed project and were often followed by responding correspondence with comments or requests for more information. The following agencies were contacted:

- Civil Air Patrol
- Bureau of Indian Affairs, Great Plains Regional Office
- Bureau of Land Management
- US Department of Housing and Urban Development
- SD USGS
- Federal Highway Administration, South Dakota Division
- Federal Railroad Administration, Region 8 Office
- Western Area Power Administration
- EPA Region VIII
- SD Bureau of Finance and Management
- South Dakota Department of Agriculture
- South Dakota Department of Health
- South Dakota Department of Tourism
- Public Utilities Commission
- Division of Planning and Engineering, SDDOT
- Secretary of Transportation, SDDOT
- SD DENR, Air Quality Program
- SD DENR, Surface Water Quality Program
- Department of Public Safety
- Office of Emergency Management
- SD GFP, Division of Parks and Rec
- SD GFP, Division of Wildlife
- NRCS, US Department of Agriculture
- South Dakota Geological Survey
- South Dakota Governor's Office of Economic Development
- Northeast Council of Local of Governments
- Department of Human Services
- SD School and Public Lands
- Faulk County Auditor
- Faulk County NRCS
- Faulk County
- Faulk County Emergency Management
- Faulk County Highway Department
- Faulk County, Planning/Zoning Director
- Faulk County Sheriff
- Faulkton Fire Department
- City of Faulkton
- Faulkton Area Economic Development
- City of Faulkton, Mayor
- City of Faulkton
- Faulk County Court House
- South Dakota State Senator, Mike Rounds
- South Dakota State Senator, John Thune
- South Dakota State Representative, Kristi Noem
- Office of the Governor, Dennis Daugaard
- Secretary of State, Shantel Krebs
- Cheyenne River Sioux Tribe
- Crow Creek Sioux Tribe
- Flandreau Santee Sioux Tribe
- Lower Brule Sioux Tribe
- Oglala Sioux Tribe
- Rosebud Sioux Tribe
- Sisseton Wahpeton Oyate
- Standing Rock Sioux Tribe
- Yankton Sioux Tribe
- Fort Peck Tribe
- Three Affiliated Tribe
- Turtle Mountain Tribe
- Spirit Lake Sioux Nation
- Fort Belknap
- Northern Cheyenne Tribe
- Crow Nation
- Santee Sioux Tribe

The advanced early communication was sent to the previous list. The letters were mailed May 3, 2018 and comments were submitted by June 3, 2018. There were 11 responses from interested parties or agencies. The notification package and responses are included in *Appendix B.* This response gave insight from interested parties for the proposed project with a response rate of 17 percent.

The EA will be made available on the City's website www.faulktonsd.com; Faulkton City Hall, 105 8th Avenue N, Faulkton, SD 57438; South Dakota Department of Transportation, Office of Air, Rail, and Transit, 700 East Broadway Avenue, Pierre, SD 57501; and at Helms and Associates 221 Brown County Highway 19, Aberdeen, SD 57402.

10 LIST OF ATTACHMENTS

APPENDIX A - ADDITIONAL INFORMATION

- US Environmental Protection Agency EJScreen Reports – Air Quality, Census Summaries
- US Fish and Wildlife Service ESA Section 7 Affect Determination Package
- SD LWCF Grant List in Faulk County
- USDA Farmland Information
- SDDENR Spills Database Screenshot
- Section 106 Consultation
- US Army Corps of Engineers Jurisdictional Determination
- FEMA FIRM Map
- Letter of Wetland Mitigation Credit Availability
- Wild and Scenic Rivers Inventory Map

APPENDIX B - CORRESPONDENCE

- Agency Advance Notification Package - Includes the Mailing List and Study Area Map
- Faulk County Emergency Manager, Phone Call Record - 5/16/2018
- Northern Cheyenne Tribal Historic Preservation Effect Determination - 6/26/2018
- SD Department of Environment and Natural Resources, Air Quality Determination - 5/9/2018
- SD Department of Environment and Natural Resources, Surface Water Quality Program - 5/14/2018
- SD Department of Game, Fish, and Parks - 5/17/2018
- SD Department of Health, Office of Secretary - 5/10/2018
- SD Department of Transportation, Office of Air, Rail, & Transit - 5/15/2018
- SD Governor's Office of Economic Development - 5/14/2018
- US Department of the Interior, Bureau of Indian Affairs - 5/15/2018
- Western Area Power Administration, Upper Great Plains Region - 5/17/2018

Project Title: Runway reconstruction, widening, and extension; GPS instrument approach development; and land acquisition **Identifier:** 3FU

11. PREPARER CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct.

Brooke Edgar — Signature

10/20/2020 — Date

Brooke B. Edgar, P.E. — Name

Project Engineer — Title

Helms and Associates — Affiliation

605-225-1212 — Phone #

12. AIRPORT SPONSOR CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s), and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) and special purpose laws has occurred.

Signature

10/30/2020 — Date

Slade Roseland — Name

Mayor — Title

City of Faulkton — Affiliation

605-598-6515 — Phone #

APPENDIX A

ADDITIONAL INFORMATION

- US Environmental Protection Agency EJScreen Reports – Air Quality, Census Summaries
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EJSCREEN Report (Version 2019)

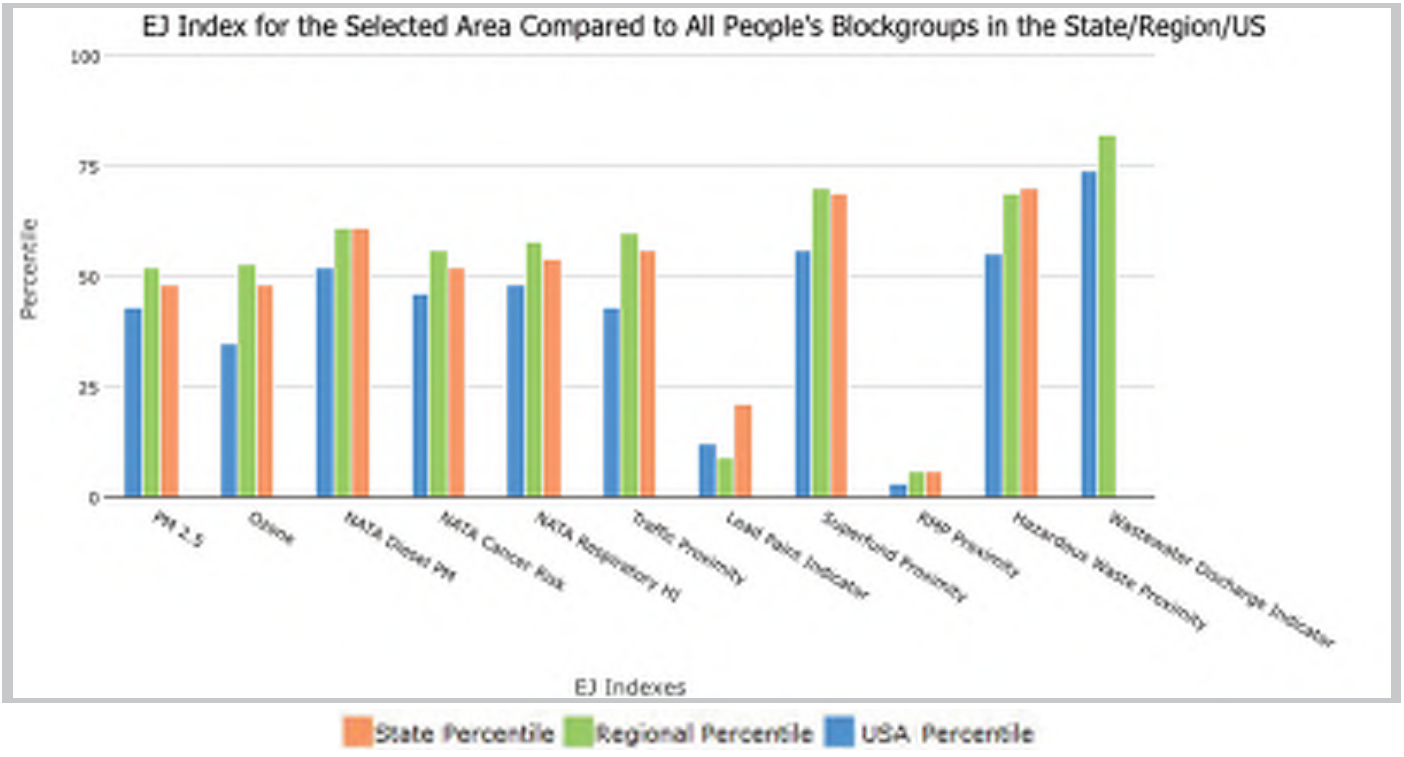
1 miles Ring around the Area, SOUTH DAKOTA, EPA Region 8

Approximate Population: 849

Input Area (sq. miles): 7.73

Faulkton Municipal Airport

Selected Variables	State Percentile	EPA Region Percentile	USA Percentile
EJ Indexes			
EJ Index for PM2.5	48	52	43
EJ Index for Ozone	48	53	35
EJ Index for NATA* Diesel PM	61	61	52
EJ Index for NATA* Air Toxics Cancer Risk	52	56	46
EJ Index for NATA* Respiratory Hazard Index	54	58	48
EJ Index for Traffic Proximity and Volume	56	60	43
EJ Index for Lead Paint Indicator	21	9	12
EJ Index for Superfund Proximity	69	70	56
EJ Index for RMP Proximity	6	6	3
EJ Index for Hazardous Waste Proximity	70	69	55
EJ Index for Wastewater Discharge Indicator	N/A	82	74



This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

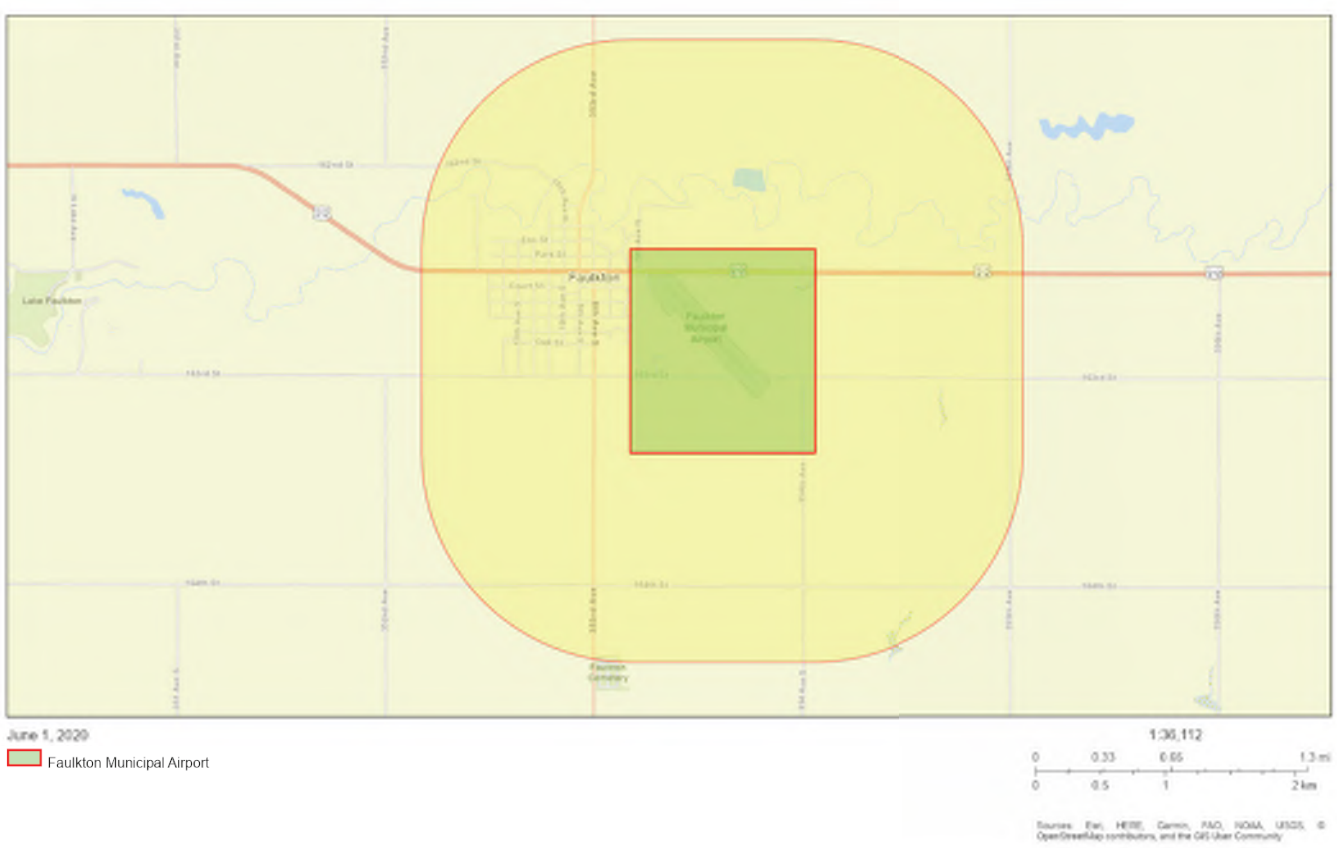
EJSCREEN Report (Version 2019)

1 miles Ring around the Area, SOUTH DAKOTA, EPA Region 8

Approximate Population: 849

Input Area (sq. miles): 7.73

Faulkton Municipal Airport



Sites reporting to EPA	
Superfund NPL	0
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	0

EJSCREEN Report (Version 2019)

1 miles Ring around the Area, SOUTH DAKOTA, EPA Region 8

Approximate Population: 849

Input Area (sq. miles): 7.73

Faulkton Municipal Airport

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
Environmental Indicators							
Particulate Matter (PM 2.5 in µg/m^3)	4.92	5.31	34	6.4	19	8.3	1
Ozone (ppb)	39.3	42.1	9	49.2	11	43	26
NATA* Diesel PM (µg/m^3)	0.0638	0.191	19	0.423	<50th	0.479	<50th
NATA* Cancer Risk (lifetime risk per million)	14	18	5	23	<50th	32	<50th
NATA* Respiratory Hazard Index	0.16	0.23	10	0.31	<50th	0.44	<50th
Traffic Proximity and Volume (daily traffic count/distance to road)	25	190	33	460	17	750	17
Lead Paint Indicator (% Pre-1960 Housing)	0.44	0.32	67	0.22	82	0.28	73
Superfund Proximity (site count/km distance)	0.0031	0.023	N/A	0.11	3	0.13	0
RMP Proximity (facility count/km distance)	2.2	0.61	94	0.62	94	0.74	92
Hazardous Waste Proximity (facility count/km distance)	0.014	0.4	13	0.63	6	4	0
Wastewater Discharge Indicator (toxicity-weighted concentration/m distance)	0	56	N/A	80	35	14	37
Demographic Indicators							
Demographic Index	12%	24%	24	26%	19	36%	12
Minority Population	2%	17%	8	24%	2	39%	4
Low Income Population	23%	32%	37	29%	44	33%	38
Linguistically Isolated Population	0%	1%	68	2%	55	4%	45
Population With Less Than High School Education	7%	9%	54	8%	59	13%	41
Population Under 5 years of age	11%	7%	83	7%	84	6%	88
Population over 64 years of age	26%	15%	89	13%	93	15%	90

* The National-Scale Air Toxics Assessment (NATA) is EPA's ongoing, comprehensive evaluation of air toxics in the United States. EPA developed the NATA to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that NATA provides broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the NATA analysis can be found at: https://www.epa.gov/national-air-toxics-assessment.

For additional information, see: www.epa.gov/environmentaljustice

EJSCREEN Census 2010 Summary Report

Location: User-specified polygonal location
Ring (buffer): 1-miles radius
Description: Faulkton Municipal Airport

Summary	Census 2010
Population	766
Population Density (per sq. mile)	163
Minority Population	30
% Minority	4%
Households	346
Housing Units	432
Land Area (sq. miles)	4.70
% Land Area	99%
Water Area (sq. miles)	0.05
% Water Area	1%

Population by Race	Number	Percent
Total	766	-------
Population Reporting One Race	754	98%
White	746	97%
Black	3	0%
American Indian	3	0%
Asian	1	0%
Pacific Islander	0	0%
Some Other Race	1	0%
Population Reporting Two or More Races	12	2%
Total Hispanic Population	12	2%
Total Non-Hispanic Population	754	98%
White Alone	736	96%
Black Alone	3	0%
American Indian Alone	3	0%
Non-Hispanic Asian Alone	1	0%
Pacific Islander Alone	0	0%
Other Race Alone	0	0%
Two or More Races Alone	11	1%

Population by Sex	Number	Percent
Male	345	45%
Female	421	55%

Population by Age	Number	Percent
Age 0-4	40	5%
Age 0-17	151	20%
Age 18+	615	80%
Age 65+	249	32%

Households by Tenure	Number	Percent
Total	346	
Owner Occupied	258	75%
Renter Occupied	88	25%

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, Census 2010 Summary File 1.

EJSCREEN ACS Summary Report

Location: User-specified polygonal location
Ring (buffer): 1-miles radius
Description: Faulkton Municipal Airport

Summary of ACS Estimates	2013 - 2017
Population	849
Population Density (per sq. mile)	181
Minority Population	14
% Minority	2%
Households	377
Housing Units	462
Housing Units Built Before 1950	134
Per Capita Income	26,465
Land Area (sq. miles) (Source: SF1)	4.70
% Land Area	99%
Water Area (sq. miles) (Source: SF1)	0.05
% Water Area	1%

	2013 - 2017 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	849	100%	123
Population Reporting One Race	843	99%	165
White	835	98%	117
Black	1	0%	4
American Indian	7	1%	17
Asian	0	0%	9
Pacific Islander	0	0%	9
Some Other Race	0	0%	9
Population Reporting Two or More Races	6	1%	22
Total Hispanic Population	0	0%	9
Total Non-Hispanic Population	849		
White Alone	835	98%	117
Black Alone	1	0%	4
American Indian Alone	7	1%	17
Non-Hispanic Asian Alone	0	0%	9
Pacific Islander Alone	0	0%	9
Other Race Alone	0	0%	9
Two or More Races Alone	6	1%	22
Population by Sex			
Male	364	43%	61
Female	485	57%	88
Population by Age			
Age 0-4	90	11%	33
Age 0-17	222	26%	69
Age 18+	627	74%	90
Age 65+	221	26%	50

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.
N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2013 - 2017 .

EJSCREEN ACS Summary Report

Location: User-specified polygonal location
Ring (buffer): 1-miles radius
Description: Faulkton Municipal Airport

	2013 - 2017 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	589	100%	83
Less than 9th Grade	23	4%	19
9th - 12th Grade, No Diploma	21	3%	19
High School Graduate	205	35%	49
Some College, No Degree	166	28%	42
Associate Degree	66	11%	27
Bachelor's Degree or more	174	30%	48
Population Age 5+ Years by Ability to Speak English			
Total	759	100%	109
Speak only English	751	99%	111
Non-English at Home[1+2+3+4]	7	1%	13
[1]Speak English "very well"	7	1%	13
[2]Speak English "well"	0	0%	9
[3]Speak English "not well"	0	0%	9
[4]Speak English "not at all"	0	0%	9
[3+4]Speak English "less than well"	0	0%	9
[2+3+4]Speak English "less than very well"	0	0%	9
Linguistically Isolated Households*			
Total	0	0%	9
Speak Spanish	0	0%	9
Speak Other Indo-European Languages	0	0%	9
Speak Asian-Pacific Island Languages	0	0%	9
Speak Other Languages	0	0%	9
Households by Household Income			
Household Income Base	377	100%	59
< $15,000	20	5%	13
$15,000 - $25,000	79	21%	40
$25,000 - $50,000	116	31%	43
$50,000 - $75,000	34	9%	18
$75,000 +	128	34%	42
Occupied Housing Units by Tenure			
Total	377	100%	59
Owner Occupied	251	67%	41
Renter Occupied	126	33%	52
Employed Population Age 16+ Years			
Total	627	100%	88
In Labor Force	374	60%	71
Civilian Unemployed in Labor Force	3	0%	5
Not In Labor Force	253	40%	64

Data Note: Datail may not sum to totals due to rounding. Hispanic population can be of anyrace.
N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)
*Households in which no one 14 and over speaks English "very well" or speaks English only.

EJSCREEN ACS Summary Report

Location: User-specified polygonal location
Ring (buffer): 1-miles radius
Description: Faulkton Municipal Airport

	2013 - 2017 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home*			
Total (persons age 5 and above)	N/A	N/A	N/A
English	N/A	N/A	N/A
Spanish	N/A	N/A	N/A
French	N/A	N/A	N/A
French Creole	N/A	N/A	N/A
Italian	N/A	N/A	N/A
Portuguese	N/A	N/A	N/A
German	N/A	N/A	N/A
Yiddish	N/A	N/A	N/A
Other West Germanic	N/A	N/A	N/A
Scandinavian	N/A	N/A	N/A
Greek	N/A	N/A	N/A
Russian	N/A	N/A	N/A
Polish	N/A	N/A	N/A
Serbo-Croatian	N/A	N/A	N/A
Other Slavic	N/A	N/A	N/A
Armenian	N/A	N/A	N/A
Persian	N/A	N/A	N/A
Gujarathi	N/A	N/A	N/A
Hindi	N/A	N/A	N/A
Urdu	N/A	N/A	N/A
Other Indic	N/A	N/A	N/A
Other Indo-European	N/A	N/A	N/A
Chinese	N/A	N/A	N/A
Japanese	N/A	N/A	N/A
Korean	N/A	N/A	N/A
Mon-Khmer, Cambodian	N/A	N/A	N/A
Hmong	N/A	N/A	N/A
Thai	N/A	N/A	N/A
Laotian	N/A	N/A	N/A
Vietnamese	N/A	N/A	N/A
Other Asian	N/A	N/A	N/A
Tagalog	N/A	N/A	N/A
Other Pacific Island	N/A	N/A	N/A
Navajo	N/A	N/A	N/A
Other Native American	N/A	N/A	N/A
Hungarian	N/A	N/A	N/A
Arabic	N/A	N/A	N/A
Hebrew	N/A	N/A	N/A
African	N/A	N/A	N/A
Other and non-specified	N/A	N/A	N/A
Total Non-English	N/A	N/A	N/A

Data Note: Detail may not sum to totals due to rounding. Hispanic popultion can be of any race.
N/A meansnot available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2013 - 2017.
*Population by Language Spoken at Home is available at the census tract summary level and up.

ESA Section 7 Affect Determination Package

AIP # 3-46-0016-010-2017/3FU
FAULKTON MUNICIPAL AIRPORT ENVIRONMENTAL ASSESSMENT
FAULK COUNTY
Sections 13, 14, 23, & 24, T118N, R69W

June 20, 2018

The City of Faulkton, in cooperation with the Federal Aviation Administration, is developing an Environmental Assessment (EA) for improvements at the Faulkton Municipal Airport. Due to the type of work proposed in the EA, the effect to the Whooping Crane requires further review according to the Affect Determination Table.

The EA consists of the evaluation of several alternatives, including a shift and extension of Runway 13/31 to the southeast, an extension of Runway 31, and construction of a new Runway 17/35.

The improvements may include, but are not limited to the acquisition of land for airport protection of Runway Protection Zones (RPZ), departure surfaces, and transitional surfaces. Also included are new medium intensity runway lights (MIRL) and precision approach path indicator (PAPI) lights. The primary objective is the construction of a primary runway with dimensions of 3,600 feet by 75 feet and associated taxiways.

There are no adjustments of existing above-ground utility lines, newly placed poles/towers, or new overhead lines/guy wires being proposed. However, a runway shift/extension, a runway extension, or construction of a new runway are being evaluated as alternatives.

Information included for the Determination:

- The construction of a runway extension or new runway will involve the removal of topsoil, grading of the area surrounding the runway/runway extension, installation of underdrain along the edges of pavement, up to 65% of frost depth engineered fill, and either asphalt or concrete paving.
- Depending on the alternative selected in the EA, vegetation will be removed from approximately 8 acres, up to 30 acres.
- Construction in South Dakota typically occurs from the beginning of April until the end of October and is limited to daylight hours.
- Construction equipment that could be expected on these types of projects include scrapers, dozers, excavators, blades, loaders, semi-trucks with trailers, end dump trucks, vibratory rollers, pneumatic tire rollers, skidsteers, asphalt pavers, concrete pavers, seeding equipment, stripers, etc.
- No blasting, pile driving or similar activities are planned.
- No above ground utility lines are planned to be moved, installed, or raised.

This project is expected to be constructed during the 2020 or 2021 construction season.

Working through the Threatened, Endangered, Candidate Species and Critical Habitat Affect Determination Table, this project may include major earthwork for a runway shift/extension, a runway extension, or construction of a new runway which requires FAA Review for the Whooping Crane. The table requires a review of the project to determine either "No Effect" or "FAA Review" is required.

Although the map on page 7 has not been updated since 2011, it identifies the confirmed Whooping Crane sightings in the Dakotas. The map shows that the cranes have been known to stopover in a variety of locations, however the majority of the sightings follow the Missouri River.

During migration, whooping cranes use a variety of habitats; however wetland mosaics appear to be the most suitable. For feeding, whooping cranes primarily use shallow, seasonally and semi permanently flooded palustrine wetlands for roosting, and various cropland and emergent wetlands. (https://ecos.fws.gov/ecp0/profile/speciesProfile?sId=758#lifeHistory) The final diagram on page 8 shows the NWI map produced on www.fws.gov. The majority of the wetlands surrounding the airport are palustrine seasonally flooded wetlands. However, when viewing the aerial imagery prominent wetland mosaics, (more than 50% of area considered to be wetlands) are not present within a ½ mile of the airport.

Attached is a complete ESA Section 7 Affect Determination Package which includes:

- Threatened, Endangered, Proposed, Candidate Species and Critical Habitat Affect Determination Table
- Area of Potential Effect Map (APE)
- An aerial location map
- Diagrams/schematics
- USFWS Official Species List

Based on the information provided, a "No Effect" determination was made.

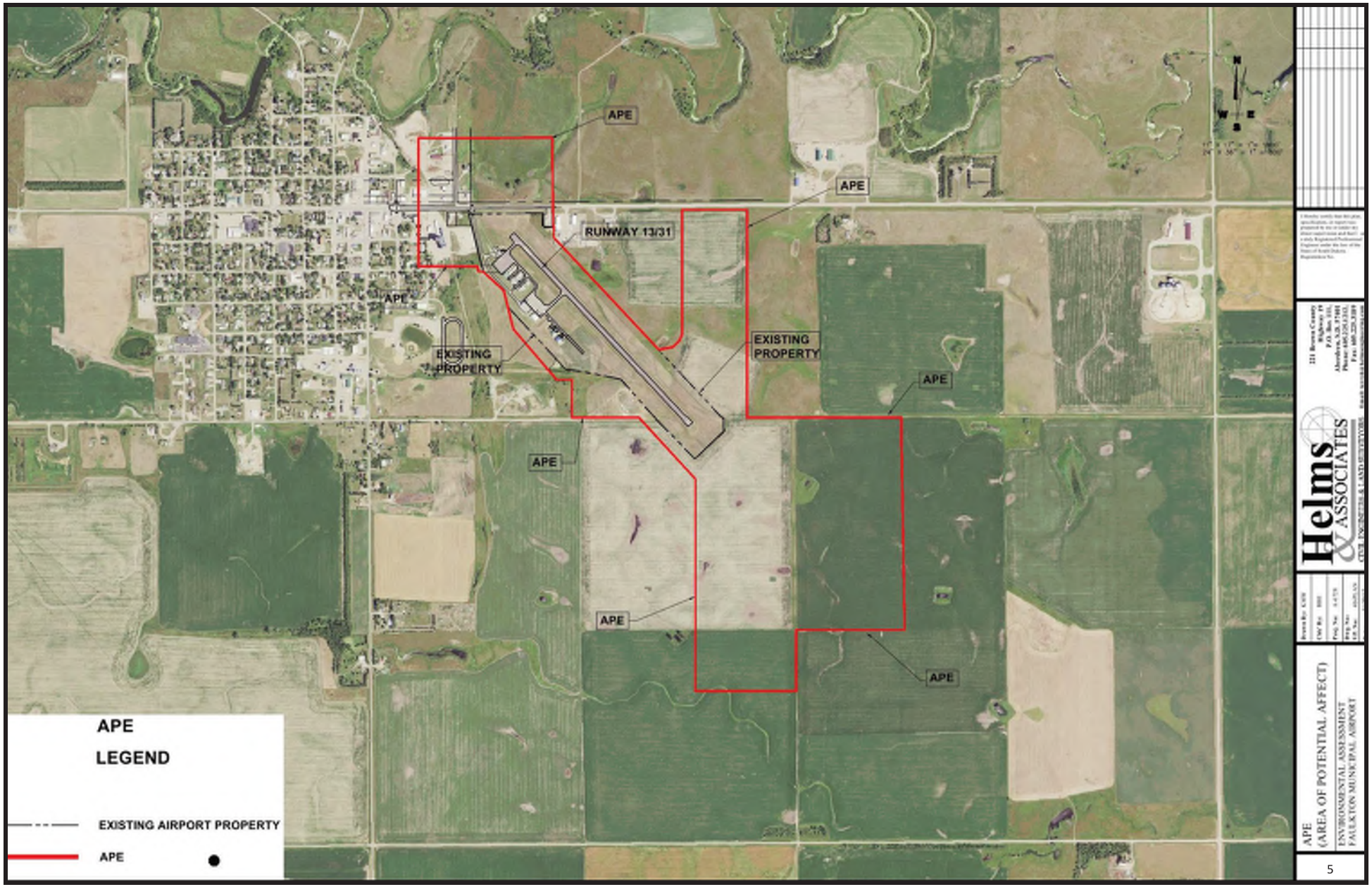
Sheri G Lares Digitally signed by Sheri G Lares
Date: 2018.06.20 13:18:19 -05'00'

Federal Aviation Administration Representative

Threatened, Endangered, Proposed, Candidate Species and Critical Habitat Affect Determination Table									
Airport: Faulkton Municipal Airport, 3FU		**Grant:** AIP # 3-46-0016-010-2017	**Description:** Environmental Assessment	**County:** Faulk				**State:** South Dakota	
Species	**Listing**	**Guidance**		**FAA Review Required?**		**Determination**		**Additional Documentation Included**	
				Yes	**No**	**Not Present**	**No Effect**		
Eskimo Curley (Bird)	E	**The likelihood that the Eskimo curlew remains extant is extremely low, therefore the USFWS do not recommend further conservation or management actions at this time; no further review required.** [1]				X			
Interior Least Tern (Bird)	E	**FAA Review required** for work in or along the shoreline of the Missouri River System including reservoirs from April 15 through August 31.				X			
Whooping Crane (Bird)	E	**FAA Review required** for the adjustment (raising, relocating) of existing above-ground utility lines; or for newly placed poles/towers (including beacons) and those that require overhead lines/guy wires; unless the adjustments or new installations are located in a highly developed or urban area. Review is also required for projects requiring major earthwork (i.e. runway extension, RSA grading) in rural areas within ½ mile of suitable stopover habitat that are located within the whooping crane migration corridor.		X			X	X	
Pallid Sturgeon (Fish)	E	**FAA Review required** for work in or along the shoreline of the Missouri River (including reservoirs) and Yellowstone River Systems. Review is also required for in-water work for any direct tributary (within ½ mile) to the Missouri River (including reservoirs) and Yellowstone River systems.				X			
Topeka Shiner (Fish)	E	**FAA review required** for work in or along the shoreline of prairie (or former prairie) streams with pools containing clear, clean water (non-turbid), and have clean gravel, rock or sand bottoms, specifically in one or more of the three known inhabited watersheds (the James, Vermillion, and Big Sioux).				X			
American Burying Beetle (Insect)	E	**FAA review required** for work in undisturbed grassland prairie, forest edge, and scrubland areas where significant humus or topsoil, suitable for burying carrion, occurs**.**				X			
Poweshiek Skipperling (Insect)	E	**FAA Review required** for work occurring in undisturbed native tall grass prairie and wet swales.				X			
Rusty Patched Bumblebee	E	**Species is not known to exist in the Dakotas at this time. Until more information becomes available for this species, no review is required.**				X			
Black-footed Ferret (Mammal)	E	**FAA Review required** for ground disturbing activities within 100 feet of prairie dog towns of at least 80 acres in size. Projects within the existing airport property will not require FAA review.				X			

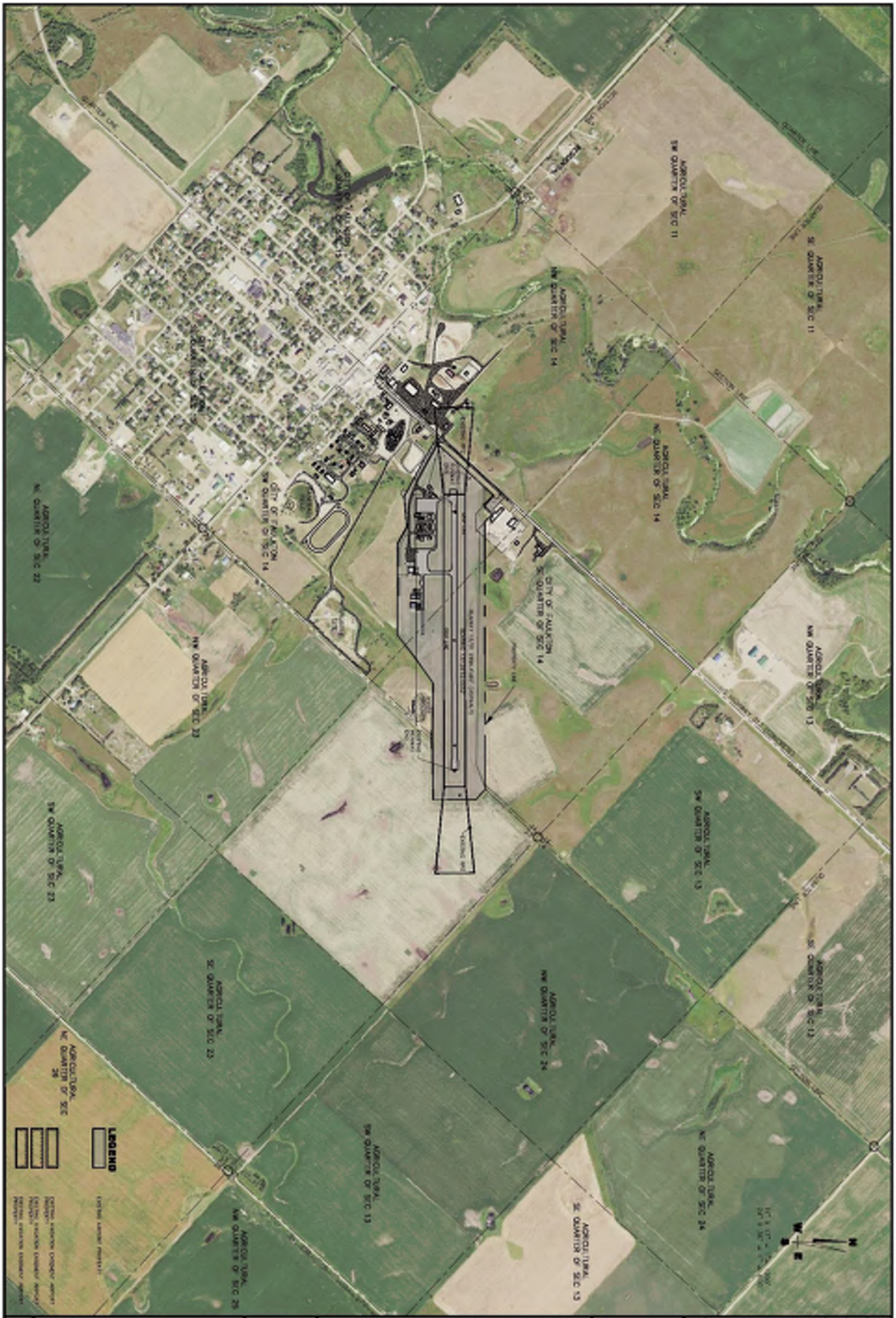
[1] Eskimo Curlew 5-Year Review: Summary and Evaluation. USFWS Fairbanks Fish and Wildlife Office, December 14, 2016.

Species	Listing	Guidance	FAA Review Required?		Determination		Additional Documentation Included
			Yes	No	Not Present	No Effect	
Gray Wolf	E	**FAA Review required** for projects on a new location (i.e. construction of a new airport).			X		
Higgin's Eye Mussel (Mollusc)	E	**FAA review required** for work in deep water with moderate currents in large rivers with sand/gravel bottoms.			X		
Scaleshell Mussel (Mollusc)	E	**FAA review required** for work in or along the shoreline of river habitat with stable channels and good water quality.			X		
Piping Plover (Bird)	T	**FAA Review required** for ground disturbing activities within ½ mile of designated piping plover critical habitat or known nesting sites from April 15 through August 31. See link for piping plover designated critical habitat maps: http://www.fws.gov/mountain-prairie/species/birds/pipingplover/			X		
Red Knot (Bird)	T	**FAA Review required** for work activities within ½ mile of designated Piping Plover Critical Habitat or known nesting sites. See link for piping plover designated critical habitat maps: http://www.fws.gov/mountain-prairie/species/birds/pipingplover/		X		X	
Dakota Skipper (Insect)	T	**FAA Review required** for work occurring in high quality native prairie containing a high diversity of wildflowers and grasses.			X		
Northern Long-Eared Bat (Mammal)	T	**FAA Review required** for work involving the removal of trees or buildings, ground disturbance in areas with caves, mines, and rock crevices, or work on structures. A final 4(d) rule with programmatic biological opinion (PBO) has been released by the USFWS. Further guidance: https://www.fws.gov/Midwest/endangered/mammals/nleb/s7.html https://www.fws.gov/Midwest/endangered/mammals/nleb/pdf/S7FrameworkNLEB17		X		X	
Leedy's Roseroot (Plant)	T	**FAA Review required** for work along cool wet groundwater-fed limestone cliffs, as well as cliffs characterized by the presence of cracks in the rocks.			X		
Western Prairie Fringed Orchid (Plant)	T	**FAA Review required** for all ground disturbing activities on non-flooded, undisturbed ground, known habitat, and native prairie. High probability of species in or near the Sheyenne National Grassland or the Big Sioux River Valley.			X		
Piping Plover Critical Habitat	D	**FAA Review required** for ground disturbing activities within ½ mile of designated piping plover critical habitat or known nesting sites. See link for piping plover designated critical habitat maps: http://www.fws.gov/mountain-prairie/species/birds/pipingplover/ https://www.fws.gov/mountain-prairie/es/species/birds/pipingplover/sdunit1.pdf			X		
Dakota Skipper Critical Habitat	D	**FAA Review required** for ground disturbing activities within 0.6 mile of proposed Dakota Skipper critical habitat. See link for Dakota Skipper proposed critical habitat maps: https://www.fws.gov/midwest/endangered/insects/dask/fCHmaps/daskchSD.pdf			X		
Poweshiek Skipperling Critical Habitat	D	**FAA Review required** for ground disturbing activities within 0.6 mile of proposed Poweshiek Skipperling critical habitat. See link for Poweshiek Skipperling proposed critical habitat maps: https://www.fws.gov/midwest/endangered/insects/posk/fCHmaps/poskchSD.pdf			X		



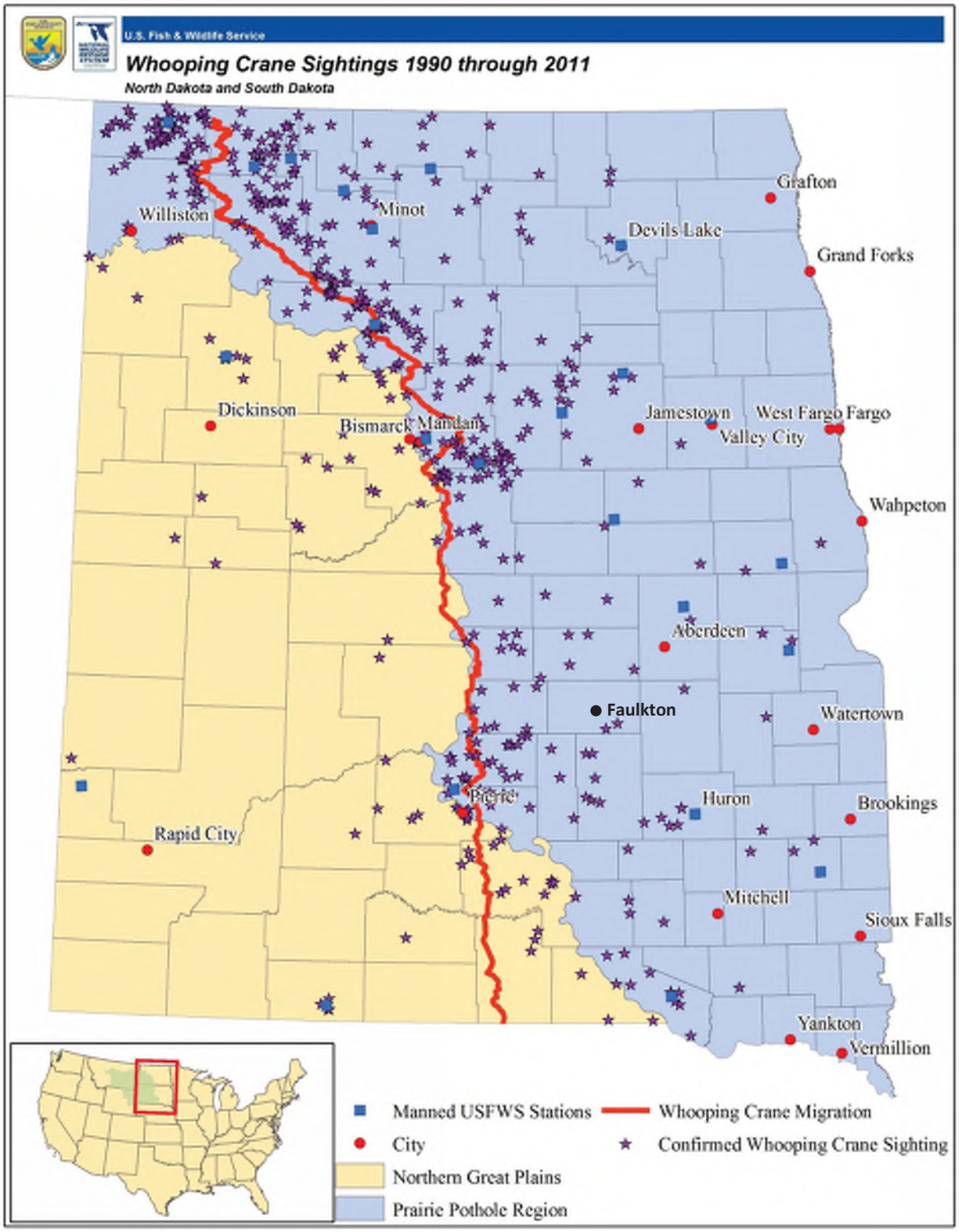
Helms & ASSOCIATES

APE
(AREA OF POTENTIAL AFFECT)
ENVIRONMENTAL ASSESSMENT
FALKTON MUNICIPAL AIRPORT

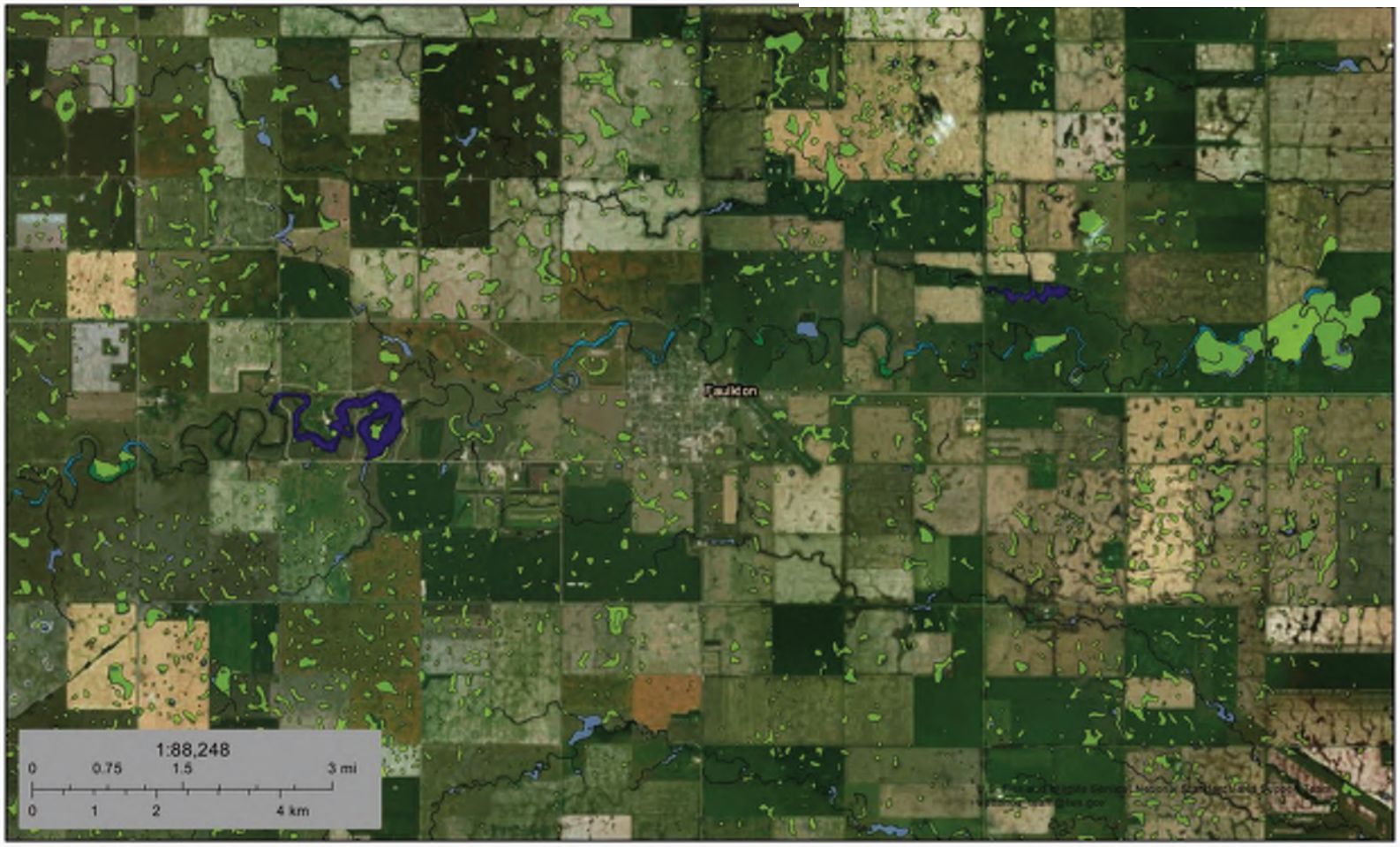


Aerial Location Map

Helms & ASSOCIATES
CIVIL ENGINEERS & LAND SURVEYORS


U.S. Fish & Wildlife Service
Whooping Crane Sightings 1990 through 2011
North Dakota and South Dakota
Williston
Minot
Devils Lake
Grafton
Grand Forks
Dickinson
Bismarck
Mandan
Jamestown
West Fargo
Fargo
Valley City
Wahpeton
Aberdeen
Faulkton
Watertown
Pierre
Huron
Brookings
Rapid City
Mitchell
Sioux Falls
Yankton
Vermillion
Manned USFWS Stations
Whooping Crane Migration
City
Confirmed Whooping Crane Sighting
Northern Great Plains
Prairie Pothole Region

Faulkton Municipal Airport EA Surrounding Area



United States Department of the Interior

FISH AND WILDLIFE SERVICE
South Dakota Ecological Services Field Office
420 South Garfield Avenue, Suite 400
Pierre, SD 57501-5408
Phone: (605) 224-8693 Fax: (605) 224-9974
http://www.fws.gov/southdakotafieldoffice/

In Reply Refer To: June 19, 2018
Consultation Code: 06E14000-2018-SLI-0419
Event Code: 06E14000-2018-E-00983
Project Name: Faulkton Municipal Airport Environmental Assessment

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Migratory Bird Treaty Act (16 U.S.C. 703-712, as amended), as well as the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.). Projects affecting these species may benefit from the development of an Eagle Conservation Plan (ECP), see guidance at this website (http://www.fws.gov/windenergy/eagle_guidance.html). An ECP can assist developers in achieving compliance with regulatory requirements, help avoid “take” of eagles at project sites, and provide biological support for eagle permit applications. Additionally, we recommend wind energy developments adhere to our Land-based Wind Energy Guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

We have recently updated our guidelines for minimizing impacts to migratory birds at projects that have communication towers (including meteorological, cellular, digital television, radio, and emergency broadcast towers). These guidelines can be found at:

http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm
http://www.towerkill.com

According to National Wetlands Inventory maps, (available online at http://wetlands.fws.gov/) wetlands exist adjacent to the proposed construction corridor. If a project may impact wetlands or other important fish and wildlife habitats, the U.S. Fish and Wildlife Service (Service), in accordance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321-4347) and other environmental laws and rules, recommends complete avoidance of these areas, if possible. If this is not possible, attempts should be made to minimize adverse impacts. Finally if adverse impacts are unavoidable, measures should be undertaken to replace the impacted areas. Alternatives should be examined and the least damaging practical alternative selected. If wetland impacts are unavoidable, a mitigation plan addressing the number and types of wetland acres to be impacted, and the methods of replacement should be prepared and submitted to the resource agencies for review.

Please check with your local wetland management district to determine whether Service interest lands exist at the proposed project site, the exact locations of these properties, and any additional restrictions that may apply regarding these sites. The Offices are listed below. If you are not sure which office to contact, we can help you make that decision.

U.S. Fish and Wildlife Service, Huron Wetland Management District, Federal Building, Room 309, 200 4th Street SW, Huron, SD 57350; telephone (605) 352-5894. Counties in the Huron WMD: Beadle, Buffalo, Hand, Hughes, Hyde, Jerauld, Sanborn, Sully.

U.S. Fish and Wildlife Service, Lake Andes Wetland Management District, 38672 291st Street, Lake Andes, South Dakota; telephone (605) 487-7603. Counties in the Lake Andes WMD: Aurora, Bon Homme, Brule, Charles Mix, Clay, Davison, Douglas, Hanson, Hutchinson, Lincoln, Turner, Union, Yankton.

U.S. Fish and Wildlife Service, Madison Wetland Management District, P.O. Box 48, Madison, South Dakota, 57042, telephone (605) 256-2974. Counties in the Madison WMD: Brookings, Deuel, Hamlin, Kingsury, Lake, McCook, Miner, Minnehaha, Moody.

U.S. Fish and Wildlife Service, Sand Lake Wetland Management District, 39650 Sand Lake Drive, Columbia, South Dakota, 57433; telephone (605) 885-6320. Counties in the Sand Lake WMD: Brown, Campbell, Edmunds, Faulk, McPherson, Potter, Spink, Walworth.

U.S. Fish and Wildlife Service, Waubay Wetland Management District, 44401 134A Street, Waubay, South Dakota, 57273; telephone (605) 947-4521. Counties in the Waubay WMD: Clark, Codington, Day, Grant, Marshall, Roberts.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

You are welcome to visit our website (listed above) or to contact our office at the address or phone number above for more information.

Thank you.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds
- Wetlands

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

South Dakota Ecological Services Field Office
420 South Garfield Avenue, Suite 400
Pierre, SD 57501-5408
(605) 224-8693

Project Summary

Consultation Code: 06E14000-2018-SLI-0419

Event Code: 06E14000-2018-E-00983

Project Name: Faulkton Municipal Airport Environmental Assessment

Project Type: DEVELOPMENT

Project Description: Helms and Associates is assisting the City of Faulkton, South Dakota in the development of improvements to the Faulkton airport. The Federal Aviation Administration (FAA) is the lead agency for review and approval, in coordination with the SD Department of Transportation, Office of Air, Rail, and Transit. The funding of improvements associated with the airport improvements involves a federal action, which requires environmental documentation in accordance with the National Environmental Policy Act. The improvements may include, but are not limited to the acquisition of land for airport protection of Runway Protection Zones (RPZ), departure surfaces, and transitional surfaces. Also included are new medium intensity runway lights (MIRL) and precision approach path indicator (PAPI) lights. The primary objective is the construction of a primary runway with dimensions of 3,600 feet by 75 feet and associated taxiways.

Several alternatives are being evaluated in the EA, including a shift and extension of Runway 13/31 to the southeast, an extension of Runway 31, and construction of a new Runway 17/35.

The property identified is the area of potential affect (APE) of the EA.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/45.02861792447794N99.11022792974273W

Counties: Faulk, SD

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Birds

NAME	STATUS
Red Knot *Calidris canutus rufa* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened
Whooping Crane *Grus americana* Population: Wherever found, except where listed as an experimental population There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/758	Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

REFUGE INFORMATION WAS NOT AVAILABLE WHEN THIS SPECIES LIST WAS GENERATED. PLEASE CONTACT THE FIELD OFFICE FOR FURTHER INFORMATION.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

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1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

THERE ARE NO FWS MIGRATORY BIRDS OF CONCERN WITHIN THE VICINITY OF YOUR PROJECT AREA.

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.
Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures and/or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?
The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the E-bird Explore Data Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?
The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?
To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?
Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?
If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report
The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Wetlands

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER EMERGENT WETLAND

- PEM1A
- PEM1Ad
- PEM1Ax
- PEM1C
- PEM1Cd
- PEM1Cx

FRESHWATER FORESTED/SHRUB WETLAND

- PFOA

FRESHWATER POND

- PABFh
- PABFx
- PUBFx

RIVERINE

- R4SBC

South Dakota LWCF Grants

State	Grant Number	Grant Name	Grant Status	Fiscal Year	Obligation Amount	Sponsor Name	Grant County
SD	244	FAULKTON ACQ. & DEV.	C	1972	31,193.19	CITY OF FAULKTON	FAULK
SD	393	CRESBARD MULTI-PURPOSE COURT	C	1974	7,629.99	CITY OF CRESBARD	FAULK
SD	597	SENECA MULTIPURPOSE COURT	C	1977	7,351.42	CITY OF SENECA	FAULK
SD	898	FAULKTON BALLFIELD BLEACHERS	C	1980	1,953.67	CITY OF FAULKTON	FAULK
SD	1,131	CRESBARD CLARE SWIFT PARK	C	1986	5,457.41	CITY OF CRESBARD	FAULK
SD	1,387	ORIENT TOWN PARK PLAY EQUIPMENT	C	2006	9,676.00	TOWN OF ORIENT	FAULK

USDA

United States Department of Agriculture

June 4, 2018

Brooke B. Edgar, P .E.
Helms & Associates
221 BROWN CO. HWY. #19
PO BOX 111
ABERDEEN, SD 57402-0111

RE: Environmental Review for:
Faulkton Airport project

Dear Mr. Edgar:

Thank you for the opportunity to provide Farmland Protection Policy Act (FPPA) review of this project. The area of potential effect (APE) for this project **does** include areas of prime and important farmland. Attached is a Web Soil Survey map delineating the areas of FPPA soils.

Also enclosed is a Farmland Conversion Impact Rating Form (AD-1006) for this project. I have completed Parts II, IV, and V. Please complete parts I, III, VI, and VII as per instructions on the back of the form. The attached document titled **Site Assessment Scoring for the Twelve Factors Used in FPPA** may be used as a guide for scoring Part VI. If the TOTAL POINTS in part VII is less than 160 points, the proposed activity will have no significant impact on the prime farmland or farmland of statewide importance in Faulk County, and no further alternatives need be considered.

The Natural Resources Conservation Service (NRCS) would advise the applicant to consult with the local NRCS and Farm Service Agency offices regarding any United States Department of Agriculture easements or contracts in the project areas that may be affected. For any other easements outside of the NRCS, you should check with the local courthouse.

If you have any questions, please contact me at (605)858-6670.

Sincerely,

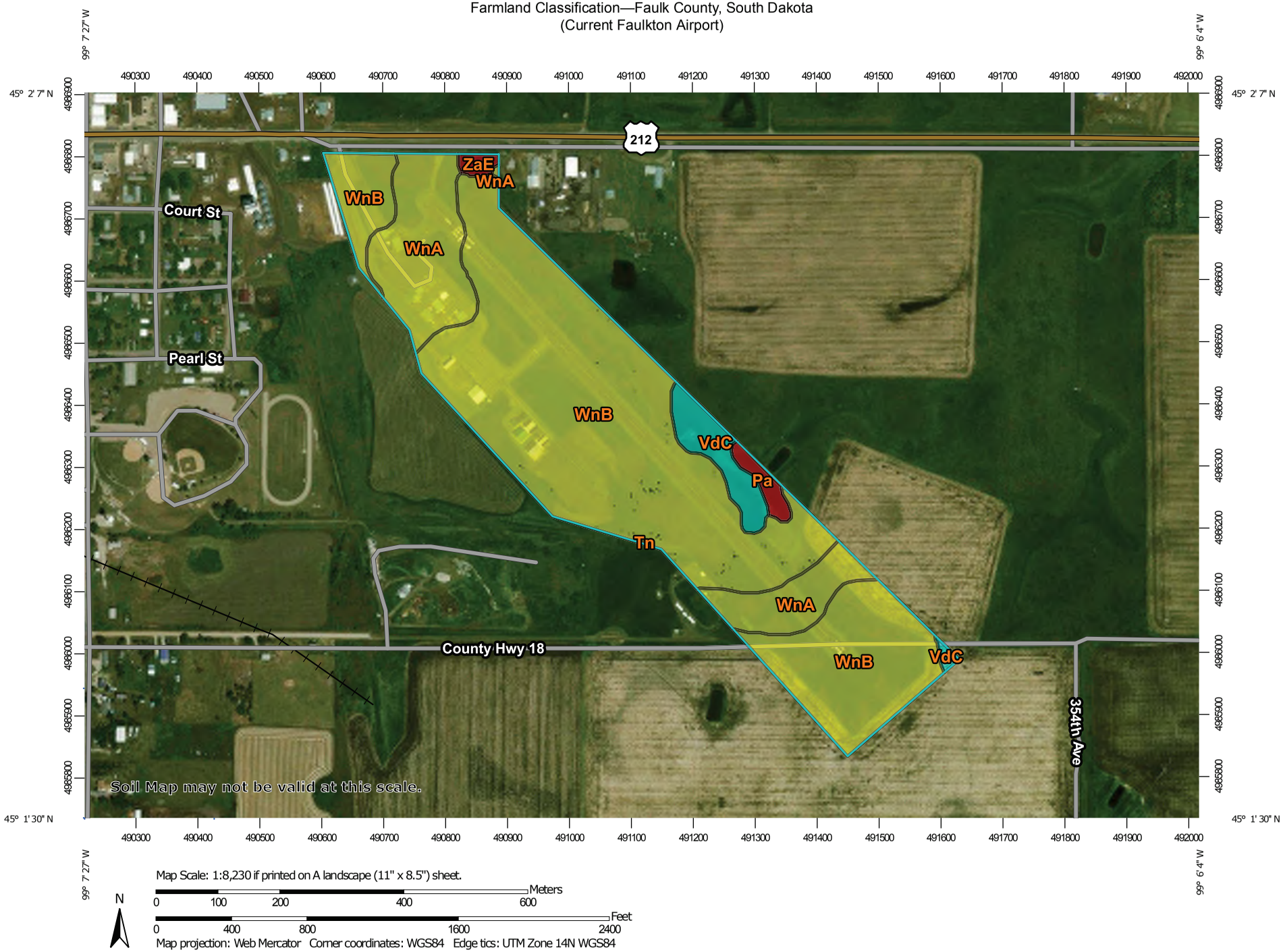
Tim Nordquist

TIMOTHY NORDQUIST
NRCS Conservation Agronomist

Attachments

Natural Resources Conservation Service
414 E Stumer Road, Suite 700
Rapid City, SD 57701
Voice: 605.858.6670 Fax: 855.256.2553

Farmland Classification—Faulk County, South Dakota
(Current Faulkton Airport)



Map Scale: 1:8,230 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 100 200 400 600

Feet
0 400 800 1600 2400

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 14N WGS84

MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

Soil Rating Polygons

- Not prime farmland
- All areas are prime farmland
- Prime farmland if drained
- Prime farmland if protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated
- Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated and drained
- Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if subsoiled, completely removing the root inhibiting soil layer
- Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
- Prime farmland if irrigated and reclaimed of excess salts and sodium
- Farmland of statewide importance
- Farmland of local importance
- Farmland of unique importance
- Not rated or not available

Soil Rating Lines

- Not prime farmland
- All areas are prime farmland
- Prime farmland if drained
- Prime farmland if protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated
- Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated and drained
- Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if subsoiled, completely removing the root inhibiting soil layer
- Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
- Prime farmland if irrigated and reclaimed of excess salts and sodium
- Farmland of statewide importance
- Farmland of local importance
- Farmland of unique importance
- Not rated or not available

Soil Rating Points

- Not prime farmland
- All areas are prime farmland
- Prime farmland if drained
- Prime farmland if protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated
- Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated and drained
- Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if subsoiled, completely removing the root inhibiting soil layer
- Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
- Prime farmland if irrigated and reclaimed of excess salts and sodium
- Farmland of statewide importance
- Farmland of local importance
- Farmland of unique importance
- Not rated or not available

Water Features

MAP INFORMATION

Streams and Canals

Transportation

Rails

Interstate Highways

US Routes

Major Roads

Local Roads

Background

Aerial Photography

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Faulk County, South Dakota
Survey Area Data: Version 21, Oct 6, 2017

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 22, 2015—Jul 26, 2016

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Farmland Classification

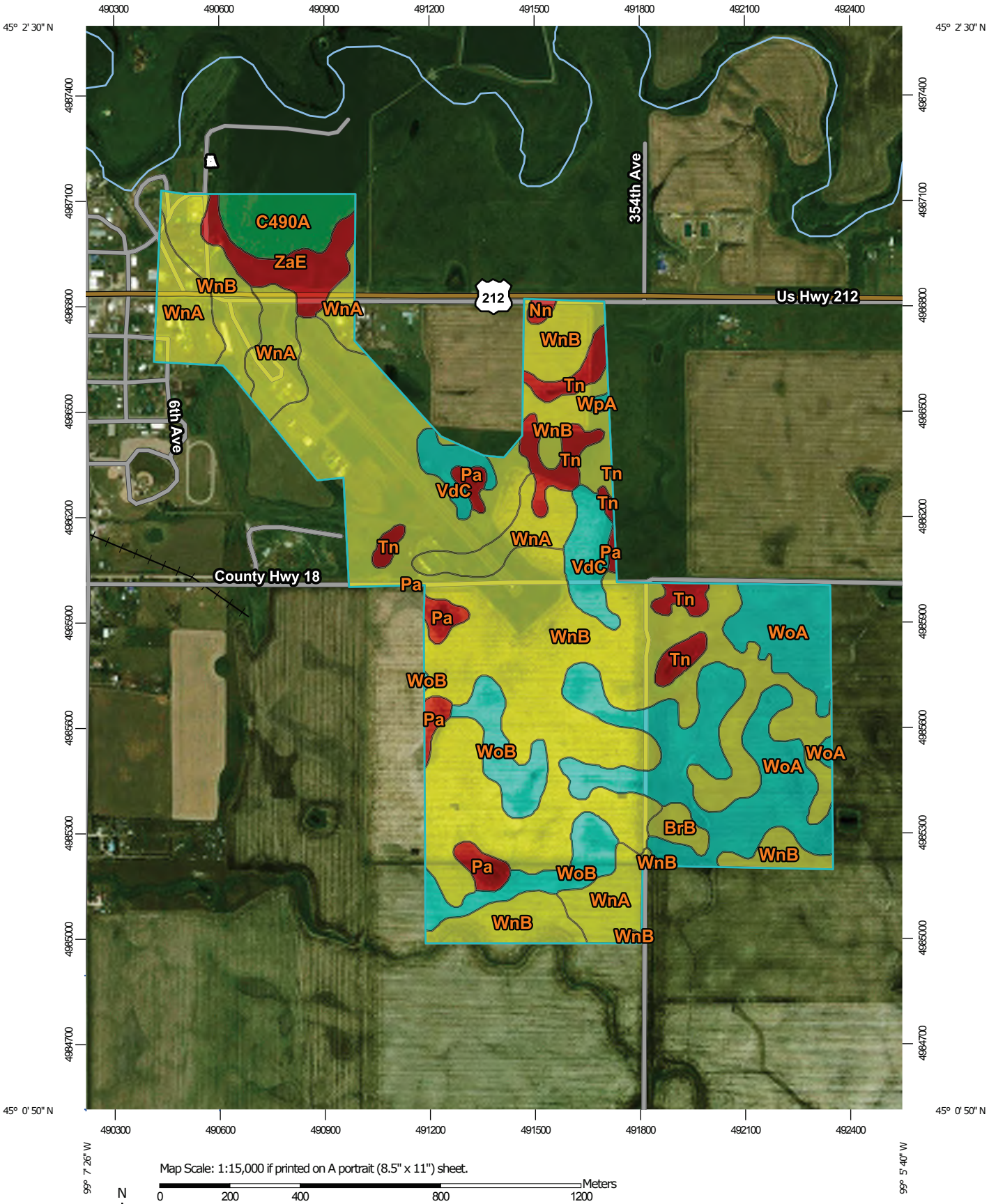
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
Pa	Worthing silty clay loam, 0 to 1 percent slopes	Not prime farmland	1.0	1.3%
Tn	Tonka-Nishon silt loams	Not prime farmland	0.0	0.0%
VdC	Vida-Williams-Bowbells loams, 2 to 9 percent slopes	Farmland of statewide importance	3.3	4.4%
WnA	Williams-Bowbells loams, 0 to 3 percent slopes	Prime farmland if irrigated	13.5	17.8%
WnB	Williams-Bowbells loams, 1 to 6 percent slopes	Prime farmland if irrigated	57.3	75.8%
ZaE	Zahill loam, 15 to 40 percent slopes	Not prime farmland	0.5	0.7%
Totals for Area of Interest			**75.6**	**100.0%**

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower

Farmland Classification—Faulk County, South Dakota
(FaulktonAirport)



MAP LEGEND

Area of Interest (AOI)

- Area of Interest (AOI)

Soils

Soil Rating Polygons

- Not prime farmland
- All areas are prime farmland
- Prime farmland if drained
- Prime farmland if protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated
- Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated and drained
- Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if subsoiled, completely removing the root inhibiting soil layer
- Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
- Prime farmland if irrigated and reclaimed of excess salts and sodium
- Farmland of statewide importance
- Farmland of local importance
- Farmland of unique importance
- Not rated or not available

Soil Rating Lines

- Not prime farmland
- All areas are prime farmland
- Prime farmland if drained
- Prime farmland if protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated
- Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated and drained
- Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if subsoiled, completely removing the root inhibiting soil layer
- Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
- Prime farmland if irrigated and reclaimed of excess salts and sodium
- Farmland of statewide importance
- Farmland of local importance
- Farmland of unique importance
- Not rated or not available

Soil Rating Points

- Not prime farmland
- All areas are prime farmland
- Prime farmland if drained
- Prime farmland if protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated
- Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if irrigated and drained
- Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season
- Prime farmland if subsoiled, completely removing the root inhibiting soil layer
- Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
- Prime farmland if irrigated and reclaimed of excess salts and sodium
- Farmland of statewide importance
- Farmland of local importance
- Farmland of unique importance
- Not rated or not available

Water Features

MAP INFORMATION

Streams and Canals

Transportation

Rails

Interstate Highways

US Routes

Major Roads

Local Roads

Background

Aerial Photography

The soil surveys that comprise your AOI were mapped at 1:20,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

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Soil Survey Area: Faulk County, South Dakota
Survey Area Data: Version 21, Oct 6, 2017

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 22, 2015—Jul 26, 2016

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Farmland Classification

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
BrB	Bryant-Grassna silt loams, 2 to 6 percent slopes	Prime farmland if irrigated	3.8	0.8%
C490A	Straw loam, 0 to 2 percent slopes	All areas are prime farmland	14.0	3.0%
Nn	Nishon silt loam	Not prime farmland	1.1	0.2%
Pa	Worthing silty clay loam, 0 to 1 percent slopes	Not prime farmland	10.5	2.3%
Tn	Tonka-Nishon silt loams	Not prime farmland	18.8	4.1%
VdC	Vida-Williams-Bowbells loams, 2 to 9 percent slopes	Farmland of statewide importance	15.2	3.3%
WnA	Williams-Bowbells loams, 0 to 3 percent slopes	Prime farmland if irrigated	49.6	10.7%
WnB	Williams-Bowbells loams, 1 to 6 percent slopes	Prime farmland if irrigated	245.8	53.2%
WoA	Williams-Bowbells-Nishon complex, 0 to 3 percent slopes	Farmland of statewide importance	66.7	14.4%
WoB	Williams-Bowbells-Nishon complex, 1 to 6 percent slopes	Farmland of statewide importance	23.2	5.0%
WpA	Houdek-Dudley complex, 0 to 2 percent slopes	Farmland of statewide importance	0.7	0.2%
ZaE	Zahill loam, 15 to 40 percent slopes	Not prime farmland	12.7	2.8%
Totals for Area of Interest			**462.0**	**100.0%**

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request
Name Of Project: Faulkton Airport	Federal Agency Involved: FAA
Proposed Land Use: Airport Property	County And State: Faulk County, South Dakota
PART II *(To be completed by NRCS)*	Date Request Received By NRCS

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply -- do not complete additional parts of this form).*	Yes	No	Acres Irrigated	Average Farm Size
	☑	☐		2091

Major Crop(s)	Farmable Land In Govt. Jurisdiction	Amount Of Farmland As Defined in FPPA
Field crops	Acres: 585,640 % 91	Acres: 457,872 % 71

Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By NRCS
Relative value		6/4/18

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	6.3			
B. Total Acres To Be Converted Indirectly	56.4			
C. Total Acres In Site	62.6	0.0	0.0	0.0
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	14.0			
B. Total Acres Statewide And Local Important Farmland	330.2			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.1			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	68.0			
PART V *(To be completed by NRCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*	74	0	0	0

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points				
1. Area In Nonurban Use	15	13			
2. Perimeter In Nonurban Use	10	8			
3. Percent Of Site Being Farmed	20	20			
4. Protection Provided By State And Local Government	20	0			
5. Distance From Urban Builtup Area	15	0			
6. Distance To Urban Support Services	15	0			
7. Size Of Present Farm Unit Compared To Average	10	0			
8. Creation Of Nonfarmable Farmland	10	0			
9. Availability Of Farm Support Services	5	5			
10. On-Farm Investments	20	0			
11. Effects Of Conversion On Farm Support Services	10	0			
12. Compatibility With Existing Agricultural Use	10	0			
TOTAL SITE ASSESSMENT POINTS	160	46	0	0	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	74	0	0	0
Total Site Assessment *(From Part VI above or a local site assessment)*	160	46	0	0	0
TOTAL POINTS *(Total of above 2 lines)*	260	120	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes ☐ No ☐

Reason For Selection:

This form was electronically produced by National Production Services Staff

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

Step 1 – Federal agencies involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form.

Step 2 – Originator will send copies A, B and C together with maps indicating locations of site(s), to the Natural Resources Conservation Service (NRCS) local field office and retain copy D for their files. (Note: NRCS has a field office in most counties in the U.S. The field office is usually located in the county seat. A list of field office locations are available from the NRCS State Conservationist in each state).

Step 3 – NRCS will, within 45 calendar days after receipt of form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland.

Step '4 – In cases where farmland covered by the FPPA will be converted by the proposed project, NRCS field offices will complete Parts II, IV and V of the form.

Step 5 – NRCS will return copy A and B of the form to the Federal agency involved in the project. (Copy C will be retained for NRCS records).

Step 6 – The Federal agency involved in the proposed project will complete Parts VI and VII of the form.

Step 7 – The Federal agency involved in the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA and the agency's internal policies.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

Part I: In completing the "County And State" questions list all the local governments that are responsible for local land controls where site(s) are to be evaluated.

Part III: In completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them.

2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities) that will cause a direct conversion.

Part VI: Do not complete Part VI if a local site assessment is used.

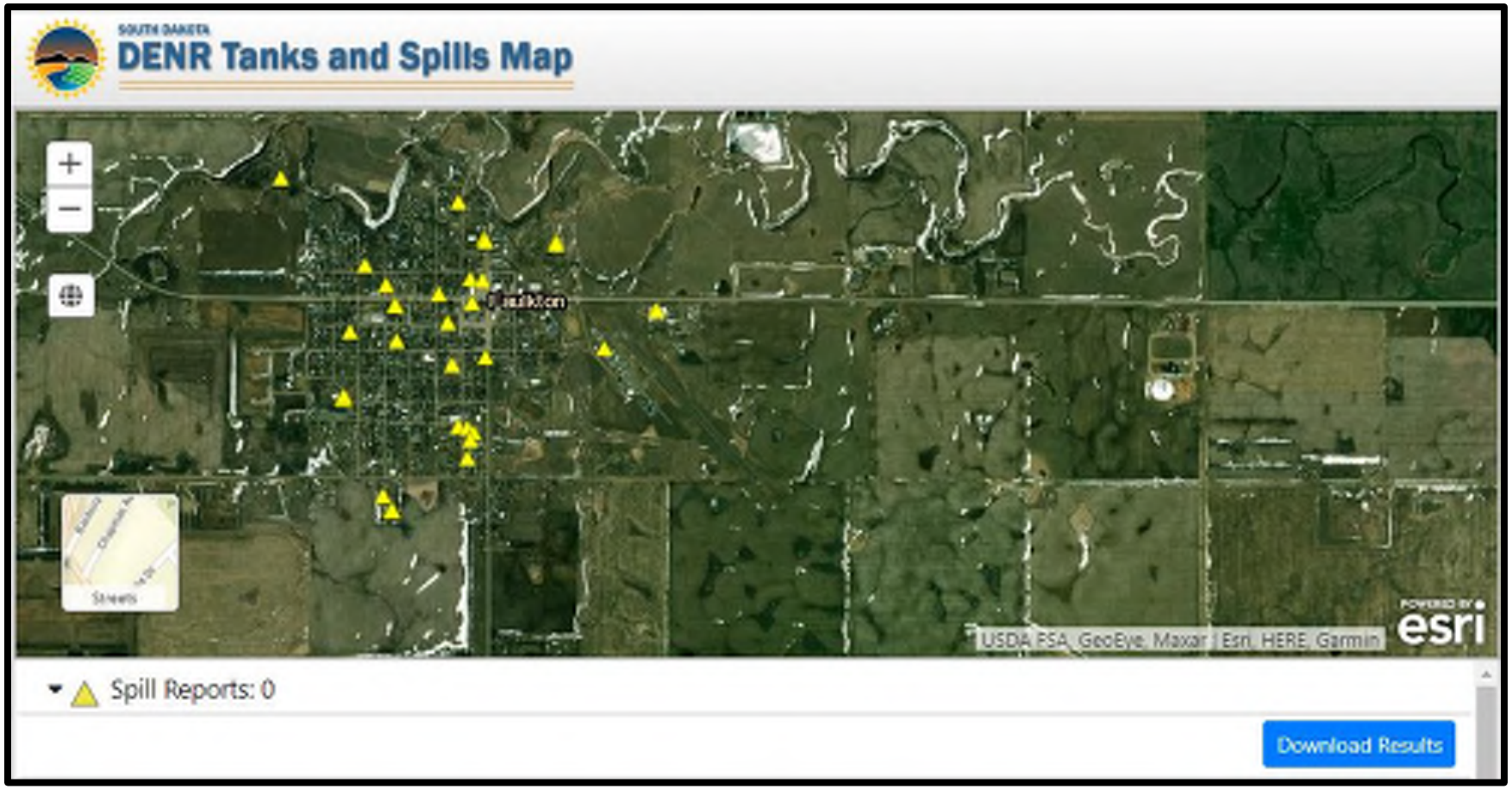
Assign the maximum points for each site assessment criterion as shown in § 658.5 (b) of CFR. In cases of corridor-type projects such as transportation, powerline and flood control, criteria #5 and #6 will not apply and will, be weighed zero, however, criterion #8 will be weighed a maximum of 25 points, and criterion #11 a maximum of 25 points.

Individual Federal agencies at the national level, may assign relative weights among the 12 site assessment criteria other than those shown in the FPPA rule. In all cases where other weights are assigned relative adjustments must be made to maintain the maximum total weight points at 160.

In rating alternative sites, Federal agencies shall consider each of the criteria and assign points within the limits established in the FPPA rule. Sites most suitable for protection under these criteria will receive the highest total scores, and sites least suitable, the lowest scores.

Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, adjust the site assessment points to a base of 160. Example: if the Site Assessment maximum is 200 points, and alternative Site "A" is rated 180 points:

$$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \times 160 = 144 \text{ points for Site "A."}$$


SOUTH DAKOTA
DENR Tanks and Spills Map
Streets
USDA FSA, GeoEye, Maxar | Esri, HERE, Garmin
esri
Spill Reports: 0
Download Results

U.S. Department
of Transportation
Federal Aviation Administration

Federal Aviation Administration
Dakota-Minnesota Airports District Office
Bismarck Office
2301 University Drive, Building 23B
Bismarck, ND 58504

Federal Aviation Administration
Dakota-Minnesota Airports District Office
Minneapolis Office
6020 28th Avenue South, Suite 102
Minneapolis, MN 55450

February 21, 2019

Ms. Paige Olson
Review and Compliance Coordinator
South Dakota State Historical Society
900 Governors Drive
Pierre, SD 57501-2217

Faulkton Municipal Airport
Faulk County
Faulkton, South Dakota
Determination of Effect

Dear Ms. Olson:

The city of Faulkton is planning a project at the Municipal Airport in Faulkton, South Dakota. This project will include the construction of a primary runway (approximately 3,600 feet x 75 feet and associated taxiways, as well as other associated items (i.e. lighting). This may also include the acquisition of land for airport protection of Runway Protection Zones, departure surfaces, and transitional surfaces. Currently, a number of alternatives are being developed during the NEPA phase.

Quality Services, Inc., along with two tribal cultural specialists representing the Cheyenne River Sioux Tribe conducted a Class III Cultural Resource and Tribal Inventory for the proposed project. The Inventory included approximately 362 acres comprising the Area of Potential Effect, as shown in the ***Level III Cultural Resources Inventory and Addendum Report***.

The Federal Aviation Administration (FAA) is initiating consultation and has determined that a Section 106 finding of a *No Historic Properties Affected* is applicable for the proposed improvements. ***Please refer to the completed Section 106 Project Review Form and Report.*** The FAA respectfully requests the South Dakota State Historic Preservation Office to provide written concurrence with the Section 106 determination of No Historic Properties Affected.

If you have any questions, comments, or concerns regarding the analysis and conclusions used to determine the potential effects of the proposed project on historic, cultural, and archaeological resources, please contact me (701) 323-7388.

Sincerely,

Sheri G Lares

Digitally signed by Sheri G Lares
Date: 2019.02.21 15:16:42 -06'00'

Sheri G. Lares
Environmental Protection Specialist
Dakota-Minnesota Airports District Office
ENC: Section 106 Project Review Form and Class I File Search

south dakota
STATE HISTORICAL SOCIETY
DEPARTMENT OF EDUCATION

March 27, 2019

Ms. Sheri G. Lares
Federal Aviation Administration
Bismarck Office
2301 University Dr., Bldg. 23B
Bismarck, ND 58504

SECTION 106 PROJECT CONSULTATION
Project: 190225008F – Faulkton Municipal Airport, Level III Inventory and Addendum, AIP #3-46-0000-08-2018
Location: Faulk County
(FAA)

Dear Ms. Lares:

Thank you for the opportunity to comment on the above referenced project pursuant to Section 106 of the National Historic Preservation Act of 1966 (as amended). The South Dakota Office of the State Historic Preservation Officer (SHPO) concurs with your determination regarding the effect of the proposed undertaking on the non-renewable cultural resources of South Dakota.

On February 25, 2019, we received your letter dated February 21, 2019, the form entitled "Section 106 Project Review Form," and the reports prepared by Quality Services, Inc. entitled "Level III Cultural Resources Inventory of the Faulkton Municipal Airport, Faulkton, South Dakota," and "Addendum to Level III Cultural Resources Inventory of the Faulkton Municipal Airport, Alternatives Analysis Project." According to the reports, no archaeological properties were located during the inventory. However, 35 new architectural properties and a portion of the Chicago Northwestern Railroad were recorded and assessed for listing in the National Register of Historic Places.

Based on the information provided, we agree with the recommendations that property FK00600005 should be considered eligible for listing in the National Register for Criteria A and C. The remaining properties, FK0020001-17, Faulkton County Rodeo grounds (SD3917066-JL1), FK00000083, FK00000084, FK00300001-2, FK00400001-6, FK00500001-2, FK00600001-4 and the portion of the Chicago Northwestern Railroad (39FK2003) located in the project area, do not meet any of the Criteria for listing in the National Register.

Therefore, provided that the proposed construction activities outlined in your letter are confined to the area surveyed by Quality Services, we concur with the determination of "No Historic Properties

Affected". Activities occurring in areas not identified in your request, such as material borrow sources, will require the submission of additional documentation pursuant to 36 C.F.R. § 800.4.

If historic properties are discovered or unanticipated effects on historic properties are found after the agency official has completed the Section 106 process, the agency official shall avoid, minimize, or mitigate the adverse effects to such properties and notify the SHPO and Indian tribes that might attach religious and cultural significance to the affected property within 48 hours of the discovery, pursuant to 36 C.F.R. § 800.13.

Concurrence of the SHPO does not relieve the federal agency official from consulting with other appropriate parties, as described in 36 C.F.R. § 800.2(c).

Should you require additional information, please contact Paige Olson at Paige.Olson@state.sd.us or (605) 773-6004. Your concern for the non-renewable cultural heritage of our state is appreciated.

Sincerely,

Jay D. Vogt
State Historic Preservation Officer

P. Olson

Paige Olson
Review & Compliance Coordinator

SOUTH DAKOTA STATE HISTORICAL SOCIETY
STATE HISTORIC PRESERVATION OFFICE (SHPO)
SECTION 106 PROJECT REVIEW FORM

Submission of a completed Section 106 Project Review Form with adequate information and attachments constitutes a request for review pursuant to Section 106 of the National Historic Preservation Act of 1966 (as amended). Section 106 requires the South Dakota State Historic Preservation Office to review all projects that are federally funded, licensed, or assisted. We reserve the right to request more information if needed. Typed forms are preferred. **SUBMITTAL OF THIS FORM WITHOUT ALL REQUESTED INFORMATION WILL CAUSE REVIEW DELAYS.**

Section 106 regulations provide for a 30-day response time by the South Dakota State Historic Preservation Office from the date of receipt of complete information.

For projects requiring a license from the Federal Communications Commission, please use FCC Forms 620 or 621. **DO NOT USE THIS FORM.**

I. PROJECT INFORMATION

☒ THIS IS A NEW SUBMITTAL

☐ THIS IS MORE INFORMATION RELATING TO SHPO PROJECT # _____

1. PROJECT NAME: **Faulkton Municipal Airport Environmental Assessment**

2. FEDERAL AGENCY FUNDING, LICENSING, OR ASSISTING THE PROJECT

A. AGENCY NAME: **Federal Aviation Administration (FAA)**

B. AGENCY CONTACT PERSON: **Sheri Lares**

DETERMINATION OF EFFECT

See page 5, #12 for descriptions and space for explanations.

☒ **No Historic Properties Affected** ☐ **Adverse Effect** ☐ **No Adverse Effect**

The responsible federal agency official must sign this form here prior to submitting it to the SHPO. Projects received without an appropriate signature will cause review delays. **This must be an original signature and not electronic**.

SIGNATURE _____ **DATE** _____

Please type/ the following:

NAME Sheri Lares

TITLE Environmental Protection Specialist

AGENCY Federal Aviation Administration

FOR SHPO USE ONLY. DO NOT WRITE OR INSERT ANYTHING HERE.

2. FEDERAL AGENCY FUNDING, LICENSING, OR ASSISTING THE PROJECT

A. AGENCY NAME: Federal Aviation Administration
B. AGENCY CONTACT PERSON: Sheri Lares
C. MAILING ADDRESS: Bismarck Office, 2301 University Drive, Building 23B, Bismarck, ND 58504
D. EMAIL ADDRESS: sheri.lares@faa.gov
E. TELEPHONE NUMBER: 701-323-7388

3. STATE AGENCY FUNDING, LICENSING, OR ASSISTING THE PROJECT, IF APPLICABLE

A. AGENCY NAME: South Dakota Department of Transportation, Office of Air, Rail, & Transit
B. AGENCY CONTACT PERSON: Jennifer Boehm
C. MAILING ADDRESS: 700 East Broadway Avenue, Pierre, SD 57501
D. EMAIL ADDRESS: Jennifer.boehm@state.sd.us
E. TELEPHONE NUMBER: 605-773-4430
F. IF THIS IS A GRANT PROGRAM, PLEASE INCLUDE THE NAME OF THE PROGRAM (FOR EXAMPLE, CDBG OR SRF): n/a

4. CONSULTANT CONTACT PERSON, IF APPLICABLE

A. COMPANY NAME: Helms & Associates
B. CONTACT PERSON: Brooke Edgar
C. MAILING ADDRESS: P.O. Box 111
D. EMAIL ADDRESS: brookee@helmsengineering.com
E. TELEPHONE NUMBER: 605-225-1212

5. PROJECT LOCATION

A. ADDRESS: Faulkton Municipal Airport
B. CITY: Faulkton, South Dakota
C. COUNTY: Faulk County

D. TOWNSHIP: 118 N **E. RANGE** 69 W **F. SECTION** 13, 14, 23, 24

G. Provide a USGS 7.5 minute quadrangle map of the project area. If the project is in an urban area, show the location(s) on a city map. Photocopies are acceptable, but poor quality maps or insufficient information will cause review delays. Do not enlarge or reduce the map.

Is a map showing the exact location of the project attached to this form? YES ☒ or NO ☐

6. PROJECT DESCRIPTION

Describe all anticipated work associated with the project. Be specific. The description should include all ancillary facilities such as access roads, placement of utilities, additional outbuildings, fences, material borrow areas, staging areas, etc. Use as much space and as many pages as needed to clearly describe the project.

The City of Faulkton is investigating several alternatives in an Environmental Assessment (EA). The primary objective of the EA is the construction of a primary runway with dimensions of 3,600' by 75' and associated taxiways as the current runway does not meet those standards. This action may include the acquisition of land for airport protection of Runway Protection Zones (RPZ), departure surfaces, and transitional surfaces. Also included are new medium intensity runway lights (MIRL) and precision approach path indicator (PAPI) lights

Plans, drawings, engineering specifications etc. should be included to help explain the project, but these cannot replace the above verbal description. If new construction is involved, elevation drawings and plans should be included.

Are plans, drawings, engineering specifications, or similar documents attached to this form?

YES ☐ or NO ☒

8. PHOTOGRAPHS

Provide several clear, original photographs of the project location. Also, include photographs of every affected buildings/structures, including an overall front view of each structure and other views necessary to describe fully the structures and the project. Streetscape photographs of surrounding buildings and structures should also be included. Photographs should be color and can be either printed or digital images submitted on a CD. Printed digital photographs should have a high dpi and clear resolution. Photographs should also either be labeled or include a key.

NOTE: Projects submitted with insufficient photographs will cause review delays.

Are photographs that clearly show the project location attached to this form? YES ☒ or NO ☐
(Photos are included in the Level III Cultural Resources Inventory and Addendum)

9. PROJECT AREA OF POTENTIAL EFFECT (APE)

The APE consists of the geographic area or areas within which a project may directly or indirectly, cause changes in the character or use of historic properties. In most instances, the APE is not simply the project's physical boundaries or right-of-way. The APE also includes all ancillary facilities such as access roads, placement of utilities, additional outbuildings, fences, material borrow areas, staging areas, etc. The APE may include visual and audible effects.
Highlight the APE on a localized map.

A. Is a map highlighting the APE attached to this form? YES ☒ or NO ☐

B. Provide a written description of the APE. Describe the steps taken to identify the APE, and justify why the APE boundaries were chosen. If the APE has been previously disturbed, include an explanation of the previous ground disturbance.

The Area of Potential Effect (APE) consists of the area shown on the attached drawing. This area encompasses the potential property to be purchased for all alternatives analyzed in the EA. There are approximately 40 acres of the APE on the northern portion of the airport (west of the existing entrance and north of US 212) that were not surveyed in the initial Level III Survey, but were included in the addendum. The potential impacts to this area includes avigation easements. These easements protect approach and departure surfaces off of runway ends and may prevent construction of new structures and planting new trees, this property would not be purchased or developed.

II. IDENTIFY HISTORIC PROPERTIES

10. IDENTIFICATION EFFORTS (See 36 CFR 800.4)
Identification of historic properties may include, but is not limited, any of the following identification methods. Check which steps were taken to identify historic properties in the APE. Check all that apply and describe the results.

A. ☒ RECORD SEARCH
Conducted a record search through the Archaeological Research Center in Rapid City. Record searches are available for a fee by calling 605.394.1936. This will include a search of all previously-surveyed archaeological sites and structures within the APE and within one mile of the APE.

If a record search was conducted, is a copy of the results attached to this form? YES ☒ or NO ☐

B. ☒ ON-THE-GROUND SURVEY
Survey by an archaeologist and/or an architectural historian of project area not previously surveyed. Survey type will depend on the scope of the project. A list of professionals is available at http://history.sd.gov/Preservation/TechAssist/ConsultantsContractors.aspx. Guidelines for surveys and reports are available at: http://history.sd.gov/Preservation/PresLaws/r&c_guidelines.pdf and http://history.sd.gov/Preservation/OtherServices/HSArchitecturalSurveyManual2006.pdf.

If a survey was conducted, is a copy of the survey report and/or survey forms attached to this form?
YES ☒ or NO ☐

C. ☒ SEARCHED THE NATIONAL REGISTER OF HISTORIC PLACES DATABASE
This database is available online at: http://nrhp.focus.nps.gov/. NOTE: This database only includes properties *listed* on the National Register of Historic Places. Properties that are *eligible* for the National Register must also be taken into consideration.

If the National Register database was searched, is a printout of any results attached to this form?
YES ☐ or NO ☒

D. ☐ BACKGROUND RESEARCH
Please describe sources reviewed and findings of research. This could include such things as reviewing county or city history books or conducting research at a local historical society, research facility, or county courthouse.

E. ☐ ORAL HISTORY INTERVIEWS
Please list who was interviewed and describe what was learned through the interviews.

F. ☒ CONSULTATION

Please describe who was consulted and the results of the consultation. Examples include tribes, historic preservation commissions, the public, and local historical societies.

Tribal monitors from the Cheyenne River Sioux Tribe assisted in the Level III Survey and addendum.

G. ☐ OTHER

Describe any other efforts undertaken to identify historic properties and the results of those efforts.

11. HISTORIC PROPERTIES FINDING

Based on the efforts described above to identify historic properties, please choose one finding for the project. There are (mark one):

☐ Historic Properties Present in the APE

☒ No Historic Properties Present in the APE

III. ASSESS EFFECTS

12. DETERMINATION OF EFFECT

The federal agency must submit a determination of effect for the SHPO to review this project. Based on the information provided above, the responsible agency official should make a determination of effect on historic properties for this project. Please select and mark one of the following determinations, then explain the basis for your decision.

☒ **No Historic Properties Affected** [36 CFR 800.4(d)(1)] – For a determination of no historic properties affected, the agency official finds no historic properties present or that the undertaking will have no effect upon historic properties as defined in Sec. 800.16(i). Please explain.

Quality Services, Inc. completed a Level III inventory and subsurface testing with the aid of the Cheyenne River Sioux Tribe. There were no cultural resources found. Therefore, there are no historic properties are anticipated to be effected.

☐ **Adverse Effect** [36 CFR Part 800.5(a)(1)] – For a determination of adverse effect, the undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects may include reasonably foreseeable effects that may occur later in time, be farther removed in distance, or be cumulative. Please explain.

☐ **No Adverse Effect** [36 CRF Part 800.5(b)] – For a determination of no adverse effect, the undertaking is modified or conditions are imposed to avoid adverse effects to a historic property. Please explain.

Please print and mail completed form to:

Review and Compliance Coordinator
South Dakota State Historical Society
900 Governors Drive
Pierre, SD 57501

Questions about Section 106 can be directed to:

Paige Olson
Review and Compliance Coordinator
Paige.Olson@state.sd.us
605.773.6004

OR

Amy Rubingh
Review and Compliance Archaeologist
Amy.Rubingh@state.sd.us
605.773.8370

Questions about Section 106 projects on existing buildings or structures can be directed to:

Kate Nelson
Restoration Specialist
Kate.Nelson@state.sd.us
605.773.6005

Project information submitted cannot be returned. This documentation is kept on file at the South Dakota State Historical Society. We review faxed and electronic submissions in the same manner as any other submission and with the same considerations for clarity and completeness. However, original documents with original signature must follow all faxed and electronic submissions. The submission of incomplete, unclear, or confusing information may result in unnecessary delays in the review process until adequate information is obtained.

Additional Resources

1. South Dakota State Historic Preservation Office http://history.sd.gov/Preservation/
    a. Link to National and State Register Listed Properties: http://history.sd.gov/Preservation/NatReg/NatReg.aspx
    b. Historic Contexts: history.sd.gov/Preservation/OtherServices/SHPODocs.aspx
    c. *Guidelines for Cultural Resource Surveys and Survey Reports 2005*: http://history.sd.gov/Preservation/PresLaws/r&c_guidelines.pdf

2. Advisory Council on Historic Preservation: www.achp.gov
    a. Link to National Historic Preservation Act of 1966 as amended
    b. 36 CFR Part 800 – Protection of Historic Properties

3. National Park Service: www.nr.nps.gov/
    a. National Register of Historic Places
    b. Publications (National Register Bulletins, Preservation Briefs, etc.): www.nps.gov/history/publications.htm

4. Archaeological Research Center: history.sd.gov/Archaeology/ or 605.394.1936
    a. Record Search Information

5. State Archives: history.sd.gov/Archives/ or 605.773.3804
    a. Historic photographs
    b. Research material

Table 2. Cultural resources in one mile of the proposed project area.

ID#	Name/ Type	NRHP	Potential Effect
39FK0042	Farmstead	*Unevaluated*	**No Effect** – Out of APE
39FK0056	Native American Isolated Find	*Not Eligible*	**No Effect** – Out of APE
39FK0059	Native American Isolated Find	*Not Eligible*	**No Effect** – Out of APE
39FK0108	Cairn	*Unevaluated*	**No Effect** – Out of APE
39FK2003	Chicago Northwestern Railroad	*Eligible*	**No Effect** – Out of APE
FK00000001	Bridge	*Listed*	**No Effect** – Out of APE
FK00000002	Byrne House	*Listed*	**No Effect** – Out of APE
FK00000003	Frank and Clara Turner House	*Listed*	**No Effect** – Out of APE
FK00000004	Pickler Project	*Eligible*	**No Effect** – Out of APE
FK00000013	Faulkton Public School	*Not Eligible*	**No Effect** – Out of APE
FK00000014	Faulkton County Courthouse	*Eligible*	**No Effect** – Out of APE
FK00000015	Alfred Haberling Barn	*Unevaluated*	**No Effect** – Out of APE
FK00000033	Faulkton Community Hall	*Eligible*	**No Effect** – Out of APE
FK00000041	Faulkton County Memorial Hospital	*Not Eligible*	**No Effect** – Out of APE
FK00000042	Bridge	*Not Eligible*	**No Effect** – Out of APE
FK00000057	Commercial Building	*Eligible*	**No Effect** – Out of APE
FK00000058	International Order of Odd Fellows Building	*Not Eligible*	**No Effect** – Out of APE
FK00000059	Faulkton Drug	*Not Eligible*	**No Effect** – Out of APE
FK00000060	Weyand Repair	*Unevaluated*	**No Effect** – Out of APE
FK00000061	Commercial Building	*Eligible*	**No Effect** – Out of APE
FK00000062	Faulkton Masonic Lodge	*Not Eligible*	**No Effect** – Out of APE
FK00000063	Lyric Theatre	*Eligible*	**No Effect** – Out of APE
FK00000064	Faulk County Library	*Not Eligible*	**No Effect** – Out of APE
FK00000065	Carriage House at 108 North 11th	*Eligible*	**No Effect** – Out of APE
FK00000066	Residence	*Eligible*	**No Effect** – Out of APE
FK00000067	Residence	*Eligible*	**No Effect** – Out of APE
FK00000068	Residence	*Not Eligible*	**No Effect** – Out of APE
FK00000069	Residence	*Eligible*	**No Effect** – Out of APE
FK00000070	Residence	*Eligible*	**No Effect** – Out of APE
FK00000071	Residence	*Eligible*	**No Effect** – Out of APE
FK00000072	Dr. William Edgerton House	*Eligible*	**No Effect** – Out of APE
FK00000073	Residence	*Eligible*	**No Effect** – Out of APE
FK00000074	Residence	*Eligible*	**No Effect** – Out of APE
FK00000078	Basement House	*Not Eligible*	**No Effect** – Out of APE
FK00000081	C.W. Parker Carousel No. 825	*Eligible*	**No Effect** – Out of APE

Table 3. Previous inventories in one mile of the proposed project area.

Resource#	Author(s)	Year	Title
AFK-0005	Haberman, T. W.	1982	SDDOT Materials Pit Surveys, District One, Faulk County; District Two, Codington County; District Three, Minnehaha, Hutchinson, Yankton, Turner, and McCook Counties; and District Five, Perkins County.
AFK-0012	Kurtz, W. M.	1987	Cultural Resources Survey Along US 212 East and South of Faulkton, South Dakota.
AFK-0024	Littlefield, S.	2002	Letter Format Report for a Level III Cultural Resource Inventory of the GRADY Heitman Pipeline and Tank Project, T118N, R69W, Section 23, Faulk County, South Dakota.
ESD-0013	Haug, J., R. J. Rood, & V. O. Rood	1983	Report of the Class I and II Cultural Resources Investigations of a Portion of the CENDAK Water Project Area, Eastern South Dakota, Archaeological Sampling Survey of the East Half of the Proposed Cendak Irrigation System.
ESD-0018	Buechler, J. V.	1985	Final Report of a Cultural Resources Reconnaissance Survey of Selected Portions of the WEB Rural Water System (Phase 2) in Walworth, Campbell, McPherson, Edmunds, and Faulk Counties, South Dakota
ESD-0119	Buechler, J. V.	1990	Cultural Resource Inventory Survey of Phase 6 Reroutes and Faulkton Service Area Phase 2 Add-Ons in Spink and Faulk Counties, SD.
ESD-0130	Buechler, J. V.	1991	Cultural Resources Inventory of WEB (Phase 7) Construction in North Dakota and South Dakota.

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
SOUTH DAKOTA REGULATORY OFFICE
28563 POWERHOUSE ROAD, ROOM 118
PIERRE, SOUTH DAKOTA 57501-6174

REPLY TO
ATTENTION OF

October 16, 2018

South Dakota Regulatory Office
28563 Powerhouse Road, Room 118
Pierre, South Dakota 57501

Sheri Lares
Federal Aviation Administration
Dakota-Minnesota Airport District Office
2301 University Drive, Building 23B
Bismarck, North Dakota 58504

Dear Ms. Lares:

Reference is made to the information received August 15, 2018, concerning Section 404 of the Clean Water Act permit requirements. The review area is located in Sections 14, 23 and 24, Township 118 North, Range 69 West, Faulk County, South Dakota.

Based on the information provided, we have determined that there are waters of the United States (i.e. jurisdictional waters) located within the review area. Therefore, any activity involving the discharge of dredged or fill material within the waters of the United States would require a permit from the Corps of Engineers.

An approved jurisdictional determination (JD) has been completed for your project. This JD is valid for 5 years from the date of this letter. The JD is enclosed and also may be viewed at our website. The link to the website is shown below. The JD will be available on the website within 30 days. If you are not in agreement with the JD, you may request an administrative appeal under Corps of Engineers regulations found at 33 C.F.R. 331. Enclosed you will find a Notification of Administrative Appeal Options and Process and Request for Appeal form (RFA). Should you decide to submit an RFA form, it must be received by the Corps of Engineers Northwestern Division Office within 60 days from the date of this correspondence (by December 17, 2018). It is not necessary to submit a RFA if you do not object to the JD.

You can obtain additional information about the Regulatory Program from our website:
http://www.nwo.usace.army.mil/Missions/RegulatoryProgram/SouthDakota.aspx

If you have any questions, please feel free to contact this office at the above Regulatory Office address, or telephone Doug Sargent at (605) 224-8531 and reference action ID NWO-2010-0863-PIE.

Sincerely,

"S"

Steven E. Naylor
Regulatory Program Manager,
South Dakota

Enclosures

cc:
Helms & Associates (Schaefers)

APPROVED JURISDICTIONAL DETERMINATION FORM
U.S. Army Corps of Engineers

This form should be completed by following the instructions provided in Section IV of the JD Form Instructional Guidebook.

SECTION I: BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR APPROVED JURISDICTIONAL DETERMINATION (JD): FINAL 10/16/2018

B. DISTRICT OFFICE, FILE NAME, AND NUMBER: Omaha, JD Request for Faulkton Airport, Faulk County, NWO-2010-0863-PIE.

C. PROJECT LOCATION AND BACKGROUND INFORMATION:Project location is in Sections 14, 23 and 24, Township 118 North, Range 69 West, Faulk County. Within the review area, Wetlands I, II, III, IV, V, VI, and VII are all determined to be isolated. Wetland VIII is an unnamed tributary and is determined to be jurisdictional. Wetland X is an oxbow wetland and is determined to be jurisdictional. Wetland IX is outside of the review area and is excluded from evaluation. See Figure 1.

State:**South Dakota** County/parish/borough: **Faulk** City: **Faulkton**
Center coordinates of site (lat/long in degree decimal format): Lat. **45.024842** N; Long.**-99.107108** W
Universal Transverse Mercator:
Name of nearest waterbody: **South Fork Snake Creek**
Name of nearest Traditional Navigable Water (TNW) into which the aquatic resource flows:**Lake Faulkton**
Name of watershed or Hydrologic Unit Code (HUC):**10160008**

☒ Check if map/diagram of review area and/or potential jurisdictional areas is/are available upon request.
☐ Check if other sites (e.g., offsite mitigation sites, disposal sites, etc…) are associated with this action and are recorded on a different JD form.

D. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

☒ Office (Desk) Determination. Date:**10/2/18**
☐ Field Determination. Date(s):

SECTION II: SUMMARY OF FINDINGS

A. RHA SECTION 10 DETERMINATION OF JURISDICTION.

There **Are no** *"navigable waters of the U.S."* within Rivers and Harbors Act (RHA) jurisdiction (as defined by 33 CFR part 329) in the review area. [*Required*]

☐ Waters subject to the ebb and flow of the tide.
☐ Waters are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce.
Explain:

B. CWA SECTION 404 DETERMINATION OF JURISDICTION.

There **Are** *"waters of the U.S."* within Clean Water Act (CWA) jurisdiction (as defined by 33 CFR part 328) in the review area. [*Required*]

1. **Waters of the U.S.**
   a. **Indicate presence of waters of U.S. in review area (check all that apply):** [1]
      ☐ TNWs, including territorial seas
      ☐ Wetlands adjacent to TNWs
      ☐ Relatively permanent waters[2] (RPWs) that flow directly or indirectly into TNWs
      ☒ Non-RPWs that flow directly or indirectly into TNWs
      ☐ Wetlands directly abutting RPWs that flow directly or indirectly into TNWs
      ☐ Wetlands adjacent to but not directly abutting RPWs that flow directly or indirectly into TNWs
      ☐ Wetlands adjacent to non-RPWs that flow directly or indirectly into TNWs
      ☐ Impoundments of jurisdictional waters
      ☐ Isolated (interstate or intrastate) waters, including isolated wetlands

   b. **Identify (estimate) size of waters of the U.S. in the review area:**
      Non-wetland waters: linear feet: width (ft) and/or **Wetland VIII = 0.08, Wetland X = 0.17** acres.
      Wetlands: acres.

   c. **Limits (boundaries) of jurisdiction** based on: **1987 Delineation Manual**
      Elevation of established OHWM (if known):

2. **Non-regulated waters/wetlands (check if applicable):**[3]

---

[1] Boxes checked below shall be supported by completing the appropriate sections in Section III below.
[2] For purposes of this form, an RPW is defined as a tributary that is not a TNW and that typically flows year-round or has continuous flow at least "seasonally" (e.g., typically 3 months).
[3] Supporting documentation is presented in Section III.F.

☒ Potentially jurisdictional waters and/or wetlands were assessed within the review area and determined to be not jurisdictional. Explain:**Wetlands I, II, III, IV, V, VI, and VII are all determined to be isolated. These wetlands do not exhibit a discernable hydrological outlet to (or interaction with) any WOUS. In addition, these waters are intrastate, non-navigable water bodies with no significant nexus to interstate commerce .**

SECTION III: CWA ANALYSIS

A. TNWs AND WETLANDS ADJACENT TO TNWs

The agencies will assert jurisdiction over TNWs and wetlands adjacent to TNWs. If the aquatic resource is a TNW, complete Section III.A.1 and Section III.D.1. only; if the aquatic resource is a wetland adjacent to a TNW, complete Sections III.A.1 and 2 and Section III.D.1.; otherwise, see Section III.B below.

1. **TNW**
   Identify TNW:

   Summarize rationale supporting determination:

2. **Wetland adjacent to TNW**
   Summarize rationale supporting conclusion that wetland is "adjacent":

B. CHARACTERISTICS OF TRIBUTARY (THAT IS NOT A TNW) AND ITS ADJACENT WETLANDS (IF ANY):

This section summarizes information regarding characteristics of the tributary and its adjacent wetlands, if any, and it helps determine whether or not the standards for jurisdiction established under *Rapanos* have been met.

The agencies will assert jurisdiction over non-navigable tributaries of TNWs where the tributaries are "relatively permanent waters" (RPWs), i.e. tributaries that typically flow year-round or have continuous flow at least seasonally (e.g., typically 3 months). A wetland that directly abuts an RPW is also jurisdictional. If the aquatic resource is not a TNW, but has year-round (perennial) flow, skip to Section III.D.2. If the aquatic resource is a wetland directly abutting a tributary with perennial flow, skip to Section III.D.4.

A wetland that is adjacent to but that does not directly abut an RPW requires a significant nexus evaluation. Corps districts and EPA regions will include in the record any available information that documents the existence of a significant nexus between a relatively permanent tributary that is not perennial (and its adjacent wetlands if any) and a traditional navigable water, even though a significant nexus finding is not required as a matter of law.

If the waterbody[4] is not an RPW, or a wetland directly abutting an RPW, a JD will require additional data to determine if the waterbody has a significant nexus with a TNW. If the tributary has adjacent wetlands, the significant nexus evaluation must consider the tributary in combination with all of its adjacent wetlands. This significant nexus evaluation that combines, for analytical purposes, the tributary and all of its adjacent wetlands is used whether the review area identified in the JD request is the tributary, or its adjacent wetlands, or both. If the JD covers a tributary with adjacent wetlands, complete Section III.B.1 for the tributary, Section III.B.2 for any onsite wetlands, and Section III.B.3 for all wetlands adjacent to that tributary, both onsite and offsite. The determination whether a significant nexus exists is determined in Section III.C below.

1. **Characteristics of non-TNWs that flow directly or indirectly into TNW**

   (i) **General Area Conditions:**
   Watershed size: **26,736.8 acres**
   Drainage area: **8,006.2 acres**
   Average annual rainfall: **21.85** inches
   Average annual snowfall: **38** inches

   (ii) **Physical Characteristics:**
   (a) Relationship with TNW:
   ☐ Tributary flows directly into TNW.
   ☒ Tributary flows through **3** tributaries before entering TNW.

   Project waters are **30 (or more)** river miles from TNW.
   Project waters are **5-10** river miles from RPW.
   Project waters are **20-25** aerial (straight) miles from TNW.
   Project waters are **5-10** aerial (straight) miles from RPW.

[4] Note that the Instructional Guidebook contains additional information regarding swales, ditches, washes, and erosional features generally and in the arid West.

Project waters cross or serve as state boundaries. Explain: .

Identify flow route to TNW[5]: **Wetland VIII is a linear wetland within an unnamed tributary to Bryant Creek (RPW), which then flows to Medicine Creek (RPW), then flows to Cottonwood Lake a TNW. Wetland X is a linear wetland in an oxbow system which flows to South Fork Snake Creek (RPW), then to Snake Creek (RPW) then to the James River (TNW).**
Tributary stream order, if known: .

(b) General Tributary Characteristics (check all that apply):
Tributary is: ☒ Natural
☐ Artificial (man-made). Explain: .
☒ Manipulated (man-altered). Explain: **Wetland X is largely an undisturbed oxbow wetland system. For Wetland VIII, the entire segment of the tributary within the review area has been surface ditched to facilitate drainage.**

Tributary properties with respect to top of bank (estimate):
Average width: **variable** feet
Average depth: **variable** feet
Average side slopes: **3:1**.

Primary tributary substrate composition (check all that apply):
☒ Silts ☒ Sands ☐ Concrete
☐ Cobbles ☒ Gravel ☐ Muck
☐ Bedrock ☒ Vegetation. Type/% cover: **Herbaceous cover estimated near 100%**
☐ Other. Explain: .

Tributary condition/stability [e.g., highly eroding, sloughing banks]. Explain: **Stable.**
Presence of run/riffle/pool complexes. Explain: **None observed.**
Tributary geometry: **Meandering**
Tributary gradient (approximate average slope): **< 2** %

(c) Flow:
Tributary provides for: **Ephemeral flow**
Estimate average number of flow events in review area/year: **11-20**
Describe flow regime: **Flow occurs from rain events and snowmelt.**
Other information on duration and volume: .

Surface flow is: **Discrete and confined.** Characteristics: .

Subsurface flow: **Unknown**. Explain findings: .
☐ Dye (or other) test performed: .

Tributary has (check all that apply):
☒ Bed and banks
☒ OHWM[6] (check all indicators that apply):
☐ clear, natural line impressed on the bank ☒ the presence of litter and debris
☐ changes in the character of soil ☐ destruction of terrestrial vegetation
☐ shelving ☐ the presence of wrack line
☐ vegetation matted down, bent, or absent ☐ sediment sorting
☐ leaf litter disturbed or washed away ☐ scour
☒ sediment deposition ☐ multiple observed or predicted flow events
☒ water staining ☒ abrupt change in plant community
☐ other (list):
☐ Discontinuous OHWM.[7] Explain: .

If factors other than the OHWM were used to determine lateral extent of CWA jurisdiction (check all that apply):
☐ High Tide Line indicated by: ☐ Mean High Water Mark indicated by:
☐ oil or scum line along shore objects ☐ survey to available datum;
☐ fine shell or debris deposits (foreshore) ☐ physical markings;
☐ physical markings/characteristics ☐ vegetation lines/changes in vegetation types.

[5] Flow route can be described by identifying, e.g., tributary a, which flows through the review area, to flow into tributary b, which then flows into TNW.
[6] A natural or man-made discontinuity in the OHWM does not necessarily sever jurisdiction (e.g., where the stream temporarily flows underground, or where the OHWM has been removed by development or agricultural practices). Where there is a break in the OHWM that is unrelated to the waterbody's flow regime (e.g., flow over a rock outcrop or through a culvert), the agencies will look for indicators of flow above and below the break.
[7] Ibid.

☐ tidal gauges
☐ other (list):

(iii) **Chemical Characteristics:**

Characterize tributary (e.g., water color is clear, discolored, oily film; water quality; general watershed characteristics, etc.).

Explain: **The banks of the tributary for Wetland VIII have been shaped to facilitate surface drainage within the confines of the crop field. The banks of the tributary for Wetland X is within an old oxbow wetland system.**

Identify specific pollutants, if known: **Pollutants include fertilizers, herbicides, pesticides and oils from cropland, residential, and commercial sources.**

(iv) **Biological Characteristics. Channel supports (check all that apply):**

☐ Riparian corridor. Characteristics (type, average width):
☐ Wetland fringe. Characteristics:
☒ Habitat for:
☐ Federally Listed species. Explain findings:
☐ Fish/spawn areas. Explain findings:
☐ Other environmentally-sensitive species. Explain findings:
☒ Aquatic/wildlife diversity. Explain findings: **Wetland VIII provides low quality habitat for species tolerant of manipulated systems. Wetland X provides a moderate level of habitat given that the wetland and much of the immediate surrounding area is undisturbed grassland.**

2. **Characteristics of wetlands adjacent to non-TNW that flow directly or indirectly into TNW**

(i) **Physical Characteristics:**

(a) General Wetland Characteristics:

Properties:
Wetland size: acres
Wetland type. Explain:
Wetland quality. Explain:
Project wetlands cross or serve as state boundaries. Explain:

(b) General Flow Relationship with Non-TNW:

Flow is: **Pick List**. Explain:

Surface flow is: **Pick List**
Characteristics:

Subsurface flow: **Pick List**. Explain findings:
☐ Dye (or other) test performed:

(c) Wetland Adjacency Determination with Non-TNW:

☐ Directly abutting
☐ Not directly abutting
☐ Discrete wetland hydrologic connection. Explain:
☐ Ecological connection. Explain:
☐ Separated by berm/barrier. Explain:

(d) Proximity (Relationship) to TNW

Project wetlands are **Pick List** river miles from TNW.
Project waters are **Pick List** aerial (straight) miles from TNW.
Flow is from: **Pick List.**
Estimate approximate location of wetland as within the **Pick List** floodplain.

(ii) **Chemical Characteristics:**

Characterize wetland system (e.g., water color is clear, brown, oil film on surface; water quality; general watershed characteristics; etc.). Explain:
Identify specific pollutants, if known:

(iii) **Biological Characteristics. Wetland supports (check all that apply):**

☐ Riparian buffer. Characteristics (type, average width):
☐ Vegetation type/percent cover. Explain:
☐ Habitat for:
☐ Federally Listed species. Explain findings:
☐ Fish/spawn areas. Explain findings:
☐ Other environmentally-sensitive species. Explain findings:
☐ Aquatic/wildlife diversity. Explain findings:

3. **Characteristics of all wetlands adjacent to the tributary (if any)**
   All wetland(s) being considered in the cumulative analysis: **Pick List**
   Approximately ( ) acres in total are being considered in the cumulative analysis.

   For each wetland, specify the following:

Directly abuts? (Y/N)	Size (in acres)	Directly abuts? (Y/N)	Size (in acres)

   Summarize overall biological, chemical and physical functions being performed:

C. SIGNIFICANT NEXUS DETERMINATION

A significant nexus analysis will assess the flow characteristics and functions of the tributary itself and the functions performed by any wetlands adjacent to the tributary to determine if they significantly affect the chemical, physical, and biological integrity of a TNW. For each of the following situations, a significant nexus exists if the tributary, in combination with all of its adjacent wetlands, has more than a speculative or insubstantial effect on the chemical, physical and/or biological integrity of a TNW. Considerations when evaluating significant nexus include, but are not limited to the volume, duration, and frequency of the flow of water in the tributary and its proximity to a TNW, and the functions performed by the tributary and all its adjacent wetlands. It is not appropriate to determine significant nexus based solely on any specific threshold of distance (e.g. between a tributary and its adjacent wetland or between a tributary and the TNW). Similarly, the fact an adjacent wetland lies within or outside of a floodplain is not solely determinative of significant nexus.

Draw connections between the features documented and the effects on the TNW, as identified in the *Rapanos* Guidance and discussed in the Instructional Guidebook. Factors to consider include, for example:

- Does the tributary, in combination with its adjacent wetlands (if any), have the capacity to carry pollutants or flood waters to TNWs, or to reduce the amount of pollutants or flood waters reaching a TNW?
- Does the tributary, in combination with its adjacent wetlands (if any), provide habitat and lifecycle support functions for fish and other species, such as feeding, nesting, spawning, or rearing young for species that are present in the TNW?
- Does the tributary, in combination with its adjacent wetlands (if any), have the capacity to transfer nutrients and organic carbon that support downstream foodwebs?
- Does the tributary, in combination with its adjacent wetlands (if any), have other relationships to the physical, chemical, or biological integrity of the TNW?

Note: the above list of considerations is not inclusive and other functions observed or known to occur should be documented below:

1. **Significant nexus findings for non-RPW that has no adjacent wetlands and flows directly or indirectly into TNWs.** Explain findings of presence or absence of significant nexus below, based on the tributary itself, then go to Section III.D: .

2. **Significant nexus findings for non-RPW and its adjacent wetlands, where the non-RPW flows directly or indirectly into TNWs.** Explain findings of presence or absence of significant nexus below, based on the tributary in combination with all of its adjacent wetlands, then go to Section III.D:**The unnamed, non-RPW tributary identified as Wetland VIII has a significant nexus to Cottonwood Lake, a TNW. Functionally, it is a part of the TNW system such that it impacts the biological, physical and chemical integrity of Cottonwood Lake. Land use surrounding the tributary consists largely of agricultural lands and moderates the downstream transport of stormwater generated from this landscape. The tributary has a moderate ability to capture and process pollutants associated with stormwater runoff. The tributary also provides limited habitat for species associated with such aquatic habitats. The unnamed, non-RPW tributary identified as Wetland X has a significant nexus to the James River, a TNW. Functionally, it is a part of the TNW system such that it impacts the biological, physical and chemical integrity of the James River. Land use surrounding the tributary consists largely of agricultural lands and moderates the downstream transport of stormwater generated from this landscape. The tributary has a moderate ability to capture and process pollutants associated with stormwater runoff. The tributary also provides limited habitat for species associated with such aquatic habitats.**

3. **Significant nexus findings for wetlands adjacent to an RPW but that do not directly abut the RPW.** Explain findings of presence or absence of significant nexus below, based on the tributary in combination with all of its adjacent wetlands, then go to Section III.D: .

D. DETERMINATIONS OF JURISDICTIONAL FINDINGS. THE SUBJECT WATERS/WETLANDS ARE (CHECK ALL THAT APPLY):

1. **TNWs and Adjacent Wetlands.** Check all that apply and provide size estimates in review area:
   - ☐ TNWs: linear feet width (ft), Or, acres.
   - ☐ Wetlands adjacent to TNWs: acres.

2. **RPWs that flow directly or indirectly into TNWs.**
   - ☐ Tributaries of TNWs where tributaries typically flow year-round are jurisdictional. Provide data and rationale indicating that tributary is perennial: .
   - ☐ Tributaries of TNW where tributaries have continuous flow "seasonally" (e.g., typically three months each year) are jurisdictional. Data supporting this conclusion is provided at Section III.B. Provide rationale indicating that tributary flows seasonally: .

   Provide estimates for jurisdictional waters in the review area (check all that apply):
   - ☐ Tributary waters: linear feet width (ft).
   - ☐ Other non-wetland waters: acres.
     Identify type(s) of waters: .

3. **Non-RPWs[8] that flow directly or indirectly into TNWs.**
   - ☒ Waterbody that is not a TNW or an RPW, but flows directly or indirectly into a TNW, and it has a significant nexus with a TNW is jurisdictional. Data supporting this conclusion is provided at Section III.C.

   Provide estimates for jurisdictional waters within the review area (check all that apply):
   - ☒ Tributary waters: **Wetland VIII ~ 250 feet, Wetland X ~ 200** linear feet **variable** width (ft).
   - ☐ Other non-wetland waters: acres.
     Identify type(s) of waters: .

4. **Wetlands directly abutting an RPW that flow directly or indirectly into TNWs.**
   - ☐ Wetlands directly abut RPW and thus are jurisdictional as adjacent wetlands.
   - ☐ Wetlands directly abutting an RPW where tributaries typically flow year-round. Provide data and rationale indicating that tributary is perennial in Section III.D.2, above. Provide rationale indicating that wetland is directly abutting an RPW: .
   - ☐ Wetlands directly abutting an RPW where tributaries typically flow "seasonally." Provide data indicating that tributary is seasonal in Section III.B and rationale in Section III.D.2, above. Provide rationale indicating that wetland is directly abutting an RPW: .

   Provide acreage estimates for jurisdictional wetlands in the review area: acres.

5. **Wetlands adjacent to but not directly abutting an RPW that flow directly or indirectly into TNWs.**
   - ☐ Wetlands that do not directly abut an RPW, but when considered in combination with the tributary to which they are adjacent and with similarly situated adjacent wetlands, have a significant nexus with a TNW are jurisidictional. Data supporting this conclusion is provided at Section III.C.

   Provide acreage estimates for jurisdictional wetlands in the review area: acres.

6. **Wetlands adjacent to non-RPWs that flow directly or indirectly into TNWs.**
   - ☐ Wetlands adjacent to such waters, and have when considered in combination with the tributary to which they are adjacent and with similarly situated adjacent wetlands, have a significant nexus with a TNW are jurisdictional. Data supporting this conclusion is provided at Section III.C.

   Provide estimates for jurisdictional wetlands in the review area: acres.

7. **Impoundments of jurisdictional waters.[9]**
   As a general rule, the impoundment of a jurisdictional tributary remains jurisdictional.
   - ☐ Demonstrate that impoundment was created from "waters of the U.S.," or
   - ☐ Demonstrate that water meets the criteria for one of the categories presented above (1-6), or
   - ☐ Demonstrate that water is isolated with a nexus to commerce (see E below).

---

[8]See Footnote # 3.
[9] To complete the analysis refer to the key in Section III.D.6 of the Instructional Guidebook.

E. **ISOLATED [INTERSTATE OR INTRA-STATE] WATERS, INCLUDING ISOLATED WETLANDS, THE USE, DEGRADATION OR DESTRUCTION OF WHICH COULD AFFECT INTERSTATE COMMERCE, INCLUDING ANY SUCH WATERS (CHECK ALL THAT APPLY):**[10]

- ☐ which are or could be used by interstate or foreign travelers for recreational or other purposes.
- ☐ from which fish or shellfish are or could be taken and sold in interstate or foreign commerce.
- ☐ which are or could be used for industrial purposes by industries in interstate commerce.
- ☐ Interstate isolated waters. Explain: .
- ☐ Other factors. Explain: .

Identify water body and summarize rationale supporting determination: .

Provide estimates for jurisdictional waters in the review area (check all that apply):

- ☐ Tributary waters: linear feet width (ft).
- ☐ Other non-wetland waters: acres.
  - Identify type(s) of waters: .
- ☐ Wetlands: acres.

F. **NON-JURISDICTIONAL WATERS, INCLUDING WETLANDS (CHECK ALL THAT APPLY):**

- ☐ If potential wetlands were assessed within the review area, these areas did not meet the criteria in the 1987 Corps of Engineers Wetland Delineation Manual and/or appropriate Regional Supplements.
- ☒ Review area included isolated waters with no substantial nexus to interstate (or foreign) commerce.
  - ☒ Prior to the Jan 2001 Supreme Court decision in "*SWANCC*," the review area would have been regulated based solely on the "Migratory Bird Rule" (MBR).
- ☐ Waters do not meet the "Significant Nexus" standard, where such a finding is required for jurisdiction. Explain: .
- ☐ Other: (explain, if not covered above): .

Provide acreage estimates for non-jurisdictional waters in the review area, where the sole potential basis of jurisdiction is the MBR factors (i.e., presence of migratory birds, presence of endangered species, use of water for irrigated agriculture), using best professional judgment (check all that apply):

- ☐ Non-wetland waters (i.e., rivers, streams): linear feet width (ft).
- ☐ Lakes/ponds: acres.
- ☐ Other non-wetland waters: acres. List type of aquatic resource: .
- ☒ Wetlands: **9.52** acres.

Provide acreage estimates for non-jurisdictional waters in the review area that do not meet the "Significant Nexus" standard, where such a finding is required for jurisdiction (check all that apply):

- ☐ Non-wetland waters (i.e., rivers, streams): linear feet, width (ft).
- ☐ Lakes/ponds: acres.
- ☐ Other non-wetland waters: acres. List type of aquatic resource: .
- ☐ Wetlands: acres.

SECTION IV: DATA SOURCES.

A. **SUPPORTING DATA. Data reviewed for JD (check all that apply** - checked items shall be included in case file and, where checked and requested, appropriately reference sources below):

- ☒ Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant:**Provided by consultant**.
- ☐ Data sheets prepared/submitted by or on behalf of the applicant/consultant.
  - ☒ Office concurs with data sheets/delineation report.
  - ☐ Office does not concur with data sheets/delineation report.
- ☐ Data sheets prepared by the Corps: .
- ☐ Corps navigable waters' study: .
- ☐ U.S. Geological Survey Hydrologic Atlas: .
  - ☐ USGS NHD data.
  - ☐ USGS 8 and 12 digit HUC maps.
- ☒ U.S. Geological Survey map(s). Cite scale & quad name:**Faulkton East 1:24k**.
- ☒ USDA Natural Resources Conservation Service Soil Survey. Citation:**NRCS Web Soil Survey**.
- ☒ National wetlands inventory map(s). Cite name:**USFWS NWI maps**.
- ☐ State/Local wetland inventory map(s): .
- ☐ FEMA/FIRM maps: .
- ☐ 100-year Floodplain Elevation is: (National Geodectic Vertical Datum of 1929)

[10] **Prior to asserting or declining CWA jurisdiction based solely on this category, Corps Districts will elevate the action to Corps and EPA HQ for review consistent with the process described in the Corps/EPA *Memorandum Regarding CWA Act Jurisdiction Following Rapanos.***

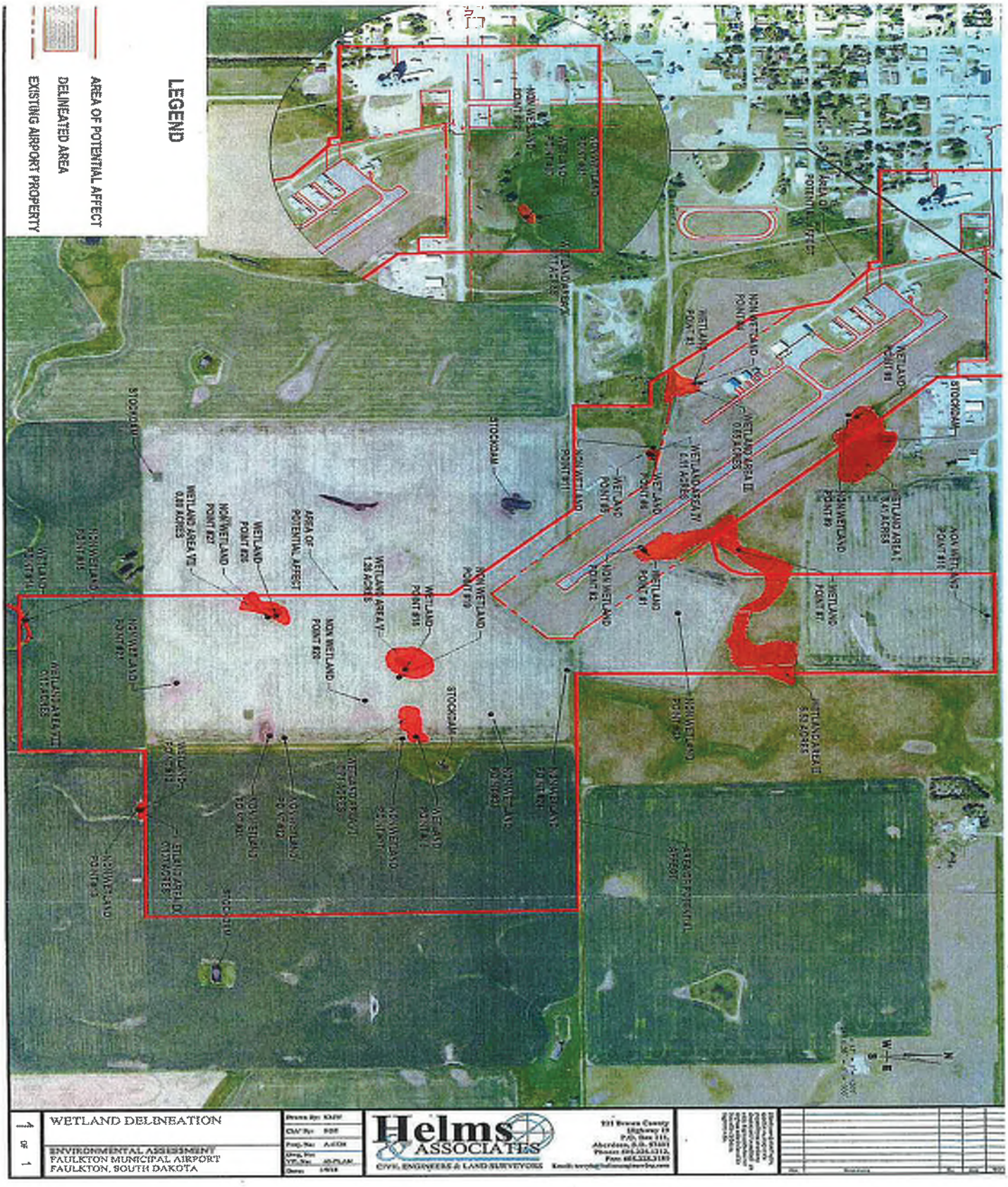
☒ Photographs: ☒ Aerial (Name & Date):**NRCS and Google Earth photos provided by consultant.**
or ☒ Other (Name & Date):**On site photos provided by consultant.**
☒ Previous determination(s). File no. and date of response letter:**NWO-2010-0863-PIE, response letter dated May 20, 2010; NWO-2014-0639-PIE, response letter dated April 5, 2014.**
☐ Applicable/supporting case law: .
☐ Applicable/supporting scientific literature: .
☐ Other information (please specify): .

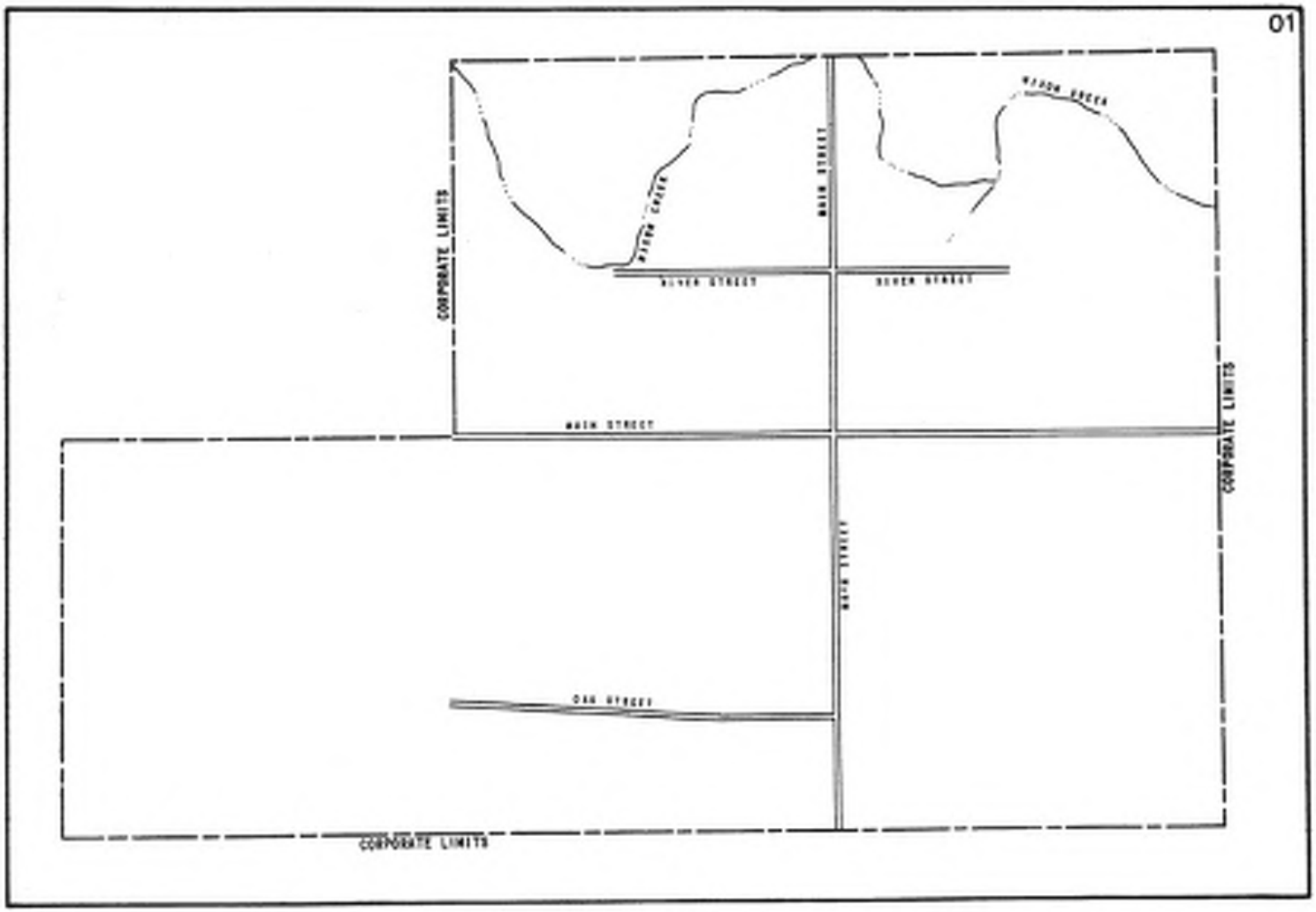
B. ADDITIONAL COMMENTS TO SUPPORT JD: Wetland IX is outside of the defined review area and is not considered in this analysis. The boundary of the review area bisects Wetlands I, II, VII and VIII such that portions of these wetlands lie within the review area and portions lie outside of the review area. See chart below for acreage figures and jurisdictional determinations.

FAULKTON MUNICIPAL AIRPORT

Wetland	Total Area (Acres)	Acreage within APE	Jurisdictional Yes/No
I	3.41	0.95	No
II	6.52	5.08	No
III	0.65	0.65	No
IV	0.11	0.11	No
V	1.26	1.26	No
VI	0.71	0.71	No
VII	0.80	0.76	No
VIII	0.10	0.08	Yes
IX	0.107	0.00	Not evaluated
X	0.17	0.17	Yes
Total	**13.84**	**9.77**	

Figure 1. Review area with identified wetlands.





KEY TO MAP

Zone Designations

ZONE C
ZONE A
ZONE C

Elevation Reference Mark: RM7$_X$

Zone D Boundary

River Mile: •M1.5

EXPLANATION OF ZONE DESIGNATIONS

ZONE	EXPLANATION
A	Areas of 100-year flood; base flood elevations and flood hazard factors not determined.
B	Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood.
C	Areas of minimal flooding.
D	Areas of undetermined, but possible, flood hazards.
V	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors not determined.

NOTES TO USER

INITIAL IDENTIFICATION:
FEBRUARY 21, 1975

FLOOD HAZARD BOUNDARY MAP REVISIONS:
OCTOBER 10, 1975

FLOOD INSURANCE RATE MAP EFFECTIVE:
AUGUST 5, 1986

FLOOD INSURANCE RATE MAP REVISIONS:
NONE

To determine if flood insurance is available in this community, contact your insurance agent, or call the National Flood Insurance Program, at (800) 638-6620.

FEDERAL EMERGENCY MANAGEMENT AGENCY

FLOOD INSURANCE RATE M.P
PANEL(S) 01

MAP INDEX

CITY OF FAULKTON, SD
(FAULK CO.)

COMMUNITY NO. 460175 B

Letter of FCU Credit Availability

To whom it may concern:

Faulkton Municipal Airport, City of Faulkton, South Dakota ("Permittee") is required to seek Functional Capacity Unit Credits in conjunction with **NWO-2010-0863-PIE.** This letter establishes that Permittee may be authorized to purchase Functional Capacity Unit Credits from North Central Mitigation, LLC to mitigate Permittee's impacts to non-jurisdictional wetlands (the "Mitigation Requirement"), located on real property legally described as set forth below:

Sections 14, 23 & 24, Township 118N, Range 69W
in Faulk County, South Dakota

The Applicant estimates that up to **15.0** Functional Capacity Unit Credits are necessary to satisfy the Mitigation Requirement (the "Estimated Mitigation Requirement").

This serves as notice that North Central Mitigation, LLC has sufficient FCU credits within its Jandl Bank Site under its South Dakota Umbrella Mitigation Banking Instrument to satisfy the Estimated Mitigation Requirement if the Permit is issued and the Permittee satisfies the terms and conditions of a Wetlands Functional Capacity Unit Credits Purchase Contract with North Central Mitigation, LLC yet to be executed.

This Letter of Credit Availability will expire 180 days from the date presented below but may be extended at the sole discretion of North Central Mitigation, LLC.

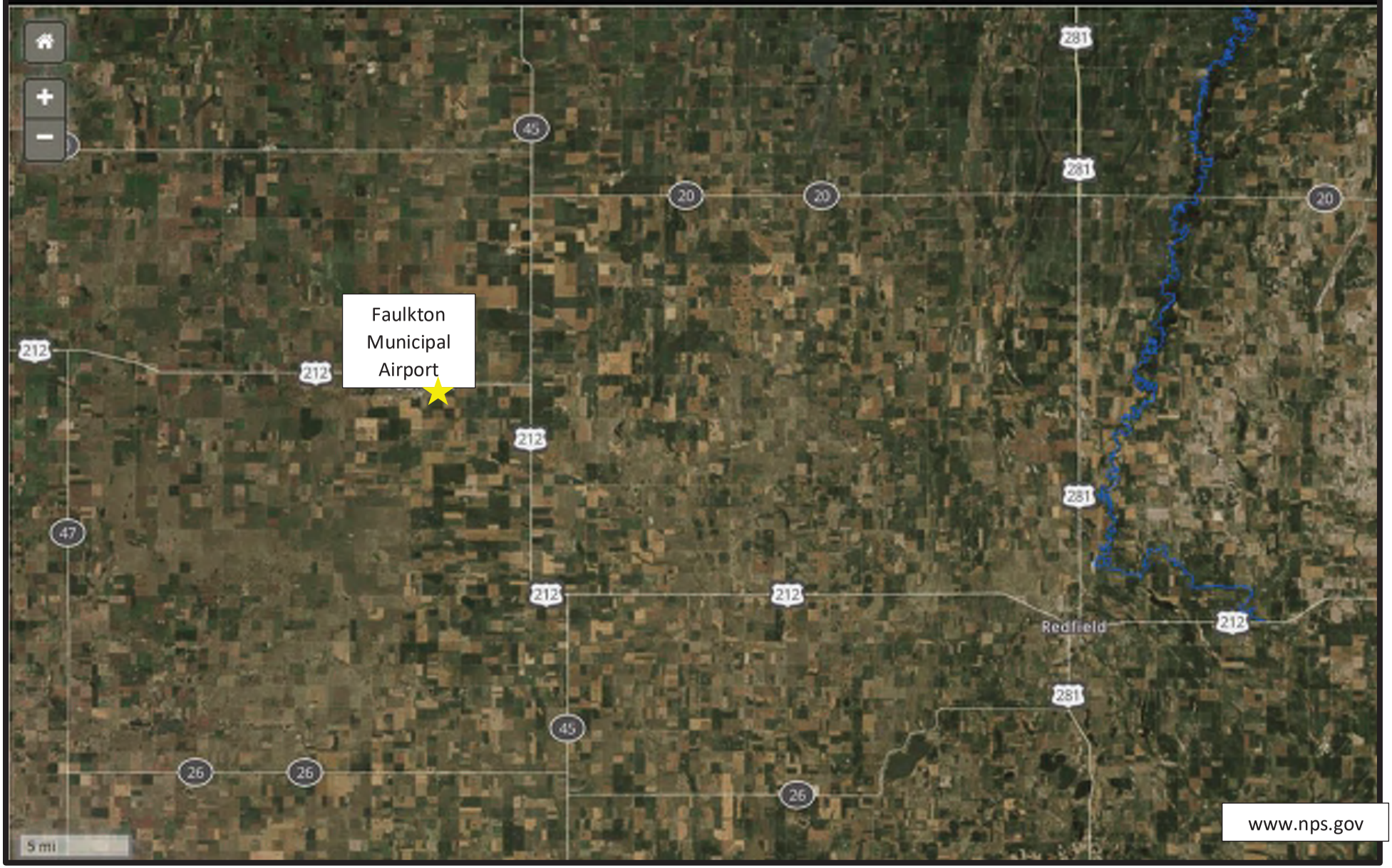
Dated this 2nd day of October 2020.

North Central Mitigation, LLC

By _____, its Member

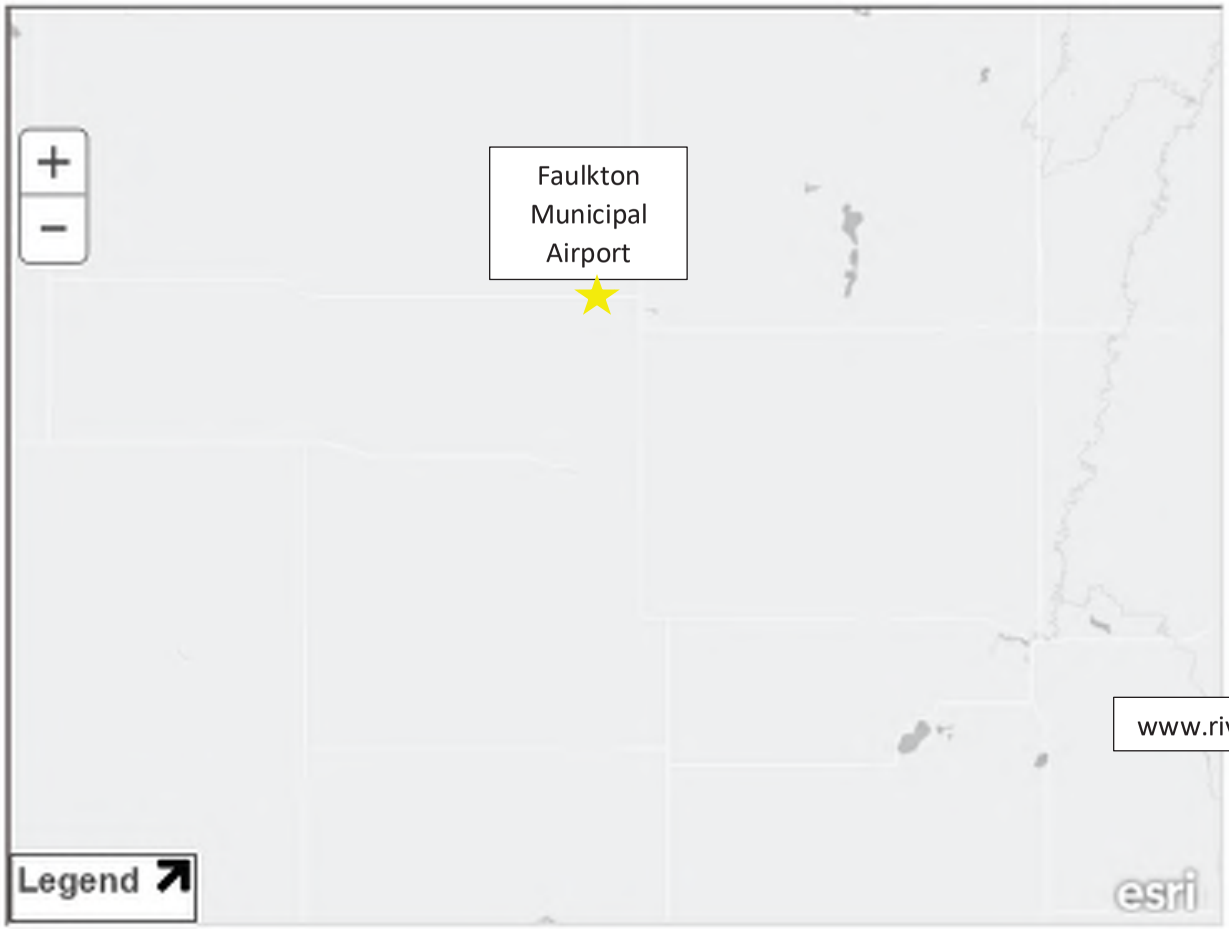
Nationwide Rivers Inventory

This is a listing of more than 3,200 free-flowing river segments in the U.S. that are believed to possess one or more "outstandingly remarkable" values.



SOUTH DAKOTA

South Dakota has approximately 9,513 miles of river, of which 93 miles are designated as wild & scenic—less than 1% of the state's river miles.



www.rivers.gov

APPENDIX B

CORRESPONDENCE

- Agency Advance Notification Package - Includes the Mailing List and Study Area Map
- Faulk County Emergency Manager, Phone Call Record - 5/16/2018
- Northern Cheyenne Tribal Historic Preservation Effect Determination - 6/26/2018
- SD Department of Environment and Natural Resources, Air Quality Determination - 5/9/2018
- SD Department of Environment and Natural Resources, Surface Water Quality Program - 5/14/2018
- SD Department of Game, Fish, and Parks - 5/17/2018
- SD Department of Health, Office of Secretary - 5/10/2018
- SD Department of Transportation, Office of Air, Rail, & Transit - 5/15/2018
- SD Governor's Office of Economic Development - 5/14/2018
- US Department of the Interior, Bureau of Indian Affairs - 5/15/2018
- Western Area Power Administration, Upper Great Plains Region - 5/17/2018

Helms & ASSOCIATES
CIVIL ENGINEERS & LAND SURVEYORS

221 Brown County Hwy 19
P.O. Box 111
Aberdeen, SD 57402

Phone: (605) 225-1212 Fax: (605) 225-3189
Email: operations@helmsengineering.com

May 3, 2018

First Name, Last Name
Title
Department
Agency
Address
City, State Zip

Re: Faulkton Municipal Airport Environmental Assessment (EA)
Faulkton, Faulk County, South Dakota
AIP # 3-46-0016-010-2017

Greeting Line,

Helms and Associates is assisting the City of Faulkton, South Dakota in the development of improvements to the Faulkton airport. The Federal Aviation Administration (FAA) is the lead agency for review and approval, in coordination with the SD Department of Transportation, Office of Air, Rail, and Transit. The funding of improvements associated with the airport improvements involves a federal action, which requires environmental documentation in accordance with the National Environmental Policy Act. The improvements may include, but are not limited to the acquisition of land for airport protection of Runway Protection Zones (RPZ), departure surfaces, and transitional surfaces. Also included are new medium intensity runway lights (MIRL) and precision approach path indicator (PAPI) lights. The primary objective is the construction of a primary runway with dimensions of 3,600 feet by 75 feet and associated taxiways.

Several alternatives are being evaluated in the EA, including a shift and extension of Runway 13/31 to the southeast, an extension of Runway 31, and construction of a new Runway 17/35.

To ensure that social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed development of this project pursuant to Section 102(2)(D)(IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in property that your department or agency may own, or have interest in, and which would be adjacent to the proposed improvements. We would also appreciate being made aware of any environmental concerns or issues your department or agency may have regarding the project. Any information that might help us in our evaluation would be appreciated. We are requesting your comments or information be forwarded to our office by June 8, 2018. We request your comments by that date to ensure we will have adequate time to review them and incorporate them into the necessary environmental documentation. Attached is an aerial of the existing airport and the identified area of potential effect (APE) for the EA.

If further information is desired regarding the proposed improvements, you may contact me at 605-225-1212. Thank you in advance for your cooperation.

Sincerely,
Helms and Associates

Brooke B. Edgar, P.E.
Enclosures

Cc: City of Faulkton
Sheri Lares, FAA Environmental Protection Specialist
Jon Becker, SDDOT Office of Air, Rail, and Transit

First Name	Last Name	Title	Department	Agency	Address	City, State Zip	Greeting Line
Col David	Small Jr.	Commander	South Dakota Wing Headquarters	Civil Air Patrol	4275 Airport Road, Suite A	Rapid City, SD 57703	Dear Mr. Small
Danelle	Daugherty	Regional Director	Great Plains Regional Office	Bureau of Indian Affairs	115 4th Avenue Southeast, Suite 400	Aberdeen, SD 57401	Dear Ms. Daugherty
Lori	Kimball	Field Manager	South Dakota Field Office	Bureau of Land Management	309 Bonanza Street	Belle Fourche, SD 57717	Dear Ms. Kimball
Roger	Jacobs	Field Office Director	Sioux Falls Field Office	US Department of Housing and Urban Development	4301 West 57th Street, Suite 101	Sioux Falls, SD 57108	Dear Mr. Jacobs
Curtis	Price		Dakota Water Science Center	SD USGS	1608 Mt. View Rd.	Rapid City, SD 57702	Dear Mr. Price
Kirk	Fredrichs	Division Administrator	South Dakota Division	Federal Highway Administration	116 East Dakota Avenue, Suite A	Pierre, SD 57501	Dear Mr. Fredrichs
Mark	Daniels	Administrator	Region 8 Office	Federal Railroad Administration	500 E, Broadway, Suite 240	Vancouver, WA 98660	Dear Mr. Daniels
Christina	Gomer		6th Floor	Western Area Power Adminstration	2900 4th Ave. N	Billings, MT 59101	Dear Ms. Gomer
Larry	Svoboda		Code: EPR-N	EPA Region VIII	1595 Wynkoop Street	Denver, CO 80202-1129	Dear Mr. Svoboda
				SD Bureau of Finance and Management	500 East Capitol Avenue, Suite 217	Pierre, SD 57501	Dear Sir or Madam
Mike	Jaspers	Secretary of Agriculture		South Dakota Department of Agriculture	523 East Capitol Avenue	Pierre, SD 57501	Dear Mr. Jaspers
Kim	Malsam-Rysdon	Secretary of Health	Robert Hayes Building	South Dakota Department of Health	600 E. Capitol Ave.	Pierre, SD 57501	Dear Ms. Malsam-Rysdon
James	Hagen	Secretary of Tourism		South Dakota Department of Tourism	711 East Wells Avenue	Pierre, SD 57501	Dear Mr. Hagen
Patricia	Van Gerpen	Executive Director	Public Utilities Commission	Capitol Building, 1st Floor	500 East Capitol Avenue	Pierre, SD 57501	Dear Ms. Van Gerpen
Mike	Behm	Director	Division of Planning and Engineering	SDDOT	700 E. Broadway Ave.	Pierre, SD 57501	Dear Mr. Behm
Darin	Berquist	Secretary of Transportation		SDDOT	700 E. Broadway Ave.	Pierre, SD 57501	Dear Mr. Berquist
Brad	Schultz	Environmental Scientist, Manager	Air Quality Program	SD DENR	523 East Capitol Avenue	Pierre, SD 57501	Dear Mr. Shultz
Kelli	Buscher	Administrator	Surface Water Quality Program	SD DENR	523 East Capitol Avenue	Pierre, SD 57501	Dear Ms. Buscher
Lee	Axdahl	Director	Office of Highway Safety & Accident Records	Department of Public Safety	118 West Capitol Avenue	Pierre, SD 57501	Dear Mr. Axdahl
Tina	Titze	Director		Office of Emergency Management	221 South Central Avenue	Pierre, SD 57501	Dear Ms. Titze
Kharla	Vock	Secretary	Division of Parks and Rec	SD GFP	523 East Capitol Avenue	Pierre, SD 57501	Dear Ms. Vock
Rachel	Comes	Secretary	Division of Wildlife	SD GFP	523 East Capitol Avenue	Pierre, SD 57501	Dear Ms Comes
Janet	Oertly	State Conservationist	US Department of Agriculture	NRCS	200 Fourth Street SW, Room 203	Huron, SD 57350	Dear Ms. Oertly
Derric	Iles	State Geologist		South Dakota Geological Survey	414 East Clark Street	Vermillion, SD 57069	Dear Mr. Iles
Scott	Stern	Commissioner		South Dakota Governor's Office of Economic Development	711 East Wells Avenue	Pierre, SD 57501	Dear Mr. Stern
Jordan	Hintz		Project Development for Faulk County	Northeast Council of Local of Governments	416 Production St. N,Suite 1	Aberdeen, SD 57401	Dear Mr. Hintz
Gloria	Pearson	Cabinet Secretary		Department of Human Services	3800 E. Hwy 34 - Hillsview Plaza	Pierre, SD 57501	Dear Ms. Peterson
Mike	Lauritsen	Deputy Commissioner		SD School and Public Lands	500 East Capitol Ave.	Pierre, SD 57501	Dear Mr. Lauritsen
Kelly	Toennies	Auditor		Faulk County	PO Box 309	Faulkton, SD 57438	Dear Ms. Toennies
Grady	Heitmann			Faulk County NRCS	PO Box 489	Faulkton, SD 57438	Dear Mr. Heitmann
Sandra	Bower			Faulk County	PO Box 367	Faulkton, SD 57438	Dear Ms. Bower
Mark	Toennies	Emergency Manager		Faulk County Emergency Management	PO Box 309	Faulkton, SD 57438	Dear Mr. Toennies
Konni	Giesen			Faulk County Highway Department	PO Box 436	Faulkton, SD 57438	Dear Ms. Giesen
Geoff	Bray	Planning/Zoning Director		Faulk County	PO Box 309	Faulkton, SD 57438	Dear Mr. Bray
Kurt	Hall	Sheriff		Faulk County	924 Lafoon Ave.	Faulkton, SD 57438	Dear Mr. Hall
				Faulkton Fire Department	PO Box 372	Faulkton, SD 57438	Dear Sir or Madam
Jerod	Raethz		Faulkton Public Works	City of Faulkton	PO Box 21	Faulkton, SD 57438	Dear Mr. Raethz
Trevor	Cramer	Director		Faulkton Area Economic Development	PO Box 458	Faulkton, SD 57438	Dear Mr. Cramer
			Faulkton City Council	City of Faulkton	PO Box 21	Faulkton, SD 57438	Dear Sir or Madam
Slade	Roseland	Mayor		City of Faulkton	PO Box 21	Faulkton, SD 57438	Dear Mr. Roseland
			Faulk County Commissioners	Faulk County Court House	924 Lafoon Ave.	Faulkton, SD 57438	Dear Sir or Madam
Mike	Rounds	U.S. Senator		South Dakota State Senator	111 W. Capitol Ave., Suite 210	Pierre, SD 57501	Dear Mr. Rounds
John	Thune	U.S. Senator		South Dakota State Senator	320 South 1st Street, Suite 101	Aberdeen, SD 57401	Dear Mr. Thune
Kristi	Noem	U.S. Representative		South Dakota State Representatie	818 S. Broadway, Suite 113	Watertown, SD 57201	Dear Ms. Noem
Dennis	Daugaard	Governor		Office of the Governor	500 East Capitol Avenue	Pierre, SD 57501	Dear Mr. Daugaard
Shantel	Krebs	Secretary of State		Capitol Building	500 East Capitol Avenue, Ste 204	Pierre, SD 57501	Dear Mr. Krebs

U.S. Department
of Transportation
Federal Aviation Administration

Dakota-Minnesota Airports District Office
Bismarck Office
2301 University Drive, Building 23B
Bismarck, ND 58504

Dakota-Minnesota Airports District Office
Minneapolis Office
6020 28th Avenue South, Suite 102
Minneapolis, MN 55450

May 17, 2018

Notice of Federal Undertaking and Request
for Comments Under 36 CFR 800

Dear {THPO Official}:

The City of Faulkton is proposing improvements to the Faulkton Airport in South Dakota. The Federal Aviation Administration (FAA) is the lead agency for review and approval, in coordination with the SD Department of Transportation, Office of Air, Rail, and Transit. The funding of improvements associated with the project involves a Federal action, which requires environmental documentation in accordance with the National Environmental Policy Act.

The proposed action would consist of lengthening the runway at the Airport to accommodate existing demand and projected operations of general aviation aircraft at the Airport. The improvements may include, but are not limited to the acquisition of land for airport protection of runway protection zones (RPZ), departure surfaces, and transitional surfaces. Also included are new medium intensity runway lights (MIRL) and precision approach path indicator (PAPI) lights.

The Area of Potential Effect (APE) has been defined to include the limits of the proposed alternatives. Please see the attached map showing the project area. Quality Services, Inc. along with two traditional cultural specialists from Cheyenne River Sioux Tribe conducted a Level III surface inventory of the APE in the Fall of 2017. Approximately 304 acres were inventoried. No cultural resources were located during the inventory.

The FAA would be pleased to receive any comments your tribe wishes to share regarding this undertaking. To ensure your comments are considered during this early phase of project development, the FAA requests a response within 30 days of receipt of this letter. Other environmental studies may be conducted for this undertaking such as wetland delineations, biological surveys, contaminated material investigations, soil testing, and right-of-way surveys. Results of these studies and

comments provided by you will assist the engineers in the design to avoid, minimize or mitigate effects upon natural and cultural resources.
If your tribe wishes to become a consulting party under Section 106 of the National Historic Preservation Act or would like to receive additional information regarding this undertaking, please contact me at sheri.lares@faa.gov or by phone at (701) 323-7388.

Sincerely,

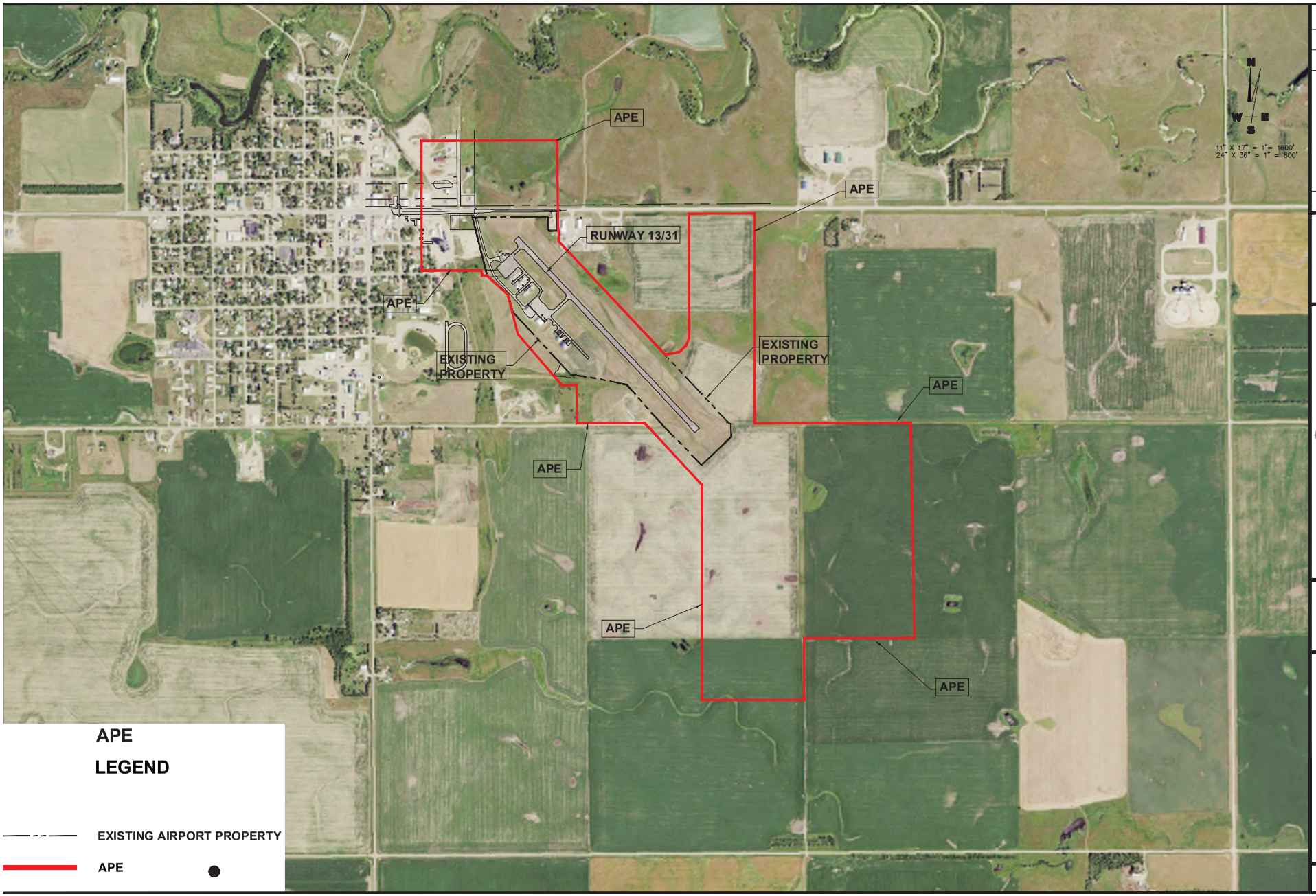
/S/

Sheri G. Lares, Environmental Protection Specialist
Bismarck Office

Enclosure: Project Location Map

CC: {TRIBAL CHAIRMAN}

Name	Title	Tribe	Address 1	Address 2	City	State	Zip
Ms. Cheyanne St. John	THPO	Lower Sioux Indian Community		32469 Cty Hwy	Morton	MN	56270
Mr. Robert Larson	President	Lower Sioux Indian Community		PO Box 308	Morton	MN	56270-0308
Mr. William Big Day	THPO	Crow Nation		PO Box 159	Crow Agency	MT	59002
Mr. Darrin Old Coyote	Chairman	Crow Nation		PO Box 159	Crow Agency	MT	59002
Ms. Dyan Youpee	THPO	Fort Peck Assiniboine and Sioux Tribes	501 Medicine Bear Rd	PO Box 1027	Poplar	MT	59255
Mr. Floyd Azure	Chairman	Fort Peck Assiniboine and Sioux Tribes	501 Medicine Bear Rd	PO Box 1027	Poplar	MT	59255
Ms. Teanna Limpy	THPO	Northern Cheyenne Tribe		PO Box 128	Lame Deer	MT	59043
Mr. Llevando Fisher	Tribal Chairman	Northern Cheyenne Tribe		PO Box 128	Lame Deer	MT	59043
Mr. Michael J. Black Wolf	THPO	Ft. Belknap		656 Agency Main St	Harlem	MT	59526
Mr. Andrew Werk, Jr.	President	Ft. Belknap		656 Agency Main St	Harlem	MT	59526
Mr. Jon Eagle	THPO	Standing Rock Sioux Tribe		PO Box D	Fort Yates	ND	58538
Mr. Mike Faith	Chairman	Standing Rock Sioux Tribe		PO Box D	Fort Yates	ND	58538
Dr. Erich Longie	THPO	Spirit Lake Tribe		PO Box 76	Fort Totten	ND	58335
Ms. Myra Pearson	Chairperson	Spirit Lake Tribe		PO Box 76	Fort Totten	ND	58335
Mr. Elgin Crows Breast	THPO	Mandan, Hidatsa & Arikara Nation		404 Frontage Road	New Town	ND	58763
Mr. Mark Fox	Chairman	Mandan, Hidatsa & Arikara Nation		404 Frontage Road	New Town	ND	58763
Mr. Jeff Desjarlais, Jr.	THPO	Turtle Mountain Band of Chippewa		PO Box 900	Belcourt	ND	58316-0900
Mr. Richard McCloud	Chairman	Turtle Mountain Band of Chippewa		PO Box 900	Belcourt	ND	58316-0900
Mr. Richard Thomas	THPO	Santee Sioux Tribe of Nebraska		108 Spirit Lake Ave	Niobrara	NE	68760-7207
Mr. Roger Trudell	Chairman	Santee Sioux Tribe of Nebraska		108 Spirit Lake Ave	Niobrara	NE	68760-7207
Mr. Steve Vance	THPO	Cheyenne River Sioux Tribe	CRST Preservation Office	PO Box 590	Eagle Butte	SD	57625
Mr. Harold Frazier	Chairman	Cheyenne River Sioux Tribe		PO Box 590	Eagle Butte	SD	57625
Ms. Donna Rae Petersen		Cheyenne River Sioux Tribe	Cultural Resources Office	PO Box 590	Eagle Butte	SD	57625
Ms. Bonnie McGhee	THPO	Crow Creek Sioux Tribe		PO Box 50	Fort Thompson	SD	57339-0050
Mr. Brandon Sazue	Chairman	Crow Creek Sioux Tribe		PO Box 50	Fort Thompson	SD	57339-0050
Mr. Garrie Killsahundred	THPO	Flandreau-Santee Sioux Tribe		PO Box 283	Flandreau	SD	57028
Mr. Anthony Reider	President	Flandreau-Santee Sioux Tribe		PO Box 283	Flandreau	SD	57028
Ms. Trina Lone Hill	THPO	Oglala Sioux Tribe	OST Cultural Affairs & Historic Preservation Office	PO Box 108	Porcupine	SD	57772
Mr. Scott Weston	President	Oglala Sioux Tribe		PO Box 108	Porcupine	SD	57772
Mr. Ben Rhodd	THPO	Rosebud Sioux Tribe		PO Box 809	Rosebud	SD	57570
Mr. William Kindle	President	Rosebud Sioux Tribe		PO Box 430	Rosebud	SD	57570
Ms. Dianne Desrosiers	THPO	Sisseton-Wahpeton Oyate		PO Box 907	Sisseton	SD	57262
Mr. Dave Flute	Chairman	Sisseton-Wahpeton Oyate		Sisseton-Wahpeton	Agency Village	SD	57262-0509
Mr. Kip Spotted Eagle	THPO	Yankton Sioux Tribe	800 Main Ave SW	Box 1153	Wagner	SD	57380
Mr. Robert Flying Hawk	Chairman	Yankton Sioux Tribe	800 Main Ave SW	Box 1153	Wagner	SD	57380
Ms. Clair Green		Lower Brule Sioux Tribe	Cultural Resources Office	PO Box 187	Lower Brule	SD	57548-0187
Mr. Boyd I. Gourneau	Chairman	Lower Brule Sioux Tribe		PO Box 187	Lower Brule	SD	57548-0187



APE

LEGEND

EXISTING AIRPORT PROPERTY

APE

I Hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the law of the State of South Dakota. Registration No.

Helms & ASSOCIATES
CIVIL ENGINEERS & LAND SURVEYORS
221 Brown County Highway 19
P.O. Box 111,
Aberdeen, S.D. 57401
Phone: 605.225.2111
Fax: 605.225.3389
Email: terryh@helmsengineering.com

Drawn By: KMW
Chk' By: BBE
Proj. No: A-6728
Dwg. No: 40-PLAN
T.P.C. No: 11/30/17
Date:

APE
(AREA OF POTENTIAL AFFECT)
ENVIRONMENTAL ASSESSMENT
FAULKTON MUNICIPAL AIRPORT

Telephone Call Record

Project: FAULKTON AIRPORT EA AIP #3-46-0016-010-2017 Project No: 6728

Date: 5-16-2018 Time Placed 10:04 a.m. p.m.

Call to from MARK TOENNIES (name), EMERGENCY MANAGER (title)

FAULK COUNTY EMERGENCY MGMT (agency), FAULKTON (city), _____ (telephone no.)

Subject and Notes:

MARK CALLED REPRESENTING FAULK COUNTY EMERGENCY MANAGEMENT AND THE FIRE DEPARTMENT. THEY HAVE RECIEVED THE LETTERS REGARDING THE EA AT THE AIRPORT. HE HAS NO CONCERNS OVER WHAT IS BEING PROPOSED AND APPRECIATES THE OPPORTUNITY TO COMMENT. HOWEVER, HE PREFERS NOT TO WRITE A LETTER BACK IN RESPONSE.

Time Completed 10:09 a.m. pm. By BROOKE EDGAR, PE

Special Instructions:

☐ Filing ☐ Billing

HELMS and ASSOCIATES

CONSULTING ENGINEERS • LAND SURVEYORS

Northern Cheyenne Tribal Historic Preservation

14 E. Medicinelodge Dr. | P.O Box 128 | Lame Deer, MT. 59043

Ph: (406) 477- 8113/ 4838/ 4839

CONSULTATION REQUEST

CONSULTING AGENCY

Dakota-MN Airports District Office

ADDRESS

2301 University Drive, Bldg 23B

CITY/STATE/ZIP

Bismarck, Nd 58504

PHONE

701-232-7388

FAX

E-MAIL

sheri.lares@faa.gov

AGENCY CONTACT

Sheri G. Lares, Environmental Protection Specialist

PROJECT CONTACT

PROJECT TYPE	**Proposing Improvements to the Faulkton Airport in South Dakota**
FEDERAL NEXUS	**Dept of Transportation-Federal Aviation Administration**
COUNTY/STATE	**SD**

CORRESPONDENCE	
DATE RECEIVED	**5/28/2018**
REVIEW PERIOD	
DEADLINE	**6/26/2018**

DOCUMENTATION RECEIVED	
MAPS	**YES**
SURVEY	**CLASS I**
TRIBAL SURVEY	

DETERMINATION	
FINDING	**NO EFFECT**
COMMENT	

ADDITIONAL COMMENTS

Until Further Notice: On future projects, if possible, please attach a SHPO letter of determination along with a file search from SHPO, any reports, (Class I, II or III, a minimum of a Class I i.e, pictures and maps), a legal description-(UTM's, Townships, Address), project reference name and number, and contact person information. All this will assist in making a faster determination and if needed our office will requests other reports, depending on the project. *Thank you for this consideration as extenuating circumstances delayed responses from being sent out upon review.* **Note: Current President is L. Jace Killsback**

PREPARED BY:

Section 106 Coordinator

Kristina M. Quaempts

Teanna Limpy

Tribal Historic Preservation Officer

These findings are in compliance and in accordance with 36CFR800.2A4 under the authority of Section 106 and 110 of the NHPA.

6/26/2018

DATE

LITTLEWOLF AND MORNING STAR - Out of Defeat and exile they led us back to Montana and won homeland that we will keep forever.

Helms & ASSOCIATES
CIVIL ENGINEERS & LAND SURVEYORS

221 Brown County Hwy 19
P.O. Box 111
Aberdeen, SD 57402

Phone: (605) 225-1212 Fax: (605) 225-3189
Email: operations@helmsengineering.com

May 3, 2018

Brad Schultz
Environmental Scientist, Manager
Air Quality Program
SD DENR
523 East Capitol Avenue
Pierre, SD 57501

Re: Faulkton Municipal Airport Environmental Assessment (EA)
Faulkton, Faulk County, South Dakota
AIP # 3-46-0016-010-2017

Dear Mr. Shultz,

Helms and Associates is assisting the City of Faulkton, South Dakota in the development of improvements to the Faulkton airport. The Federal Aviation Administration (FAA) is the lead agency for review and approval, in coordination with the SD Department of Transportation, Office of Air, Rail, and Transit. The funding of improvements associated with the airport improvements involves a federal action, which requires environmental documentation in accordance with the National Environmental Policy Act. The improvements may include, but are not limited to the acquisition of land for airport protection of Runway Protection Zones (RPZ), departure surfaces, and transitional surfaces. Also included are new medium intensity runway lights (MIRL) and precision approach path indicator (PAPI) lights. The primary objective is the construction of a primary runway with dimensions of 3,600 feet by 75 feet and associated taxiways.

Several alternatives are being evaluated in the EA, including a shift and extension of Runway 13/31 to the southeast, an extension of Runway 31, and construction of a new Runway 17/35.

To ensure that social, economic, and environmental effects are considered in the development of this project, we are soliciting your views and comments on the proposed development of this project pursuant to Section 102(2)(D)(IV) of the National Environmental Policy Act of 1969, as amended. We are particularly interested in property that your department or agency may own, or have interest in, and which would be adjacent to the proposed improvements. We would also appreciate being made aware of any environmental concerns or issues your department or agency may have regarding the project. Any information that might help us in our evaluation would be appreciated. We are requesting your comments or information be forwarded to our office by June 8, 2018. We request your comments by that date to ensure we will have adequate time to review them and incorporate them into the necessary environmental documentation. Attached is an aerial of the existing airport and the identified area of potential effect (APE) for the EA.

DEPARTMENT of ENVIRONMENT and NATURAL RESOURCES

JOE FOSS BUILDING
523 EAST CAPITOL
PIERRE, SOUTH DAKOTA 57501-3182

denr.sd.gov

May 14, 2018

Brooke B. Edgar
Helms & Associates
221 Brown County Hwy 19
PO Box 111
Aberdeen, SD 57402

Dear Ms. Edgar:

The South Dakota Department of Environment and Natural Resources (DENR) Surface Water Quality Program reviewed the proposed project for improvements at the Faulkton Airport. The DENR finds that this construction, using conventional construction techniques, should not cause violation of any statutes or regulations administered by the DENR based on the following recommendations:

1. At a minimum and regardless of project size, appropriate erosion and sediment control measures must be installed to control the discharge of pollutants from the construction site. Any construction activity that disturbs an area of one or more acres of land must have authorization under the General Permit for Storm Water Discharges Associated with Construction Activities. Contact the Department of Environment and Natural Resources for additional information or guidance at 1-800-SDSTORM (800-737-8676) or http://denr.sd.gov/des/sw/StormWaterandConstruction.aspx.

2. A Surface Water Discharge (SWD) permit may be required if any construction dewatering should occur as a result of this project. Please contact this office for more information.

3. This project is in the vicinity of multiple streams and wetlands. These waters are considered waters of the state and are protected under Administrative Rules of South Dakota (ARSD) Chapter 74:51. Special construction measures may have to be taken to ensure that water quality standards are not violated.

   This segment of South Fork Snake Creek is classified by the South Dakota Surface Water Quality Standards and Uses Assigned to Streams for the following beneficial uses:

   (6) Warmwater marginal fish life propagation waters;
   (8) Limited contact recreation waters;
   (9) Fish and wildlife propagation, recreation, and stock watering waters; and
   (10) Irrigation waters.

   Because of these beneficial uses, special construction measures may have to be taken to ensure that the 30-day average total suspended solids criterion of 150 mg/L is not violated.

4. The discharge of pollutants from any source, including indiscriminate use of fill material, may not cause destruction or impairment except where authorized under Section 404 of the Federal Water Pollution Control Act. Please contact the U.S. Army Corps of Engineers concerning these permits.

This office requests the opportunity to review and comment on any significant changes that may be proposed before the project is completed. Thank you for the opportunity to comment on the proposed project. If you have any questions, please contact me at 605-773-3351 or Shannon.Minerich@state.sd.us.

Sincerely,

Shannon Minerich

Shannon Minerich
Environmental Scientist
Surface Water Quality Program

SOUTH DAKOTA DEPARTMENT OF
GAME, FISH AND PARKS
523 EAST CAPITOL AVENUE | PIERRE, SD 57501

May 17, 2018

Ms. Brooke Edgar, EIT
Helms & Associates
221 Brown Co. Hwy. 19
PO Box 111
Aberdeen, SD 57402-0111

RE: Faulkton Municipal Airport
Falulkton, South Dakota
AIP # 3-46-0016-010-2017

Dear Brooke,

The South Dakota Department of Game, Fish and Parks, Wildlife Division, has reviewed the initial project scoping for the proposed Runway Protection Zones, departure surfaces, and transitional surfaces at the Faulkton Municipal Airport (airport) near Faulkton, South Dakota for potential adverse effects to fish, wildlife and habitat resources. We provide the following comments to assist your firm and the project sponsor in any further planning and environmental permitting required to achieve the project's goals. The stated primary project objective is the construction of a primary runway with dimensions of 3,600-feet by 75-feet and associated taxiways.

Specific project information was not included, but we assume that there may be a purchase of land for protection of the Runway Protection Zones and Departure Surfaces at the airport. The project could also involve the removal of wildlife hazards from the airport property, including the filling or modifying of wetlands and the installation of wildlife fencing.

With regard to fencing the property, we offer the following guidelines:

1. Place gates at the corners. An animal that inadvertently finds itself trapped inside the airport property will be more likely to find escape through an open corner gate than through a side gate.
2. If a woven-wire fence is to be constructed, ensure that the bottom wire is brought tight to the ground and inspect areas where gullies or other topographic features may cause gaps. We would recommend 12.5 gauge woven wire with (maximum) 6-inch squares.
3. The top of the fence should be made visible with a top rail, high visibility wire, or flagging.
4. A final search inside the enclosure should be conducted to ensure all wildlife species are out before the fence is completed.

A search of the National Wetland Inventory maps indicate that there may be wetlands that will be impacted by the project. Pursuant to the federal Clean Water Act (Section 404) statute and accompanying regulations, filling of such jurisdictional waters should be avoided, minimized and/or mitigated concurrently with project construction.

If you have not already done so, we suggest that you contact the U.S. Army Corps of Engineers Regulatory office in Pierre at 605.224.8531 regarding permitting necessary for the project. During the 404 permit review process we may provide the Corps with additional comments/recommendations regarding how adverse effects to wetland habitat can be minimized or mitigated.

Runway construction near wetlands may pose risks to aircraft from flying waterfowl. In the future, this project may propose to fill wetland acres to help avoid wildlife and aircraft collisions. If a project may impact wetlands or other important fish and wildlife habitats, the South Dakota Department of Game, Fish and Parks, Division of Wildlife, first recommends avoidance of these areas, if possible; followed by minimization of adverse impacts to these areas; then replacement of any lost acres. All project alternatives should be considered and the least damaging practical alternative selected. If impacts to wetlands are determined to be unavoidable, a mitigation plan addressing the number and types of impacted acres and methods of replacement should be submitted for review.

We understand that avoidance of the wetland area will not meet the project needs, and therefore would recommend a mitigation plan be developed to replace lost wetland values. For this project, we would concur with the need for off-site mitigation.

If you have any other questions, please feel free to contact me at 605.773.6208.

Sincerely,

Leslie Murphy

Leslie Murphy
Environmental Review Coordinator

Brooke Edgar

From: Brooke Edgar
Sent: Wednesday, October 07, 2020 11:38 AM
To: 'Hilary.Morey@state.sd.us'
Cc: Sheri Lares
Subject: Faulkton Airport Environmental Assessment Update
Attachments: 20180521 SDGF&P Response KLS.PDF

Ms. Morey,

I wanted to take a moment to update you on the Faulkton Airport Project. I had previously sent correspondence regarding the environmental assessment our office is assisting the City of Faulkton for the development of improvements at the Faulkton Municipal Airport. Your office's response to the preliminary scoping is attached and included recommendations for the wildlife fence and wetlands.

It is anticipated that the preferred alternative will include the construction of a perimeter fence, however this will only be a barbed wire perimeter fence rather than a 10' wildlife fence. Therefore, the guidelines provided in your correspondence were not considered in the proposed action.

In addition, as you had indicated, there are wetlands in the area and it is anticipated that wetlands will be impacted by construction. The U.S. Army Corps of Engineers was contacted for a jurisdictional determination on the wetlands in the area. Due to the potential for wildlife attractants, mitigation would not be provided onsite.

All practicable alternatives were considered to avoid/minimize wetland impacts however avoidance was not possible. Mitigation for the wetland impacts would be accomplished by purchasing credits from North Central Mitigation, LLC. It is anticipated that 3 acres of natural/non-jurisdictional wetlands will be impacted and, therefore, credits (15 FCUs) have been reserved for this project.

If you have any questions, comments, or need any additional information regarding this matter, please feel free to contact our office at your convenience.

Thank you,

Brooke B. Edgar, P.E.
Helms & ASSOCIATES
CIVIL ENGINEERS & LAND SURVEYORS
221 Brown County Highway 19
PO Box 111
Aberdeen, SD 57401
Phone: (605)225-1212
Mobile: (605)380-4863
Fax: (605)225-3189
Email: brookee@helmsengineering.com

Thank you,

Brooke B. Edgar, P.E.

Helms & ASSOCIATES
CIVIL ENGINEERS & LAND SURVEYORS

221 Brown County Highway 19
PO Box 111
Aberdeen, SD 57401
Phone: (605)225-1212
Mobile: (605)380-4863
Fax: (605)225-3189
Email: brookee@helmsengineering.com

600 East Capitol Avenue | Pierre, SD 57501 P605.773.3361 F605.773.5683

SOUTH DAKOTA DEPARTMENT OF HEALTH
Office of the Secretary

May 10, 2018

Brooke B. Edgar, P.E.
Helms and Associates
221 Brown County Hwy 19
PO Box 111
Aberdeen, SD 57402

Dear Brooke:

I am writing in response to your letter regarding the proposed improvements to the Faulkton airport. The South Dakota Department of Health does not own or have an interest in any property adjacent to the proposed improvements nor do we have any information that would help in your project evaluation.

I wish you success with your project.

Sincerely,

Kim Malsam-Rysdon

Kim Malsam-Rysdon
Secretary of Health

Department of Transportation
Division of Secretariat
Office of Air, Rail & Transit
700 East Broadway Avenue
Pierre, South Dakota 57501-2586
OFFICE: 605/773-3574
FAX: 605/773-2804

June 15, 2018

Brooke B. Edgar, P.E.
Helms and Associates
PO Box 111
221 Brown County 19 North
Aberdeen, SD 57401-5533

RE: Faulkton Municipal Airport Environmental Assessment (EA)
Faulkton, Faulk County, South Dakota
AIP # 3-46-0016-010-2017

Dear Ms. Edgar,

The South Dakota Department of Transportation, Office of Air, Rail and Transit has reviewed the proposal for improvements to the Faulkton airport described in your letter dated May 3, 2018. Based on our review, we have no environmental concerns regarding the project defined in your letter.

If you have any questions or need and additional information, please feel free to contact this office at (605) 773-4162.

Sincerely,

Jon Becker, Aeronautics Planning Engineer
Office of Air, Rail and Transit

SOUTH DAKOTA
GOVERNOR'S OFFICE OF ECONOMIC DEVELOPMENT

May 14, 2018

Brooke B. Edgar, P.E.
Helms & Associates
PO Box 11
Aberdeen SD 57402

RE: Faulkton Municipal Airport EA
AIP# 3-46-0016-010-2017

Dear Ms. Edgar,

Thank you for contacting the Governor's Office of Economic Development (GOED) regarding the environmental assessment for the Faulkton Municipal Airport project.

GOED has reviewed the improvements being considered in your letter dated May 3, 2018 at the Faulkton Municipal Airport and have no concerns or issues with this project as submitted. Should the project change, please inform our office of those changes.

Sincerely,

Paul Mehlhaff
CDBG Program Manager
State of South Dakota
605-773-4633

P 605 773 3301 | F 800 872 6190 | SDREADYTOWORK.COM
711 EAST WELLS AVENUE PIERRE SOUTH DAKOTA 57501

United States Department of the Interior

BUREAU OF INDIAN AFFAIRS
Great Plains Regional Office
115 Fourth Avenue S.E., Suite 400
Aberdeen, South Dakota 57401

IN REPLY REFER TO:
DECRM
MC-208

MAY 15 2018

RECEIVED
MAY 18 2018
HELMS & ASSOCIATES

Brooke B. Edgar, P.E.
Helms & Associates
Post Office Box 111
Aberdeen, South Dakota 57402

Dear Ms. Edgar:

We received your letter regarding the proposed project listed below. We have considered the potential for both environmental damage and impacts to archaeological and Native American religious sites on lands held in trust by the Bureau of Indian Affairs, Great Plains Region. You should be aware; however, that Tribes or Tribal members may have lands in fee status near the sites of interest. These lands would not necessarily be in our databases, and the Tribes should be contacted directly to ensure all concerns are recognized. The action considered has the following notification date and project location:

May 3, 2018	Project Number:	Faulkton Municipal Airport Environmental Assessment (EA) Faulkton, Faulk County, South Dakota AIP #3-46-0016-010-2017

We have no environmental objections to the action as long as the project complies with all pertinent laws and regulations. Questions regarding environmental opinions and conditions can be addressed to Marilyn Bercier, Regional Environmental Scientist, at (605) 226-7656.

We also find that the listed action will not affect cultural resources on Tribal or individual landholdings for which we are responsible. Methodologies for the treatment of cultural resources now known or yet to be discovered – particularly human remains – must nevertheless utilize the best available science in accordance with provisions of the Native American Graves Protection and Repatriation Act, the Archaeological Resources Protection Act of 1979 (as amended), and all other pertinent legislation and implementing regulations. Archaeological concerns can be addressed to Dr. Sebastian C. LeBeau II, Acting Regional Archaeologist, at (605) 226-7656.

Sincerely,

Deputy Regional Director – Trust Services

Brooke Edgar

From: Gomer, Christina <Gomer@WAPA.GOV>
Sent: Thursday, May 17, 2018 10:09 AM
To: Brooke Edgar
Cc: Marsh, Matthew
Subject: Faulkton Municipal Airport Environmental Assessment_WAPA Comments

Good morning,

WAPA has reviewed the information and map provided in your May 3rd, 2018 letter regarding the proposed improvements at the Faulkton Municipal Airport. WAPA has no property or facilities within or adjacent to the project area; WAPA's nearest facility is roughly 40 miles east of the project area. WAPA has no environmental concerns or issues regarding the project.

Thank you for the review opportunity,
-Christina

Christina Gomer | NEPA Coordinator
Western Area Power Administration | Upper Great Plains Region | Billings, MT
(O) 406.255.2811 | gomer@wapa.gov