DRAFT

ENVIRONMENTAL ASSESSMENT

HURON REGIONAL AIRPORT

10/10/2013

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PO Box 1384
Huron, SD 57350

CHAPTER ONE – PROPOSED ACTION EXPLANATION

INTRODUCTION

The Huron Regional Airport is located on the North gateway to the City of Huron, in Beadle County, South Dakota. The location is shown in Figure 1. The Huron Regional Airport Board with the support of the Huron City Commission has commissioned an Environmental Assessment (EA) to determine and evaluate environmental impacts of proposed future developments on the Huron Regional Airport.

The Huron Regional Airport Layout Plan (ALP) was updated in 2012. During the update an area was identified as not meeting current FAA Advisory Circular 150/5300-13A paragraph 310 d. This paragraph requires clearing the RPZ of incompatible objects and activities. The Runway Protection Zone for Runway 30 includes facilities not required for aeronautical use, which are incompatible objects. To correct this situation several alternatives will be evaluated for clearing the runway 30 RPZ.

In addition, a Wildlife Hazard Assessment and Recommendations for the Wildlife Hazard Management Plan and a Wildlife Hazard Management Plan were completed in 2010. This plan recommends areas of wildlife attraction be removed from the Airport. During the ALP update, some wildlife attracting wetlands were identified on the Airport. The possibility of relocating these wetlands will be evaluated in this EA document.

This document is the avenue the Federal Aviation Administration (FAA) uses to evaluate the impacts of proposed developments and mitigations, if any, of those developments. The ultimate goal is to select development which has little or no detrimental effect on the environment or to provide satisfactory solutions for mitigation of development that has impact on the environment.

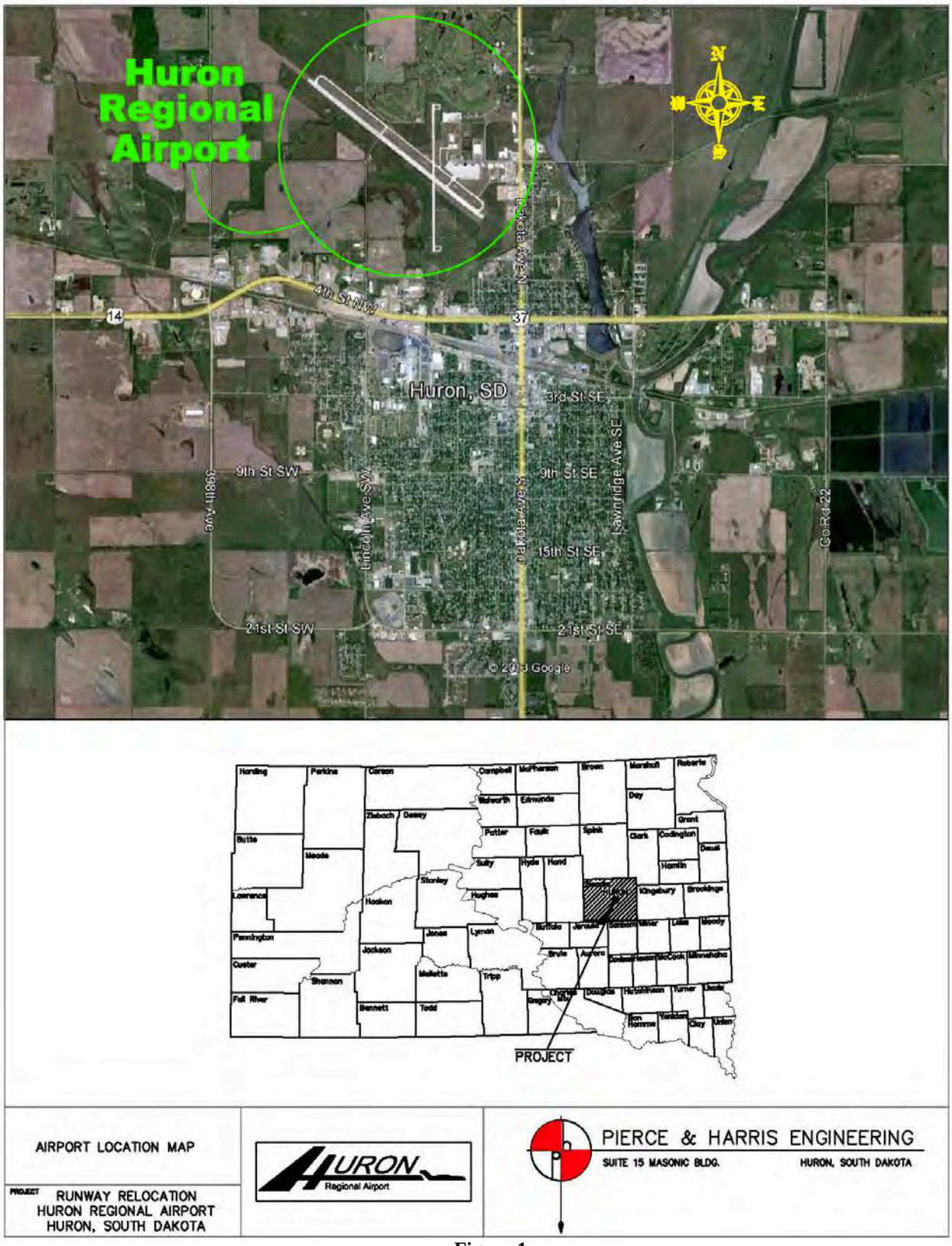

Huron Regional Airport
N
W
E
S
14
37
4th St NW
Huron, SD
3rd St SE
9th St SW
9th St SE
398th Ave
Lincoln Ave SW
Dakota Ave S
Lawnridge Ave SE
15th St SE
21st St SW
21st St SE
Co Rd 22
© 2013 Google
PROJECT
AIRPORT LOCATION MAP
PROJECT RUNWAY RELOCATION
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA
HURON
Regional Airport
PIERCE & HARRIS ENGINEERING
SUITE 15 MASONIC BLDG.
HURON, SOUTH DAKOTA

Figure 1

PURPOSE

Enhancing safe aircraft operations is the primary goal of the Huron Regional Airport as is prepares to support regional jet aircraft in the near future. In an effort to do this, the Airport is proposing a two part project whose purpose, number one, is to address incompatible land use in the Runway Protection Zone for Runway 30. The purpose of the second part of the project is to reduce wild life hazards from airport wetlands to aircraft operating on, approaching, or departing from the Huron Regional Airport. This Assessment will evaluate alternatives to clear the 30 RPZ in accordance with the Memorandum dated September 27, 2012 "Interim Guidance on Land Use Within A Runway Protection Zone" and alternatives to reduce or eliminate hazards from wetlands existing on airport property in accordance with the Wildlife Mitigation Hazard Plan for the Huron Regional Airport Dated 2009.

NEED

The need for the first part of the project is to bring the airport land use in the Runway 30 Runway Protection Zone (RPZ) into compliance with current FAA requirements and standards. Specifically to clear all obstructions not required for aeronautical uses or not on the approved use list from the RPZ for Runway 30. A primary consideration is to keep the runway intersection up to standards and preserve the necessary length for the critical aircraft.

The need for the second part of the project, which is to reduce the opportunity for wildlife strikes on approaching or departing the airport, is to comply with FAA Orders and Standards and the 2009 Wildlife Hazard Mitigation Plan developed by the United States Department of Agriculture Animal and Plant Health Inspection Service Wildlife Service (WS). Recommendation C4 of Section IX of the mitigation plans states: "All permanent wetlands and areas that hold water temporarily for more than short periods, should be filled, drained, landscaped or modified to eliminate any open water that might be

accessible to wildlife." This part of project will address this recommendation.

Supporting these needs is necessary to maintain Title 14, Code of Federal Regulations (CFR), Part 139 Airport Certification for airports serving scheduled air carrier operations. This certification is vital to the economic future of the region.

PROPOSED ACTIONS

Following is a brief overview of areas which are not meeting current standards and brief outlines of actions necessary to bring these deficiencies into compliance with current standards established in Advisory Circulars (AC) 150/5300-13A, Airport Design, 150/5200-33B, Hazardous Wildlife Attractants on or near Airports, and other FAA Guidance.

Since original construction of runway 12/30 the approach to runway 30 has been over both commercial and residential development. Note the existing commercial and residential development shown in Figure 2. Although there has been some minor development in the last ten years, most of the facilities have been in the runway protection zone for well over thirty years. Advisory Circular 150/5300-13A, paragraph 310, now assigns the airport sponsor the responsibility of clearing and keeping the RPZ clear of incompatible objects and uses with the exception of the approved uses. The Huron Airport Board understands this responsibility and is committed to bring the Huron Regional Airport up to current Standards.

OBJECTIVES OF PROPOSED ACTIONS

- Bring the RPZ for Runway 30 up to current standards.
- Remove major wildlife attractants near both Runways

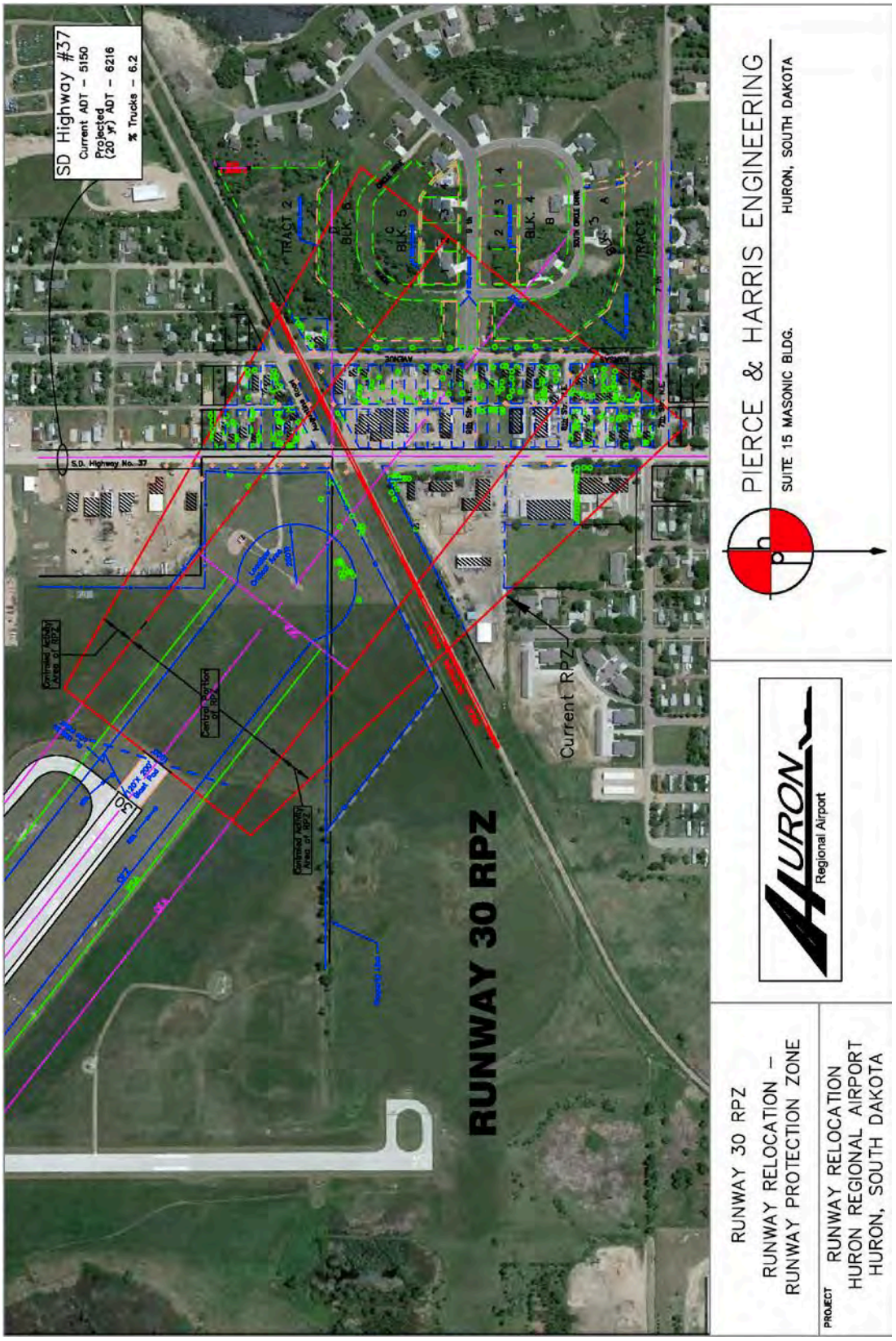

SD Highway #37
Current ADT - 5150
Projected (20 yr) ADT - 6216
% Trucks - 6.2
RUNWAY 30 RPZ
Current RPZ
PIERCE & HARRIS ENGINEERING
SUITE 15 MASONIC BLDG.
HURON, SOUTH DAKOTA
HURON
Regional Airport
RUNWAY 30 RPZ
RUNWAY RELOCATION -
RUNWAY PROTECTION ZONE
PROJECT
RUNWAY RELOCATION
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA

Figure 2

Wildlife poses a very real threat to aircraft operational safety, particularly when taking off and to a lesser degree landing. This threat is particularly high in the airport Critical Zone (within 10,000 feet of the runway center). To minimize risk, the removal of wildlife attractants is a very effective control measure. There are 5 wetland basins on the airport property which along with trees, rubble, and fence lines are great wildlife attractants (Figure 3). Three of these wetlands have long periods of standing water and two wetlands are in the construction area. In accordance with the 2009 Wildlife Hazard Mitigation Plan, these attractants need to be removed from close proximity to the runways, and particularly the approach and departure areas. This project will relocate these wetlands (wild life attractants) away from the airport and outside of the General Zone listed in the AC 150/5200-33B. Additional requirements listed in the following paragraphs further explain the need for these projects.


U.S. Fish and Wildlife Service
National Wetlands Inventory
Huron Regional Airport
Feb 4, 2013
Wetlands
Freshwater Emergent
Freshwater Forested/Shrub
Estuarine and Marine Deepwater
Estuarine and Marine
Freshwater Pond
Lake
Riverine
Other
Status
Digital
Scan
Non-Digital
No Data
Huron County Club
Bradford Creek Natl Golf Course
Wetlands To Be Mitigated
Future RPZ
Existing RPZ
This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.
User Remarks:
Wetland Map

Figure 3

AIRPORT DESIGN STANDARDS

The Airport Reference Code (ARC) is a coding system developed by the FAA to relate airport design criteria to the operational and physical characteristics of the airplane types that will operate at an airport. The ARC has two components relating to the airport design aircraft. The first component, depicted by a letter, is the aircraft approach category and relates to aircraft approach speed. The second component, depicted by a Roman numeral, is the airplane design group and relates to airplane wingspan. Airports serving air carriers are usually Airport Reference Code C-III which currently is the case at the Huron Regional Airport. This designation sets the standards for development on the airport. Airport design standards for C-III aircraft are set forth is Table 1.

HURON REGIONAL AIRPORT - HURON, SD
RUNWAY 12-30
DESIGN APPROACH CATEGORY - C (121-141 knots)
DESIGN AIRCRAFT GROUP - III (Wingspan 79'-118')

DIMENSIONAL CRITERIA

Runway Centerline To:	Runways With Lower Than 3/4 Mile Visibility
Taxiway/Taxilane Centerline	400'
Aircraft Parking Area	500'
Holding Position Marking	250'
Crops	575'

Runway:	Runways With Lower Than 3/4 Mile Visibility
Width	100'
Shoulder Width	20'
Blast Pad Width, Length	140', 200'
Safety Area Width	500'
Safety Area Length Beyond RW End	1000' (600' prior to landing threshold)
Object Free Area Width	800'
OFA Length Beyond RW End	1000'
Crops From Runway End	1000'

Taxiway Centerline To:	
Parallel Taxiway/Taxilane Centerline	152'
Fixed or Movable Object	93'
Crops	93'

Taxilane Centerline To:	
Taxilane Centerline	152'
Fixed or Movable Object	93'

Taxiway:	
Width	50'
Edge Safety Margin	10'
Shoulder Width	20'
Safety Area Width	118'
Object Free Area Width	186'
Wingtip Clearance	34'
Centerline Radius of Turn	100'
Fillet Lead-in Length	150'
Fillet Radius For Tracking CL	55'

Taxilane:	
Taxilane Object Free Area Width	162'
Wingtip Clearance	22'

DESIGN CRITERIA SUMMARY

PROJECT RUNWAY RELOCATION
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA

HURON Regional Airport

PIERCE & HARRIS ENGINEERING
SUITE 15 MASONIC BLDG. HURON, SOUTH DAKOTA

Table 1

PRIMARY RUNWAY LENGTH REQUIREMENT

The proposed project would bring the runway 30 Runway Protection Zone in compliance by clearing the runway 30 RPZ or relocating the threshold of runway 30 to the northwest and bringing that RPZ onto existing airport property. The sponsor would also propose to construct an extension to the northwest end of that runway in order to be able to continue to safely serve the aircraft using the airport now and in the future by providing sufficient length for aircraft to operate safely in all weather conditions.

The current main runway length at Huron is 7,200 feet with the proposed new finished runway length of 7,000 feet. In order to evaluate this length, one must determine the length required for the aircraft intended for service that meets the requirement of "substantial use" further defined as 500 itinerant operations. This requires a critical design aircraft to be designated that will fulfill the airports needs now and a minimum of 5 years into the future.

The current air carrier is the only single operator that meets the 500 operations requirement listed in the AC. The aircraft chosen for our length determination for Huron Regional Airport was determined by not just looking at the present, but also to the near future for the aircraft type which must be planned for. Therefore, this justification is being based upon data using the RJ (Regional Jet) for all length calculations. The justification for this approach is based on the prevalence of regional jets in regional fleets throughout the United States and the fact that the turbo prop aircraft, used by carriers with a need for aircraft with less than 75-100 seats, are reaching the end of their life span - without a suitable turbo prop replacement being available. The Beech 1900 in use by the current carrier is no longer in production, with the last models being produced in 2002. Hawker, who now owns the Beechcraft Company, no longer provides engineering or structural support for the aircraft and parts availability will also undoubtedly become questionable as time goes on. In the not too distant future this will force operators of this

type to retire their aircraft. Currently, the only suitable replacement aircraft, with the seat capacity needed by the carriers, are the regional jets.

The ability to use these aircraft for the calculations is supported by AC 150/5325-4B, which states that airports should "assess and verify the airport's ultimate development plan for realistic changes that could result in future operational limitations to customers" in order to "construct an available runway length for new runways or extensions to existing runways that is suitable for the forecasted critical design airplanes." The AC also states in Chapter 1, paragraph 102, b (1) in the Procedure for Determining Recommended Runway Length that airports should "identify the list of critical design airplanes that will make regular use of the proposed runway for an established period of at least five years." The use of regional jets does, by all means, fit that definition and is further supported by the letter attached as Figure 2 from the CEO of our current carrier Great Lakes Aviation. This operator is of the type that will need aircraft replacement and requests that the runway length be maintained in anticipation of their move to the larger aircraft.

Calculations for the determining the length in question are driven by FAA Advisory Circular 150/5325-4B, Runway Length Requirements for Airport Design. Length analysis methodology contained in AC 150/5325-4b is based on needs for both arrivals and departures with departures typically requiring longer runways.

Departure runway length can be further defined as the longest of the following distances:

- Accelerate-takeoff distance- The total distance to accelerate to the critical takeoff speed, (V_1), loose one engine, continue takeoff, and climb to an altitude of 35 feet above the ground.
- Accelerate-stop distance- The distance needed for an aircraft to accelerate to V_1 and then brake to a full stop
- All-engine takeoff distance- 115 % of the distance needed for the aircraft to accelerate to V_1, takeoff, and climb to an altitude of 35 feet above the ground with all engines operating normally

Based on these definitions, it can be noted that as the critical takeoff speed is increased, the accelerate-stop distance increases. The methodology described in FAA AC 150/5325-4B provides for the "balanced field length" runway design, or the runway length at which the tradeoff between the reduced accelerate-takeoff distance approximately equals the increased accelerate-stop distance.

The required runway length calculated using the methodology described in the AC is a function of the maximum operating temperature and elevation of the airport, as well as the specific aircraft takeoff weight.

AC Chapter 1, Paragraph 102, b, outlines a five step process for Determining Recommended Runway Length.

Step 1: Determine critical design aircraft, for which the RJ is chosen.

Step 2: Establish that the RJ is an exception to the normal process for using maximum takeoff weight in determining the runway length.

Step 3: Further explains that exception stating that "Regional Jets are assigned to the same category as airplanes with a Maximum Take Off Weight (MTOW) over 60,000 pounds".

Step 4: Select the appropriate runway length from the various charts identified in Step 3. This leads us to Table 1-1, which directs which charts or tables to use. For large aircraft (12,500 up to and including 60,000 lbs) runway lengths are to be derived from performance curves 3-1 and 3-2. For aircraft over 60,000 lbs we are directed to use to using the actual aircraft's performance data.

The exact individual aircraft is not yet known and the allowable range of weights are assumed to be over 60,000 lbs. Thus the performance curves provided in chart 3-2 for

aircraft over 12,500 and up to 60,000 can be used, since they will yield a runway length that would be considered at least the minimum for the group of aircraft being used as the critical aircraft. The chart provides for aircraft weighing up to and including 60,000 pounds in which comprise 100% of the fleet at 90% useful load. Since the RJ will be the air carrier aircraft, it meets the required number of operations, and therefore, fits the 100% of type qualification. The weight given the RJ group is over 60,000 lbs so 90% of useful load would be an understatement of actual weight allowed for in the calculation. This chart is then used in lieu of the aircraft actual weight in as much as the group is allowed to be over 60,000 lbs.

The chart to be used is then entered at 84.4 degrees F, which represents the maximum mean temperature for Huron's hottest month of July. The chart is then followed to the approximate field altitude of 1300 ft, and then over, to yield a recommended runway length of approximately 8,300 feet. Since a 7,000 foot length is being retained, there is no need to further consult the actual aircraft performance data since the result would only yield runway lengths in excess of what is needed.

A final step to this calculation is the consideration of runway conditions other than dry. This step is used to figure adjustments to landing length, but also affects the balanced field length in as much as the stopping distance in the event of a rejected take off will increase with a wet runway. Neither of these instances increase the length required to a distance greater than the original recommended runway length found in the charts.

HAZARDOUS WILDLIFE ATTRACTANT MITIGATION

Wildlife can create a multitude of problems for aircraft operations. The most serious of these is a collision with an aircraft during takeoff. This situation is particularly perilous if an engine is damaged during take off. On January 26 of 2007, The Huron Regional Airport (HON) entered into an agreement with the WS to conduct a Wildlife Hazard Assessment of the Huron Regional Airport. The Wildlife Hazard Assessment is provided in its entirety in **Appendix** E. Goal number 5 of the assessment was to "Provide

management Recommendations aimed at minimizing wildlife hazards." This part of the proposed project will address some of those recommendations.

NAVIGATIONAL AIDS (NAVAIDS) AND RUNWAY LIGHTING

The relocation the primary runway may require the relocation of any NAVAIDS associated with this runway. During the environmental evaluation of the runway shift, the siting of all NAVAIDS will be considered. The equipment being considered for moving includes, but is not limited to, the Instrument Landing System(ILS) including the Glide Slope equipment building and Localizer System equipment building and Antenna, Medium Intensity Approach Lighting System with Runway Alignment System(MALSR), Precision Approach Path Indicators(PAPI) on each end of the runway, the High Intensity Runway Lights(HIRL), and the Automated Surface Observation System(ASOS).

OTHER FACILITIES

With the relocation of the existing runway and associated RPZs there are four buildings which will be located in the relocated RPZ. These four buildings must be considered for relocation or removal from the RPZ. In addition, after relocating the RPZ there could be three roads under corners of the RPZ's. One of these roadways is US Highway 37 which runs along the east edge of the Huron Regional Airport. Another of these is a county road which runs along the west boundary of the airport and under a corner of the RPZ for runway 12. The last road is a very low volume township road running on the north side of the existing airport running just under the edge of the RPZ. Since none of the roads are in the Central Portion of the RPZ these roads must be reviewed by the FAA Airports District Office to determine whether or not they can be left in place or are to be relocated.

COMPARISON OF EXISTING AND PROPOSED DESIGN REQUIREMENTS

Design criteria for Runway 12/30 and the shifted Runway 12/30 are listed in Table 1.

Table 1: Existing and Proposed Design Criteria Runway 12/30

Primary Runway (ft)	Existing	Proposed
Length	7,200	7000
Width	100	100
Runway Safety Area Width	500	500
Runway Safety Area Length(Beyond R/W End)	1,000	1,000
Runway Object Free Area Width	800	800
Runway Object Free Length(Beyond R/W End)	1,000	1,000
Lowest Approach Minimums	½ Mile & 200*	½ Mile & 200#
Predominate IFR RPZ (ILS approach)	2500X1000X1750	2500X1000X1750
Back Course and Wind RPZ	2500X1000X1750	2500X1000X1750
Instrument Landing System	W/MALSR	W/MALSR
Taxiway Width	50	50
Runway-Taxiway Separation	400	400

*****R/W 12 only, #R/W 12 & 30

PROPOSED PROJECT OVERVIEW

There are four alternatives in addition to a no action alternative to be considered in order to clear the Runway 30 RPZ of obstructions. The first alternative is No Action – do nothing alternative. Alternative 2 – Clear Runway 30 RPZ and Relocate Wetlands, is to purchase and relocate the existing buildings and businesses or residencies in the existing Runway 30 RPZ to a location outside the RPZ and mitigate wildlife attracting wetlands. The last three alternatives, Alternative 3 – Relocate Runway 12/30 1505 feet and Relocate Wetlands, Alternative 4 – Relocate Runway 12/30 1605 feet, acquire avigation easements and Relocate Wetlands, and Alternative 5 – Relocate Runway 12/30 1605 feet Relocate the Roads around the Runway 12 RPZ and Relocate Wetlands. The construction project to be considered is to move Runway 12/30, associated clearance areas and RPZs to the northwest approximately 1505 or 1605 feet. All of these projects would include grading, paving, lighting, signing, land acquisition or avigation easement acquisition, relocating NAVAIDS, ASOS , and other incidentals necessary to complete the project. In addition there would be four buildings east of the highway and U.S. Highway 37 in the 30 RPZ, two local roads, the county road running North and South and the township road running East and West in the runway 12 RPZ which would be affected by the various options. Figure 4 shows the general location for all of the features listed in each of the

options. Each option will have a more detailed layout of each affected or proposed RPZ.

The second part of the project being considered has two alternatives. The first is to do nothing. The second is to reduce the potential for wildlife incursions onto the runways and into the airspace around the runways by removing wildlife habitat, in this case the wetlands near the runways. The project would relocate wetlands designated as attractants to a location off the airport, along with draining, grading and properly vegetating existing wetlands on the airport so they are no longer a wildlife attractant. This part of the project is included with each alternative of the runway relocation.

SUMMARY OF ALTERNATITIVES

Alternative	**1**	**2**	**3**	**4**	**5**
Description	No Action	Clear RPZ by purchasing and removal of all Property in the RPZ and Relocate Wetlands	Clear RPZ by relocating Runway 1505' to the NW allowing roads to remain in the Runway 12 RPZ and Relocate Wetlands	Clear RPZ by relocating Runway 1605' to the NW allowing roads to remain in the Runway 12 RPZ and Relocate Wetlands	Clear RPZ by relocating Runway 1605' to the NW & relocating roads in the Runway 12 RPZ and Relocate Wetlands

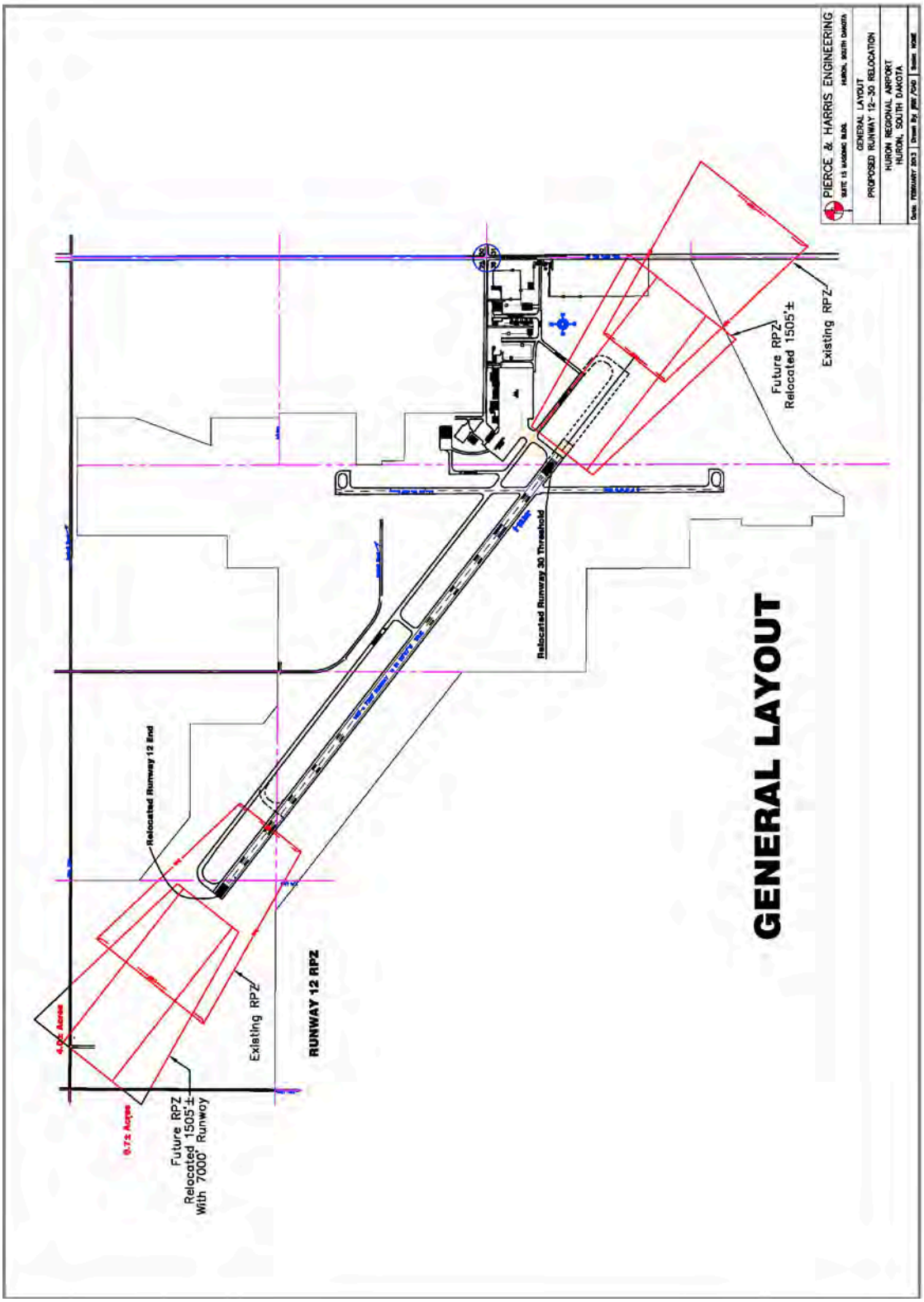

PIERCE & HARRIS ENGINEERING
GENERAL LAYOUT
PROPOSED RUNWAY 12-30 RELOCATION
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA
GENERAL LAYOUT
Future RPZ
Relocated 1505'±
Existing RPZ
Relocated Runway 30 Threshold
Relocated Runway 12 End
RUNWAY 12 RPZ
Existing RPZ
Future RPZ
Relocated 1505'±
With 7000' Runway

Figure 4

CHAPTER TWO- ALTERNATIVES

PROPOSED ALTERNATIVES

Alternative 1 – No Action

This alternative leaves the airport as is. Nothing would be done to clear the RPZ. There are numerous residences and businesses located in the existing RPZ which would remain as they are. Refer to Figure 5 for the runway 30 RPZ layout and obstructions. US Highway 37 and the Canadian Pacific railroad would remain in the RPZ. Nothing would be done to the existing wetlands and the aircraft using the Huron Regional Airport would continue to be more exposed to the possibility of bird strikes. Refer to Figure 3 for wetland locations. Nothing would be done in runway 12 RPZ. Refer to Figure 6.

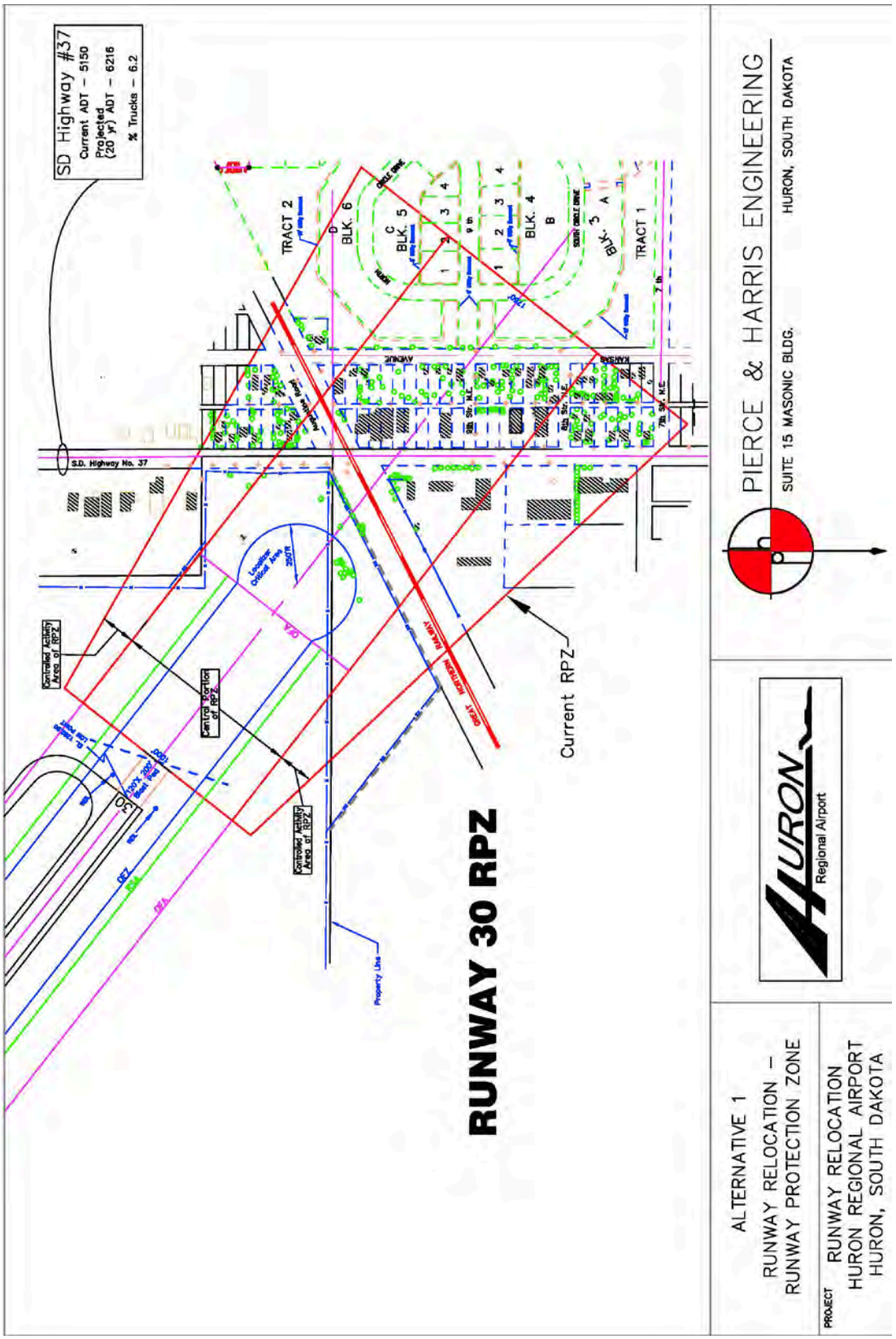

SD Highway #37
Current ADT – 5150
Projected (20 yr) ADT – 6216
% Trucks – 6.2
S.D. Highway No. 37
TRACT 2
TRACT 1
BLK. 6
BLK. 5
BLK. 4
Current RPZ
RUNWAY 30 RPZ
Property Line
PIERCE & HARRIS ENGINEERING
SUITE 15 MASONIC BLDG.
HURON, SOUTH DAKOTA
HURON
Regional Airport
ALTERNATIVE 1
RUNWAY RELOCATION –
RUNWAY PROTECTION ZONE
PROJECT
RUNWAY RELOCATION
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA

Figure 5

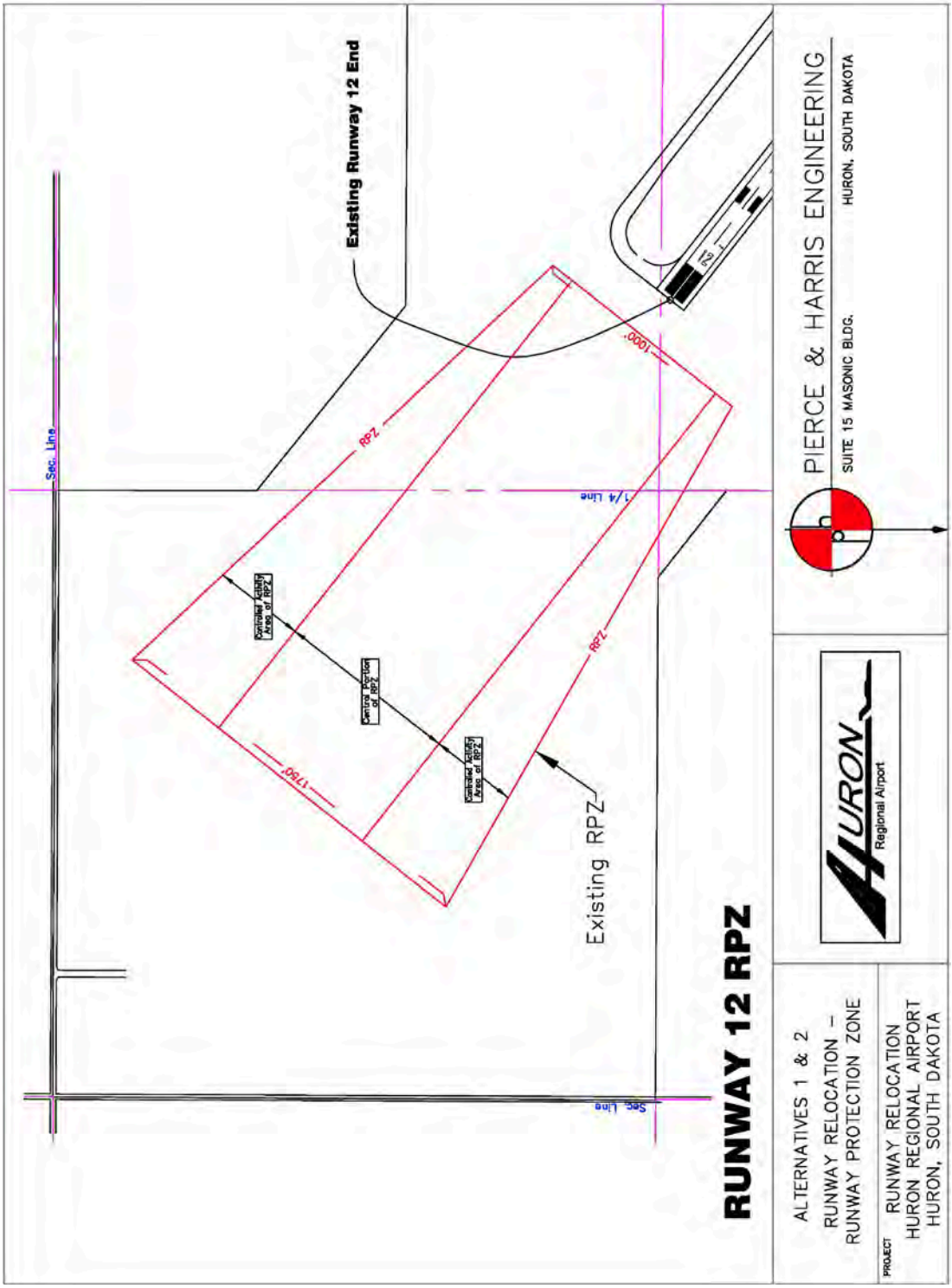

Existing Runway 12 End
Sec. Line
1/4 Line
Sec. Line
1000'
Z&B
RPZ
Z&B
1760'
Existing RPZ
RUNWAY 12 RPZ
PIERCE & HARRIS ENGINEERING
SUITE 15 MASONIC BLDG.
HURON, SOUTH DAKOTA
HURON
Regional Airport
ALTERNATIVES 1 & 2
RUNWAY RELOCATION –
RUNWAY PROTECTION ZONE
PROJECT
RUNWAY RELOCATION
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA

Figure 6

Alternative 2 – Clear Runway 30 RPZ and Relocate Wetlands

This alternative would relocate residences, governmental buildings, the religious facility, commercial businesses, US Highway 37, city streets, and the Canadian Pacific Railroad, which are currently in the RPZ. The alternative would **not** relocate existing runway 12/30 or any associated navaids and facilities associated with the runway. Refer to Figure 7. It would also relocate five existing wetlands as shown in Figure 3 to a location off the airport property. These wetlands would be replaced by working with the U.S. Fish and Wildlife Service and restoring wetlands that they have requests to restore but do not have the funding to complete. The wetlands would be restored and the Fish and Wild Service would keep and monitor the wetland easements. Runway 12/30 would not change in any manner. This alternative would cause relocation of the South Dakota Department of Transportation complex, McKinley School Head Start Program, the Souled Out Center, Lincoln Auto, Five-Star Auto Crafters, Ida Mays Restaurant, which is now vacant, and five commercial buildings used for various functions. In addition, not changing Runway 12/30 and the RPZ, the project would cause the relocation of no less than 17 households and require the purchase of eight residential lots in Ravine Heights Addition. The streets leading to Ravine Lake Heights Addition would also have to be relocated to allow access to the remainder of the addition. Since US Highway 37 and the Canadian Pacific Railroad tracks are in the Central Portion of the Object Free Zone they will have to be relocated. Relocating Highway 37 would require a very substantial alignment shift and cause the relocation of more than 50 residences and two more businesses in the area East of Highway 37. The Canadian Pacific Railroad track would also have to be relocated to the South and the runway 30 RPZ would cause the relocation of more residences. The RPZ for runway 12 would remain unchanged as shown in figure 8. The cost for this alternative would be very high both in monetary costs and in social costs due to the wide variety and number of people, businesses, religious groups, and governmental agencies being relocated.

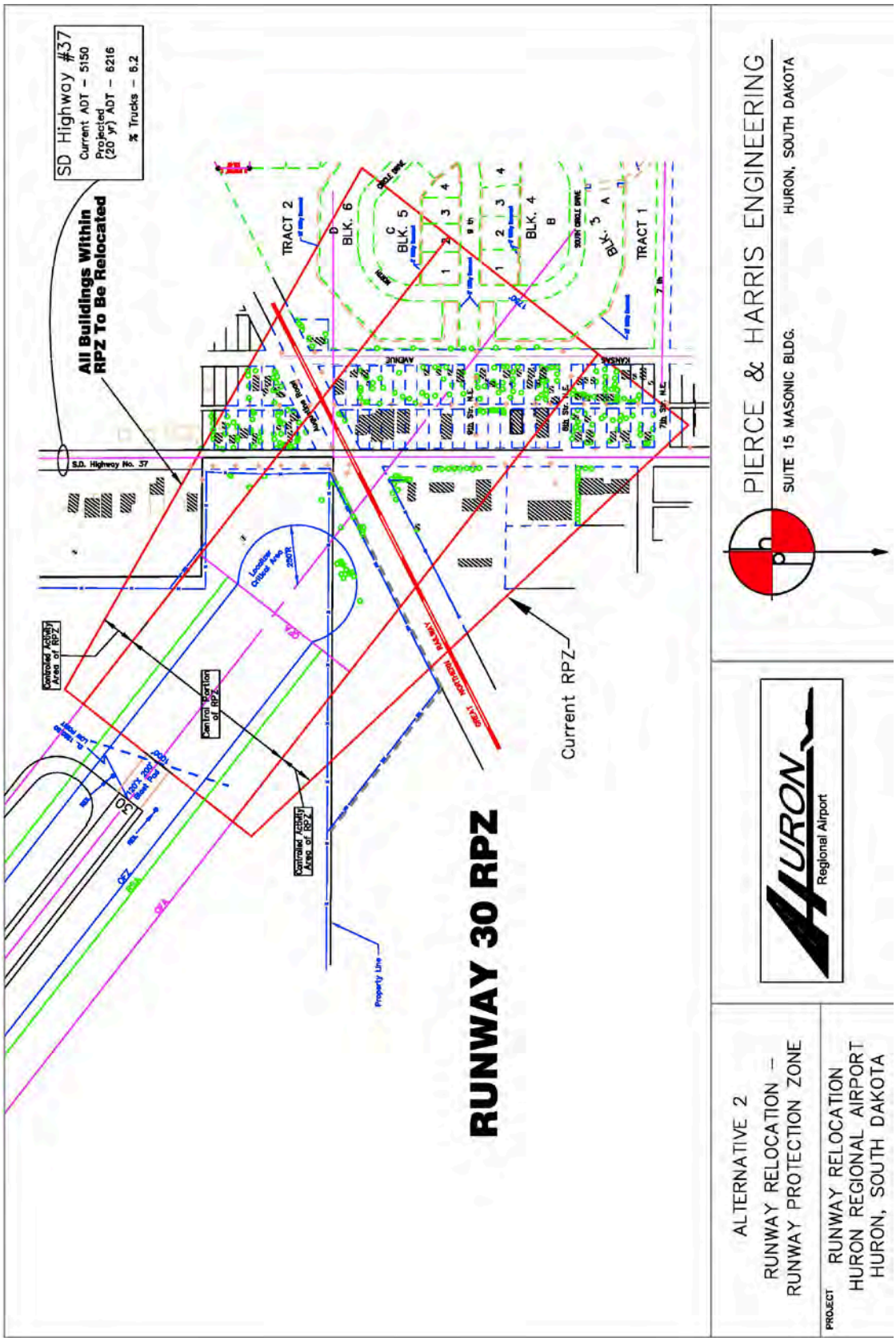
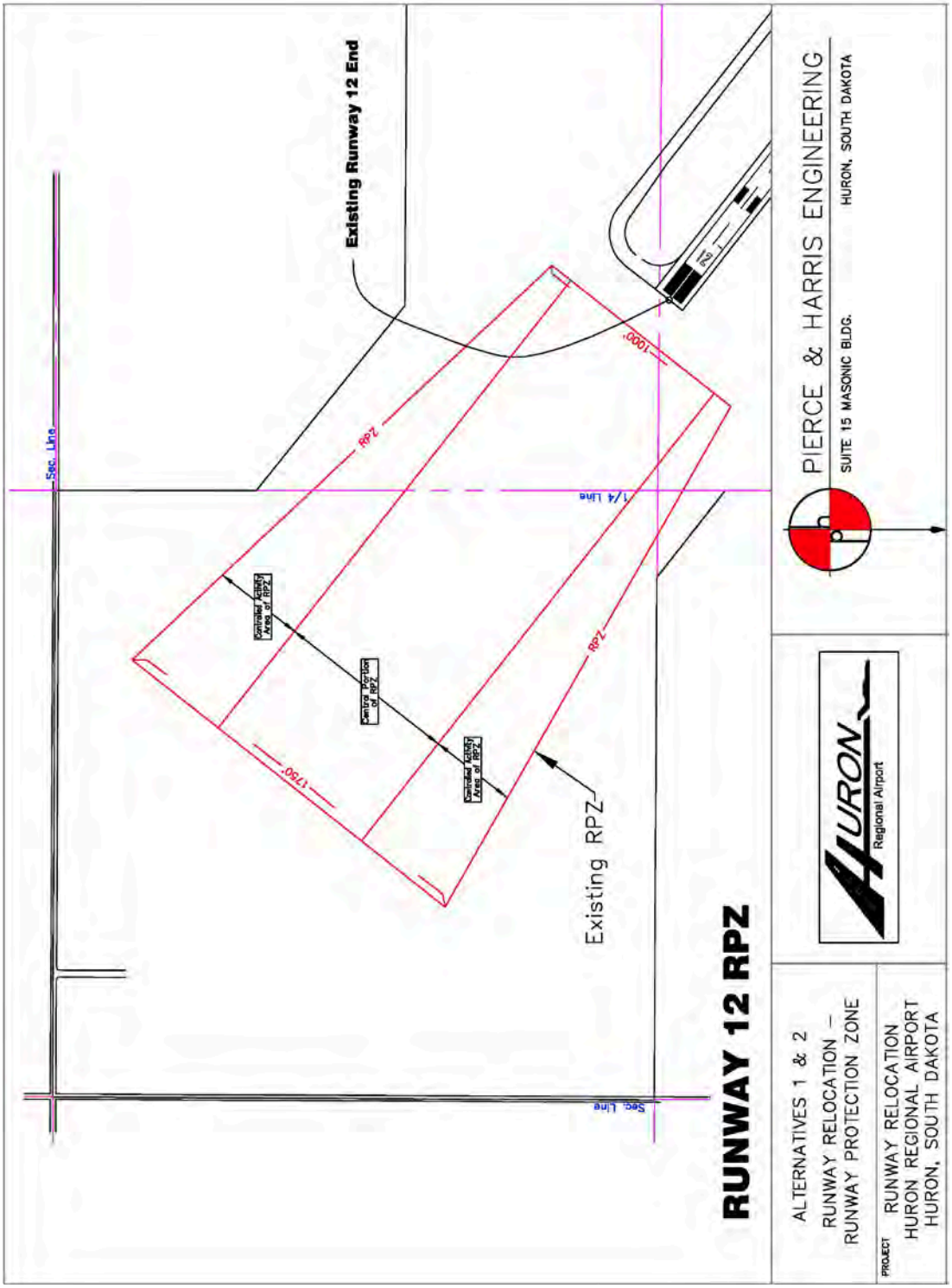

SD Highway #37
Current ADT - 5150
Projected (20 yr) ADT - 6216
% Trucks - 8.2
All Buildings Within RPZ To Be Relocated
S.D. Highway No. 37
TRACT 2
TRACT 1
BLK. 6
BLK. 5
BLK. 4
BLK. 3
Current RPZ
RUNWAY 30 RPZ
Property Line
PIERCE & HARRIS ENGINEERING
SUITE 15 MASONIC BLDG.
HURON, SOUTH DAKOTA
HURON
Regional Airport
ALTERNATIVE 2
RUNWAY RELOCATION -
RUNWAY PROTECTION ZONE
PROJECT
RUNWAY RELOCATION
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA

Figure 7


Existing Runway 12 End
Sec. Line
1/4 Line
RPZ
1000'
1750'
Existing RPZ
RUNWAY 12 RPZ
PIERCE & HARRIS ENGINEERING
SUITE 15 MASONIC BLDG.
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HURON Regional Airport
ALTERNATIVES 1 & 2
RUNWAY RELOCATION –
RUNWAY PROTECTION ZONE
PROJECT
RUNWAY RELOCATION
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA

Figure 8

Alternative 3 – Relocate Runway 12/30 1505 feet and Relocate Wetlands

Alternative three would move runway 12/30 to the Northwest approximately 1505 feet along with the associated RPZs, Navaids, lighting, ASOS and any other required facilities. Refer to Figure 9. The same five wetlands shown in Figure 3 and discussed above would be relocated to a site off of the airport property. These wetlands would be replaced by working with the U.S. Fish and Wildlife Service and restoring wetlands that they have requests to restore but do not have the funding to complete. The wetlands would be restored and the Fish and Wild Service would keep and monitor the wetland easements. The on airport wetland areas would be drained and graded so they could be maintained in a manner that would not attract wildlife as outlined in the Wildlife Hazard Mitigation Plan. Moving the runway and associated RPZ's to the Northwest would remove all of the properties east of highway 37 listed in Alternative two above from the RPZ. In order to keep the greatest possible separation between the beginning of runway 12 and the edge of runway 17/35, the very Northeast corner of the RPZ would be over US Highway 37. In order for this this alternative to be feasible, a land-use determination by the Bismarck Airports District Office (ADO) would have to be made to allow Highway 37 to be under the RPZ. The reason for not moving the RPZ further to the Northwest would be to keep maximum separation of the runway threshold for runway 12/30 as far as possible away from the runway 17/35. The distance from the end of runway 12/30 to the edge of runway 1735 would be 390 feet. The Canadian Pacific Railroad would not need to be relocated. This alternative would leave four commercial buildings on the West side of Highway 37 in the relocated RPZ along with US Highway 37 remaining under the very northeast corner of the Controlled Activity Area of the relocated runway 30 RPZ. The RPZ would be over the Railroad right-of-way but not the track. This relocation would cause the RPZ for runway 12 to be moved to the Northwest which would require the purchase of two parcels of property containing 0.7 and 4 acres respectively. Refer to Figure 10. The County road (N-S) which is not currently in the RPZ would now be in the Controlled Activity Area of the relocated runway 12 RPZ. The Township (E-W) road would be in the Central Portion of the RPZ. A land-use determination by the ADO would have to be made to allow the county and township roads to remain in the RPZ.

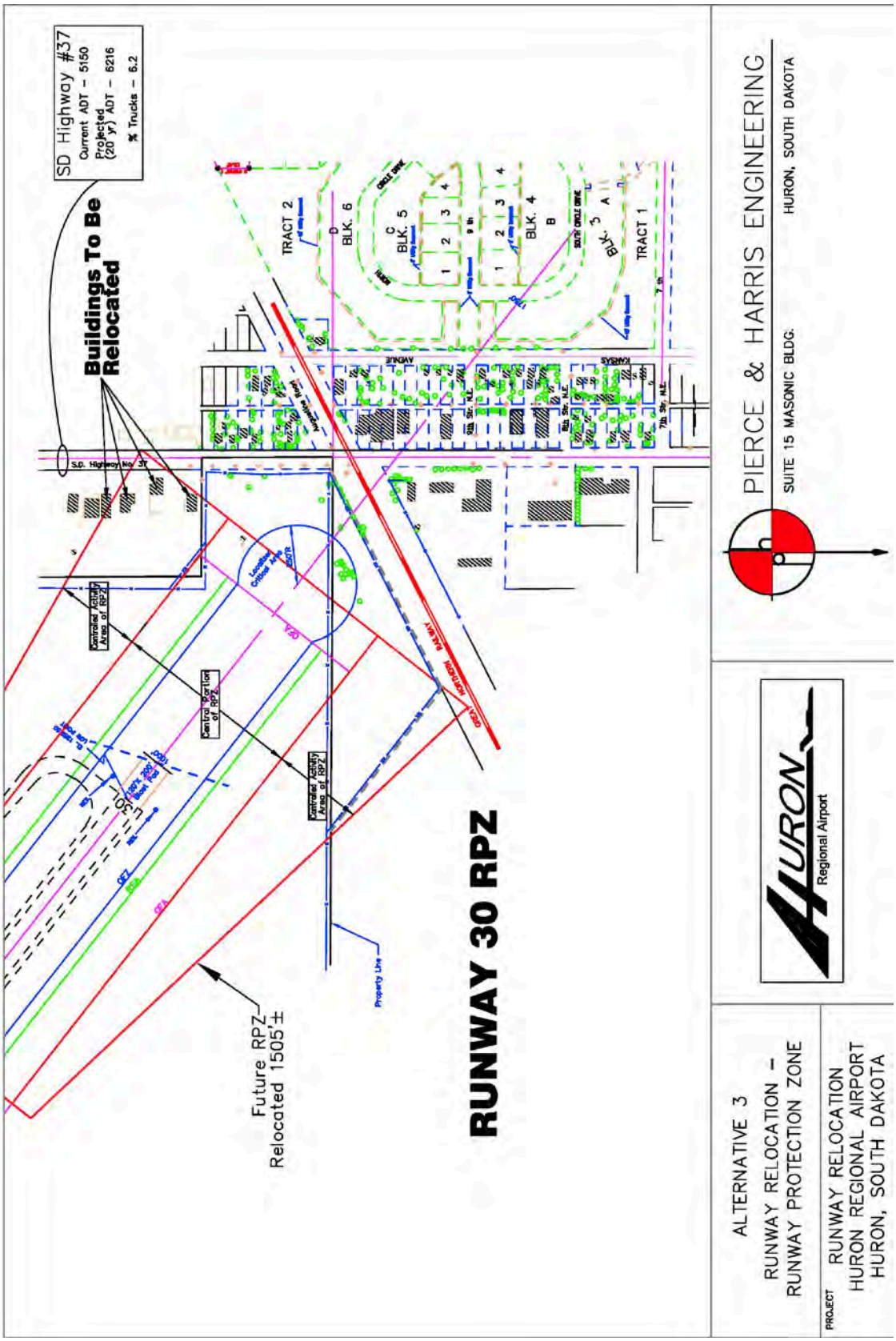
SD Highway #37
Current ADT – 5150
Projected (20 yr) ADT – 6216
% Trucks – 6.2
Buildings To Be Relocated
RUNWAY 30 RPZ
Future RPZ Relocated 1505'±
PIERCE & HARRIS ENGINEERING
SUITE 15 MASONIC BLDG.
HURON, SOUTH DAKOTA
HURON Regional Airport
ALTERNATIVE 3
RUNWAY RELOCATION – RUNWAY PROTECTION ZONE
PROJECT
RUNWAY RELOCATION
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA

Figure 9

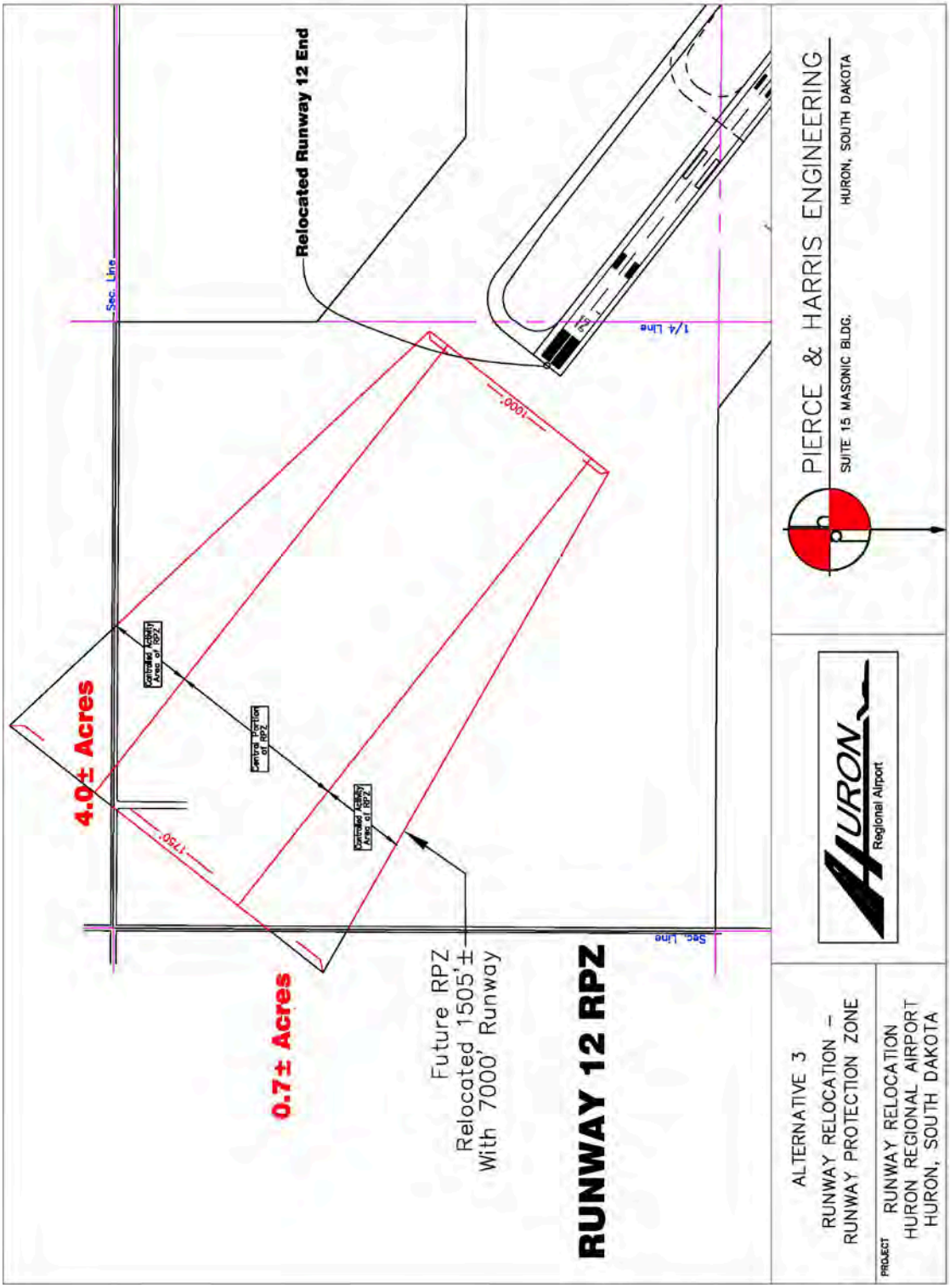
Relocated Runway 12 End
Sec. Line
1/4 Line
1000'
1750'
4.0± Acres
0.7± Acres
Future RPZ
Relocated 1505'±
With 7000' Runway
RUNWAY 12 RPZ
Sec. Line
PIERCE & HARRIS ENGINEERING
SUITE 15 MASONIC BLDG.
HURON, SOUTH DAKOTA
HURON
Regional Airport
ALTERNATIVE 3
RUNWAY RELOCATION -
RUNWAY PROTECTION ZONE
PROJECT
RUNWAY RELOCATION
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA

Figure 10

Alternative 4 – Relocate Runway 12/30 1605 feet and Relocate Wetlands

Alternative four would move runway 12/30 to the Northwest approximately 1605 feet, along with the associated RPZs, Navaids, lighting, ASOS and any other required facilities. Refer to Figure 11. The five wetlands discussed in Alternative 2 above, and shown in Figure 3, would be relocated to a site off of the airport property. These wetlands would be replaced by working with the U.S. Fish and Wildlife Service and restoring wetlands that they have requests to restore but do not have the funding to complete. The wetlands would be restored and the Fish and Wild Service would keep and monitor the wetland easements. The on airport wetland areas would be drained and graded so they could be maintained in a manner that would not attract wildlife. Moving the runway and associated RPZ's to the Northwest would remove all of the properties listed in alternative two above except Ida Mays Restaurant, which is now vacant from the RPZ. The RPZ for Runway 30 could be made completely free of non-aeronautical uses and controlled by the Huron Regional Airport. The main difference is the separation between the beginning of runway 12/30 and the edge of runway 17/35 would be reduced to 290 feet. The main concern here is that pilots using runway 12 do not become confused and mistakenly take the much shorter runway 17 or 35. There would be four buildings in the runway 30 RPZ which would have to be relocated. The land purchases for the RPZ for the runway 12 end would increase to 1.6 and 5.4 acres. Refer to Figure 12. In this alternate there will be one township road and one county road in the RPZ. The township road would be in the Central Portion of the RPZ and the county road would be in the Controlled Activity Area of the runway 12 RPZ. For this alternative to be selected, land-use determination by the ADO would have to be made to allow the roads to be in the runway 12 RPZ.

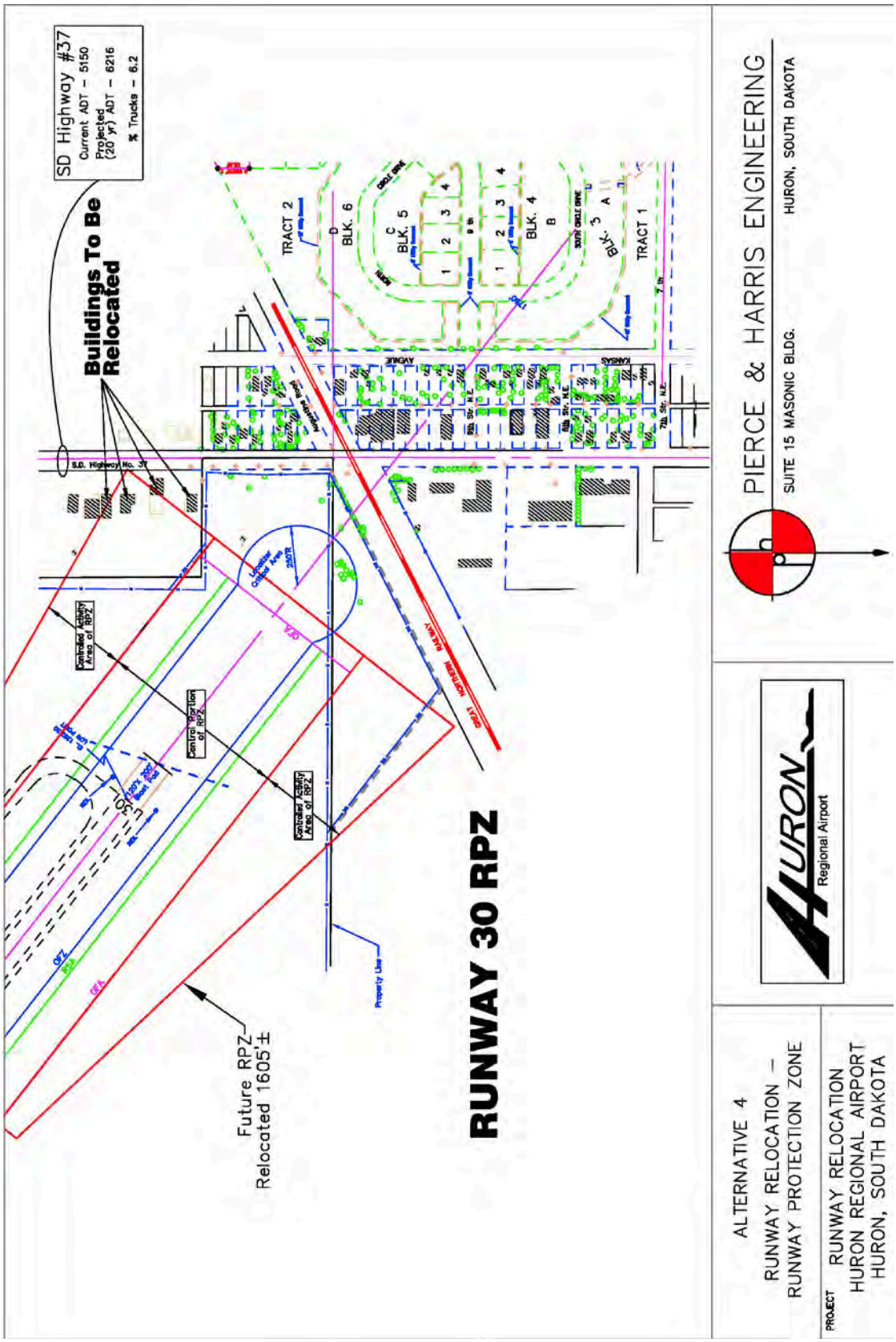
SD Highway #37
Current ADT - 5150
Projected (20 yr) ADT - 6216
% Trucks - 6.2
Buildings To Be Relocated
RUNWAY 30 RPZ
Future RPZ
Relocated 1605'±
PIERCE & HARRIS ENGINEERING
SUITE 15 MASONIC BLDG.
HURON, SOUTH DAKOTA
HURON
Regional Airport
ALTERNATIVE 4
RUNWAY RELOCATION -
RUNWAY PROTECTION ZONE
PROJECT
RUNWAY RELOCATION
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA

Figure 11

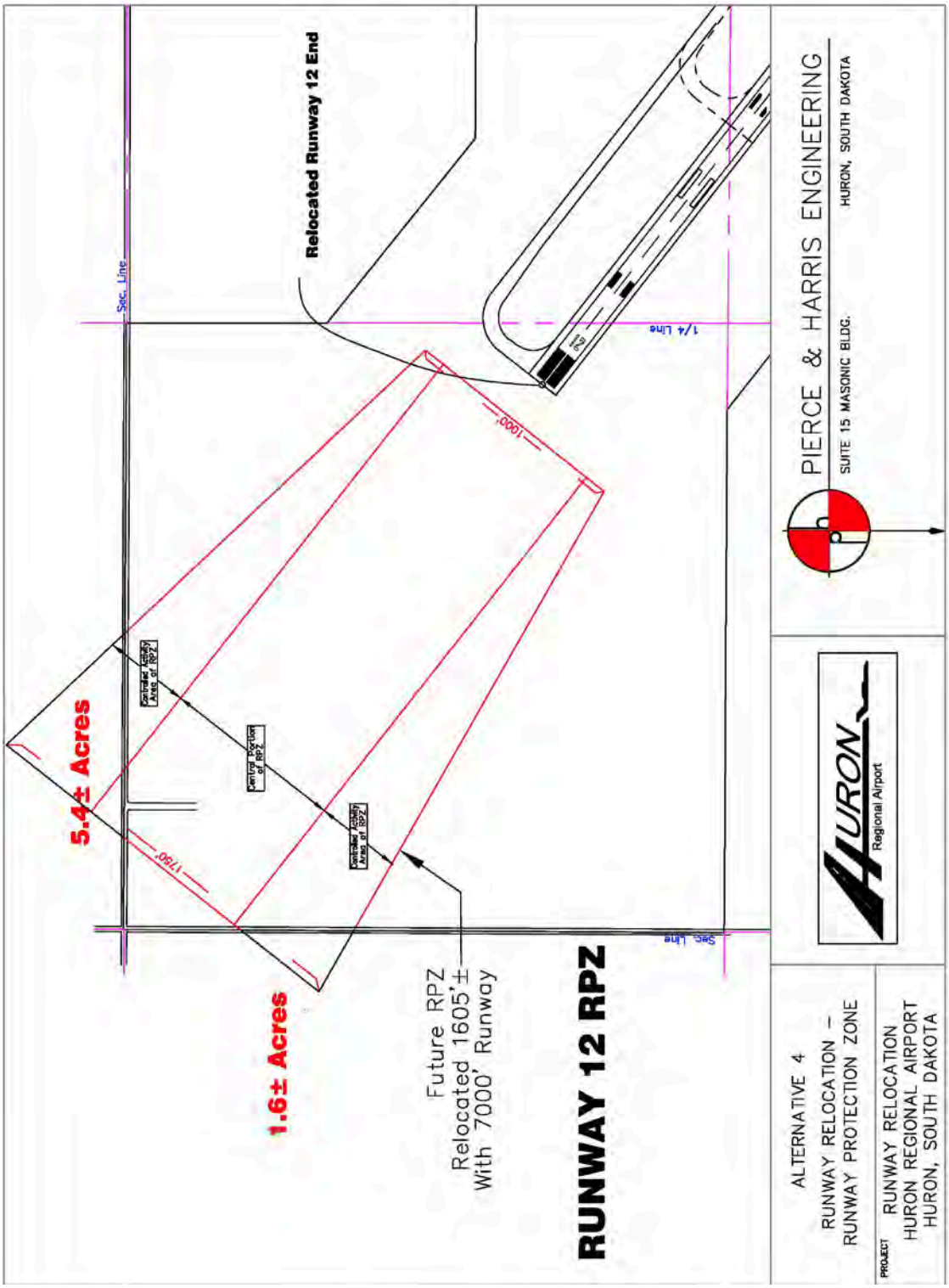
Relocated Runway 12 End
Sec. Line
1/4 Line
1000'
1180'
5.4± Acres
1.6± Acres
Future RPZ
Relocated 1605'±
With 7000' Runway
RUNWAY 12 RPZ
PIERCE & HARRIS ENGINEERING
SUITE 15 MASONIC BLDG.
HURON, SOUTH DAKOTA
HURON
Regional Airport
ALTERNATIVE 4
RUNWAY RELOCATION -
RUNWAY PROTECTION ZONE
PROJECT
RUNWAY RELOCATION
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA

Figure 12

Alternative 5 – Relocate Runway 12/30 1605 feet Relocate the Roads around the Runway 12 RPZ and Relocate Wetlands

Alternative 5 would move runway 12/30 to the Northwest approximately 1605 feet along with the associated RPZs, Navaids, lighting, ASOS and any other required facilities. The same five wetlands discussed above and shown in Figure 3 would be relocated to a site off of the airport property. These wetlands would be replaced by working with the U.S. Fish and Wildlife Service and restoring wetlands that they have requests to restore but do not have the funding to complete. The wetlands would be restored and the Fish and Wild Service would keep and monitor the wetland easements. The on-airport wetland areas would be drained and graded so they could be maintained in a manner that would not attract wildlife. Moving the runway and associated RPZ's to the Northwest would remove all of the properties listed in Alternative two above from the RPZ. The RPZs for both Runway 12 and 30 could be made completely free of non-aeronautical uses. Refer to Figures 13 and 14. The separation between the beginning of runway 12/30 and the edge of runway 17/35 would be reduced to 290 feet. The main concern here is that pilots using runway 30 do not become confused and mistakenly take the wrong runway. There would only be four buildings in the Runway 30 RPZ which would have to be relocated. The land purchases for the RPZ for the runway 12 end would be to 9.0 and 19.9 acres. In this alternate the township and county roads will both be relocated around the Runway 12 RPZ.

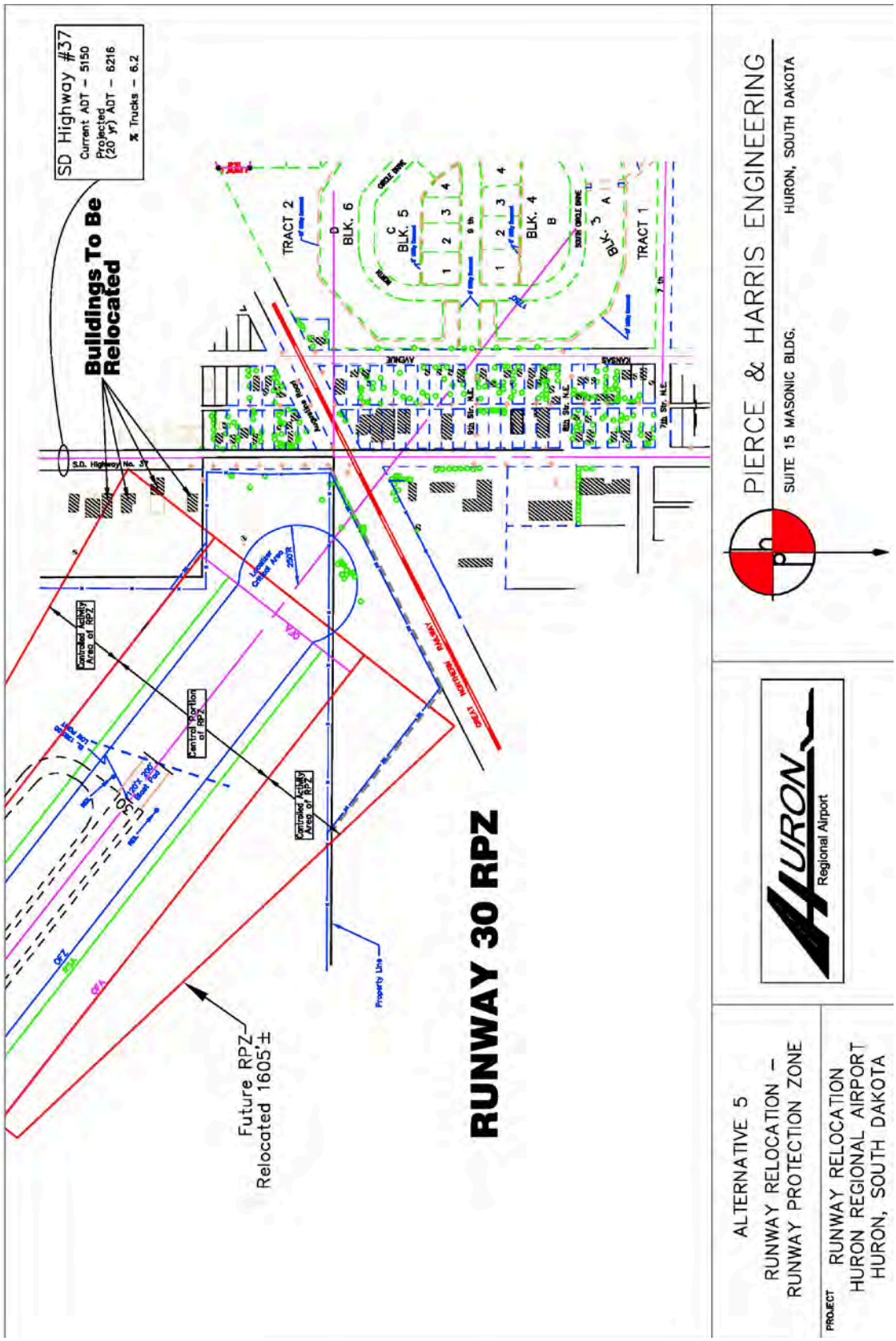
SD Highway #37
Current ADT - 5150
Projected (20 yr) ADT - 6216
% Trucks - 6.2
Buildings To Be Relocated
RUNWAY 30 RPZ
Future RPZ Relocated 1605'±
PIERCE & HARRIS ENGINEERING
SUITE 15 MASONIC BLDG.
HURON, SOUTH DAKOTA
HURON Regional Airport
ALTERNATIVE 5
RUNWAY RELOCATION -
RUNWAY PROTECTION ZONE
PROJECT
RUNWAY RELOCATION
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA

Figure 13

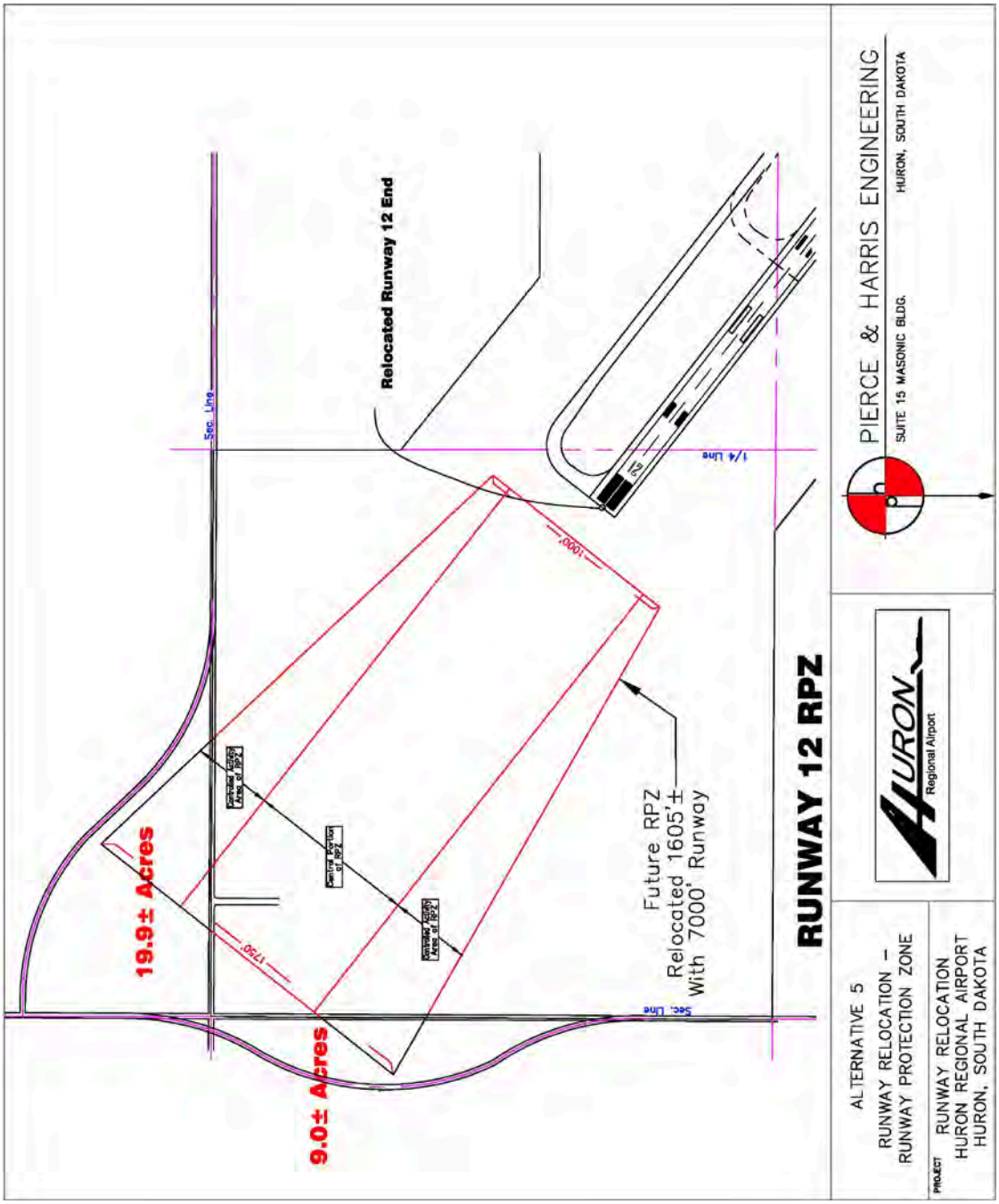
Relocated Runway 12 End
Sec. Line
1/4 Line
1000'
1730'
19.9± Acres
9.0± Acres
Future RPZ
Relocated 1605'±
With 7000' Runway
RUNWAY 12 RPZ
PIERCE & HARRIS ENGINEERING
SUITE 15 MASONIC BLDG.
HURON, SOUTH DAKOTA
HURON
Regional Airport
ALTERNATIVE 5
RUNWAY RELOCATION -
RUNWAY PROTECTION ZONE
PROJECT
RUNWAY RELOCATION
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA

Figure 14

EVALUATION OF ALTERNATIVES

In this section each alternative will be evaluated by how well it meets the purpose and need presented above. The relative cost will be considered for each alternative. In addition, the environmental impacts will be presented and examined. The alternative selected must meet the purpose and need, meet the land use determination, be reasonable, feasible and cost-effective.

Alternative 1 – No Action

Nothing would be done clear the RPZ and the runway would be left as is. There are numerous residences and businesses located the existing RPZ, which would remain as they are. The highway and railroad would remain in the RPZ. Refer to Figure 15 for the location of the RPZ and Obstructions. Nothing would be done to the existing wetlands and the aircraft using the Huron Regional Airport would be more exposed to the possibility of bird strikes. Refer to Figure 3 for the locations of the wetlands. This alternative does not meet the requirements of AC 150/5300–13A. This alternative does not meet AC 150/5200 – 33 B, nor does it meet the requirements of the Wildlife Hazard Mitigation Plan. The cost associated with this alternative would be zero.

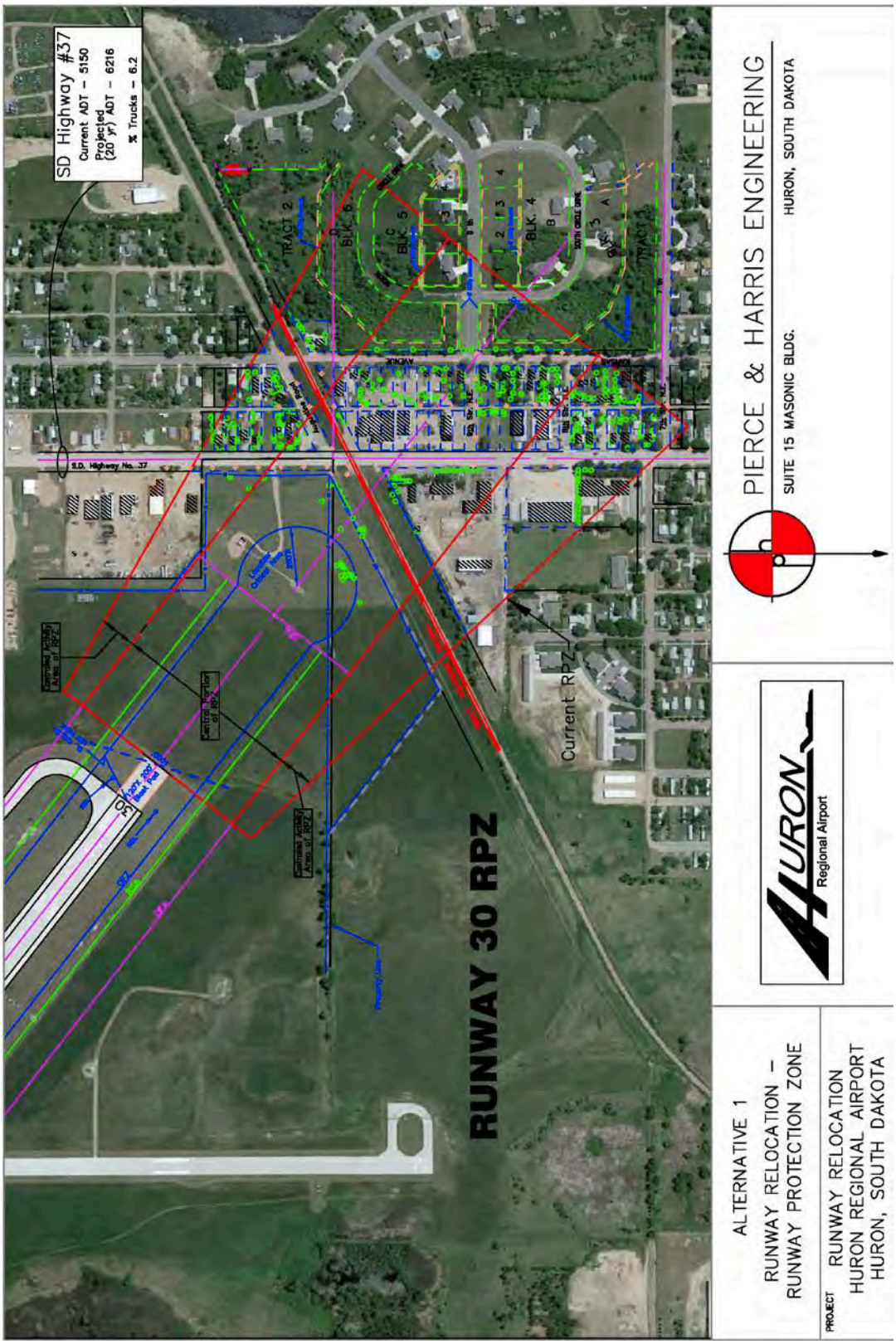
SD Highway #37
Current ADT - 5150
Projected (20 yr) ADT - 6216
% Trucks - 6.2
RUNWAY 30 RPZ
Current RPZ
PIERCE & HARRIS ENGINEERING
SUITE 15 MASONIC BLDG.
HURON, SOUTH DAKOTA
HURON Regional Airport
ALTERNATIVE 1
RUNWAY RELOCATION -
RUNWAY PROTECTION ZONE
PROJECT
RUNWAY RELOCATION
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA

Figure 15

Alternative 2 – Clear Runway 30 RPZ and Relocate Wetlands

This alternative would relocate residences, governmental buildings, the religious facility, commercial businesses, Highway 37, city streets, and the Canadian Pacific Railroad which are currently in the RPZ and the extended object free zone. Refer to Figure 16. It would not relocate existing runway 12/30 or any associated navaids and facilities associated with the runway. It would also relocate five existing wetlands shown in Figure 3 to a location off the airport property. These wetlands would be replaced by working with the U.S. Fish and Wildlife Service and restoring wetlands that they have requests to restore but do not have the funding to complete. The wetlands would be restored and the Fish and Wild Service would keep and monitor the wetland easements. The wetlands on the airport would be graded to drain or filled and then seeded with a grass that is not a wildlife attractant. The areas could then be mowed and maintained so the chances of attracting wildlife are much less. The runway 12 RPZ would be entirely on airport property and controlled by the Huron Regional Airport. Refer to Figure 17. The relocation of all the buildings listed above, the highway and railroad would have a huge social effect on the community. In addition 17 residences would have to be removed to clear the RPZ. Because the highway and railroad are in the extended object free zone of the RPZ they would have to be relocated. This relocation would affect approximately 50 additional residences because of the alignment shifts for the highway alone. The requirement to shift the railroad would easily affect one hundred and fifty residences and businesses. With minimal study the railroad shift, while possible, is not really feasible without a very extensive railroad reconstruction. The cost associated with this alternative would be $64,860,000 in 2012 dollars. Relocating Highway 37, although perhaps possible, is not really feasible either. The disruption of people and property, relative to the potential improvements, is not justified for this alternative. With all of this in mind, this alternative does not meet requirements of being reasonable, feasible and cost-effective, therefore, it should be dropped from further consideration.

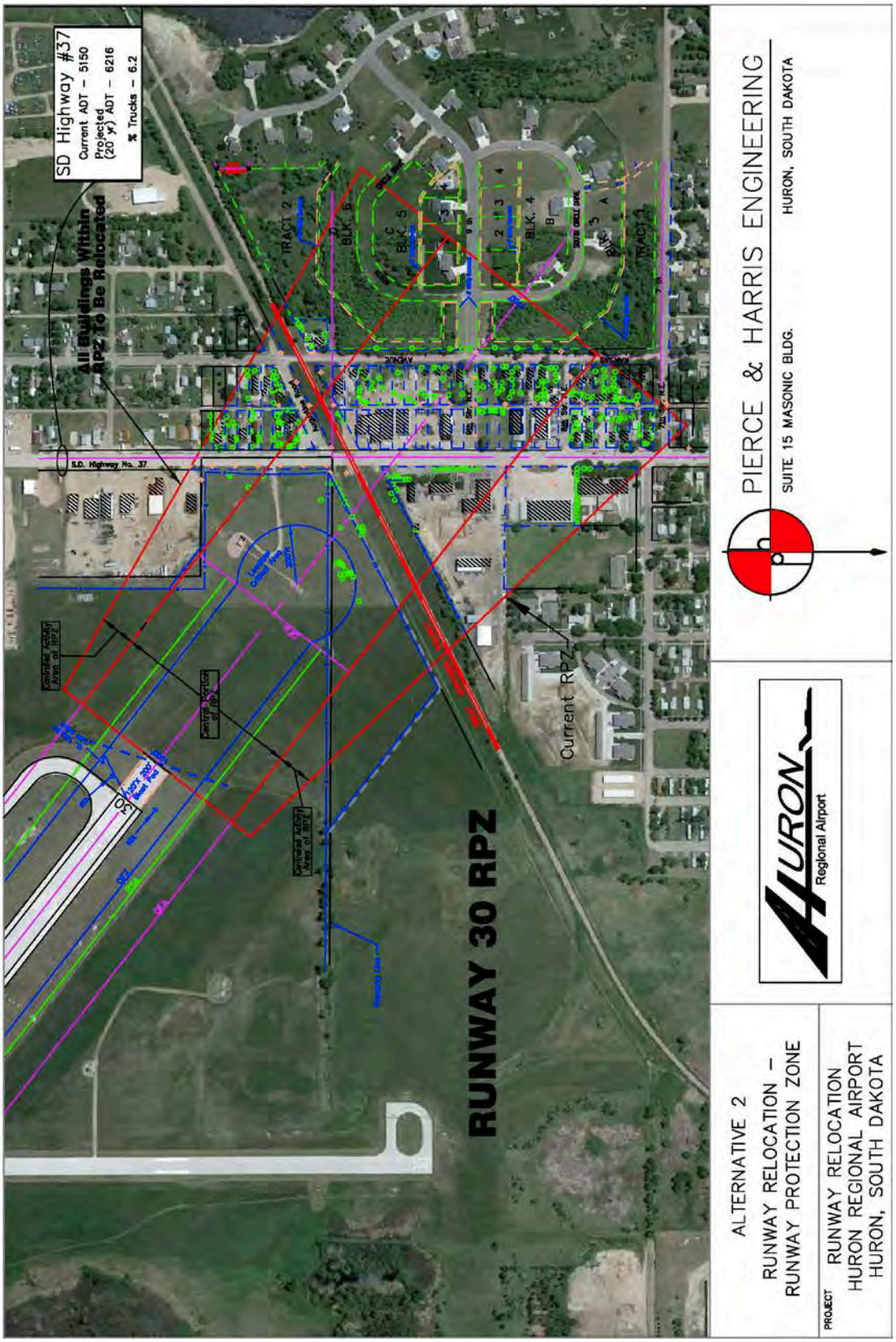
SD Highway #37
Current ADT - 5150
Projected (20 yr) ADT - 6216
% Trucks - 6.2
All Buildings Within RPZ To Be Relocated
RUNWAY 30 RPZ
Current RPZ
PIERCE & HARRIS ENGINEERING
SUITE 15 MASONIC BLDG.
HURON, SOUTH DAKOTA
HURON Regional Airport
ALTERNATIVE 2
RUNWAY RELOCATION - RUNWAY PROTECTION ZONE
PROJECT
RUNWAY RELOCATION
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA

Figure 16

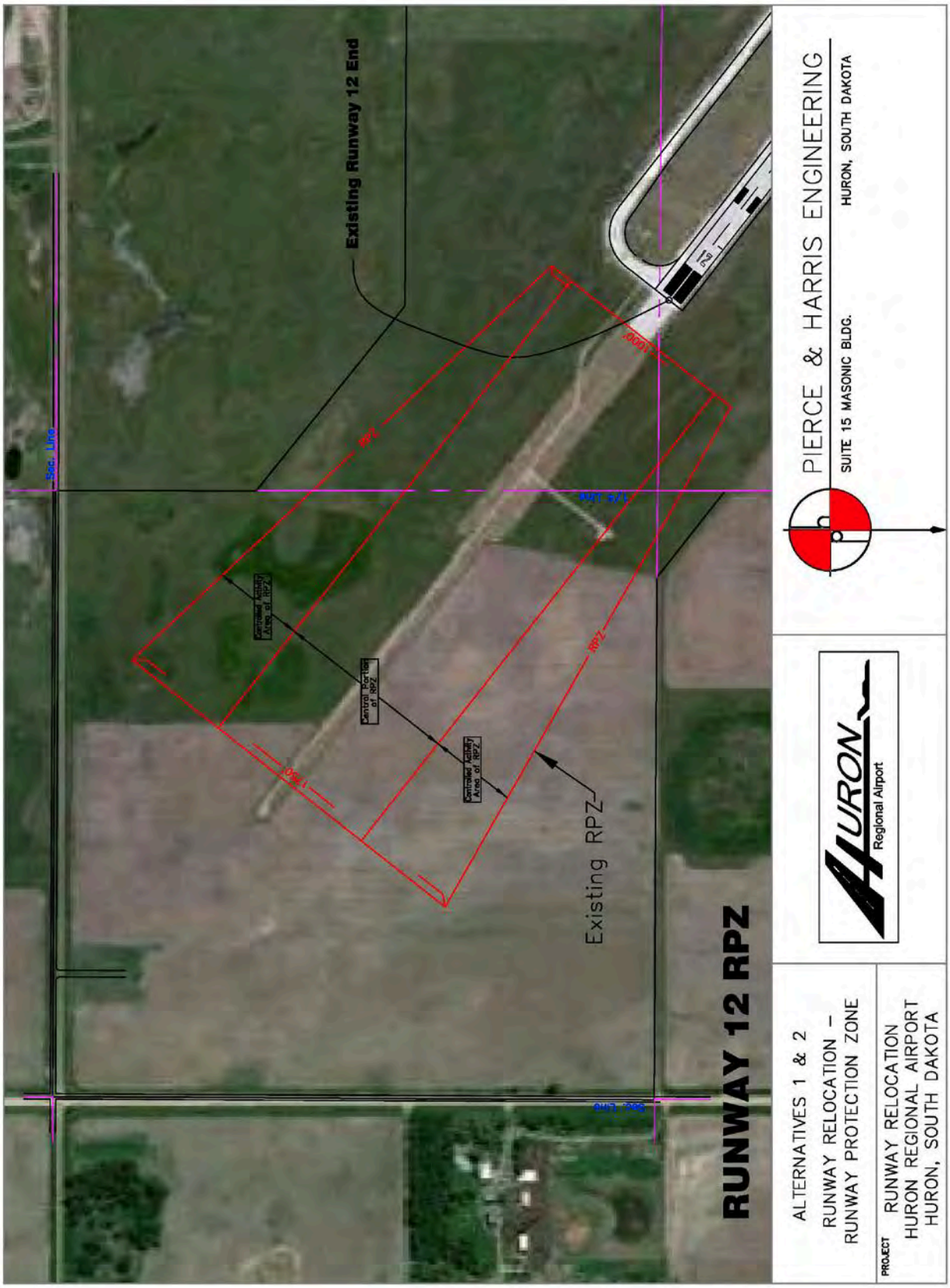
Existing Runway 12 End
Sec. Line
RPZ
Existing RPZ
RUNWAY 12 RPZ
PIERCE & HARRIS ENGINEERING
SUITE 15 MASONIC BLDG.
HURON, SOUTH DAKOTA
HURON
Regional Airport
ALTERNATIVES 1 & 2
RUNWAY RELOCATION -
RUNWAY PROTECTION ZONE
PROJECT
RUNWAY RELOCATION
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA

Figure 17

PIERCE & HARRIS
CONSULTING ENGINEERS

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HURON, SOUTH DAKOTA 57350

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TOLL FREE: 1-888-352-5382
FAX: 605-352-5942

ENGINEERS ESTIMATE
PROPERTY RELOCATION
RUNWAY 30 RPZ
JANUARY 2012

South Dakota Department of Transportation Complex		$15,000,000.00
McKinley School		$2,000,000.00
Souled Out Center (Reglious activity Center)		$800,000.00
Ida Mays		$750,000.00
Marko Steel		$500,000.00
Lincoln Auto		$4,500,000.00
Five Star Auto Crafters		$3,100,000.00
Radiator Shop		$450,000.00
Olson Construction Shops		$550,000.00
Trucking Company		$500,000.00
17 Residenses		$2,550,000.00
Street Relocation		$950,000.00
Highway 37 relocation		$12,000,000.00
Railroad Relocation		$18,000,000.00
Lots in Ravine Heights Addtion		$350,000.00
Relocate Wetlands		$1,000,000.00
	Total	$63,000,000.00
	Appraisals	$1,260,000.00
	Engineering	$630,000.00
	Grand Total	$64,890,000.00

ACEC
MEMBER

Alternative 3 – Relocate Runway 12/30 1505 feet and Relocate Wetlands

Alternative three would move runway 12/30 to the Northwest approximately 1505 feet, along with the associated RPZs, navaids, lighting, ASOS and any other required facilities. The five wetlands, previously discussed and shown in Figure 3, would be relocated to a site off of airport property. These wetlands would be replaced by working with the U.S. Fish and Wildlife Service and restoring wetlands that they have requests to restore but do not have the funding to complete. The wetlands would be restored and the Fish and Wild Service would keep and monitor the wetland easements. The on-airport wetland areas would be drained, graded and seeded so that they could be maintained in a manner that would not attract wildlife. Moving the RPZ and runway to the Northwest would remove all the properties East of Highway 37, listed above, from the RPZ. Refer to figure 18. By moving the RPZ however, four commercial buildings on the west side of Highway 37 will be in the RPZ and have to be relocated. The Northeast corner of the RPZ would be over US Highway 37. In order for this this alternative to be feasible, a land-use determination would have to be made to allow Highway 37 to be in the RPZ. The reason for not moving the RPZ further to the Northwest would be to keep maximum separation of the runway threshold for runway 12/30 from the edge of runway 17/35. The distance from the end of runway 12/30 to the edge of runway 17/35 would be 390 feet. The Canadian Pacific Railroad would not need to be relocated. The RPZ would be over the Railroad Right of Way but not the track. The shift would however bring four commercial buildings West of Highway 37 into the relocated RPZ. US Highway 37 would remain under the very northeast corner of the RPZ in the Controlled Activity Area. This relocation would cause the RPZ for runway 12 to be moved to the Northwest and would require the purchase of two parcels of additional property containing 1.7 and 5.3 acres, respectively. Refer to Figure 19. The county road, which is not currently in the RPZ, would now be in the controlled activity area of the relocated runway 12 RPZ. The township road, which is not currently in the RPZ, would now be in the Central Portion of the relocated runway 12 RPZ. A land use determination has been made not to allow the roads or railroads to remain in the RPZ. The cost for this alternative is $8,060,160 in 2012 dollars.

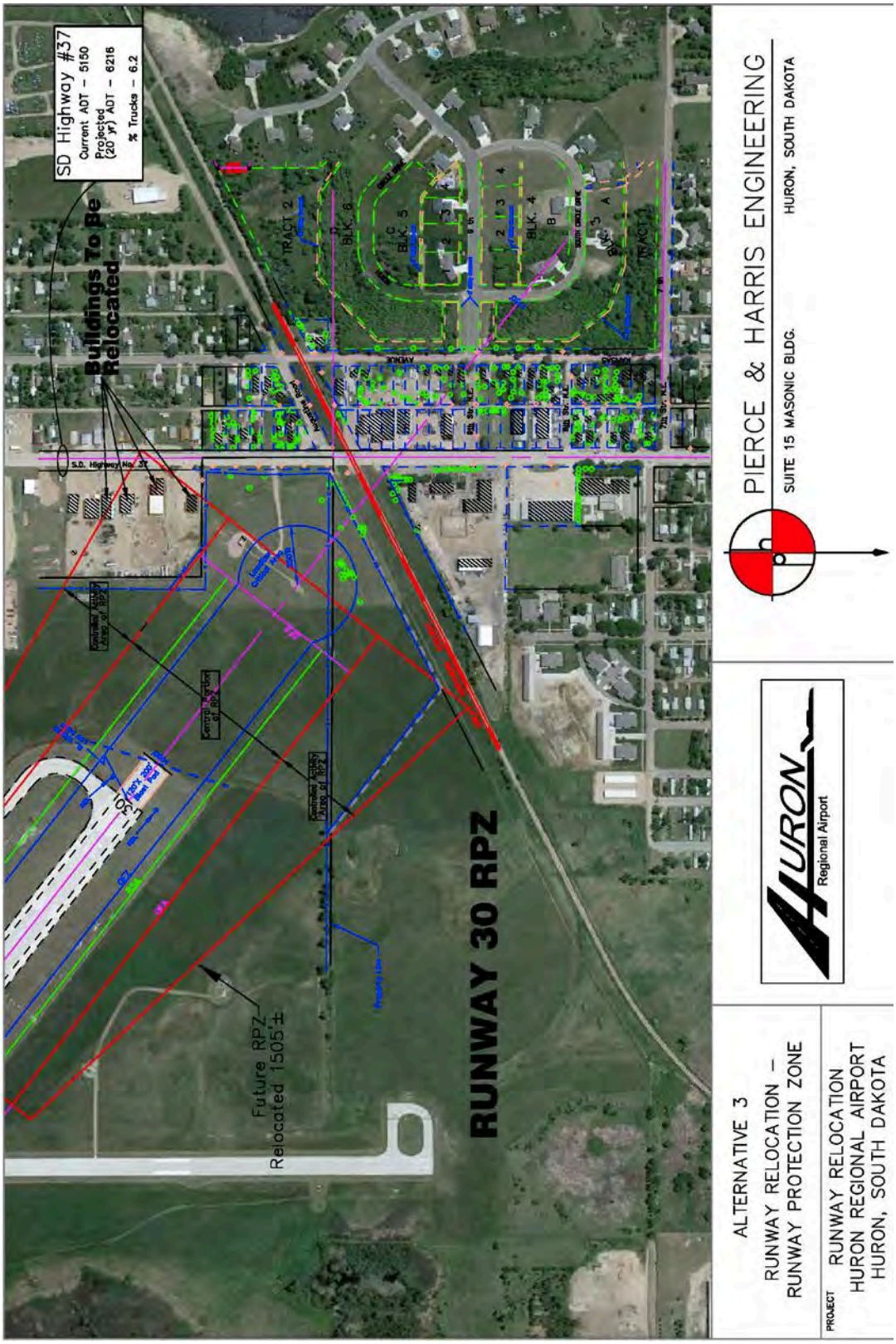
SD Highway #37
Current ADT - 5150
Projected (20 yr) ADT - 6216
% Trucks - 6.2
Buildings To Be Relocated
RUNWAY 30 RPZ
Future RPZ Relocated 1505'±
PIERCE & HARRIS ENGINEERING
SUITE 15 MASONIC BLDG.
HURON, SOUTH DAKOTA
HURON Regional Airport
ALTERNATIVE 3
RUNWAY RELOCATION - RUNWAY PROTECTION ZONE
PROJECT
RUNWAY RELOCATION
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA

Figure 18

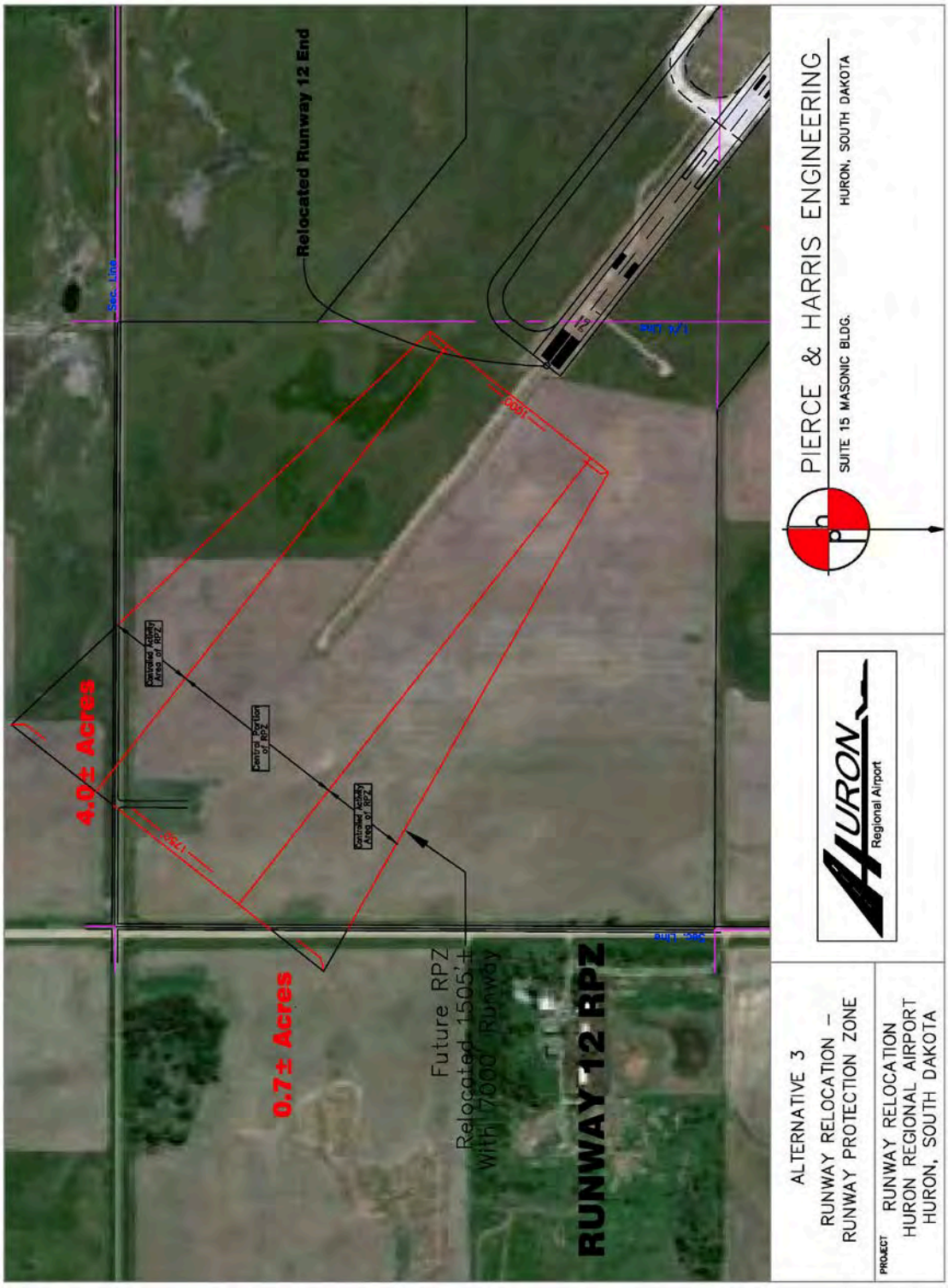
Relocated Runway 12 End
4.0± Acres
0.7± Acres
Future RPZ
Relocated 1505'±
With 7000' Runway
RUNWAY 12 RPZ
PIERCE & HARRIS ENGINEERING
SUITE 15 MASONIC BLDG.
HURON, SOUTH DAKOTA
HURON
Regional Airport
ALTERNATIVE 3
RUNWAY RELOCATION –
RUNWAY PROTECTION ZONE
PROJECT
RUNWAY RELOCATION
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA

Figure 19

PIERCE & HARRIS
CONSULTING ENGINEERS

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ENGINEERS ESTIMATE
PROPERTY RELOCATION
ALTERNATIVE 3
JANUARY 2012

Relocate 4 Buildings		$2,000,000.00
Relocate Runway 12/30 1505'		$5,000,000.00
Land Purchase		$60,160.00
Relocate Wetlands		$1,000,000.00
	Total	$8,060,160.00

ACEC MEMBER

Alternative 4 – Relocate Runway 12/30 1605 feet and Relocate Wetlands

Alternative 4 would move runway 12/30 to the Northwest approximately 1605 feet along with the associated RPZs, Navaids, lighting, ASOS and any other required facilities. Refer to Figure 20. The same five wetlands discussed above and shown in Figure 3 would be relocated to a site off of the airport property. These wetlands would be replaced by working with the U.S. Fish and Wildlife Service and restoring wetlands that they have requests to restore but do not have the funding to complete. The wetlands would be restored and the Fish and Wild Service would keep and monitor the wetland easements. The on airport wetland areas would be drained and graded so they could be maintained in a manner that would not attract wildlife. Moving the runway and associated RPZ's to the Northwest would remove all of the properties listed above from the RPZ. The RPZ for Runway 30 could be made completely free of non-aeronautical uses. The main difference is the separation between the beginning of runway 12/30 and the edge of runway 17/35 would be reduced to 290 feet. The main concern here is that a pilot using runway 12 does not become confused and mistakenly take the wrong runway. There would only be four buildings in the runway 30 RPZ which would have to be relocated. The land purchases for the RPZ for the runway 12 end would increase to 1.7 and 8.2 acres. In this alternate there will be one township road and one county road in the RPZ. Refer to Figure 21. However, only the township road would be in the Central Portion of the RPZ and the county Road would be in the Controlled Activity Area of the runway 12 RPZ. Acquiring the land or purchasing an avigation easement for the RPZ lying across the county and township roads would be options. Buying an avigation easement instead of purchasing the property would have minimal effect on land-use and farm ownership. Thus social impacts would be reduced. The cost for this alternative is $8,419,600 in 2012 dollars.

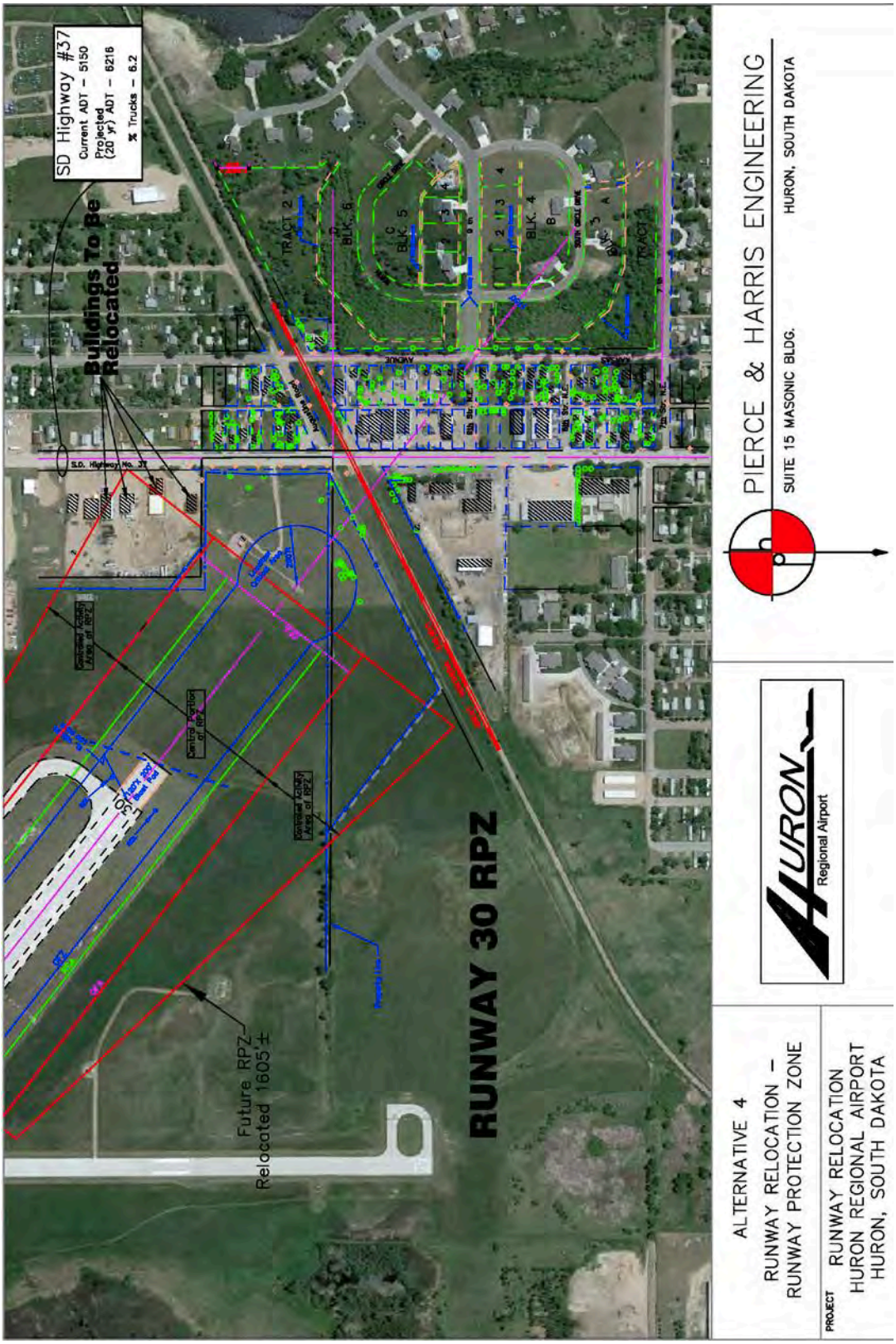
SD Highway #37
Current ADT - 5150
Projected (20 yr) ADT - 6216
% Trucks - 6.2
Buildings To Be Relocated
RUNWAY 30 RPZ
Future RPZ Relocated 1605'±
PIERCE & HARRIS ENGINEERING
SUITE 15 MASONIC BLDG.
HURON, SOUTH DAKOTA
HURON Regional Airport
ALTERNATIVE 4
RUNWAY RELOCATION - RUNWAY PROTECTION ZONE
PROJECT
RUNWAY RELOCATION
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA

Figure 20

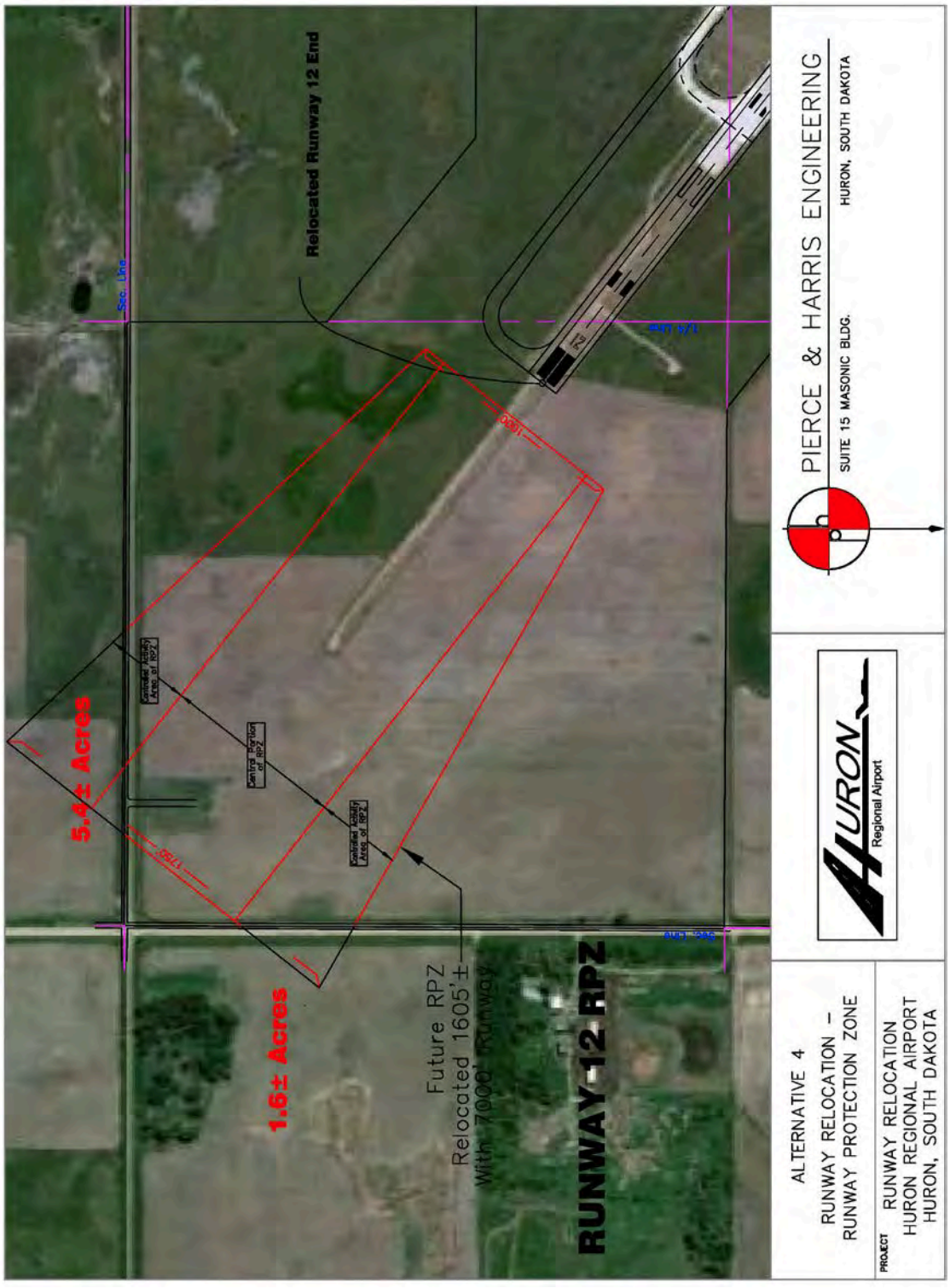
Relocated Runway 12 End
5.4± Acres
1.6± Acres
Future RPZ
Relocated 1605'±
With 7000' Runway
RUNWAY 12 RPZ
PIERCE & HARRIS ENGINEERING
SUITE 15 MASONIC BLDG.
HURON, SOUTH DAKOTA
HURON
Regional Airport
ALTERNATIVE 4
RUNWAY RELOCATION –
RUNWAY PROTECTION ZONE
PROJECT
RUNWAY RELOCATION
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA

Figure 21

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FAX: 605-352-5942

ENGINEERS ESTIMATE
PROPERTY RELOCATION
ALTERNATIVE 4
JANUARY 2012

Relocate 4 Buildings		$2,000,000.00
Relocate Runway 12/30 1605'		$5,330,000.00
Land Purchase		$89,600.00
Relocate Wetlands		$1,000,000.00
	Total	$8,419,600.00

ACEC
MEMBER

Alternative 5 – Relocate Runway 12/30 1605 feet, Clear the Roads from the Runway 12 RPZ and Relocate Wetlands

Alternative 5 would move runway 12/30 to the Northwest approximately 1605 feet along with the associated RPZs, Navaids, lighting, ASOS and any other required facilities. The same five wetlands discussed above and referred to in Figure 3 would be relocated to a site off of the airport property. These wetlands would be replaced by working with the U.S. Fish and Wildlife Service and restoring wetlands that they have requests to restore but do not have the funding to complete. The wetlands would be restored and the Fish and Wild Service would keep and monitor the wetland easements. The on-airport wetland areas would be drained and graded so they could be maintained in a manner that would not attract wildlife. Moving the runway and associated RPZ's to the Northwest would remove all of the properties listed in Alternative 1 above from the RPZ. The RPZs for both Runway 12 and 30 could be made completely free of non-aeronautical uses. Refer to Figures 22 and 23. The separation between the beginning of runway 12/30 and the edge of runway 17/35 would be reduced to 290 feet. The main concern here is that pilots using runway 12 do not become confused and mistakenly take the wrong runway. There would only be four buildings in the Runway 30 RPZ, which would have to be relocated. The land purchases for the RPZ for Runway 12 end would be increased to 9.0 and 19.9 acres. In this Alternative, the township and county roads will both the relocated, around the Runway 12 RPZ. The cost for this alternative is $8,929,420 in 2012 dollars. This alternative meets the requirements of the purpose and need is reasonable, feasible, and cost-effective and should be evaluated further.

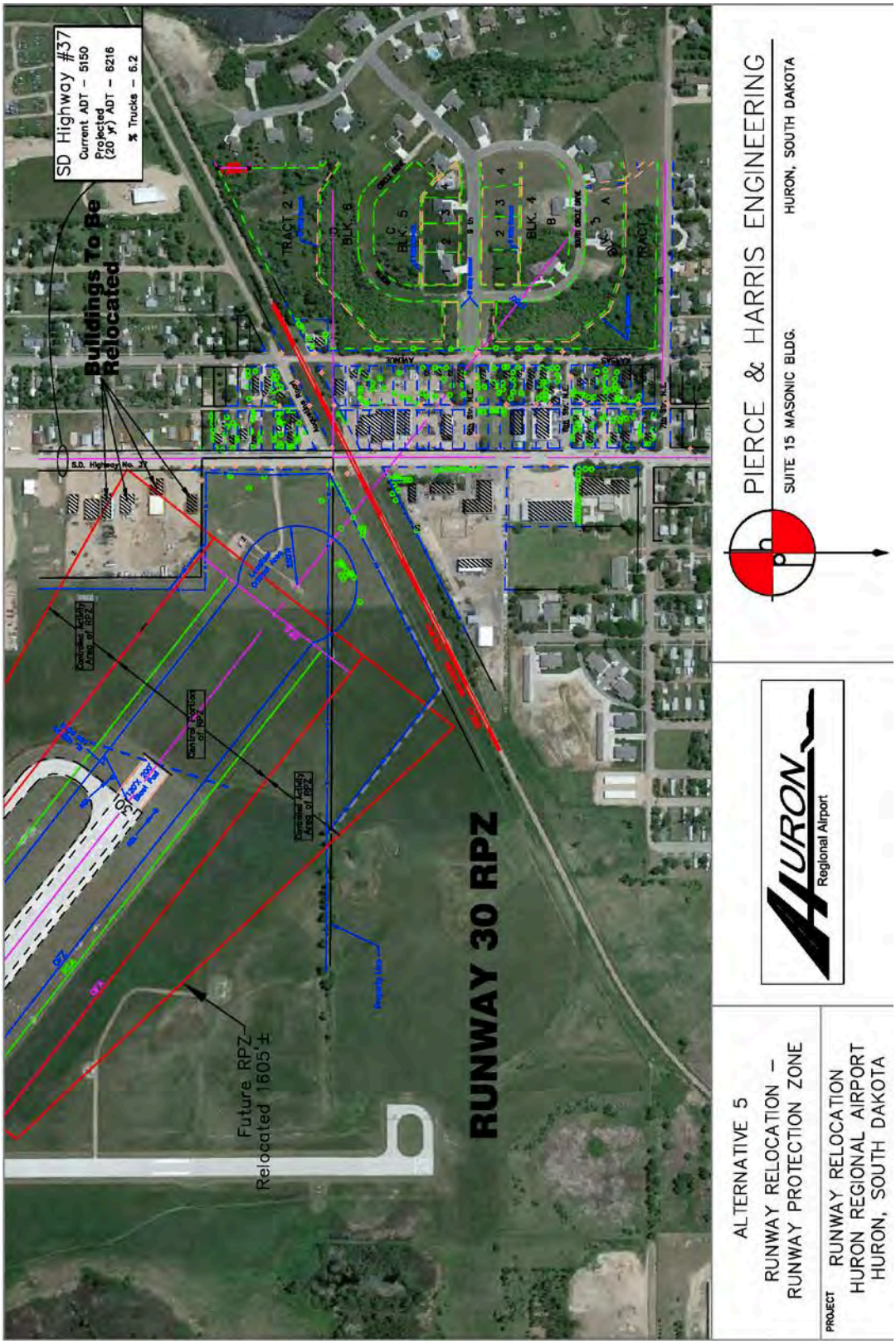
SD Highway #37
Current ADT - 5150
Projected (20 yr) ADT - 6216
% Trucks - 6.2
Buildings To Be Relocated
RUNWAY 30 RPZ
Future RPZ Relocated 1605'±
PIERCE & HARRIS ENGINEERING
SUITE 15 MASONIC BLDG.
HURON, SOUTH DAKOTA
HURON Regional Airport
ALTERNATIVE 5
RUNWAY RELOCATION -
RUNWAY PROTECTION ZONE
PROJECT
RUNWAY RELOCATION
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA

Figure 22

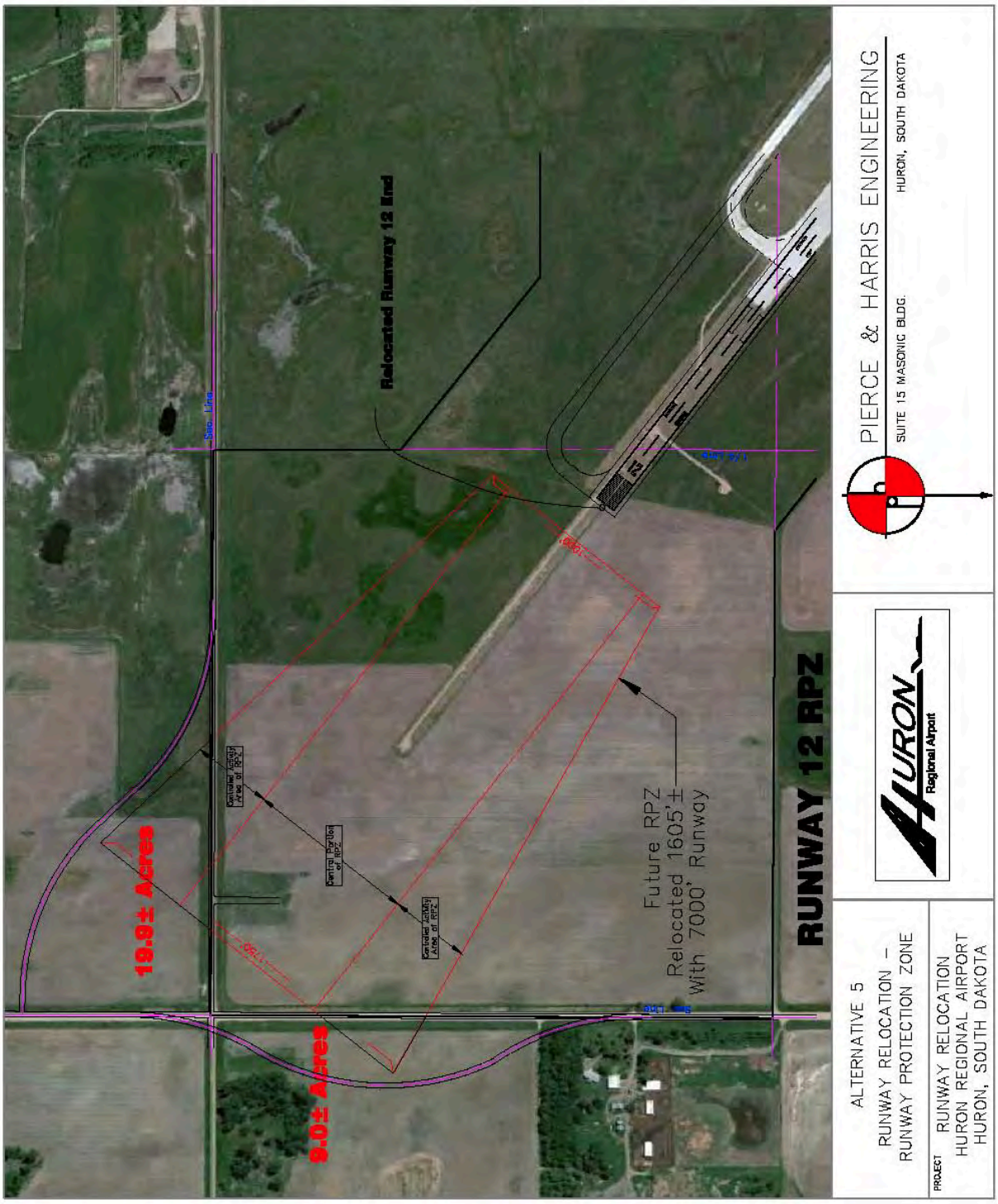
Relocated Runway 12 End
Future RPZ
Relocated 1605'±
With 7000' Runway
RUNWAY 12 RPZ
19.8± Acres
9.0± Acres
PIERCE & HARRIS ENGINEERING
SUITE 15 MASONIC BLDG.
HURON, SOUTH DAKOTA
HURON
Regional Airport
ALTERNATIVE 5
RUNWAY RELOCATION –
RUNWAY PROTECTION ZONE
PROJECT
RUNWAY RELOCATION
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA

Figure 23

PIERCE & HARRIS
CONSULTING ENGINEERS

31 4TH STREET SE
POST OFFICE BOX 1384
HURON, SOUTH DAKOTA 57350

PHONE: 605-352-5382
TOLL FREE: 1-888-352-5382
FAX: 605-352-5942

ENGINEERS ESTIMATE
PROPERTY RELOCATION
ALTERNATIVE 5
JANUARY 2012

Relocate 4 Buildings		$2,000,000.00
Relocate Runway 12/30 1605'		$5,330,000.00
Land Purchase for the County Road		$115,200.00
Land Purchase for the Township Road		$254,720.00
Relocate County Road		$111,500.00
Relocate Township Road		$118,000.00
Relocate Wetlands		$1,000,000.00
	Total	$8,929,420.00

ACEC MEMBER

CHAPTER THREE – EXISTING CONDITIONS

Location

The Huron Regional Airport is owned by the City of Huron and operated by the Airport Board. It is located on the North side of the city of Huron (Figure 1). The airport is surrounded by a mixture of residences, businesses and agricultural operations. One of the largest operations on the airport is Wilbur-Ellis which is a large agricultural spraying operator. In addition to the agricultural spraying operation they have a large ground chemical application operation which is located next to the airport.

The airport also serves Great Lakes Regional Airline, which connects Huron with Minneapolis and Denver. This airline is a link to the nation's air transportation system and is vital to the economic future of Huron. It is imperative that future development on the airport insures facilities that will meet the future needs of the airline in the event it transitions to Regional Jets. The proposed development must also take into account the future requirements of corporate jets.

Population

Huron's population has declined since 1970 but has increased since the 2000 census. This is partly due to the Huron Regional Airport and the transportation connection that it provides.

Huron's Population Trends 1960 to 2010

Year	1960	1970	1980	1990	2000	2010
Population	14,180	14,299	13,000	12,488	11,893	12,592

Business and Industry

Huron's economy is primarily based on agriculture and ag-related businesses, however, the City, through its Development Corporation has made significant increases in jobs provided by industrial and manufacturing facilities. The table below provides a list of major employees in the City of Huron. This table is provided to show the number of non-agricultural related jobs and largest employers in the City of Huron, and also to show the businesses which may be affected by this action. Smaller businesses are not shown in the table. Although they are important to the community, due to their size, the impact of their relocation would be relatively small.

Major Employers in Huron, South Dakota

Employer	Description	No. of Employees
Dakota Provisions	Food Processing Plant	925
United States Government	Government	385
Huron Public Schools	Education	314
Huron Regional Medical Center	Hospital	255
Center for Independence	Human Services	254
Sunquest Healthcare Center	Health Care/Senior Health Care	245
Walmart	Retail	220
Terex Incorporated	Manufacturing – Digger Derricks	174
Trussbilt Incorporated	Manufacturing – Steel Security Products	140
Canadian Pacific Railroad	Railroad	132
State Government	Government	130
Coborn's	Grocery	125
Banner Engineering	Manufacturing - Sensors	122
Aerostar	Textile Manufacturing	119
NorthWestern Energy	Utilities	118
City of Huron	Government	115
Violet Tschetter Nuring Home	Senior Health Care	85
Horizontal Machining and Manufacturing	Manufacturing	80
Our Home Incorporated	Human Services	80
Overbuilt, Inc	Manufacturing	78
Premier Bankcard	Call Center	71

Land Use

Land use surrounding the Huron Regional Airport is primarily business and residential to the South and East and agricultural uses to the North and West. It is important to know that the land under the 30 RPZ has had most of its current uses for the last 30 years or more. The City of Huron, along with the airport board and planning department, work diligently to put in place zoning ordinances to protect the airport's interests. Some of these uses are grandfathered in prior to the zoning ordinances. See Figure 24.

CHAPTER FOUR – ANALYSIS OF ENVIROMENTAL IMPACTS

SUMMARY OF ALTERNATIVES AND ENVIRONMENTAL IMPACTS

Impact Categories	Alternative 1 (No Action)	Alternative 2	Alternative 3	**Alternative 4**	Alternative 5	**Commitments and Compliance**
Air Quality	**Not located in a non-attainment area; General Conformity Rule does not apply.**	**Not located in a non-attainment area; General Conformity Rule does not apply.**	**Not located in a non-attainment area; General Conformity Rule does not apply.**	**Not located in a non-attainment area; General Conformity Rule does not apply.**	**Not located in a non-attainment area; General Conformity Rule does not apply.**	**Include BMPs to minimize impacts.**
Coastal Resources	**Not located within a coastal barrier or coastal zone.**	**Not located within a coastal barrier or coastal zone.**	**Not located within a coastal barrier or coastal zone.**	**Not located within a coastal barrier or coastal zone.**	**Not located within a coastal barrier or coastal zone.**	**No Impacts.**
Compatible Land Use	**No change to land**	**Would correct all of the incompatible uses in the R/W 30 RPZ**	**Would correct all of the incompatible uses in the R/W 30 RPZ Adds incompatible uses in R/W 12 RPZ**	**Would correct all of the incompatible uses in the R/W 30 RPZ Adds incompatible uses in R/W 12 RPZ**	**Would correct all of the incompatible uses in both R/W RPZs**	**Remediate obstructions. Acquire Property.**
Construction Impacts	**No impact.**	**Temporary impacts may include increased noise, mobile source emissions, fugitive dust, and soil erosion.**	**Temporary impacts may include increased noise, mobile source emissions, fugitive dust, and soil erosion.**	**Temporary impacts may include increased noise, mobile source emissions, fugitive dust, and soil erosion.**	**Temporary impacts may include increased noise, mobile source emissions, fugitive dust, and soil erosion.**	**Include BMPs to minimize impacts**
Department of Transportation Act Section 4(f)	**No impact.**	**No 4(f) lands disturbed**	**No 4(f) lands disturbed**	**No 4(f) lands disturbed**	**No 4(f) lands disturbed**	**No Impact**
Farmlands (Prime or Important	**No impact.**	**No impact.**	**Rated No Effect**	**Rated No Effect**	**Rated No Effect**	**No Impact**
Fish, Wildlife, and Plants	**No impact.**	**No impact.**	**There are two endangered species on the list for Beadle County; the Topeka Shiner and the whooping crane. None are in the project area.**	**There are two endangered species on the list for Beadle County; the Topeka Shiner and the whooping crane. None are in the project area.**	**There are two endangered species on the list for Beadle County; the Topeka Shiner and the whooping crane. None are in the project area.**	**A note in the contract documents will be provided to ensure that there will be no disturbance of any crane that may enter the project area**

Impact Categories	Alternative 1 (No Action)	Alternative 2	Alternative 3	Alternative **4**	Alternative 5	Commitments and Compliance
Floodplains	**No impact.**	**No impact in acquisition area mitigated in wetland area.**	**No impact in construction area mitigated in wetland area.**	**No impact in construction area mitigated in wetland area.**	**No impact in construction area mitigated in wetland area.**	**Not applicable.**
Hazardous Materials, Pollution Prevention, and Solid Waste	**No impact.**	**No known contamination sites; no anticipated impact.**	**No known contamination sites; no anticipated impact.**	**No known contamination sites; no anticipated impact.**	**No known contamination sites; no anticipated impact.**	**If contamination is encountered, the Contractor must notify the DENR (605-773-3296) Spills must be reported to the National Response Center (800-424-8802).**
Historical, Architectural, Archaeological, and Cultural Resources	**No impact.**	**No Historic Properties Affected**	**No Historic Properties Affected**	**No Historic Properties Affected**	**No Historic Properties Affected**	**Work shall cease if cultural resources are discovered. Discoveries must be reported to the SD SHPO and the Bismarck FAA-ADO**
Light Emissions and Visual Impacts	**No impact.**	**No impact.**	**No impact.**	**No impact.**	**No impact.**	**No impact.**
Natural Resources and Energy Supply	**No impact.**	**Energy and natural resources will be used in construction but minimized by efficient design.**	**Energy and natural resources will be used in construction but minimized by efficient design.**	**Energy and natural resources will be used in construction but minimized by efficient design.**	**Energy and natural resources will be used in construction but minimized by efficient design.**	**No significant impact.**
Noise	**No impact.**	**Minor Impact construction is away from population center**	**Minor Impact construction is away from population center**	**Minor Impact construction is away from population center**	**Minor Impact construction is away from population center**	**No significant impact.**

Impact Categories	Alternative 1 (No Action)	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Commitments and Compliance
Secondary (Induced) Impacts	**No impact.**	**Extensive induced impacts because of the large number of businesses, residences, religious, and governmental facilities affected.**	**No significant impact.**	**No significant impact.**	**No significant impact.**	**None.**
Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risk	**No impact.**	**No significant impact.**	**No significant impact.**	**No significant impact.**	**No significant impact.**	**None.**
Water Quality	**No impact.**	**No significant impact Since Storm Water Pollution Prevention Plans and Best management practices will be developed prior to construction.**	**No significant impact Since Storm Water Pollution Prevention Plans and Best management practices will be developed prior to construction.**	**No significant impact Since Storm Water Pollution Prevention Plans and Best management practices will be developed prior to construction.**	**No significant impact Since Storm Water Pollution Prevention Plans and Best management practices will be developed prior to construction.**	**Include BMPs to minimize impacts. Sponsor will apply for Storm Water Discharge Permit through the DENR.**
Wetlands	**No impact.**	**58.74 acres of Wetland will be mitigated off the Airport.**	**58.74 acres of Wetland will be mitigated off the Airport.**	**58.74 acres of Wetland will be mitigated off the Airport.**	**58.74 acres of Wetland will be mitigated off the Airport.**	**Wetland mitigation will be coordinated through the USFWS,**
Wild and Scenic Rivers	**No impact.**	**No Impact.**	**No impact.**	**No impact.**	**No impact.**	**None**
Cumulative Impacts	**No impact.**	**None of the projects on the 5 year plan will contribute to any single environmental category so there will be no cumulative effects.**	**None of the projects on the 5 year plan will contribute to any single environmental category so there will be no cumulative effects.**	**None of the projects on the 5 year plan will contribute to any single environmental category so there will be no cumulative effects.**	**None of the projects on the 5 year plan will contribute to any single environmental category so there will be no cumulative effects.**	**None.**

AIR QUALITY

Air quality assessments for proposed Federal actions may be necessary for compliance with the requirements of the *National Environmental Policy Act*, the *Clean Air Act*, and other environment-related regulations and directives. There are no nonattainment areas in South Dakota.

The FAA Order 5050.4B, *"National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects"* and the "Air Quality Procedures for Civilian Airports & Air Force Bases" (Air Quality Handbook and its' Addendum) give criteria to use when evaluating the impacts to air quality. The flow chart for determination of the level of assessment required is on page AD-34 of the addendum to the Air Quality Handbook. A copy of the flow chart is included in **Appendix C.**

The State of South Dakota does not require indirect source review, therefore no indirect source permit is required. South Dakota is an attainment and not a maintenance area, therefore, no NAAQS assessment is required.

Comments for the air quality impacts of this project were solicited from the South Dakota Department of Environment and Natural Resources (SD DENR). A copy of this correspondence along with their response is included in **Appendix B.** The SD DENR indicated in their response that the project would have "little or no impact" on air quality.

Alternative 1, 2, 3, 4, &5

These alternatives will not impact air quality because the Huron Regional Airport is located in an attainment area does not exceed the limits set forth in the Air Quality Handbook.

COASTAL RESOURCES

Federal activities involving are affecting coastal resources are covered by Coastal Barriers Resources Act, the Coastal Zone Management Act, and E.O. 13089 Coral Reef Protection. Huron is not in Coastal Management Zone (Coastal Barriers or Coastal Zones) since it is located in the middle of the country and nowhere near a coast. There are no coastal coral reefs to protect.

Alternatives 1,2,3,4,& 5

These alternatives will not impact Coastal Resources because the Huron Regional Airport is located well inland, so there will be no effect on this environment.

COMPATIBLE LAND USE

Compatible land-use around the airport is very important in planning future airport development so that it fits well with community development. One of the primary concerns when discussing airport land use is noise generated on the airport. Further discussion of noise impacts around the airport will be completed in Section 14 – Noise. Land-use also needs to be analyzed for the consequences of community disruption, business relocations, induced socio-economic impacts, wetland or floodplain impacts, critical habitat alterations and current and future zoning.

Of primary concern for the proposed project is the land use under the existing RPZs for runway 12 and 30. The current runway 30 RPZ is over a busy highway, a railroad, church facilities, several businesses, governmental offices, residences, and a school. While the City of Huron, with input from the Airport Board, has put zoning ordinances in effect to control the land uses near the airport, many of the uses were in place prior to the zoning ordinances. Figure 24 shows the current zoning. All of the existing uses are not compatible with FAA's new land-use policy listed in AC 154/5300 – 13A to clear the RPZ's of all obstructions not required for aeronautical purposes. Currently the runway 12 RPZ is located on airport property and the land use is limited hay production, which is a compatible use.

The wetlands to be relocated would be graded to drain and then seeded with a seed mixture that could be maintained so that the area could be compatible with the Wildlife Hazard Mitigation Plan and not attract wildlife. This would minimize the attractiveness this area to wildlife, particularly birds which increase the possibility of bird strikes to aircraft using the Huron Regional Airport. The relocated wetlands would be constructed to U.S. Fish and Wildlife standards and the vegetation would be replaced with similar or better vegetation using the Floristic Quality Index of the existing wetlands as the baseline.

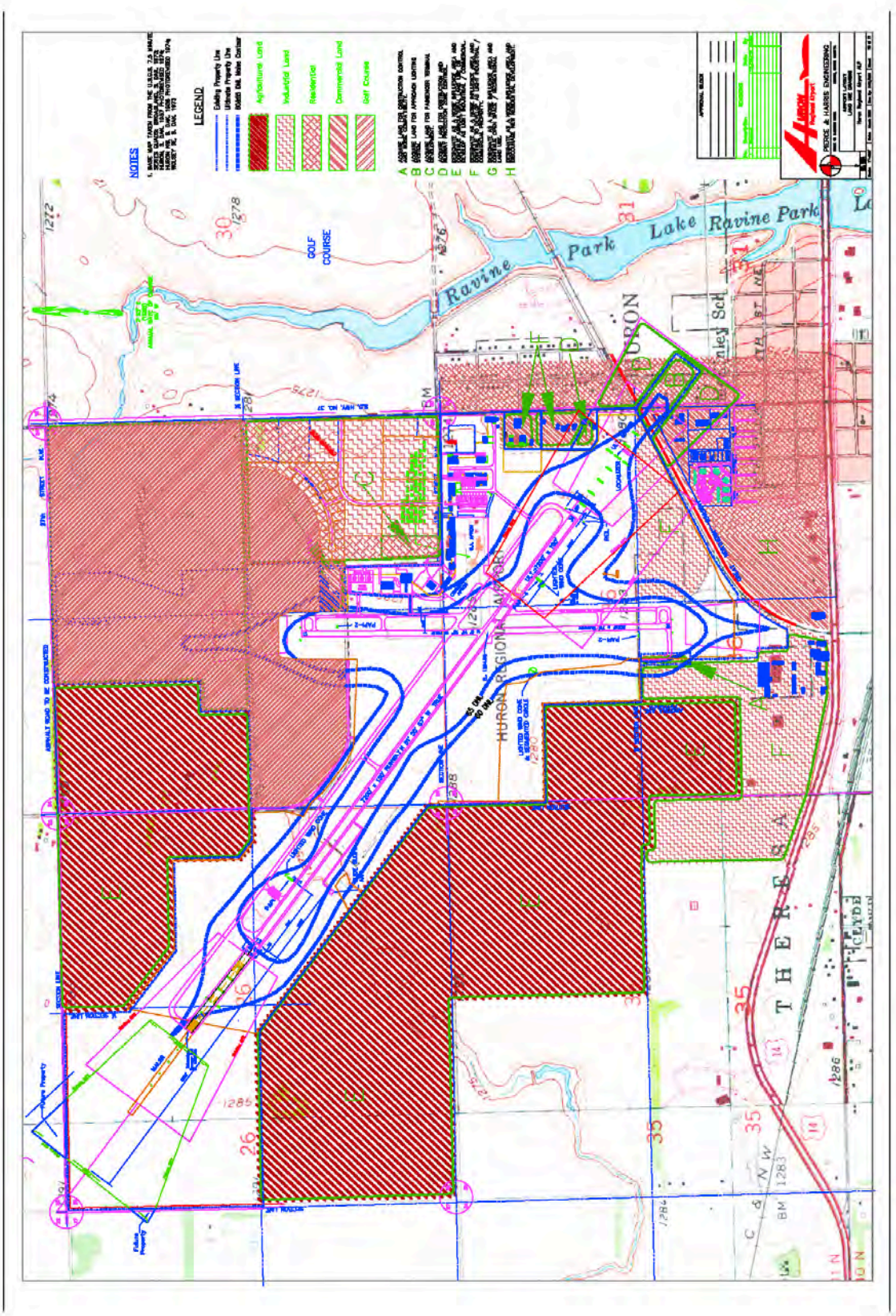
LEGEND
NOTES
Agricultural Land
Industrial Land
Residential
Commercial Land
Golf Course
GOLF COURSE
Ravine Park Lake Ravine Park
HURON REGIONAL AIRPORT
THERE

Figure 24

Alternative 1 – No Action

This alternative does not impact compatible land-use since it does not involve any changes to land-use. This alternative does not correct any incompatible land uses in the current runway 30 RPZ. It does not mitigate any hazardous wildlife attractants or provide a safe future approach to runway 12. No Action does not meet the requirements of the current FAA Advisory Circular 150/5300-13A or the Purpose and Need.

Alternative 3 – Relocate Runway 12/30 1505 feet and Relocate Wetlands

This alternative would correct all of the incompatible uses in the runway 30 RPZ except for Highway 37 in the very Northeast corner of the RPZ. The alternative also greatly reduces any safety concerns to all of the facilities located in the RPZ. It would not impact any of the residences churches, schools, businesses, and governmental offices currently located in the RPZ since they would remain in an as-is condition with the exception of the four businesses which may have to be relocated. Thus the socioeconomic impacts are greatly minimized by this option.

The relocation of the RPZ for runway 12 and the required purchase of land for the RPZ, which is off of airport property, would also have a very minimal effect on land-use. The only effect would possibly be changing the affected acreage from row crops to hay crops.

The relocation of the existing wetlands to wetland areas that have been previously drained will have very little effect on current land-use since those areas are of marginal value as farmland. By measuring the vegetation index and implementing a five-year monitoring program, equal or better habitat will be provided in the mitigated wetlands.

Alternative 4 – Relocate Runway 12/30 1605 feet and Relocate Wetlands

This alternative would correct all of the incompatible uses the runway 30 RPZ. The

alternative also greatly reduces any safety concerns to all of the facilities located in the RPZ. It would not impact any of the residences churches, schools, businesses, and governmental offices currently located in the RPZ since they would remain in an as is condition with the exception of the four businesses which may have to be relocated. Thus the social and economic impacts are greatly minimized by this option.

The relocation of the RPZ for runway 12 and the required purchase of land for the RPZ which is off of airport property would also have a very minimal effect on land-use. The only effect would possibly be changing the affected acreage from row crops to hay crops.

The relocation of the existing wetlands to wetland areas that have been previously drained will have very little effect on current land-use since those areas are of marginal value as farmland. By measuring the vegetation index and implementing a five-year monitoring program, equal or better habitat will be provided in the mitigated wetlands.

Alternative 5 – Relocate Runway 12/30 1605 feet clear the roads from the Runway 12 RPZ and Relocate Wetlands

This alternative would correct all of the incompatible uses in the runway 30 RPZ. The alternative also greatly reduces any safety concerns to all of the facilities located in the RPZ. It would not impact any of the residences churches, schools, businesses, and governmental offices currently located in the RPZ since they would remain in an as-is condition with the exception of the four businesses which may have to be relocated. Thus the social and economic impacts are greatly minimized by this option.

The relocation of the RPZ for runway 12 and the required purchase of land for the RPZ, which is off of airport property, would also have slightly more effect on land-use. The effect would be to change the affected acreage from row crops to hay crops and relocating two roads. Relocating the existing roads around the RPZ would have little impact with the exception of taking more farmland out of production.

The relocation of the existing wetlands to wetland areas that have been previously drained will have very little effect on current land-use since those areas are of marginal value as farmland. By measuring the vegetation index and implementing a five-year monitoring program, equal or better habitat will be provided in the mitigated wetlands.

CONSTRUCTION IMPACTS

Construction impacts by nature are temporary and would only cause impacts during the actual construction period and the time it takes to revegetate the disturbed area. The basic impacts of construction are noise, air quality, hazardous run off, and erosion runoff. In addition there will be some limited impact on the use of runway 12/30 during the construction project. Those impacts will be minimized through scheduling and the construction safety plan. Due to the location of the construction activities, the impacts will be minimal since the areas are mostly surrounded by farmland and there are no waterways in the construction area.

Prior to construction, a Storm Water Pollution Prevention Plan (SWPPP) will be prepared to outline best management practices for construction activities. The SD DENR administers the Federal National Pollutant Discharge Elimination System (NPDES) program and issues general permits for storm water discharges from construction activities. The purpose of the program is to not degrade water quality by reducing or eliminating contaminants in storm water. An application to the SD DENR for a permit for this project would be submitted prior to any construction. The permit requirements will be made a part of the contract documents.

Care will be taken during the wetland grading portions of the project to ensure erosion sediment is not introduced into the existing storm sewer system. Measures will also be taken to ensure construction activities at any project location will not affect or minimally affect the local environment.

Dust is the greatest concern and possibly the thing that would affect people most during

the construction period. The concern is not only from the construction site itself but from the haul roads to and from the projects site. Included in the project plans will be watering quantities or dust control measures to be used to control dust on the project site and haul roads to the construction site.

Since there may be some building demolition involved with this project the City of Huron will provide an approved rubble site for disposal of construction debris.

Alternative 1 – No Action

This alternative has no construction impact since there is no construction. This alternative does not correct any incompatible land uses in the runway 30 RPZ. It does not mitigate any hazardous wildlife attractants or provide a clear approach RPZ to runway 17. No Action does not meet the requirements of the current FAA Advisory Circular 150/5300-13A.

Alternative 3 – Relocate Runway 12/30 1505 feet and Relocate Wetlands
Alternative 4 – Relocate Runway 12/30 1605 feet and Relocate Wetlands
Alternative 5 – Relocate Runway 12/30 1605 feet clear the roads from the Runway 12 RPZ and Relocate Wetlands

These alternatives would have construction impacts since wetlands would be regraded, the runway and taxiway would be constructed and buildings would be relocated. All of the construction impacts listed above would be minimized by the Best Management Practices, proper haul road construction, dust control, proper waste disposal. Also, the construction locations, with the exception of building relocation, would be generally located away from population centers. T he construction safety plan, which is included in the contract documents, would also control construction sequencing in order to ensure any hazards would be minimized.

DEPARTMENT OF TRANSPORTATION ACT: Section 4(f)

The Federal statute that governs impacts in this category is commonly known as the Department of Transportation (DOT) Act, section 4(f) provisions. Section 4(f) of the DOT Act, which is codified and renumbered as section 303(c) of 49 U.S.C., provides that the Secretary of Transportation will not approve any program or project that requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance or land from an historic site of national, State, or local significance as determined by the officials having jurisdiction thereof, unless there is no feasible and prudent alternative to the use of such land and such program, and the project includes all possible planning to minimize harm resulting from the use. Figure 25 shows the 4(f) land outlined in green in the vicinity of the project. Since the proposed construction would take place on existing airport property and the property proposed for purchase contains no 4(f) lands, no 4(f) land or facilities will be disturbed.


NATIONAL REGISTER
OF HISTORIC PLACES
Huron
Huron
Google earth
Google earth
miles
km
2
3

Figure 25

Alternative 1 – No Action

This alternative will not impact 4(f) land since nothing changes.

Alternative 3 – Relocate Runway 12/30 1505 feet and Relocate Wetlands

Alternative 4 – Relocate Runway 12/30 1605 feet and Relocate Wetlands

Alternative 5 – Relocate Runway 12/30 1605 feet clear the roads from the Runway 12 RPZ and Relocate Wetlands

These alternatives will not impact 4(f) land since the construction will take place on land owned by the Huron Regional Airport. The lands currently owned and proposed to be purchased are not 4(f) land.

FARMLANDS

The Farmland Protection Policy Act (FPPA) regulates Federal actions with the potential to convert farmland to non-agricultural uses. Consultation with the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) should occur to determine if the FPPA applies to the land the proposed action would convert to non-agricultural use. For FPPA-regulated farmland, scoring of the relative value of the site for preservations performed by the NRCS and the proponent. If the total score on Form AD-1006 "Farmland Conversion Impact Rating" is below 160, no further analysis is necessary.

There are up to 22.3 acres of airport land which is currently being used for agricultural purposes which would be used for the construction portion of this project. The proposed project is for the construction of the new taxiway and runway extensions along with associated safety area grading to be constructed on those lands.

The score for the affected acres on the form AD – 1006 is 152 therefore no further analysis is necessary. The correspondence with NRCS is found in Appendix C.

Alternative 1 – No Action

This alternative will not impact farmland, since nothing changes farmland is unaffected.

Alternative 3 – Relocate Runway 12/30 1505 feet and Relocate Wetlands

Alternative 4 – Relocate Runway 12/30 1605 feet and Relocate Wetlands

Alternative 5 – Relocate Runway 12/30 1605 feet clear the roads from the Runway 12 RPZ and Relocate Wetlands

These alternatives are considered to have no impact to farmland since the score on the form AD – 1006 is below 160.

FISH, WILDLIFE, AND PLANTS

Section 7 of the Endangered Species Act (ESA), as amended, applies to Federal agency actions and sets forth requirements for consultation to determine if the proposed action "may affect" an endangered or threatened species. If an agency determines that an action "may affect" a threatened or endangered species, then Section 7(a)(2) requires each agency, generally the lead agency, to consult with the U.S. Fish and Wildlife Service (FWS) to ensure that any action the agency authorizes, funds, or carries out is not likely to jeopardize the continued existence of any Federally listed endangered or threatened species or result in the destruction or adverse modification of critical habitat. The fish and Wildlife Service was consulted and a copy of the correspondence is included in **Appendix B**. There two endangered species on the list for Beadle County; the Topeka Shiner and the whooping crane. No work is going to be done in or near Broadland Creek where in the Topeka Shiner may exist so no threat to the Topeka Shiner occurs as part of this project. There was no observation of the Whooping Crane during the Wildlife Assessment on the airport. This, however, does not mean that it is not possible for one or two to pass by during construction. A note in the contract documents will be provided to ensure that Whooping Cranes are sighted and that there will be no disturbance of any

crane that may enter the project area.

There were no endangered plants identified by the Fish and Wildlife Service.

Alternative 1 – No Action

This alternative will not impact fish, wildlife, and plants since nothing changes so they are not affected.

Alternative 3 – Relocate Runway 12/30 1505 feet and Relocate Wetlands
Alternative 4 – Relocate Runway 12/30 1605 feet and Relocate Wetlands
Alternative 5 – Relocate Runway 12/30 1605 feet clear the roads from the Runway 12 RPZ and Relocate Wetlands

These alternatives are considered to have no impact to fish, wildlife, and plants since all impacts will be avoided. Prior to any construction in the wetlands and before the migratory bird season they will be mowed to make sure that there is no habitat for nesting

FLOODPLAINS

Executive Order 11988 directs Federal agencies to take action to reduce the risk of flood loss, minimize the impact of floods on human safety, health, and welfare, and restore and preserve the natural and beneficial values served by floodplains. Order DOT 5650.2 contains DOT's policies and procedures for implementing the executive order. Agencies are required to make a finding that there is no practicable alternative before taking action that would encroach on a base floodplain based on a 100-year flood (7 CFR 650.25). The proposed runway and taxiway extension would not be in or near a floodplain so will have no effect on the floodplain. The wetland mitigation portion of the project is in a floodplain, however, the proposed actions will manage floodwaters so that no effect will occur outside the floodplain. Refer to figure 26.

Alternative 1 – No Action

This alternative will not impact on the floodplains since nothing changes so it is not affected.

Alternative 3 – Relocate Runway 12/30 1505 feet and Relocate Wetlands

Alternative 4 – Relocate Runway 12/30 1605 feet and Relocate Wetlands

Alternative 5 – Relocate Runway 12/30 1605 feet clear the roads from the Runway 12 RPZ and Relocate Wetlands

These alternatives are considered to have no impact to floodplains since all impacts will be avoided in the runway in taxiway extension project. The wetlands relocation project will involve managing the floodplain in a manner that will not impact anything outside the floodplain.

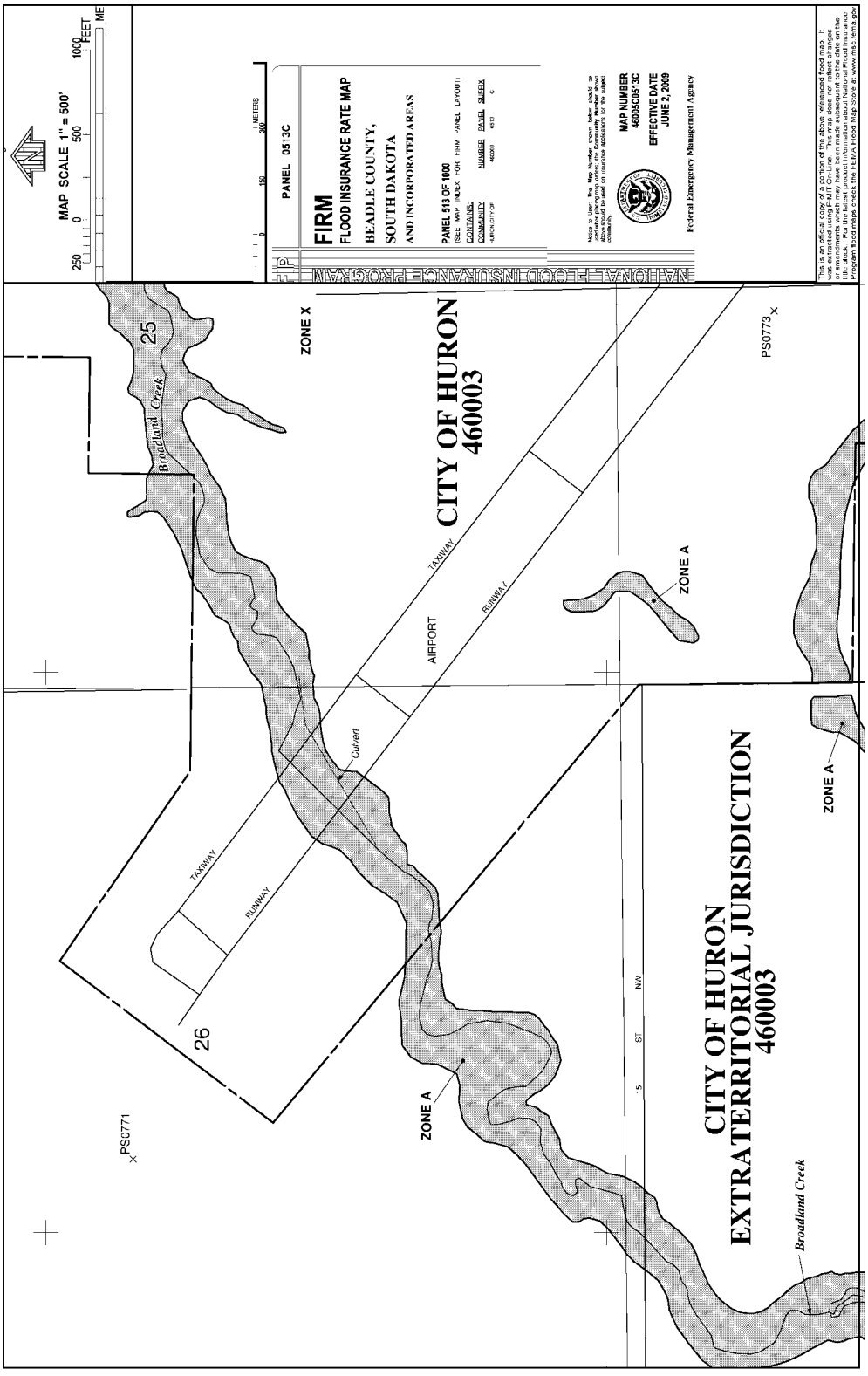
FIRM
FLOOD INSURANCE RATE MAP
BEADLE COUNTY,
SOUTH DAKOTA
AND INCORPORATED AREAS
PANEL 513 OF 1000
MAP NUMBER
46005C0513C
EFFECTIVE DATE
JUNE 2, 2009
Federal Emergency Management Agency
MAP SCALE 1" = 500'
PANEL 0513C
CITY OF HURON
460003
CITY OF HURON
EXTRATERRITORIAL JURISDICTION
460003
ZONE X
ZONE A
ZONE A
ZONE A
AIRPORT
TAXIWAY
RUNWAY
TAXIWAY
RUNWAY
Culvert
Broadland Creek
Broadland Creek
PS0771
PS0773
25
26
15
ST
NW

Figure 26

HAZARDOUS MATERIALS, POLLUTION PREVENTION, & SOLID WASTE

Four primary laws have been passed governing the handling and disposal of hazardous materials, chemicals, substances, and wastes. The two statutes of most importance to the FAA in proposing actions to construct and operate facilities and navigational aids are the Resource Conservation and Recovery Act (RCRA) (as amended by the Federal Facilities Compliance Act of 1992) and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), as amended by the Superfund Amendments and Reauthorization Act of 1986 (SARA or Superfund) and the Community Environmental Response Facilitation Act of 1992.

E.O. 12088, as amended, directs Federal agencies to: comply with "applicable pollution control standards," in the prevention, control, and abatement of environmental pollution; and consult with the EPA, State, interstate, and local agencies concerning the best techniques and methods available for the prevention, control, and abatement of environmental pollution.

The Department of Environment and Natural Resources was consulted in a finding of little or no impact on waste management returned. A copy of the correspondence is included in **Appendix** B. A Storm Water Pollution Prevention Plan will be developed for this project. This plan will be included in the contract documents and will ensure compliance with the above orders. Waste generated by building removal will be disposed of in a permitted rubble site operated by the City of Huron.

Alternative 1 – No Action

This alternative will not impact Hazardous Materials, Pollution Prevention, and Solid Waste since nothing changes so it is not affected.

Alternative 3 – Relocate Runway 12/30 1505 feet and Relocate Wetlands

Alternative 4 – Relocate Runway 12/30 1605 feet and Relocate Wetlands

Alternative 5 – Relocate Runway 12/30 1605 feet clear the roads from the Runway 12 RPZ and Relocate Wetlands

These alternatives are considered to have no impact to Hazardous Materials, Pollution Prevention, and Solid Waste since all impacts will be avoided in the runway and taxiway extension project, waste will be disposed of at a permitted rubble site for the building removal portion of the project, and the wetlands mitigation project will not generate any hazardous material. The SWPPP will set up necessary controls to ensure any hazardous materials, primarily fuel and oil, are properly contained in the construction sites.

HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

The National Historic Preservation Act (NHPA) of l966, as amended, establishes the Advisory Council on Historic Preservation (ACHP) and the National Register of Historic Places (NRHP) within the National Park Service (NPS). Section 110 governs Federal agencies responsibilities to preserve and use historic buildings; designate an agency Federal Preservation Officer (FPO); identify, evaluate, and nominate eligible properties under the control or jurisdiction of the agency to the National Register. Section 106 requires Federal agencies to consider the effects of their undertaking on properties on or eligible for inclusion in the NRHP; Compliance with section 106 requires consultation with the ACHP, the State Historic Preservation Officer (SHPO), and/or the Tribal Historic Preservation Officer (THPO) if there is a potential adverse effect to historic properties on or eligible for listing on the National Register of Historic Places.

A records search was completed by the South Dakota State Historical Society for one-mile radius around this airport project. Two on-site archaeology studies were done for this project. The first was done in the runway taxiway extension construction area the second was done entire airport including the wetlands and buildings proposed for relocation. The documentation for all of these studies as well as the 106 determination is included in the correspondence in Appendix B. Also every tribe anywhere near the

project site was contacted by letters which are included in Appendix B. There is one historic hangar on the airport which will be totally avoided. A new site was added during the archaeology study, the roadbed for a railroad turnaround, which has been removed on the south side of the airport property. This site will also be avoided during construction.

Alternative 1 – No Action

This alternative will not impact the Historical, Architectural, Archaeological, and Cultural Resources since nothing changes so it is not affected.

Alternative 3 – Relocate Runway 12/30 1505 feet and Relocate Wetlands
Alternative 4 – Relocate Runway 12/30 1605 feet and Relocate Wetlands
Alternative 5 – Relocate Runway 12/30 1605 feet clear the roads from the Runway 12 RPZ and Relocate Wetlands

These alternatives are considered to have no impact to Historical, Architectural, Archaeological, and Cultural Resources since all impacts will be avoided in the runway and taxiway extension project and wetland mitigation project. The buildings proposed for relocation or removal are not historical buildings. During construction, if any possible Cultural Resources are discovered when grading operations begin they will be left intact and preserved. An archaeologist will be immediately consulted to determine any cultural or historic significance.

LIGHT EMISSIONS AND VISUAL IMPACTS

A description of potential impacts due to light emissions or visual impacts associated with a Federal action may be necessary. Consideration should be given to impacts on people and properties covered by section 303 (formerly, 4(f)) of the DOT Act, using guidance in section 6 of this Appendix to determine section 4(f) use and significant impact.

The potential annoyance from airport lighting and measures to minimize the effects are considered here along with visual impacts proposed construction features.

The relocation of the runway and taxiway to the Northwest moves all lighting and navaids away from population centers and activities. This project will minimize the effects of airport lighting on the surrounding community by moving it away from the community. The same is true for visual impacts because all construction work be done away from population centers.

Alternative 1 – No Action

This alternative will not impact the Light Emissions and Visual Impacts since nothing changes so it is not affected.

Alternative 3 – Relocate Runway 12/30 1505 feet and Relocate Wetlands

Alternative 4 – Relocate Runway 12/30 1605 feet and Relocate Wetlands

Alternative 5 – Relocate Runway 12/30 1605 feet clear the roads from the Runway 12 RPZ and Relocate Wetlands

These alternatives are considered to have no impact to Light Emissions and Visual Impacts since all impacts will be moved away population centers and activities.

NATURAL RESOURCES AND ENERGY SUPPLY

Executive Order 13123, Greening the Government through Efficient Energy Management (64 FR 30851, June 8, 1999), encourages each Federal agency to expand the use of renewable energy within its facilities and in its activities. E.O. 13123 also requires each Federal agency to reduce petroleum use, total energy use and associated air emissions, and water consumption in its facilities.

For purposes of this EA the proposed action was examined to identify any proposed major changes in stationary facilities or the movement of aircraft and ground vehicles that would have a measurable effect on local supplies of energy or natural resources.

The proposed project will have no measurable effect on local surprises energy or natural resources. In fact consideration will be given recycling existing materials during the design of the construction project.

Alternative 1 – No Action

This alternative will not impact Natural Resources and Energy Supply since nothing changes so it is not affected.

Alternative 3 – Relocate Runway 12/30 1505 feet and Relocate Wetlands

Alternative 4 – Relocate Runway 12/30 1605 feet and Relocate Wetlands

Alternative 5 – Relocate Runway 12/30 1605 feet clear the roads from the Runway 12 RPZ and Relocate Wetlands

These alternatives are considered to have no impact to Natural Resources and Energy Supply since the most efficient design in terms of natural resource and energy use for this project will be completed so the project will have little effect on these resources.

NOISE

For aviation noise analysis, the FAA has determined that the cumulative noise energy

exposure of individuals to noise resulting from aviation activities must be established in terms of yearly day/night average sound level (DNL) as FAA's primary metric. A significant noise impact would occur if analysis shows that the proposed action will cause noise sensitive areas to experience an increase in noise of DNL 1.5 dB or more at or above DNL 65 dB noise exposure when compared to the no action alternative for the same timeframe.

No noise analysis is needed for proposals involving Design Group I and II airplanes (wingspan less than 79 feet) in Approach Categories A through D (landing speed 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 (2 average daily operations).

Therefore no noise analysis is needed for this project, however, during the last Master Plan process a noise analysis was done for the airport which is shown in Figure 27. Shown in this figure are the DNL 65 dB and DNL 60 dB noise contours. None of the project features would change the noise levels at the airport since there is no change to any aeronautical activity itself. The primary difference the project would make is that it would move the 65 dB contour totally onto airport property. Currently, on the southeast end of runway 30 the noise contour goes out over an existing government building. This project would bring the noise contours totally onto airport property, thus there would be an overall positive effect on the public from the project.

Alternative 1 – No Action

This alternative will not impact Noise since nothing changes so it is not affected.

Alternative 3 – Relocate Runway 12/30 1505 feet and Relocate Wetlands

Alternative 4 – Relocate Runway 12/30 1605 feet and Relocate Wetlands

Alternative 5 – Relocate Runway 12/30 1605 feet clear the roads from the Runway 12 RPZ and Relocate Wetlands

These alternatives are considered to have no impact to Noise since there is no change in aeronautical uses. The 65 dB noise contour would move entirely onto airport property, therefore, this would be a positive change caused by the project.

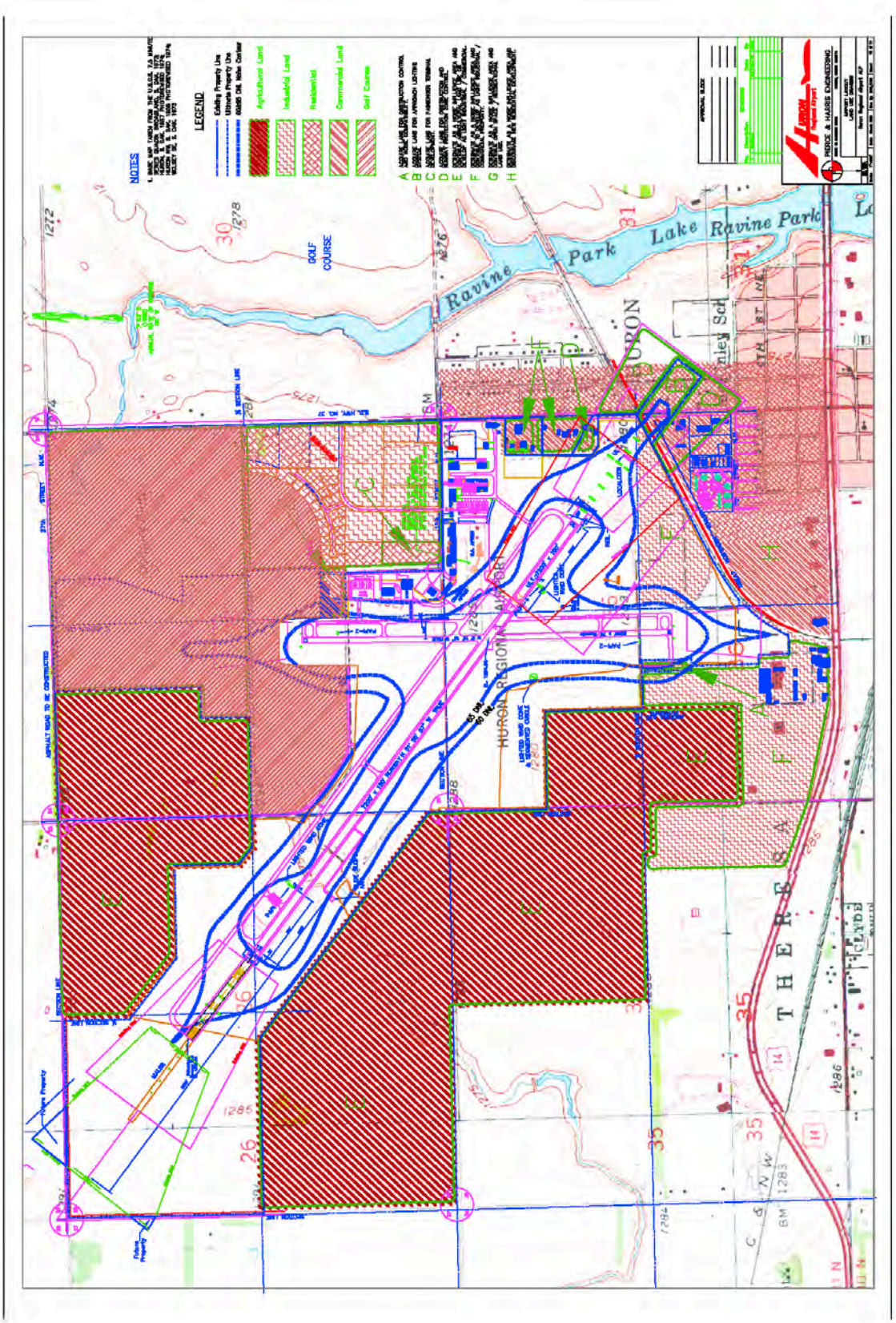
LEGEND
Agricultural Land
Industrial Land
Residential
Commercial Land
Golf Course
NOTES
GOLF COURSE
Ravine Park Lake Ravine Park
HURON
HURON REGIONAL AIRPORT
THERE
CLYDE

Figure 27

SECONDARY IMPACTS

Major development proposals often involve the potential for induced or secondary impacts on surrounding communities. Examples include: shifts in patterns of population movement and growth; public service demands; and changes in business and economic activity to the extent influenced by the airport development.

In this case Alternative Number two, which was dropped from consideration, contained extensive induced impacts because of the large number of businesses, residences, religious, and governmental facilities affected. The remaining alternatives have no induced or secondary impacts on the surrounding community.

Alternative 1 – No Action

This alternative will have no Secondary Impacts since nothing changes so it is not affected.

Alternative 3 – Relocate Runway 12/30 1505 feet and Relocate Wetlands
Alternative 4 – Relocate Runway 12/30 1605 feet and Relocate Wetlands
Alternative 5 – Relocate Runway 12/30 1605 feet clear the roads from the Runway 12 RPZ and Relocate Wetlands

These alternatives are considered to have no Secondary Impacts since there is no change in aeronautical uses and they have very little effect on the adjacent environment.

SOICIO-ECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, and the accompanying Presidential Memorandum, and Order DOT 5610.2, Environmental Justice, require FAA to provide

for meaningful public involvement by minority and low-income populations and analysis, including demographic analysis, that identifies and addresses potential impacts on these populations that may be disproportionately high and adverse. Environmental Justice is examined during evaluation of other impact categories, such as noise, air quality, water, hazardous materials, and cultural resources.

Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, Federal agencies are directed, as appropriate and consistent with the agency's mission, to make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children.

If acquisition of real property or displacement of persons is involved, 49 CFR part 24 (implementing the Uniform Relocation Assistance and Real Property Acquisition Policies Act of l970), as amended must be met for Federal projects and projects involving Federal funding.

Factors considered in determining impact in this category included, but are not limited to, the following:

1. Extensive relocation of residents is required, but sufficient replacement housing is unavailable.
2. Extensive relocation of community businesses that would create severe economic hardship for the affected communities.
3. Disruptions of local traffic patterns that substantially reduce the levels of service of the roads serving the airport and its surrounding communities.
4. A substantial loss in community tax base.

For this project Alternative Number Two was dropped from consideration primarily because of its high impact on all of these areas. The current alternatives other than the no-action alternative only affects five property owners as opposed to potentially affecting over one hundred property owners - as well as a preschool. Thus the effect in all of these areas is minimal. Any property acquired under this project would be done in accordance

with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of l970.

Alternative 1 – No Action

This alternative will have no Socio-economic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks impacts since nothing changes so it is not affected.

Alternative 3 – Relocate Runway 12/30 1505 feet and Relocate Wetlands
Alternative 4 – Relocate Runway 12/30 1605 feet and Relocate Wetlands
Alternative 5 – Relocate Runway 12/30 1605 feet clear the roads from the Runway 12 RPZ and Relocate Wetlands

These alternatives are considered to have very little Socio-economic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks impacts since each of the alternatives moves the airport away from population centers so the effects are greatly reduced.

WATER QUALITY

The Federal Water Pollution Control Act, as amended (commonly referred to as the Clean Water Act), provides the authority to establish water quality standards, control discharges, develop waste treatment management plans and practices, prevent or minimize the loss of wetlands, location with regard to an aquifer or sensitive ecological area such as a wetlands area, and regulate other issues concerning water quality.

The US Fish and Wildlife Service has been consulted regarding this project and their comments are contained in the correspondence located in **Appendix B**.

The Department of Environment and Natural Resources will be contacted through the Notice of Intent for Construction Activity permit process prior to construction.

Typically, construction has the highest potential for impacting water quality due to water Run off and erosion. SWPPPs will be incorporated in the project specifications and BMPs will be implemented to minimize the impacts to water quality.

Alternative 1 – No Action

This alternative will have no Water Quality impacts since nothing changes so it is not affected.

Alternative 3 – Relocate Runway 12/30 1505 feet and Relocate Wetlands

Alternative 4 – Relocate Runway 12/30 1605 feet and Relocate Wetlands

Alternative 5 – Relocate Runway 12/30 1605 feet clear the roads from the Runway 12 RPZ and Relocate Wetlands

These alternatives are considered to have very little Water Quality impacts since each of the alternatives will have Storm Water Pollution Prevention Plans and Best Management Practices in place to insure there is limited impact on water quality.

WETLANDS

Executive Order (E.O.) 11990, Order DOT 5660.1A, the Rivers and Harbors Act of 1899 and the Clean Water Act address activities in wetlands. E.O. 11990 requires Federal agencies to ensure their actions minimize the destruction, loss, or degradation of wetlands. It also assures the protection, preservation, and enhancement of the Nation's wetlands to the fullest extent practicable during the planning, construction, funding, and operation of transportation facilities and projects. Order DOT 5660.1A sets forth DOT policy that transportation facilities should be planned, constructed, and operated to assure protection and enhancement of wetlands.

In this case all of the wetlands on the airport were delineated in the field. There are 39 wetlands on the Huron regional airport containing 101.24 acres. Each of these wetlands was reviewed for their potential as a wildlife attractant and whether or not they could be maintained in a manner not to attract wildlife. Because of this review the total number of wetlands needing to be mitigated dropped to five and the total areas affected dropped to 58.74 acres. Wetland numbers three through five were identified as wildlife attractants because they have standing water in them most of the time. This is the criteria listed in the Wildlife Hazard Management Plan which requires wetlands to be relocated. Wetlands one and two are in the area which will be graded so they will be filled during the grading operations for the new runway and associated safety areas. See Figures 28 and 29.

Wetland No.	Area in Acres	Nonjurisdictional
1	2.75	yes
2	2.10	yes
3	33.27	yes
4	9.77	yes
5	9.85	yes

These wetlands will be mitigated off the airport property preferably by purchasing wetland easements for the US Fish and Wildlife Service. These easements would be restoring existing wetlands that have been drained and would be replaced on a 1 to 1 basis. If we are unsuccessful at obtaining enough wetland easements to replace all of the area needed we will construct new wetlands on a piece of property to be purchased and construct wetlands in accordance with US Fish and Wildlife Service criteria for wetland development.


U.S. Fish and Wildlife Service
National Wetlands Inventory
Huron Regional Airport
Feb 4, 2013
Wetlands
Freshwater Emergent
Freshwater Forested/Shrub
Estuarine and Marine Deepwater
Estuarine and Marine
Freshwater Pond
Lake
Riverine
Other
Status
Digital
Scan
Non-Digital
No Data
Huron County Club
Brookland Creek North Golf Course
Future RPZ
Existing RPZ
Wetlands To Be Mitigated
1 km
0.5 mi
This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.
User Remarks:
Wetland Map

Figure 28

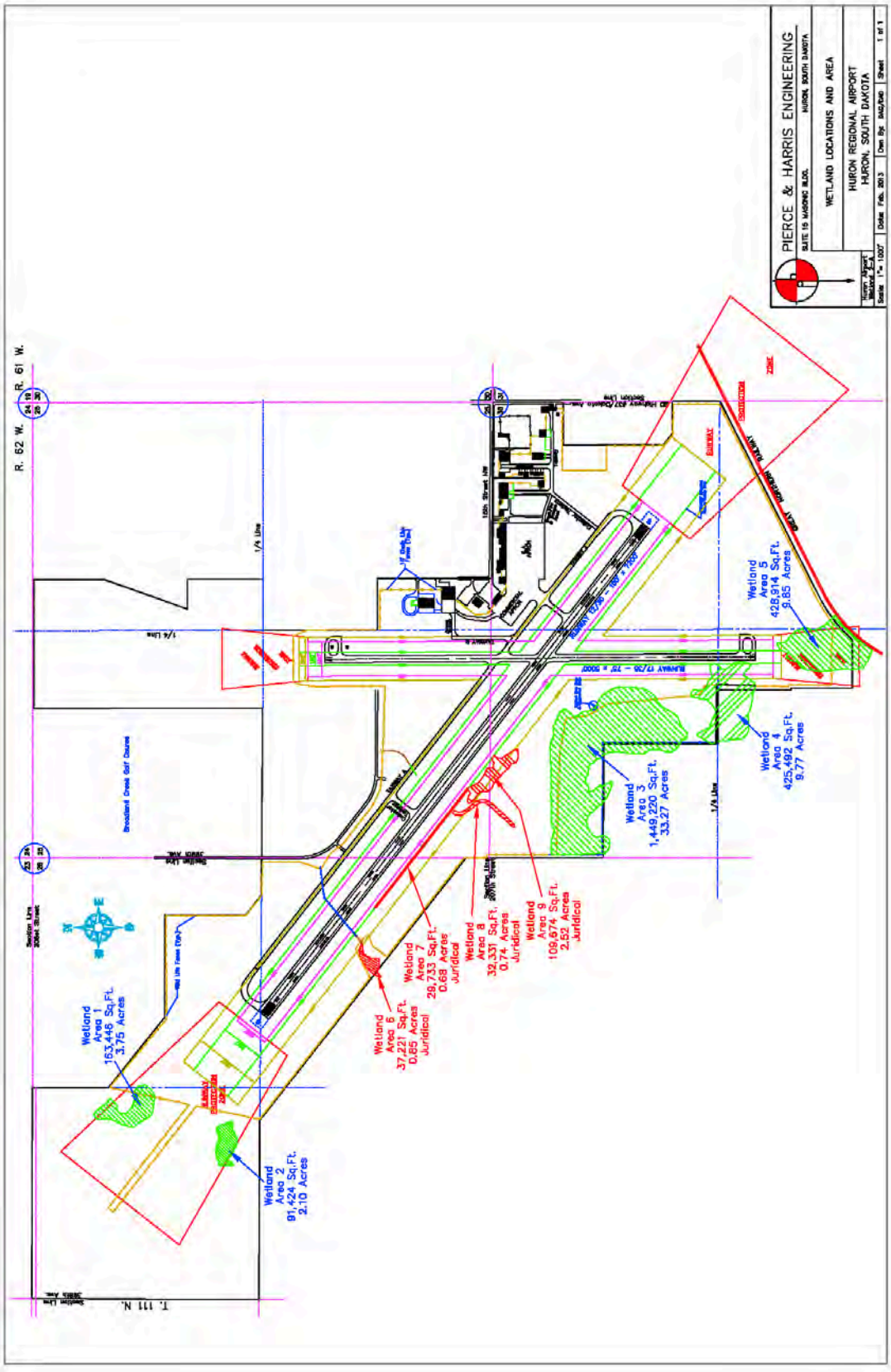
PIERCE & HARRIS ENGINEERING
WETLAND LOCATIONS AND AREA
HURON REGIONAL AIRPORT
HURON, SOUTH DAKOTA
R. 62 W.
R. 61 W.
T. 111 N.
Wetland Area 1 163,448 Sq.Ft. 3.75 Acres
Wetland Area 2 91,424 Sq.Ft. 2.10 Acres
Wetland Area 3 1,449,220 Sq.Ft. 33.27 Acres
Wetland Area 4 425,492 Sq.Ft. 9.77 Acres
Wetland Area 5 428,914 Sq.Ft. 9.85 Acres
Wetland Area 6 37,221 Sq.Ft. 0.85 Acres Juridical
Wetland Area 7 29,733 Sq.Ft. 0.68 Acres Juridical
Wetland Area 8 32,331 Sq.Ft. 0.74 Acres Juridical
Wetland Area 9 109,674 Sq.Ft. 2.52 Acres Juridical

Figure 29

Alternative 1 – No Action

This alternative will have no Wetlands since nothing changes so no wetlands are affected.

Alternative 3 – Relocate Runway 12/30 1505 feet and Relocate Wetlands

Alternative 4 – Relocate Runway 12/30 1605 feet and Relocate Wetlands

Alternative 5 – Relocate Runway 12/30 1605 feet clear the roads from the Runway 12 RPZ and Relocate Wetlands

Each of these alternatives affects 58.74 acres of existing wetlands. However, those effects will be mitigated by constructing new wetlands at another location.

WILD AND SENIC RIVERS

The Wild and Scenic Rivers Act, as amended, describes those river segments designated or eligible to be included in the Wild and Scenic Rivers System. Under section 5(d)(1), the Department of the Interior (DOI) National Park Service (NPS) River and Trail Conservation Assistance Program (RTCA) within NPS's National Center for Recreation and Conservation (NCRC) maintains a Nationwide Rivers Inventory (NRI) of river segments that appear to qualify for inclusion in the National Wild and Scenic River System but which have not been designated as a Wild and Scenic River or studied under a Congressional authorized study. Some section 5(d) rivers (i.e., those eligible for designation as Wild and Scenic Rivers) may not be included in the NRI maintained by the NPS.

The National Park Service website was checked for Wild and Scenic Rivers. South Dakota has only one designated Wild and Scenic River which is a portion of the Missouri River. This project is nowhere near the Missouri River so there is no effect on Wild and Scenic Rivers.

Alternative 1 – No Action

This alternative will have no effect on Wild and Scenic Rivers since nothing changes so there is no effect.

Alternative 3 – Relocate Runway 12/30 1505 feet and Relocate Wetlands

Alternative 4 – Relocate Runway 12/30 1605 feet and Relocate Wetlands

Alternative 5 – Relocate Runway 12/30 1605 feet clear the roads from the Runway 12 RPZ and Relocate Wetlands

These alternatives are considered to not to affect Wild and Scenic Rivers since there are none near the project area.

CUMULATIVE IMPACTS

Cumulative impacts are effects of projects combined over the years have an overall environmental impact that that is greater than any single action.

Listed below are the projects planned for the foreseeable future at the Huron Regional Airport. None of these projects will contribute to any single environmental category. Therefore, they will not have a cumulative effect on the environment.

Huron Regional Airport Projects

2012	**No Construction Project**
2013	No Construction Project
2014	Wetland mitigation and Property Acquisition
2015	Runway 12/30 Extension Project
2016	Taxiway A Extension
2017	Commercial Apron Spall Repair and Joint Seal
2018	Runway 17/35 Rehab and North End Parallel Taxiway Construction

SELECTION OF PERFERED ALTERNATIVE

Alternative 1 – No Action

- This alternative does not meet the purpose and need.

Alternative 2 – Clear Runway 30 RPZ and Relocate Wetlands

- This alternative does not meet the purpose and need. The social and monetary costs are not reasonable or cost effective.

- This alternative would have no permanent impacts on air quality, coastal resources, section 4(f) facilities, farmlands, hazardous material, pollution prevention, and solid waste, light emissions and visual impacts, noise, secondary impacts, water quality, wild and scenic rivers, and cumulative impacts.

- This alternative would have a great deal of socioeconomic impacts because of the large number of residences, preschools, businesses, religious facilities, and governmental buildings that would have to be relocated.

- This alternative would also have an effect on one historical property which would be in the affected area of residences to be relocated.

- This alternative would have no impacts on fish, wildlife, or plants if best management practices are followed during the construction phase and construction is stopped if any of the endangered species identified are sighted and properly dealt with.

- This alternative, like all of the alternatives with the exception of alternative one, would have an effect on existing wetlands. It would only be a temporary effect since all of the effects on the wetlands will be mitigated and monitored to ensure

successful mitigation.

- This alternative would cause an increase in energy and materials use for construction of replacement facilities. This alternative would have a much higher effect on the construction materials than all of the other alternatives because of the very large number of properties and transportation facilities which would have to be relocated or replaced.

- This alternative would have an impact on 58 acres of land in the floodplain. The project will however mitigate any effects and through grading and drainage there will be no danger of exceeding hundred year floodplain.

Alternative 3 – Relocate Runway 12/30 1505 feet and Relocate Wetlands

- This alternative does not meet the purpose and need. A land use determination has been made not to allow the county and township roads to remain in the Runway 12 RPZ.

- This alternative would have no permanent impacts on air quality, coastal resources, section 4(f) facilities, farmlands, floodplains, hazardous material, pollution prevention, and solid waste, secondary impacts, water quality, wild and scenic rivers, and cumulative impacts.

- This alternative would have limited socioeconomic impacts because this option would only affect four businesses and one landowner.

- This alternative would also have no effect on historical property.

- This alternative would have no impacts on fish, wildlife, or plants if best management practices are followed during the construction phase and

construction is stopped if any of the endangered species identified are sighted and properly dealt with.

- This alternative, like all of the alternatives with the exception of alternative one, would have an effect on existing wetlands. It would only be a temporary effect since all of the effects on the wetlands will be mitigated and monitored to ensure successful mitigation.

- This alternative would cause the very least temporary increase in energy and materials use for construction because of the smallest construction impact. These impacts would be held to a minimum by the use of good design and best management practices during construction.

- This alternative would have an impact on 58.74 acres of land in the 100 year floodplain. The project will, however, mitigate any effects and through grading and drainage there will be no danger of exceeding hundred year floodplain.

Alternative 4 – Relocate Runway 12/30 1605 feet and Relocate Wetlands

- This alternative does not meet the purpose and need. A land use determination has been made not to allow the county and township roads to remain in the Runway 12 RPZ.

- This alternative would have no permanent impacts on air quality, coastal resources, section 4(f) facilities, farmlands, floodplains, hazardous material, pollution prevention, and solid waste, secondary impacts, water quality, wild and scenic rivers, and cumulative impacts.

- This alternative would have limited socioeconomic impacts because this option would only affect four businesses and one landowner.

- This alternative would also have no effect on historical property.

- This alternative would have no impacts on fish, wildlife, or plants if best management practices are followed during the construction phase and construction is stopped if any of the endangered species identified are sighted and properly dealt with.

- This alternative, like all of the alternatives with the exception of alternative one, would have an effect on existing wetlands. It would only be a temporary effect since all of the effects on the wetlands will be mitigated and monitored to ensure successful mitigation.

- This alternative would cause a temporary increase in energy and materials use for construction. These impacts would be held to a minimum by the use of good design and best management practices during construction.

- This alternative would have an impact on 58.74 acres of land in the 100 year floodplain. The project will however mitigate any effects and through grading and drainage there will be no danger of exceeding hundred year floodplain.

Alternative 5 – Relocate Runway 12/30 1605 feet clear the roads from the Runway

- This alternative meets the purpose and need.

- This alternative would have no permanent impacts on air quality, coastal resources, section 4(f) facilities, farmlands, floodplains, hazardous material, pollution prevention, and solid waste, secondary impacts, water quality, wild and scenic rivers, and cumulative impacts.

- This alternative would have limited socioeconomic impacts because this option

would only affect four businesses and one landowner.

- This alternative would also have no effect on historical property.

- This alternative would have no impacts on fish, wildlife, or plants if best management practices are followed during the construction phase and construction is stopped if any of the endangered species identified are sighted and properly dealt with.

- This alternative, like all of the alternatives with the exception of alternative one, would have an effect on existing wetlands. It would only be a temporary effect since all of the effects on the wetlands will be mitigated and monitored to ensure successful mitigation.

- This alternative would cause a temporary increase in energy and materials use for construction. These impacts would be held to a minimum by the use of good design and best management practices during construction.

- This alternative would have an impact on 58.74 acres of land in the 100 year floodplain. The project will however mitigate any effects and through grading and drainage there will be no danger of exceeding hundred year floodplain.

Preferred Alternative

The preferred alternative is: Alternative 5

Chapter 5 – Personnel, Agency and Public Involvement

PERMITS AND OTHER APPROVALS

Since the wetlands are nonjurisdictional, no 404 permit will be required. A Notice of Intent would be filed with the Department of Environment and Natural Resources for storm water protection during construction activities.

LIST OF PREPARERS

Randall V. Hoscheid, Principal
Pierce and Harris Engineering

Jerrod Kranzler, Project Engineer
Pierce and Harris Engineering

David a Gascoigne, Engineering Tech
Pierce and Harris engineering

Larry Cooper, Airport Manager
Huron Regional Airport

Timothy Pugh, Wildlife Biologist
USDA-APHIS-WS

AGENCIES CONSULTED

U.S. Department of Agriculture Natural Resources Conservation Service
U.S. Department of Agriculture Natural Resources Conservation Service, Beadle County Field Office

U. S. Department of the Interior Fish and Wildlife Service

U.S. Army Corps of Engineers

U.S. Environmental Protection Agency

South Dakota Department of Environment and Natural Resources, Surface Water Program

South Dakota Department of Environment and Natural Resources, Division of Environmental Protection

South Dakota Game, Fish, and Parks Division of Wildlife

South Dakota State Historical Society

Department of Public Safety Emergency Management, state coordinator

NATIVE AMERICIAN TRIBES CONTACTED

Sisseton-Wahpeton Oyate

Flandreau Santee Sioux Tribe

Standing Rock Sioux Tribe

Three Affiliated Tribes

Crow Creek Sioux Tribe

Ogallala Sioux Tribe

Standing Rock Sioux Tribe

Sisseton – Wahpeton Sioux Tribe

Rosebud Sioux Tribe

Cheyenne River Sioux Tribe

Lower Brule Sioux Tribe

Yankton Sioux tribe

PUBLIC INVOLVEMENT

On February 12, 2013, the five alternatives were reviewed with the Airport Board at a meeting open to the public.

An advertised Public hearing will be scheduled to receive further comments.