

**Department of Transportation
Federal Aviation Administration
Dakota-Minnesota Airports District Office
FINDING OF NO SIGNIFICANT IMPACT
For Replacement of Existing Wastewater Lagoon with a Wastewater Treatment System
At the Rapid City Regional Airport (RAP)
City of Rapid City, Pennington County, North Dakota**

The Federal Aviation Administration (FAA) prepared this Finding of No Significant Impact (FONSI) for the proposed replacement of the existing wastewater lagoon with a wastewater treatment system at the Rapid City Regional Airport (Airport). The proposed action, associated actions, and their environmental impacts are described in detail in the Environmental Assessment (EA), dated July 2020 and signed on July 23, 2020, which is attached hereto and incorporated herein by reference. The EA was prepared in accordance with the guidelines and requirements set forth by the Council on Environmental Quality (CEQ) and the Federal Aviation Administration (FAA) to implement the environmental review and disclosure provisions of the National Environmental Policy Act of 1969 (NEPA).

Based on the evaluation in the EA, and mitigation commitments defined in the document, no significant impacts associated with the development actions were identified in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures and FAA order 5050.4B, NEPA Implementing Instructions for Airport Actions. Therefore, it has been determined that an environmental impact statement is not needed and this FONSI was prepared. Further, at the conclusion of the comment period, no further additions or revisions warrant the preparation of additional documentation, and the FONSI has been prepared with the ***Public Hearing Summary attached.***

I. Purpose and Need

The purpose of the proposed action is to provide a cost effective and reliable wastewater treatment system for the Airport that is designed to meet South Dakota Recommended Design Criteria for Wastewater Collection and Treatment Facilities.

The need for the proposed action is driven by analysis of groundwater monitoring data that has identified potential leakage in the existing wastewater lagoon. Remediation of the wastewater system must comply with South Dakota Department of Environment and Natural Resources (DENR) standards, as shown in ***EA Section 1.4, Design Criteria.***

II. Alternatives Considered

In accordance with FAA Order 1050.1F, the EA identified and evaluated all reasonable alternatives (Chapter 2), including the No Action Alternative (Alternative A) and two build alternatives (Alternative B: Aerated Lagoon with Cover System and Ammonia Treatment and Alternative C: Airport Collection System with Connection to the Rapid City Water Reclamation Facility). One additional alternative, a regional collection system, was considered but discarded from further analysis, as shown in ***EA Section 2.4, Additional Alternative Considerations.***

Alternative A (No Action Alternative) would consist of retaining the existing wastewater lagoon at the Airport in its current configuration as a total retention lagoon and maintaining it under

the existing maintenance practices. The lagoon would not be abandoned. Sedimentation that has been blown into the lagoon would be removed to provide a small increase in the overall volume that can be stored in the lagoon but no expansion of the dikes forming the lagoon would occur, as described in further detail in **EA Section 2.2.1, Alternative A: No Action.**

Alternative B (Aerated Lagoon with Cover System and Ammonia Treatment) would include an aerated lagoon system constructed near the existing lagoon with discharge of treated effluent to the natural drainage that flows towards Rapid Creek. The existing lagoon would be abandoned. The new lagoon would be an excavated cell surrounded by earth dikes, as described in further detail in **EA Section 2.2.2, Alternative B: Aerated Lagoon with Cover System and Ammonia Treatment.**

Alternative C (Airport Collection System with Connection to the Rapid City Water Reclamation Facility) would eliminate the existing lagoon and replace it with a gravity main to carry all wastewater from the existing Airport collection system to the south along the Airport access road to a lift station. Two locations were considered for the lift station (Option 1 and Option 2). Option 1 would be constructed on property owned by the City of Rapid City and within the existing right of way along Dunn Road. Option 2 would be constructed near the intersection of Highway 44 and Airport Road. All wastewater coming from the Airport would be carried by this system to the existing water reclamation facility for treatment, as described in further detail in **EA Section 2.2.3, Alternative C: Airport Collection System with Connection to the Rapid City Water Reclamation Facility.**

III. Selection of the Preferred Alternative

Based on the evaluation of the alternatives carried forward and based on their merit of meeting purpose and need, the preferred alternative was identified as Alternative C-2, described in further detail in **EA Section 3.11, Selection of the Preferred Alternative.**

IV. Environmental Consequences

After careful analysis and consultation with various state and federal resource and regulatory agencies, it was determined that the preferred alternative satisfies the purpose and need for the project while causing minimal environmental impacts, as identified in **EA Table 12, Summary of Environmental Impacts, Commitments, and Compliance.**

V. Commitments

The Airport shall implement the following mitigation measures, identified below, as a condition of environmental approval of the preferred alternative listed in the FONSI.

AIR QUALITY - BMPs (e.g., employing dust filters and smoke collectors, watering haul roads, providing erosion protection) would be implemented during construction to minimize fugitive dust.

BIOLOGICAL RESOURCES - Tree removal, if required, would be conducted outside of the summer maternity season for the northern long-eared bat (April 1 to September 30).

BMPs (e.g., berms, dikes, dams, sediment basins, fiber mats, gravel, mulches, grasses, slope drains) would be implemented to prevent erosion and siltation.

HAZARDOUS MATERIALS, POLLUTION, PREVENTION, AND SOLID WASTE - If previously unknown contaminants are discovered during construction, or a spill occurs during construction, work would cease until the Contractor notifies the National Response Center (800 424 8802). If contamination is encountered, the Contractor must also notify the SD DENR at (605) 773-3296 or (605)773-3231 after hours. Any contaminated soil encountered would be temporarily stockpiled and sampled to determine disposal requirements.

HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, and CULTURAL RESOURCES - Protective measures would be required to ensure that no unintentional disturbances of avoidance areas occur during construction. This would include the use of construction fencing or other markers placed under the observation of appointed TCS(s). Due to the potential for additional discoveries during construction, the Airport would be required to provide TCS(s) appointed by their Tribe an opportunity to observe ground disturbing activities that remove the top 12 inches of topsoil and Holocene deposits in accordance with guidelines to be provided by the FAA and prepared in consultation with the Tribes.

Material source clearance for borrow, aggregate, riprap, and for staging areas would be required before materials could be brought onsite. If any construction activity results in discovery of cultural resources, work would cease until the FAA Airports District Office (ADO) in Bismarck is notified per the Discovery Plan for General Aviation (GA) Projects in the Dakotas. The Contractor would be required to protect the material until cultural resource concerns have been addressed. Consultation with the SHPO and Tribes would take place and decisions regarding appropriate treatment would be made. Activities undertaken to address discoveries would comply with NEPA, the American Indians Religions Freedom Act, NAGPRA, and the Archaeological Resources Protection Act, as appropriate to the situation.

LAND USE – Any utilities running along or crossing SDDOT right of way would require a permit from the SDDOT Area Engineer in order to use the SDDOT right of way.

WATER RESOURCES (WETLANDS) – No compensatory mitigation is required for temporary impacts provided any disturbed wetland areas are restored to their original grade and contours prior to the end of construction. Final plans must include all practicable measures to minimize harm to adjacent wetlands, including the implementation of BMPs.

Permits required: USACE Section 404

WATER RESOURCES (FLOODPLAINS) – No mitigation is required.

Permits required: Non-building floodplain permit would be required from the city of Rapid City.

WATER RESOURCES (SURFACE AND GROUND WATER) - Storm water drainage would be managed according to FAA AC 150/5320-5D, Airport Drainage Design.

Impacts on water quality during Airport operations minimized through the use of BMPs. The 30-day average total suspended solids criterion of 90 mg/L must not be violated and the Airport's

contractor must be advised of the need to abide by these specifications throughout the durations of the project.

Permits required: NPDES Permit (Construction General Permit)

VI. Public Review and Comment

Public involvement is a vital component of the NEPA process. To inform the public of the Proposed Action and to gather comments, the Airport circulated a Notice of Public Hearing and Availability of the EA on August 14, 2020. The Public Hearing was held on September 15, 2020 and the comment period ended September 25, 2020. At the conclusion of the comment period, no comments were received.

The EA and FONSI will be made available for review at the following locations for 30 days: SDDOT Office of Aeronautics; Airport Director's Office at the Airport; Rapid City Public Library; and the Airport's Webpage, RAPAIRPORT.com.

VII. Finding

I have carefully and thoroughly considered the facts contained in the January 2019 EA. Based on that information, I find the proposed Federal action is consistent with existing national environmental policies and objectives of Section 101(a) of the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental requirements. I also find the proposed Federal action will not significantly affect the quality of the human environment or include a condition requiring any consultation pursuant to Section 102 (2) (C) of NEPA. As a result, the FAA will not prepare an Environmental Impact Statement (EIS) for this action.

Having met all relevant requirements for environmental considerations and consultation, the Preferred Alternative is authorized to be taken when other requirements have been met. These decisions are taken pursuant to 49 U.S.C. §46110.

APPROVED: Andy Paul 10/11/2020

Public Hearing Summary

1.1 Introduction

This Public Hearing Summary documents the coordination completed, and input received from the public regarding the Environmental Assessment (EA) to design and construct a new wastewater treatment system for the Rapid City Regional Airport- RAP (Airport). The City of Rapid City (Owner) and the Rapid City Regional Airport Board, in cooperation with the FAA and the South Dakota Department of Transportation (SDDOT), are considering this proposed project.

This summary includes a description of the purpose of the public hearing, details regarding the availability of the EA for public review and public notification of the hearing, materials for the public hearing, and comments received.

1.2 Purpose of the Public Hearing

A Public Hearing was held to present and discuss the proposed action, reasonable alternatives, and to consider the economic, social, and environmental effects of the proposed action. The public hearing was held to provide opportunity for public input

1.3 Details of Public Hearing

The public hearing was held at Rushmore Plaza Civic Center in Rapid City, SD located at 444 Mount Rushmore Road. The public hearing was held from 5:30 to 7:30 pm on September 15, 2020. A presentation was given at 6:00 pm.

The public hearing was advertised in the Rapid City Journal on August 14, 2020. Please refer to **Appendix A, Notification of Public Hearing**. Hard copies of the EA were placed at public locations for the public to view. The places included Rapid City Public Library (Rapid City, SD), Airport Director's Office (Rapid City SD), SDDOT (Pierre SD), and an electronic copy of the EA was accessible via the Airport's Webpage. Please see **Appendix B, Availability of EA for Public Viewing**.

For the public meeting materials, please refer to **Appendix C, Public Meeting Materials**. The materials include the presentation and handouts. Please refer to **Appendix D, Attendance**. No written comments were received on the proposed project. Informal verbal comments included the following summarized questions:

- 1) Is the City going to allow the Airport to connect to their system?

Response: Yes, the City is aware of the alternatives being considered by the Airport and is letting the Airport to move forward with the alternative that works best for it.

- 2) What is the schedule for construction?

Response: Design of the project will be begin at the conclusion of the environmental process and construction is scheduled for late summer 2021 or early 2022.

3) Why was this project evaluated under an Environmental Assessment?

Response: The project is an uncommon for an airport and the FAA lists types of actions that they have found do not normally have the potential to have significant impacts. The FAA considered that along with the scope and scale of the project in determining the need for an Environmental Assessment.

Appendix A

Notification of Public Hearing

- ◆ Press Release Information
- ◆ Affidavit of Publication
- ◆ September 14, 2020 News Story – Rapid City Journal
- ◆ September 15, 2020 News Story – KNBN Newscenter1



Contact:

Curt Cady
Environmental Planner
KLJ
701-355-8719
curt.cady@kljeng.com

NEWS RELEASE

FOR IMMEDIATE RELEASE

Rapid City Regional Airport to Hold Environmental Assessment Public Hearing

Rapid City, SD– *September 1, 2020* – The City of Rapid City and the Rapid City Regional Airport Board, in cooperation with the Federal Aviation Administration and the South Dakota Department of Transportation, will hold a public hearing from 5:30 pm to 7:30 pm MT on Tuesday September 15, 2020. The hearing will take place at the Rushmore Plaza Civic Center, in Rushmore Hall H, 444 Mount Rushmore Road, in Rapid City. A presentation will begin at 6:00 pm MT after which, representatives from the Airport and KLJ will be available to answer questions.

The public is welcome to visit anytime during the hearing to view exhibits on display, listen to the presentation, and share their comments with the project team. Information regarding the environmental process and anticipated project schedule will be provided.

Alternatives currently being analyzed as part of the Environmental Assessment to replace the Rapid City Regional Airport’s sanitary sewer lagoon system include a new aerated lagoon system located on existing Airport property or connecting the Airport’s sewer system to the Rapid City Water Reclamation Facility by an underground sewer line with a lift station located on Airport property. Both alternatives include the removal or decommissioning of the existing lagoon.

KLJ is an engineering firm specializing in airports across South Dakota, North Dakota, Minnesota, and Montana. For additional information, call Curt Cady, Environmental Planner, at 701-355-8719.

###

Affidavit of Publication

STATE OF SOUTH DAKOTA

County of Pennington SS:

August 14 L16282
NOTICE OF PUBLIC HEARING
AND AVAILABILITY OF
ENVIRONMENTAL
ASSESSMENT CONCERNING
SANITARY SEWER
REPLACEMENT AT RAPID CITY
REGIONAL AIRPORT
RAPID CITY, SD

The City of Rapid City and the Rapid City Regional Airport Board, in cooperation with the Federal Aviation Administration and the South Dakota Department of Transportation, is announcing that a Public Hearing will be held on Tuesday September 15, 2020 from 5:30 pm to 7:30 pm MT at the Rushmore Plaza Civic Center, in Rushmore Hall H, 444 Mount Rushmore Road, in Rapid City, SD. This Public Hearing is being held to present and discuss the proposed action, reasonable alternatives, and to consider the economic, social, and environmental effects of the proposed action. Exhibits will be on display. Representatives from the Airport, and KLJ will be available to answer your questions and receive your comments. The Hearing will be an open house with a formal presentation beginning at 6:00 pm MT.

Notice is hereby given of the availability of the Environmental Assessment (EA) for the proposed action at the Rapid City Regional Airport. An EA was prepared pursuant to the National Environmental Policy Act of 1969 to assess the environmental impacts associated with the design and construction of a wastewater treatment system for the entire Airport to replace the existing wastewater lagoon that will:

- Accommodate existing demand and projected growth for wastewater treatment from the Airport.

- Provide a system that would not attract wildlife that may be hazardous to aircraft using the Airport.

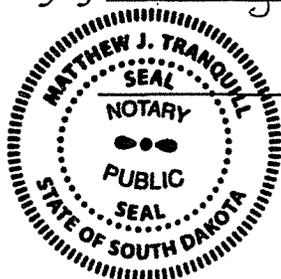
Environmental resources potentially affected by the project include water resources (wetlands, floodplains, and surface water) and land use. Copies of the EA, which explains the proposed action and

Sheri Sponder being first duly sworn, upon his/her oath says: That he/she is now and was at all time hereinafter mentioned, an employee of the RAPID CITY JOURNAL, a corporation of Rapid City, South Dakota, the owner and publisher of the RAPID CITY JOURNAL, a legal and daily newspaper printed and published in Rapid City, in said County of Pennington, and has full and personal knowledge of all the facts herein stated as follows: that said newspaper is and at all of the times herein mentioned has been a legal and daily newspaper with a bonafide paid circulation of at least Two Hundred copies daily, and has been printed and published in the English language, at and within an office maintained by the owner and publisher thereof, at Rapid City, in said Pennington County, and has been admitted to the United States mail under the second class mailing privilege for at least one year prior to the publication herein mentioned; that the advertisement, a printed copy of which, taken from said Rapid City Journal, the paper in which the same was published, is attached to this sheet and made a part of this affidavit, was published in said paper once each

day for one successive day, the first publication there of being on the 14th day of Aug 2020 that the fees charged for the publication there of are 77 dollars and 11 cents.

Sheri Sponder

Subscribed and sworn to before me this 24th day of August, 2020.



Matthew J. Tranquill
Notary public

December 5, 2025

My commission expires

its environmental impacts, are available for public inspection during normal business hours at the following locations:

- South Dakota Department of Transportation, Aeronautics Services, Pierre, SD
- Rapid City Regional Airport, Director's Office, Rapid City, SD
- Rapid City Public Library, Rapid City, SD
- Airport's Webpage, RAPAIR-PORT.COM

Copies of the EA are available for download by request. Individuals or organizations wishing to submit comments on the EA should do so by September 25, 2020. The Airport will consider every request for reasonable accommodation to provide: an accessible meeting facility, other accommodations for people with disabilities or language interpretation for people with limited English proficiency. Appropriate provisions will be considered when notified at least 10 days prior to the meeting date.

IN THE _____ COURT
Cl _____ ON

Comments and requests should be sent to:

Curt Cady, Environmental Planner
KLJ
PO Box 1157
Bismarck, ND 58503
Curt.cadykjeng.com
(701) 355 8719
Note "RAP Public Hearing" in the subject heading.

Before including your address, phone number, email address or other personal identifying information in your comment, be advised that your entire comment, including your personal identifying information may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee we will be able to do so.

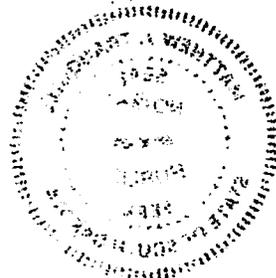
Pub _____ ney's

COVID-19 INFORMATION: Please check the Airport's website for updates and changes to the above information. Should the need arise, the Airport will move this Hearing to an online format per State and Local guidelines/restrictions in coordination with the FAA.

Filed in the of _____ on

the _____
20 _____
(Published one time at the approximate cost of \$77.11)

Attorney for _____



City, airport to hold public meeting over environmental assessment for wastewater project

City, airport to hold public meeting over environmental assessment for wastewater project

[Siandhara Bonnet](#) Sep 14, 2020

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Rapid City Regional Airport's wastewater lagoon in August 2019. Rapid City and Rapid City Regional Airport will host an environmental assessment public meeting Tuesday to discuss next steps for its wastewater treatment.

Kent Bush, Journal Editor

The public will be able to hear and comment on Rapid City Regional Airport's next steps in designing and constructing a new wastewater treatment system on Tuesday.

The Airport Board and the city, along with the Federal Aviation Administration and the state Department of Transportation, will host an Environmental Assessment Public Hearing at 5:30 p.m. Tuesday at the Civic Center in Rushmore Hall H.

Airport and KLJ Engineering representatives will have a presentation at 6 p.m. and then answer questions. Environmental planner Curt Cady with KLJ said there will also be time for one-on-one questions before the presentation that will [explore two alternatives](#)

[for the airport's waste](#)

City, airport to hold public meeting over environmental assessment

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The current system is a total retention wastewater lagoon designed in the 1960s.

“It has surpassed its useful life and it’s time to be replaced,” Cady said.

The first alternative is an aerated lagoon system on the airport’s property.

[According to the Environmental Assessment](#) that was released in July, the aerated lagoon would have a cover system and ammonia treatment. There would also be natural drainage that would flow toward Rapid Creek. The new lagoon would be an excavated cell surrounded by earth dikes and lined with high density polypropylene.

The second option would be to connect the airport collection system with the Rapid City Water Reclamation Facility. Cady said this is the airport’s preferred option with a preliminary cost of about \$1.9 million. The funding would come from the Federal Aviation Administration.

Both alternatives would include removing or decommissioning the existing lagoon.

The public hearing comes about 74,100 gallons of sewage from the Department of Environment and Natural Resources.

City, airport to hold public meeting over environmental assessment

SHARE THIS

At the time, Airport Executive Director Patrick Dame confirmed the airport used vacuum trucks to siphon wastewater from its septic lagoon and spread it elsewhere without a permit. He said there was miscommunication between the airport and the department about a permit requirement.

Dame later said that the lagoon should have been able to handle the existing load if it weren't for the 26.25 inches of precipitation in 2019.

Cady said a study in 2015 indicated that the lagoon would not be able to hold a peak flow rate of 24,000 gallons a day, although that was projected for 2038.

Due to COVID-19 and fewer people traveling through the airport along with a dryer season, Cady said the airport hasn't needed to pump the lagoon. He said the airport has made temporary changes in order to keep it "limping along."

RC Regional Airport holds public hearing to present options for new wastewater treatment system

September 15, 2020 [Colton Hall](#)



RAPID CITY, S.D. — On Tuesday, a public hearing was held by the members of the Rapid City Regional Airport to show the public plans and alternatives for a new Wastewater Treatment System.

The hearing was held at the Rushmore Plaza Civic Center in Rushmore Hall H and concluded with an open house that was centered around answering the public's questions.

The Airport was in conjunction with members of the Federal Aviation Administration and the South Dakota Department of Transportation.





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2/5

[Show Caption](#)

The current project is focusing on replacing the current wastewater treatment lagoon. An Environmental Assessment is about to be conclude that is being conducted by KLJ Engineering, who will look into three total different options for the Airport.

Alternative A

The first alternative, (Alternative A) is a no-action alternative. This means that the Airport would continue the use of its current wastewater lagoon that's located on the Airport's property.

About a year ago, the Airport was caught dumping over 74,000 gallons of sewage on the northern part of its property without the proper permit. The Airport has since obtained the correct permit, but the original problem of the current system remains.

The current wastewater lagoon was built in the 1960s and based on the estimated average levels of daily flows coming from the airport, it is not big enough to retain all the wastewater until it has evaporated away. Due to the fact that it's not big enough, the remaining discharge of water goes through the emergency outlet pipe that flows into drainage that leads to Rapid Creek.

Due to the condition of the current system, it would have to be replaced.

Alternative B

Alternative B is the construction of an aerated lagoon system that would be located near the existing lagoon. The new lagoon would be an excavated cell that's surrounded by earth dikes.

In order to prevent seepage due to an increased amount of wastewater, the lagoon would be lined with high density Polypropylene or (HDPE).

According to Curt Cady, an Environmental Planner with KLJ Engineering, the estimated cost of Alternative B is about \$1.1 million. However, with this option the Airport must provide a licensed operator and will have to pay for the additional expense of operating the aerated equipment.

This option, with the added costs of the Airport running the facilities, would come to roughly the same cost as combining the new wastewater treatment system with the Rapid City's water treatment plant.

Alternative C

In this alternative, the current lagoon would be eliminated and it would be replaced with a "Gravity Main" that would carry all the wastewater from the current Airport collection system to a lift station, located to the south along the Airport access road.

There are two different options for locations for lift stations in Alternative C. One moving the wastewater to the west into the Rapid City Collection System (Option 1) and one near the intersection of Highway 44 and Airport Road (Option 2).

Option two, the Airport's preferred option, would cost about \$1.9 million, but the Airport would not have to do any testing of the wastewater.

"As we look at the Sewer Pipe as a higher cost initial alternative, we're not having to deal with the wastewater treatment," said Patrick Dame, the Executive Director of the Rapid City Regional Airport. "So based on that, the airport board took the opinion that the preferred alternative would be to go with the sewer line and get it over at the sewer treatment plant."

Dame also said that about 51 percent of the funding would come from Federal Aviation funds while the remaining expense would be paid for with Airport Funds.

Concrete surfacing and security fencing would also be constructed around the lift stations.

The main concerns surrounding the public was the fiduciary responsibility of the Airport to be able to fund a project that could impact landowners and developers.

After the end of the Environmental Process, the board will move forward to final approval of the Environmental Assessment.

Additional questions and comments can be sent to Cady at Curt.Cady@kljeng.com with the subject line "RAP PUBLIC HEARING".

Categories: [ConnectNow-Business](#), [Local News](#), [South Dakota News](#)

Tags: [public comment](#), [Rapid City Regional Airport](#), [Rapid City wastewater](#), [wastewater treatment](#)

[AlertMe](#)

Appendix B

Availability of EA for Public Viewing

- ◆ South Dakota Department of Transportation, Pierre, SD
- ◆ Airport Director's Office, Rapid City Regional Airport, Rapid City, SD
- ◆ Rapid City Public Library, Rapid City, SD
- ◆ www.rapairport.com/about-the-airport/wastewater-treatment-system



4585 Coleman Street
Bismarck, ND 58503-0431
701 355 8400
KLJENG.COM

August 11, 2020

South Dakota Department of Transportation, Aeronautics Services
700 E. Broadway
Pierre, SD 57701

Re: July 2020 Environmental Assessment
Rapid City Regional Airport, Rapid City, SD

To Whom It May Concern:

Attached is a copy of the July 2020 Environmental Assessment for the Sanitary Sewer Replacement Project at Rapid City Regional Airport. As specified in the attached Notice of Availability, your office has been selected to receive a copy of the document to make available for public viewing. Please make the document available to the public until September 25, 2020.

Please forward any comments received for the project to our office as soon as possible. Comments will be accepted no later than September 25, 2020, at the following address:

Curt Cady, Environmental Planner
KLJ
PO Box 1157
Bismarck, ND 58503
(701) 355-8719
curt.cady@kljeng.com

If you have questions or need additional information, please contact me at above number

Sincerely,

KLJ

A handwritten signature in blue ink that reads "Curt Cady". The signature is written in a cursive, flowing style.

Curt Cady

Environmental Planner

Enclosure(s): one copy of the July 2020 Environmental Assessment
Project #: 1805-01949



4585 Coleman Street
Bismarck, ND 58503-0431
701 355 8400
KLJENG.COM

August 11, 2020

Rapid City Regional Airport, Directors Office
4550 Terminal Road
Rapid City, SD 57703

Re: July 2020 Environmental Assessment
Rapid City Regional Airport, Rapid City, SD

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Project #: 1805-01949



4585 Coleman Street
Bismarck, ND 58503-0431
701 355 8400
KLJENG.COM

August 11, 2020

Rapid City Public Library
Librarian
610 Quincy Street
Rapid City, SD 57701

Re: July 2020 Environmental Assessment
Rapid City Regional Airport, Rapid City, SD

To Whom It May Concern:

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PO Box 1157
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(701) 355-8719
curt.cady@kljeng.com

If you have questions or need additional information, please contact me at above number

Sincerely,

KLJ

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Curt Cady

Environmental Planner

Enclosure(s): one copy of the July 2020 Environmental Assessment
Project #: 1805-01949

Rapid City Regional Airport Sanitary Sewer System Project

This project consists of designing and constructing a wastewater treatment system for the entire airport to replace the existing wastewater lagoon. The current facilities were built in the 1950's and are inadequate for future airport needs. The federal work will be performed under an FAA Airport Improvement Program (AIP) grant with matching local dollars to complete the project.

Environmental Assessment

https://www.rapairport.com/download_file/view/552/231

Notice of Public Hearing - Tuesday, September 15, 2020, from 5:30 PM to 7:30 PM (MT), at the Rushmore Plaza Civic Center, Rushmore Hall H

https://www.rapairport.com/download_file/view/557/231



(/)

RAPID CITY REGIONAL AIRPORT - Terminal Open 24 Hours
Main Office: 4550 Terminal Road, Suite 102, Rapid City, SD 57703-8706
Main Office Hours: Mon-Fri, 8:30AM-4:30PM
Airport Information Line: 605-394-4195

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(https://get.adobe.com/reader/)



<https://www.facebook.com/rapairport/>



<https://twitter.com/RCAirport>

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Photography Credits: South Dakota Department of Tourism
<https://www.travelsouthdakota.com/>

Appendix C

Stakeholder and Agency Review

- ◆ US Army Corps of Engineers – Pierre, SD
- ◆ US Department of the Interior, Fish and Wildlife Service, Ecological Services – Pierre, SD
- ◆ SD Department of Environment and Natural Resources
- ◆ Rosebud Sioux Tribe THPO
- ◆ Cheyenne River Sioux Tribe THPO



4585 Coleman Street
Bismarck, ND 58503-0431
701 355 8400
KLJENG.COM

August 11, 2020

Steve Naylor, Manager
US Department of the Army Corp of Engineers, SD Regulatory Office
28563 Powerhouse Road, Room 113
Pierre, SD 57501

Re: July 2020 Environmental Assessment
Rapid City Regional Airport, Rapid City, SD

Dear Mr. Naylor:

This letter accompanies one copy of the July 2020 Environmental Assessment for the Sanitary Sewer Replacement Project at Rapid City Regional Airport. A Public Hearing is scheduled for September 15, 2020, at Rushmore Plaza Civic Center, in Rushmore Hall H, 444 Mount Rushmore Road, in Rapid City, SD discuss the Environmental Assessment. The Public Hearing will be held from 5:30 pm to 7:30 pm MT.

If you have any questions or comments prior to the Public Hearing, please call me at (701) 355 8719. Please note that the comment period ends September 25, 2020. Thank you for your time and cooperation on this project.

Sincerely,

KLJ

A handwritten signature in blue ink that reads "Curt Cady". The signature is fluid and cursive.

Curt Cady

Environmental Planner

Enclosure(s): one copy of the July 2020 Environmental Assessment
Project #: 1805-01949
cc: Sheri Lares, FAA



4585 Coleman Street
Bismarck, ND 58503-0431
701 355 8400
KJENG.COM



August 11, 2020

Scott Larson, Field Supervisor
US Fish and Wildlife Service, SD Field Office
420 S Garfield Ave, Suite 400
Pierre, SD 57501

This Constitutes a report of the Department of the Interior prepared in accordance with the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq). We have reviewed and have NO OBJECTION to this proposed project.

SCOTT LARSON Digitally signed by SCOTT LARSON
Date: 2020.08.28 06:50:38 -05'00'
Field Supervisor

Re: July 2020 Environmental Assessment
Rapid City Regional Airport, Rapid City, SD

Dear Mr. Larson:

This letter accompanies one copy of the July 2020 Environmental Assessment for the Sanitary Sewer Replacement Project at Rapid City Regional Airport. A Public Hearing is scheduled for September 15, 2020, at Rushmore Plaza Civic Center, in Rushmore Hall H, 444 Mount Rushmore Road, in Rapid City, SD discuss the Environmental Assessment. The Public Hearing will be held from 5:30 pm to 7:30 pm MT.

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Sincerely,

KLJ

Curt Cady

Environmental Planner

Enclosure(s): one copy of the July 2020 Environmental Assessment
Project #: 1805-01949
cc: Sheri Lares, FAA

From: [Kim, Daniel H](#)
To: [Curt Cady](#)
Subject: Rapid City Airport Sewer System upgrade
Date: Monday, August 31, 2020 9:48:00 AM
Attachments: [WWTF RapidCityAirportSewerimprovements SL signed 8.28.20.pdf](#)

Mr. Cady,

Please find the return correspondence to your letter dated 11 August 2020 concerning the replacement of the sewer system at the Rapid City regional airport. The USFWS currently has no objections to your project as described. If you have any questions on the correspondence, please feel free to email me, or call my cell phone for any clarifications.

Dan

Daniel H. Kim Ph.D.
Grassland Bird and Prairie Pollinator Biologist
Ecological Services
U.S. Fish and Wildlife Service
420 South Garfield Avenue, Suite 400
Pierre, South Dakota 57501
Cell: 308-380-9327
Phone: 605-224-8693 ext. 234
Fax: 605-224-1416
Email: daniel_kim@fws.gov



4585 Coleman Street
Bismarck, ND 58503-0431
701 355 8400
KLJENG.COM

August 11, 2020

Hunter Roberts, Dept Secretary
SD Department of Environment and Natural Resources
523 E. Capital
Pierre, SD 57501

Re: July 2020 Environmental Assessment
Rapid City Regional Airport, Rapid City, SD

Dear Mr. Roberts:

This letter accompanies one copy of the July 2020 Environmental Assessment for the Sanitary Sewer Replacement Project at Rapid City Regional Airport. A Public Hearing is scheduled for September 15, 2020, at Rushmore Plaza Civic Center, in Rushmore Hall H, 444 Mount Rushmore Road, in Rapid City, SD discuss the Environmental Assessment. The Public Hearing will be held from 5:30 pm to 7:30 pm MT.

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Environmental Planner

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4585 Coleman Street
Bismarck, ND 58503-0431
701 355 8400
KLJENG.COM

August 11, 2020

Ben Rhodd, THPO
Rosebud Sioux Tribe
PO Box 809
Rosebud, SD 57570

Re: July 2020 Environmental Assessment
Rapid City Regional Airport, Rapid City, SD

Dear Mr. Rhodd:

This letter accompanies one copy of the July 2020 Environmental Assessment for the Sanitary Sewer Replacement Project at Rapid City Regional Airport. A Public Hearing is scheduled for September 15, 2020, at Rushmore Plaza Civic Center, in Rushmore Hall H, 444 Mount Rushmore Road, in Rapid City, SD discuss the Environmental Assessment. The Public Hearing will be held from 5:30 pm to 7:30 pm MT.

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Curt Cady

Environmental Planner

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Project #: 1805-01949
cc: Sheri Lares, FAA



4585 Coleman Street
Bismarck, ND 58503-0431
701 355 8400
KLJENG.COM

August 11, 2020

Steve Vance, THPO
Cheyenne River Sioux Tribe
PO Box 590
Eagle Butte, SD 57625

Re: July 2020 Environmental Assessment
Rapid City Regional Airport, Rapid City, SD

Dear Mr. Vance:

This letter accompanies one copy of the July 2020 Environmental Assessment for the Sanitary Sewer Replacement Project at Rapid City Regional Airport. A Public Hearing is scheduled for September 15, 2020, at Rushmore Plaza Civic Center, in Rushmore Hall H, 444 Mount Rushmore Road, in Rapid City, SD discuss the Environmental Assessment. The Public Hearing will be held from 5:30 pm to 7:30 pm MT.

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Sincerely,

KLJ

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Curt Cady

Environmental Planner

Enclosure(s): one copy of the July 2020 Environmental Assessment
Project #: 1805-01949
cc: Sheri Lares, FAA

Appendix D

Public Meeting Materials

- ◆ Presentation
- ◆ Handout

PUBLIC HEARING

Environmental Assessment of
Sanitary Sewer System Replacement

Rapid City Regional Airport

September 15, 2020



1

Purpose of Presentation

Present the information within the Environmental Assessment for Public Input and Comment

- Project Background and Current Conditions
- Discuss purpose and need
- Range of Alternatives
- Affected Environment and Environmental Consequences



2

Project Background

- Existing System
 - Circular 1.1 acres stabilization lagoon
 - Built in the late 60's
 - Designed as a Total retention facility
- DENR is requiring the system to be replaced by 2023
- Began looking at replacement options in a 2015 Planning Study



3

Current Conditions

Growth of the Airport

- Larger Terminal Building, expansion of general aviation facilities
- Airport had 370,000 passengers by the end of 2019
- Pumping in Summer of 2019 to prevent discharge
 - Peak summer usage and wetter than normal weather
- Existing lagoon is too small and does not meet current standards



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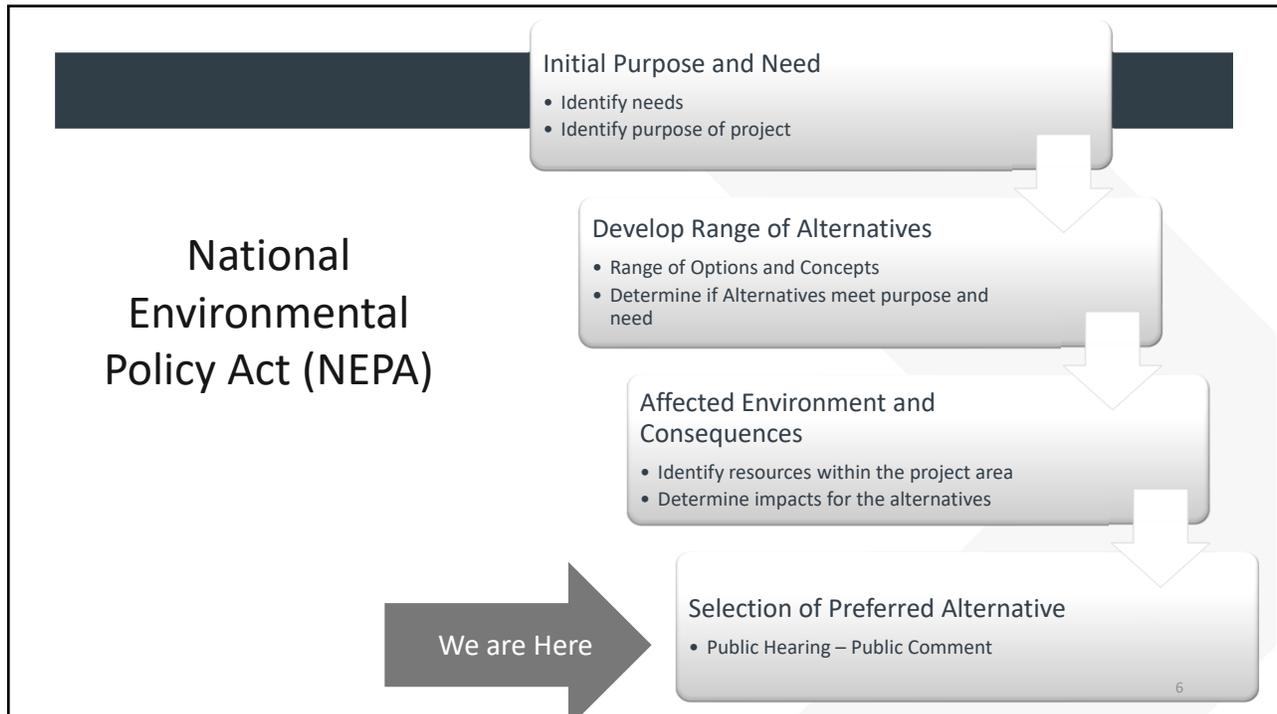
4

The map shows the Rapid City Regional Airport area. Key features include:

- Existing Airport Lagoon**: Located near the airport terminal.
- Drainage to Rapid Creek**: A line indicating the flow of water from the lagoon area to Rapid Creek.
- 42" Sewer Main**: A line connecting the airport area to the Wastewater Reclamation Facility.
- Wastewater Reclamation Facility**: Located south of the airport.
- Project Area**: Indicated by a black outline.
- Legend**:
 - Red outline: Airport Property
 - Green outline: City Owned Parcels
 - Black outline: Project Area

City of Rapid City and the Rapid City Regional Airport Board, in cooperation with the Federal Aviation Administration and the South Dakota Department of Transportation proposes to construct a wastewater treatment system to replace the existing lagoon system at Rapid City Regional Airport.

5



6

Purpose of the Project

To provide a cost effective and reliable wastewater treatment system for the Rapid City Regional Airport that is designed to meet South Dakota Recommended Design Criteria for Wastewater Collection and Treatment Facilities.



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7

Need for the Project

Analysis of ground water monitoring data that has identified potential leakage in the existing wastewater lagoon.



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8

Design Criteria

The wastewater system at the Airport must comply with the standards outlined by DENR in South Dakota Recommended Design Criteria for Wastewater Collection and Treatment Facilities. A licensed operator and monthly effluent sampling and testing would be required for a discharging system. A new Industrial Discharge permit would be required from the DENR if treated wastewater is discharged to the natural drainage flowing south to Rapid Creek. Rapid Creek is classified by the South Dakota Surface Water Quality Standards and Uses Assigned to Streams with a classification code of "Warm Water Permanent Fishery" mean that it would require stringent effluent limits for Ammonia.

Table 1, Effluent Limits for an Industrial Discharge Permit at RAP

Effluent Parameter	Effluent Limits
Total Suspended Solids (TSS)	10 mg/L
Biochemical Oxygen Demand (BOD)	10 mg/L
Ammonia	1 mg/L

Source: DENR



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Design Criteria

The Airport Sanitary Sewer Master Plan prepared by the City of Rapid City in 2015 outlined the possibility of a connection to the existing Rapid City collection system. All wastewater would be carried to the existing Water Reclamation Facility (WRF) located southwest of the Airport. Due to the existing sewer locations and ground elevations between the Airport and the WRF, a gravity main would not be possible for the entire distance. Therefore, under this scenario, sewage would need to be pumped at some point via a force main up to an existing gravity main, which would eventually discharge to the WRF. DENR's minimum design criteria for the collection system necessary to connect the Airport Terminal to the WRF:

Table 2, Collection Main Design Criteria

Gravity Main Design Criteria	
Parameter	Value
Minimum Gravity Main Collection Diameter	8 inches
Maximum Spacing Between Manholes for 15 inches and smaller	400 feet
Maximum Spacing Between Manholes for 18 inches and larger	500 feet
Lift Station Design Criteria	
Minimum Number of Pumps	2
Minimum Pumping Rate	4 times Average Design Flow
Maximum Wet Well Fill Time	30 Minutes
Force Main Design Criteria	
Minimum Flow Velocity	2 Feet/sec
Maximum Flow Velocity	8 Feet/sec



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Design Criteria

Table 3, Wastewater Feasibility Flow Rates Summary

Parameter	Rates
Average Daily Flows	24,500 gpd
Peak Hourly Flows	61 gpm

Wildlife Considerations:

The FAA Advisory Circular (AC) 150/5200-33B provides guidance on certain land uses that have the potential to attract hazardous wildlife on and near public airports this includes existing and proposed wastewater treatment facilities. The FAA recommends measures to minimize hazardous wildlife attractants. For new facilities the FAA recommends that they not be located within specific distances of public airports, for RAP this distance is 10,000 feet.



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Alternatives

- Two construction alternatives are being reviewed in the Environmental Assessment along with a required No Action.
 - Aerated Lagoon with a Cover System and Ammonia Treatment
 - Connection to the Rapid City Water Reclamation Facility



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Alternative A

No Action

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Aerated Lagoon with a Cover System and Ammonia Treatment

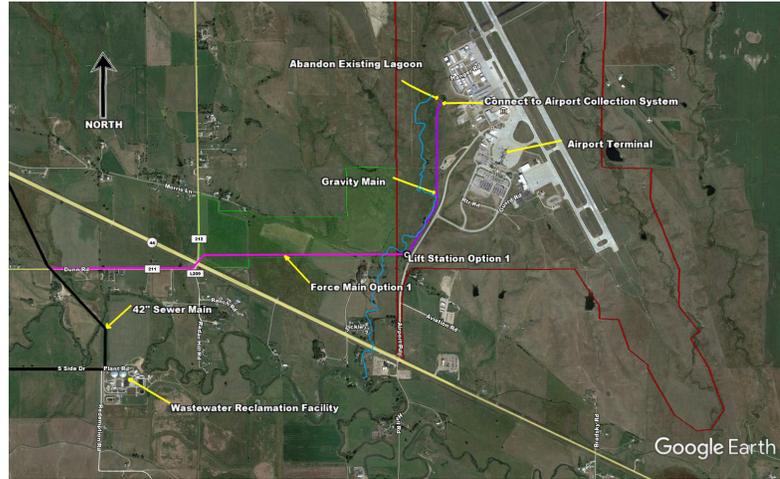
Alternative B

- Multi-celled aerated lagoon
- Ammonia Treatment
- HDPE lined and covered
- Lower upfront costs
- Higher O&M costs
- Requires a licensed operator
- Discharging System

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Connect to the Rapid City Water Reclamation Facility

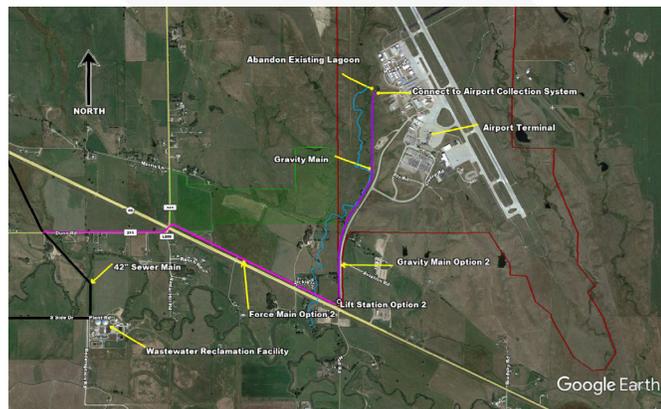
- Option 1
 - Lift station with a force main across city owned property.
- Connect to Rapid City collection system along Dunn Road.
- Higher upfront cost
- Lower O&M Cost
- No discharge of effluent
- No Operator needed



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Connect to the Rapid City Water Reclamation Facility

- Option 2
 - Lift station with a force main along Highway 44.
- Connect to Rapid City collection system along Dunn Road.



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Alternative Cost Comparison

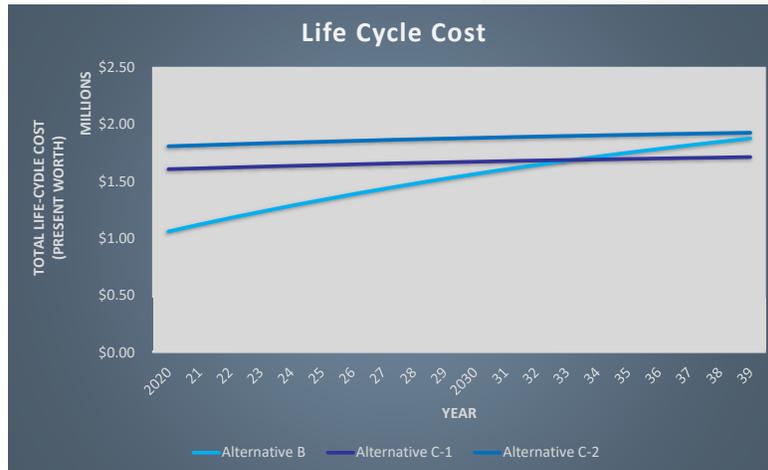
Alternative	Annual O&M Cost	Annual Cost of Licensed Operator and/or Permit	Total Initial Cost	Present Worth of Annual O&M ⁽¹⁾	Present Worth of Operator Cost and/or Permit ⁽¹⁾	Present Worth of Total Cost ⁽²⁾
Alternative A	\$-- ⁽³⁾	\$600.00	\$0.00	-- ⁽⁴⁾	-- ⁽⁴⁾	-- ⁽⁴⁾
Alternative B	\$42,000	\$22,500 ⁽⁵⁾	\$1.0 million	\$567,129.37	\$311,296.63	\$1,878,426.00
Alternative C-1	\$8,500	\$0.00	\$1.6 million	\$114,776.93	\$0.00	\$1,714,776.18
Alternative C-2	\$9,500	\$0.00	\$1.8 million	\$128,279.26	\$0.00	\$1,928,279.26

- (1) Present Worth Costs are based on an annually compounded interest rate of 5.00 percent over a 20-year period.
- (2) The total present worth cost is equal to the initial costs plus the present worth of all annual costs.
- (3) In 2019, the Airport spent nearly \$100,000 on temporary modifications, pumping, and hauling effluent to remain in compliance with DENR.
- (4) Present Worth of Alternative A is not considered as the Airport would be required to have a new system in place by January 1, 2023 per DENR requirements.
- (5) The annual cost of a licensed operator was estimated to be approximately 1/2 the annual average salary for licensed water treatment plant operators in South Dakota according to careereplorer.com.



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Life Cycle Cost of Alternatives



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Affected Environment and Environmental Consequences



- Clean Air Act
- Clean Water Act
- Environmental Justice Executive Order
- Noise ordinances
- U.S. Department of Transportation Act of 1966; Section 4(f)
- Section 106 of the National Historic Preservation Act
- Contaminated materials and substances
- Endangered Species Act
- Coastal Zone Management Act
- Migratory Bird Treaty Act
- Protection of Wetlands Executive Order
- Patuxent Research Refuge Executive Order
- Floodplain Management Executive Order
- Federal Flood Risk Management Executive Order
- Limited English Proficiency Executive Order
- Military Construction and Appropriations Act
- State Environmental Laws
- Local Environmental Laws



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Environmental Consequences Not Relevant to the Project



- Air Quality
- Climate
- Coastal Resources
- Farmland
- Natural Resources and Energy Supply
- Noise and Compatible Land Use
- Department of Transportation Section 4(f) and Section 6(f)
- Environmental Justice
- Children’s Environmental Health and Safety Risk
- Wild and Scenic Rivers



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Biological Resources

ALT A (NO ACTION)	ALT B (BUILD ALT)	ALT C-1 (BUILD ALT)	ALT C-2 (BUILD ALT)
No impact.	No lakes, rivers, streams, or creeks would be impounded, diverted, deepened, controlled, or modified. Temporary impacts on habitat and wildlife would be expected during construction activities. No direct or indirect impacts on bald and golden eagles would be expected. Determination of No effect on whooping crane, least tern, rufa red knot, and northern long-eared bat.		



➤ Commitments and Compliance

- ◇ Tree removal, if required, would be conducted outside of the summer maternity season for the northern long-eared bat (April 1 to September 30).
- ◇ BMPs (e.g., berms, dikes, dams, sediment basins, fiber mats, gravel, mulches, grasses, slope drains) would be implemented to prevent erosion and siltation.





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Hazardous Materials, Pollution Prevention, and Solid Waste

ALT A (NO ACTION)	ALT B (BUILD ALT)	ALT C-1 (BUILD ALT)	ALT C-2 (BUILD ALT)
No impact.	Not expected to involve hazardous materials or generate hazardous waste other than those generally associated with construction.		

➤ Commitments and Compliance

- ◇ If previously unknown contaminants are discovered during construction, or a spill occurs during construction, work would cease until the Contractor notifies the National Response Center (800 424 8802). If contamination is encountered, the Contractor must also notify the DENR. Any contaminated soil encountered would be temporarily stockpiled and sampled to determine disposal requirements.



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Historical, Architectural, Archaeological, and Cultural Resources



ALT A (NO ACTION)	ALT B (BUILD ALT)	ALT C-1 (BUILD ALT)	ALT C-2 (BUILD ALT)
No impact.	SHPO concurred with a No Historic Properties Affected determination.		

> Commitments and Compliance

- Protective measures would be required to ensure that no unintentional disturbances of avoidance areas occur during construction. Due to the potential for additional discoveries during construction, the Airport would be required to provide TCS(s) appointed by their Tribe an opportunity to observe ground disturbing activities that remove the top 12 inches of topsoil and Holocene deposits in accordance with guidelines to be provided by the FAA. Work shall cease if cultural resources are discovered. Discoveries must be reported to the ND SHPO and the Bismarck FAA-ADO
- Material source clearance for borrow, aggregate, riprap, and for stage areas would be required before materials could be brought onsite. If any construction activity results in discovery of cultural resources, work would cease until the FAA Airports District Office (ADO) in Bismarck is notified per the Discovery Plan for General Aviation (GA) Projects in the Dakotas.



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Land Use

ALT A (NO ACTION)	ALT B (BUILD ALT)	ALT C-1 (BUILD ALT)	ALT C-2 (BUILD ALT)
No changes. The uncovered sewage lagoon would remain within the AOA.	The existing uncovered lagoon would be replaced with a covered lagoon.	The existing uncovered lagoon would be replaced with underground sewer lines connecting to City of Rapid City's WRF.	

> Commitments and Compliance

- ◇ Any utilities running along or crossing SDDOT right of way would require a permit from the SDDOT Area Engineer in order to use SDDOT right of way.



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Socioeconomics



Affected Environment and Environmental Consequences

ALT A (NO ACTION)	ALT B (BUILD ALT)	ALT C-1 (BUILD ALT)	ALT C-2 (BUILD ALT)
No direct impacts would be expected. No temporary net economic benefit.	There would be no relocation of housing or businesses. Construction would provide a small and temporary net economic benefit to the area. Operation of construction equipment and transport of workers and materials to and from the project site would result in a minimal temporary increase in vehicle traffic volume.		

➤ **Commitments and Compliance**

- No mitigation is required.



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Visual Effects

ALT A (NO ACTION)	ALT B (BUILD ALT)	ALT C-1 (BUILD ALT)	ALT C-2 (BUILD ALT)
No impact.	Visual changes include the elimination of the existing sewage lagoon and the surrounding fence. A new covered lagoon would be constructed with a fence around it.	Visual changes include the elimination of the existing sewage lagoon and construction of a lift station to the west of Airport Road. A security fence would be constructed around the lift station, a turnout and parking area would also be constructed off Airport Road to provide access.	
Minor impacts are anticipated on the overall viewshed within the Airport and viewshed of the Airport from surrounding areas, any increase in visual annoyance from the proposed improvements is anticipated to be minor.			

➤ **Commitments and Compliance**

- No mitigation is required.



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Wetlands

Affected
Environment
and
Environmental
Consequences

ALT A (NO ACTION)	ALT B (BUILD ALT)	ALT C-1 (BUILD ALT)	ALT C-2 (BUILD ALT)
No impacts.	Temporary impacts to 0.065 acres. The discharge outfall would be located outside of the wetland 12 boundary and would flow into wetland 12 at a discharge rate of 10 to 17 gallons per minute. Wetland 12 is anticipated to remain a PEMC wetland.	Temporary impacts to 0.259 acres.	Temporary impacts to 0.829 acres.

> Commitments and Compliance

- No compensatory mitigation is required provided any disturbed wetland areas are restored to their original grade and contours prior to the end of construction. Final plans must include all practicable measures to minimize harm to adjacent wetlands, including the implementation of BMPs.

> Permits Required

- USACE Section 404.

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Floodplains

ALT A (NO ACTION)	ALT B (BUILD ALT)	ALT C-1 (BUILD ALT)	ALT C-2 (BUILD ALT)
No impact.	No impact.	Underground pipes would be constructed in the FEMA DFIRM Zone A.	

> Commitments and Compliance

- ◇ No mitigation is required.

> Permits Required

- ◇ A non-building floodplain permit would be required from the City of Rapid City. No mitigation would be required.

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Surface and Ground Water



Affected Environment and Environmental Consequences

ALT A (NO ACTION)	ALT B (BUILD ALT)	ALT C-1 (BUILD ALT)	ALT C-2 (BUILD ALT)
Effluent from the existing lagoon is expected to seep through the lining of the lagoon and may cause contamination to surface and ground water.	Not anticipated to cause substantial increase in rate of stormwater runoff. No permanent changes are anticipated in drainage patterns and stormwater flow. Temporary, minimal impacts on water quality during construction.		

- **Commitments and Compliance**
 - Stormwater drainage would be managed according to FAA AC 150/5320-5D, Airport Drainage Design.
 - Impacts on water quality during Airport operations minimized through the use of BMPs. The 30-day average total suspended solids criterion of 90 mg/L must not be violated..
- **Permits Required**
 - NPDES Permit (Construction General Permit).



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Selecting a Preferred Build Alternative

- The environmental impacts related to the construction of each alternative are very similar.
- All build alternatives have temporary impacts to wetlands.
 - Alt B = 0.065 acres Alt C-1 = 0.259 acres Alt C-2 = 0.829 acres
- Both construction alternatives meet the project purpose and need.
- Alternative B requires a Permit from DENR, C-1 and C-2 would fall under the existing permit of the Water Reclamation Facility.
- Alternative B also requires a licensed operator for the treatment system.



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PUBLIC HEARING

Tuesday, September 15, 2020

Open House: 5:30-7:30 pm

Formal Presentation: 6:00 pm

Rushmore Plaza Civic Center

444 Mount Rushmore Road

Rapid City, South Dakota

Rapid City Regional Airport Wastewater Treatment System



What is the proposed project?

The proposed project is located east of Rapid City in Pennington County, South Dakota on the Rapid City Regional Airport (RAP). The City of Rapid City and the Rapid City (City), in cooperation with the Federal Aviation Administration (FAA) and the South Dakota Department of Transportation (SDDOT), proposes to replace the existing wastewater lagoon at RAP. The proposed project has been developed to address the purpose and need described below. An Environmental Assessment (EA) has been produced to analyze potential environmental, social and economic impacts of the proposed project.

Why is the project needed?

The need for the proposed project is driven by analysis of ground water monitoring data that has identified potential leakage in the existing wastewater lagoon. Remediation of the wastewater system at the Airport must comply with DENR standards.

What is the purpose of the project?

The purpose of the Proposed Action is to provide a cost effective and reliable wastewater treatment system for the Rapid City Regional Airport that is designed to meet South Dakota Recommended Design Criteria for Wastewater Collection and Treatment Facilities. As noted, the Airport has grown substantially since the existing lagoon system was constructed in the late 1960's.

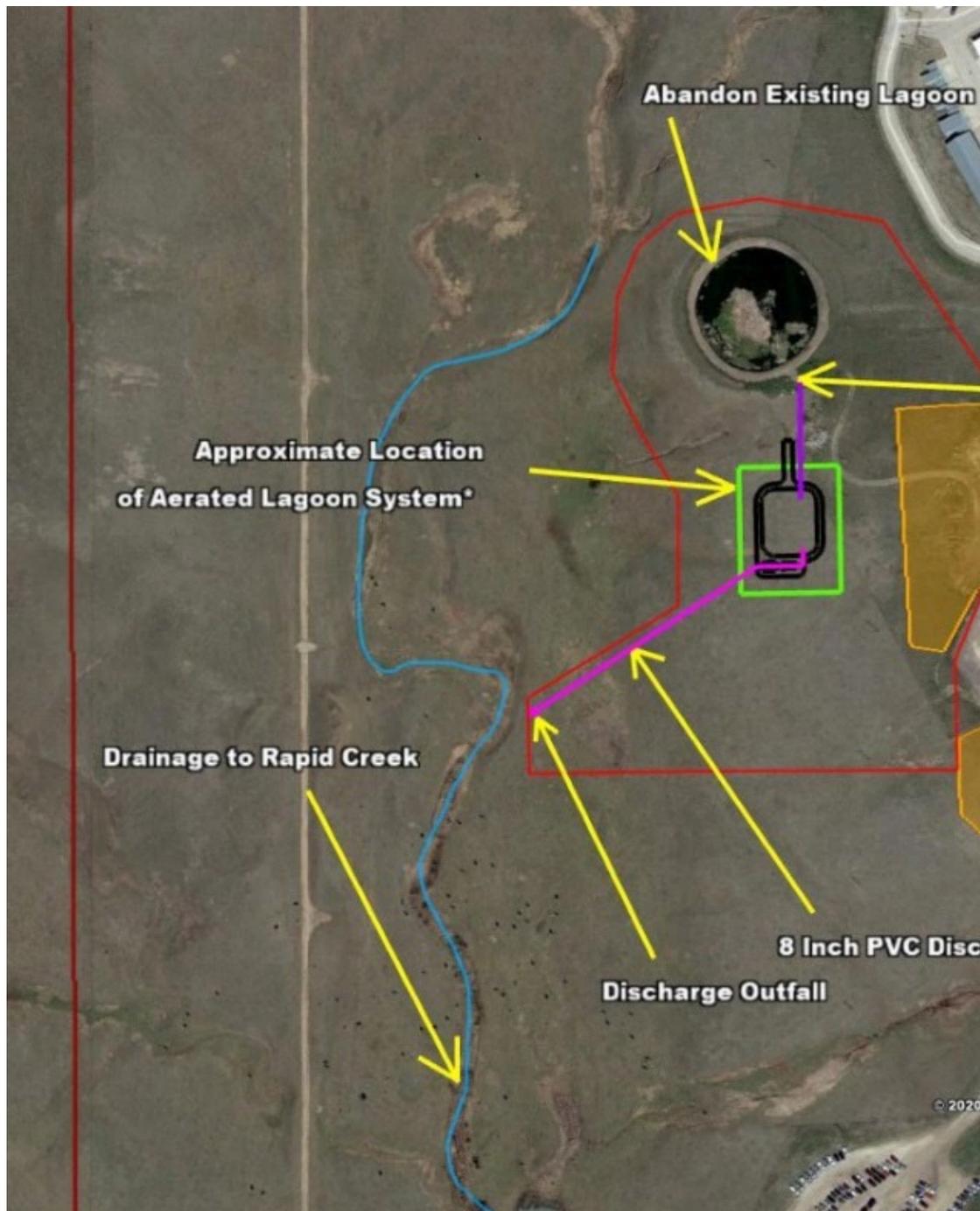
What alternatives were studied?

“No-Action” (Alternative A) and two “Build” alternatives (Alternatives B and C) were studied in the EA.

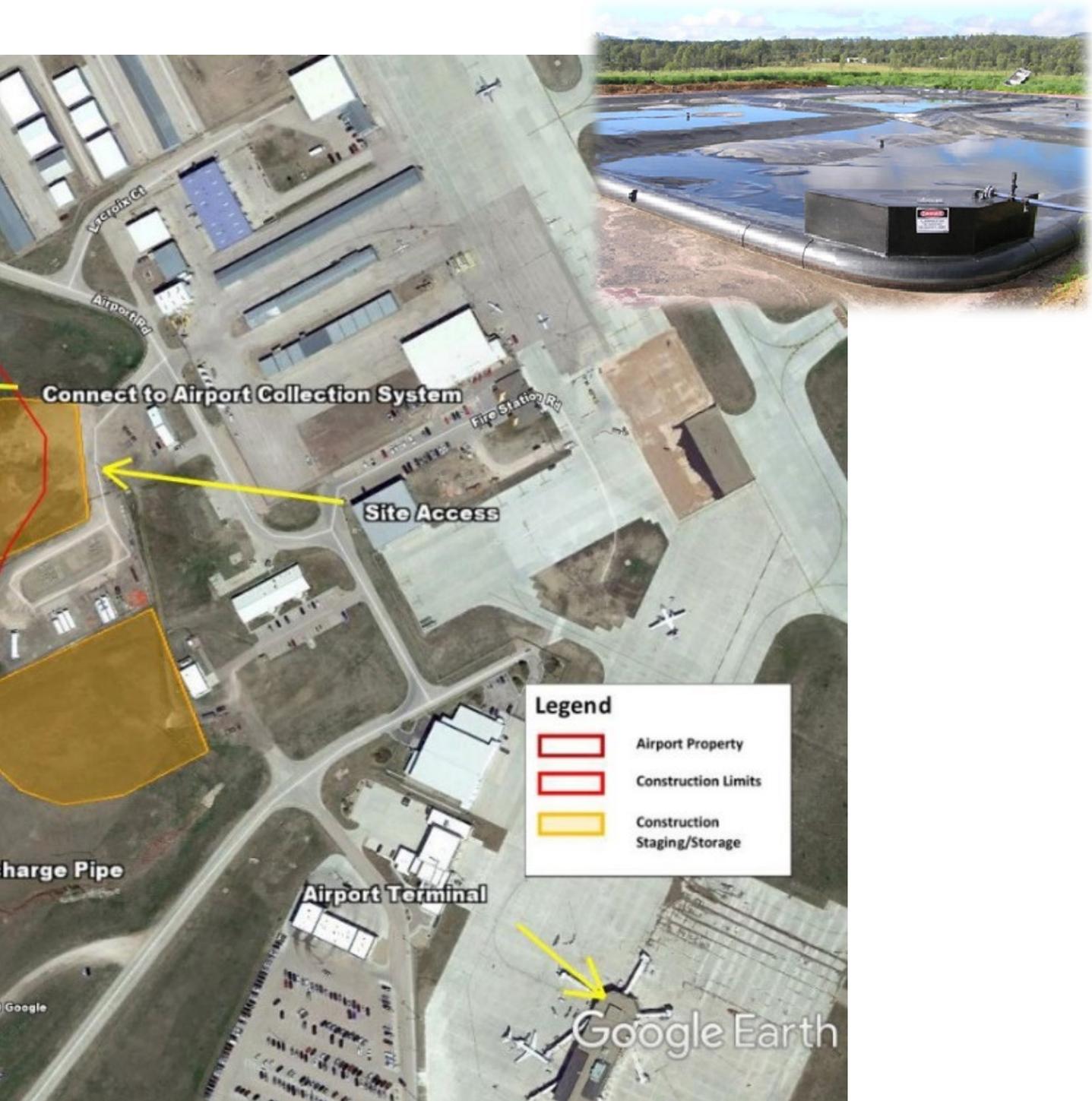
Alternative B

Alternative B include an aerated lagoon system constructed near the existing lagoon with discharge of treated effluent to the natural drainage that flows towards Rapid Creek. The new lagoon would be an excavated cell surrounded by earth dikes.

To prevent seepage, the lagoon would be lined with high density polypropylene (HDPE). HDPE baffle curtains would be used to separate the lagoon into cells of decreasing aeration and mixing intensity. Aerating and mixing with a blower system and diffusers would remove the majority of BOD and Ammonia. The entire water surface of the lagoon would be



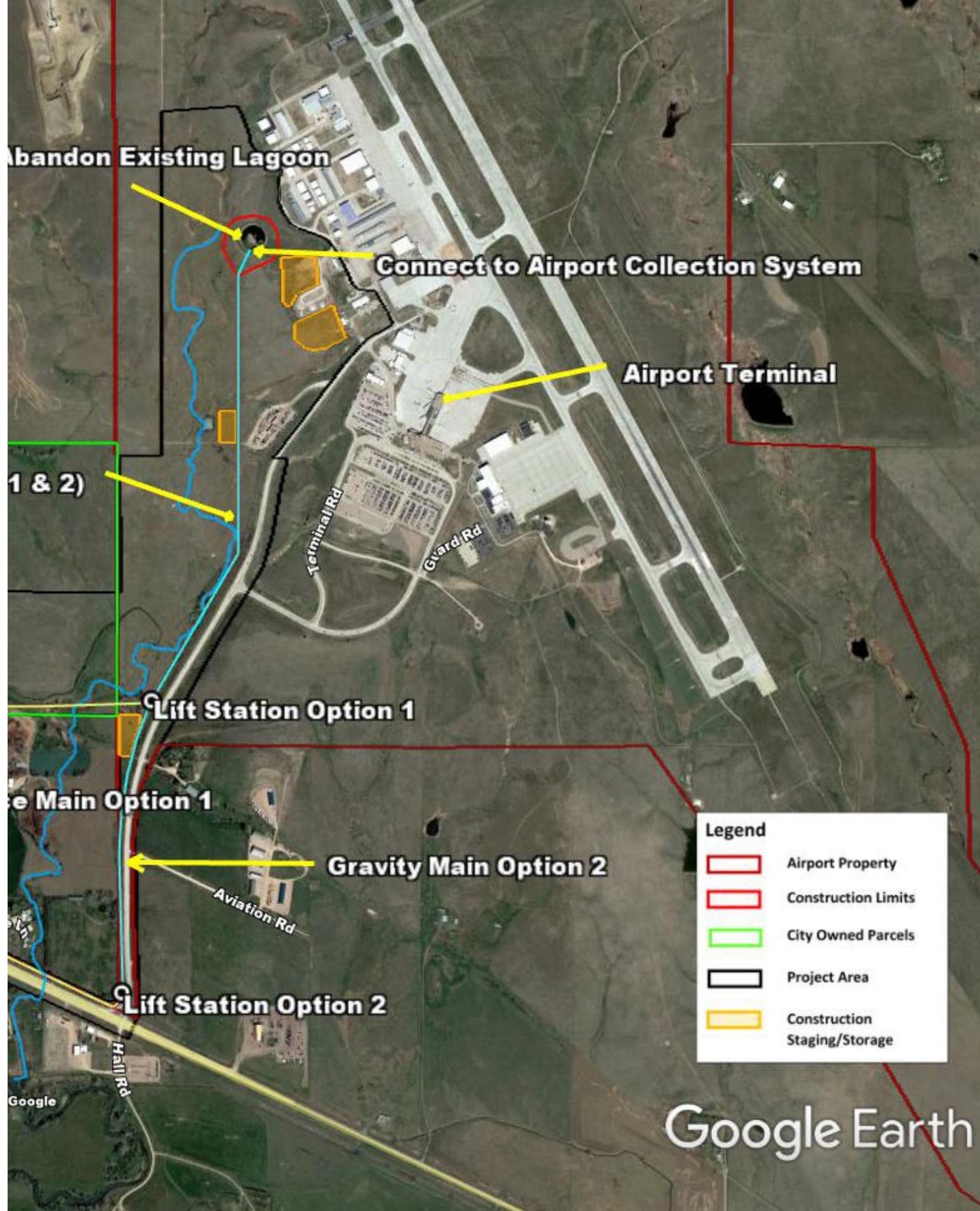
covered by HDPE material with rigid insulation panels. The cover system would maintain heat with the cells to improve ammonia removal, block sunlight and eliminate algae growth (lowering TSS levels), and completely block access to the lagoon by wildlife.



Alternative A

Alternative C would eliminate the existing lagoon and replace it with a gravity main to carry all wastewater from the existing Airport collection system to the south along the Airport access road to a lift station. The Airport is considering two potential locations for the lift station (Lift Station Option 1 and Lift Station Option 2). The lift station for Option 1 would be constructed adjacent to the access road (approximately 0.5 miles north of Highway 44). A force main would be constructed to carry wastewater from this lift station to the west and into the existing Rapid City collection system. The force main would be constructed through property owned by the City of Rapid City and within the existing right of way along Dunn Road. Option 2 would construct a lift station near the intersection of Highway 44 and Airport Road. A force main would be constructed paralleling Highway 44 until it reaches Dunn Road and then it would follow Dunn Road. All wastewater coming from the Airport would be carried by this system to the existing WRF for treatment. Concrete surfacing and security fencing would be constructed around the lift station. A vehicle turnout and road would be constructed off the Airport Road to provide access to a vehicle gate in the new fence needed to provide access for maintenance of the lift station.





What would the new wastewater system look like?

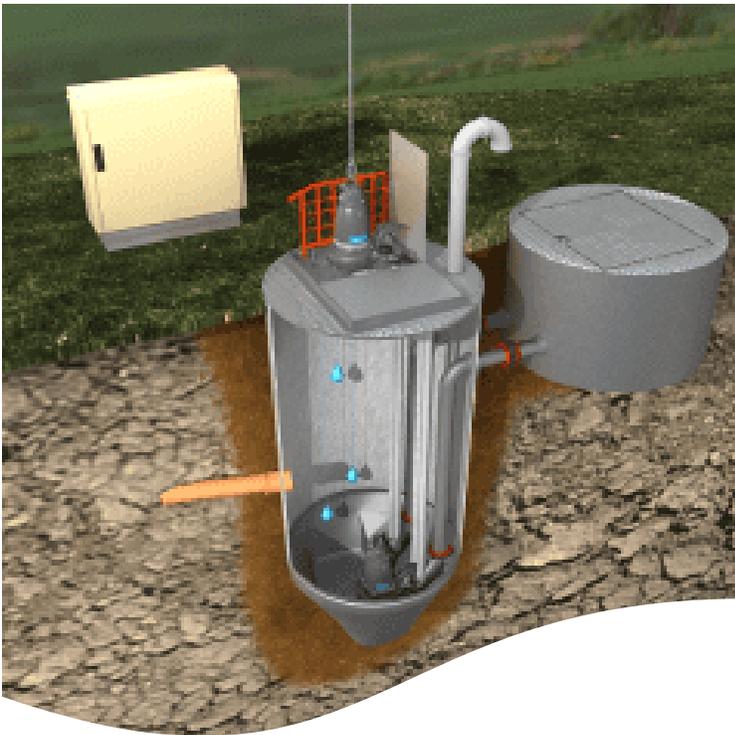
The Preferred Alternative is Alternative C - Option 2 for the new system. The system will be almost completely underground with the exception of manholes and portions of the lift station.

When would the project occur?

Construction of the project may begin during the 2021 construction season and is anticipated to be completed in the summer of 2022.

What would the project cost?

The estimated cost of the preferred Alternative C – Option 2 for the project is approximately \$1.8 million.



What impacts might this project have?

Potential impacts to various resource categories were analyzed and discussed in the EA. The EA, including project maps, sketches and other pertinent information, it is available for public viewing at several locations:

SDDOT Office of Aeronautics, Pierre, SD

Airport Director's Office, Rapid City, SD

Rapid City Public Library, Rapid City, SD

How can I submit comments on this project?

Written comments must be received by September 25, 2020 to:

Curt Cady, Environmental Planner KLJ PO Box 1157 Bismarck, ND 58503

Or by email to Curt.cady@klijeng.com. Please note "RAP Public Hearing" in the subject heading.

What is the next step in the process?

After the Public Hearing comment period, the FAA will then consider all information presented in the EA and in public comments to determine whether to issue a Finding of No Significant Impact (FONSI).

Project Schedule

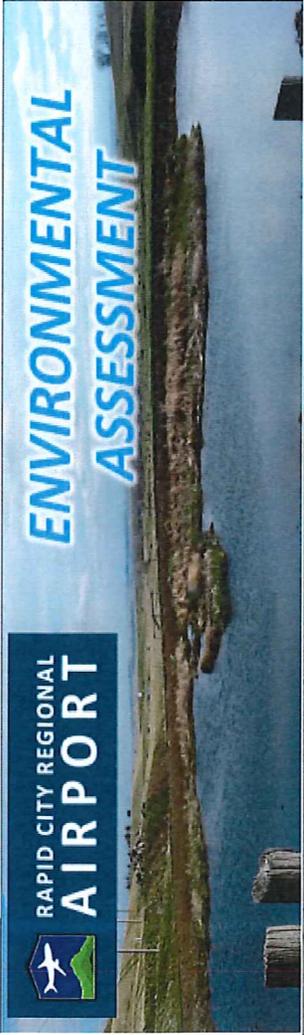
TASK	TIMING
Environmental Assessment signed	August 2020
Public Hearing	September 2020
Finding of No Significant Impact	October 2020
Completion of Design and Bidding	Winter 2020/21
Start of Construction	August/September 2021
Completion of construction	Summer 2022



Appendix E

Attendance

- ◆ Sign In Sheet



PUBLIC HEARING

TUESDAY, SEPTEMBER 15, 2020 — 5:30 PM

NAME	BUSINESS/ORGANIZATION	MAILING ADDRESS	CITY/STATE/ZIP	EMAIL ADDRESS
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