

## APPENDIX A. DOCUMENTED CATEX

Airport sponsors may use this form for projects eligible for a categorical exclusion (CATEX) that have greater potential for extraordinary circumstances or that otherwise require additional documentation, as described in the Environmental Orders (FAA Order 1050.1F and FAA Order 5050.4B).

To request a CATEX determination from the FAA, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and **consult with the Airports District Office or Regional Airports Division Office staff** about the type of information needed. The form and supporting documentation should be completed in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, and submitted to the appropriate FAA Airports District/Division Office. The CATEX cannot be approved until all information/documentation is received and all requirements have been fulfilled.

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Name of Airport, LOC ID, and location:

**Meadow Lake Airport, FLY, Peyton, CO**

Project Title:

Construction of Snow Removal Equipment Building

Give a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDs, change in flight procedures, haul routes, new material or expanded material sources, staging or disposal areas). Attach a sketch or plan of the proposed project. Photos can also be helpful.

The proposed project is the construction of a new snow removal equipment (SRE) building. The project would include site preparation, installation of utilities, and construction of the building itself. The project is needed to house snow removal equipment and extend their useful life.

It is anticipated that the project would be constructed during the summer of 2022 and last approximately five months.

See Appendix A for project location.

Give a brief, but complete, description of the proposed project area. Include any unique or natural features within or surrounding airport property.

The proposed project would occur on airport owned property that has been disturbed by previous development. No other unique or natural features occur within the project area.

Identify the appropriate CATEX paragraph(s) from Order 1050.1F (paragraph 5-6.1 through 5-6.6) or 5050.4B (Tables 6-1 and 6-2) that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

FAA Order 1050.1F: 5-6.4f “Federal financial assistance, licensing, Airport Layout Plan (ALP) approval, or FAA construction or limited expansion of accessory on-site structures, including storage buildings, garages, hangars, t-hangars, small parking areas, signs, fences, and other essentially similar minor development items.”

The circumstances one must consider when documenting a CATEX are listed below along with each of the impact categories related to the circumstance. Use FAA Environmental Orders 1050.1F, 5050.4B, and the Desk Reference for Airports Actions, as well as other guidance documents to assist you in determining what information needs to be provided about these resource topics to address potential impacts. Keep in mind that both construction and operational impacts must be included. Indicate whether or not there would be any effects under the particular resource topic and, **if needed**, cite available references to support these conclusions. Additional analyses and inventories can be attached or cited as needed.

**5-2.b(1) National Historic Preservation Act (NHPA) resources**

	YES	NO
<p>Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic and/or cultural resources located therein and check with your local Airports Division/District Office to determine if a Section 106 finding is required.</p> <p>The National Register of Historic Places lists 1 property within the vicinity of the Airport. The closest property to the proposed project area is the Black Squirrel Creek Bridge which is located approximately 4.7 miles northeast of the Airport. The proposed projects would occur on previously disturbed land currently owned by the Airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.</p> <p>No historic properties are located in or near the proposed project area. Further, all project activities would occur within areas previously disturbed; therefore, the project does not have the potential to cause effects to historic properties. The FAA will coordinate the proposed project with SHPO as needed.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available)</p> <p>The entire project area has been disturbed by previous airport development.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	NO
<p>Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO or a tribal representative along with the SHPO may be required.</p> <p>The project would occur on airport owned property that is currently used for Airport activities and no known tribal land or land of interest to tribes exist within the proposed project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(2) Department of Transportation Act Section 4(f) and 6(f) resources**

	YES	NO
<p>Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1F) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance.</p> <p>The nearest Section 4(f) resource is the Horseshoe Park located one mile west of the Airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will project construction or operation physically or constructively “use” any Section 4(f) resource? If yes, describe the nature and extent of the use and/or impacts, and why there are no prudent and feasible alternatives. See 5050.4B Desk Reference Chapter 7.</p> <p>As no properties protected under Section 4(f) are located within or near the proposed project area, the project would not use any Section 4(f) resources.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.</p> <p>No recreational or park land purchased with Section 6(f) Land and Water Conservation Funds are located within or near the proposed project area. Therefore, no impacts to Section 6(f) land would result from the proposed project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(3) Threatened or Endangered Species**

	YES	NO
<p>Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle.</p> <p>According to the USFWS Information, Planning, and Conservation (IPaC) System there are eight federally listed threatened and endangered species with the potential to occur in the project area (see Appendix B). None of the species have potential to occur in the project area:</p> <ul style="list-style-type: none"> <li>• Eastern Black Rail – prefers salt and brackish marshes; none of which are present</li> <li>• Piping Plover – no impacts to N. Platte, S. Platte, and Laramie River Basins</li> <li>• Whooping Crane - no impacts to N. Platte, S. Platte, and Laramie River Basins</li> <li>• Greenback Cutthroat Trout – no water resource in project area</li> <li>• Pallid Sturgeon - no impacts to N. Platte, S. Platte, and Laramie River Basins</li> <li>• Monarch butterfly – flowering plants preferred; the area is short grass that is maintained; unlikely habitat is present</li> <li>• Ute Ladies-tresses – prefers sandy areas near wet meadows, streams or lakes; none of which are present</li> <li>• Western Prairie Fringed Orchid - no impacts to N. Platte, S. Platte, and Laramie River Basins</li> </ul> <p>The Airport’s well waters come from Denver basin aquifers (Dawson, Denver, Arapaho, &amp; Laramie Fox-Hills). The Airport has a Determination of Water Rights for Denver, Arapaho, &amp; Laramie Fox-Hills aquifers. Ground water is under the jurisdiction of the Upper Black Squirrel Creek Ground Water Management District and all water flows south to the Arkansas, not north to the Platte(s).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat under the Endangered Species Act? If yes, Section 7 consultation between the FAA and the US Fish &amp; Wildlife Service, National Marine Fisheries Service, and/or the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated. Provide the Biological Assessment and Biological Opinion, if required.</p> <p>As no threatened and endangered species are known at the Airport, it is unlikely that the proposed project would effect, directly or indirectly, and threatened, endangered or candidate species.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize, or mitigate impacts (such as timing windows determined in consultation with the US Fish &amp; Wildlife Service).</p> <p>According to the USFWS IPaC, migratory birds of conservation concern are not expected to occur within the project area (see Appendix B).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b (4) Other Resources**

Items to consider include:

<b>a. Fish and Wildlife Coordination Act</b>	<b>YES</b>	<b>NO</b>
<p>Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize, or mitigate impacts.</p> <p>The proposed project area does not contain any resources protected by the Fish and Wildlife Coordination Act.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b. Wetlands and Other Waters of the U.S.</b>	<b>YES</b>	<b>NO</b>
<p>Are there any wetlands or other waters of the U.S. in or near the project area? According to the National Wetland Inventory (NWI), no wetlands or other waters of the U.S. are present within the proposed project area (see Appendix C).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination. If delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands.</p> <p>A wetland delineation has not been completed as there is no indication from the NWI or site visits that the project area contains wetlands or other waters of the U.S.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If wetlands are present, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact.</p> <p>No wetlands are present.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit?</p> <p>As no wetlands or waters of the U.S. exist in the project area, no impacts would occur; therefore, a USACE Clean Water Act Section 404 permit is not required.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>c. Floodplains</b>	<b>YES</b>	<b>NO</b>
<p>Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>The Flood Insurance Rate Maps (map number 08041C0554G, with an effective date of 12/7/2018) for the project area were examined and found the project area is within an area of minimal flood hazard (see Appendix D). The proposed project would not change the existing drainage pattern of the area.</p>		
<p><b>d. Coastal Resources</b></p>	<p><b>YES</b></p>	<p><b>NO</b></p>
<p>Will the project occur in or impact a coastal zone as defined by the State’s Coastal Zone Management Plan? If yes, discuss the project’s consistency with the State’s CZMP. Attach the consistency determination if applicable.</p> <p>The proposed project is not located in a coastal zone.</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>
<p>Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service?</p> <p>The proposed project is not located in a coastal zone.</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>
<p><b>e. National Marine Sanctuaries</b></p>	<p><b>YES</b></p>	<p><b>NO</b></p>
<p>Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>A National Marine Sanctuary is not located in the project area.</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>
<p><b>f. Wilderness Areas</b></p>	<p><b>YES</b></p>	<p><b>NO</b></p>
<p>Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p>A Wilderness Area is not located in the project area.</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>
<p><b>g. Farmland</b></p>	<p><b>YES</b></p>	<p><b>NO</b></p>
<p>Is there prime, unique, state, or locally important farmland in/near the project area? Describe any significant impacts from the project.</p> <p>According to the U.S. Department of Agriculture and Natural Resource Conservation Service’s Web Soil Survey, the entire project area is designated as “not prime farmland” (see Appendix E).</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>
<p>Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation and attach the completed Form AD-1006.</p> <p>The proposed project does not include the acquisition of any land.</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>

<b>h. Energy Supply and Natural Resources</b>	<b>YES</b>	<b>NO</b>
<p>Will the project change energy requirements or use consumable natural resources either during construction or during operations?</p> <p>The proposed project would consume water, fuel, asphalt, and aggregate during construction; the increase in consumption during construction will be short-term, temporary, and would not result in a shortage in resources in the area. Once the project is complete, the SRE building would consume gas and electricity; however, the building would be constructed with an energy efficient design. The project would not result in any changes to aircraft operations.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project change aircraft/vehicle traffic patterns that could alter fuel usage either during construction or operations?</p> <p>The project would not change aircraft or vehicle traffic patterns.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>i. Wild and Scenic Rivers</b>	<b>YES</b>	<b>NO</b>
<p>Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction (including study or eligible segments) near the project?</p> <p>There is one designated Wild and Scenic River located in Colorado, the Cache la Poudre River. The Cache la Poudre River is located approximately 100 miles north of the Airport. As such, no impacts to Wild and Scenic Rivers would result from the proposed project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark?</p> <p>As no Wild and Scenic Rivers are present in or near the proposed project area, the project would not directly or indirectly affect any designated rivers.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>j. Solid Waste Management</b>	<b>YES</b>	<b>NO</b>
<p>Does the project (either the construction activity or the completed, operational facility) have the potential to generate significant levels of solid waste? If so, discuss how these will be managed.</p> <p>The proposed project will produce minimal construction related solid waste that will be hauled offsite. Once complete, all waste generated would be handled in the same manner that current waste is handled; through a waste removal contract.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



**5-2.b(5) Disruption of an Established Community**

	YES	NO
Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community? The project would be constructed on airport property and does not change the use of the property or surrounding properties.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are residents or businesses being relocated as part of the project? No residents or businesses would be relocated as part of the project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(6) Environmental Justice**

	YES	NO
Are there minority and/or low-income populations in/near the project area? The proposed project would occur on Airport property that does not include any residential areas.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project cause any disproportionately high and adverse impacts to minority and/or low-income populations? Attach census data if warranted. The proposed project would not result in impacts to any populations; specifically, minority or low income populations.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(7) Surface Transportation**

	YES	NO
Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided? The proposed project would not result in any changes to existing surface traffic.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred. The proposed project would not require changes to any existing roads.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(8) Noise**

	YES	NO
<p>Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?</p> <p>The proposed project would not result in increased aircraft operations, nighttime operations, or a change in fleet mix.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented?</p> <p>The proposed project would not result in any changes to the existing airfield configuration, runway use, or flight patterns during construction or once the project is implemented.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method. If yes, provide that documentation.</p> <p>A noise analysis has not been conducted as the proposed project would not result in an increase in aircraft operations.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour?</p> <p>The project would not result in a change to the airport operations; therefore, no changes to noise would occur.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(9) Air Quality**

	YES	NO
<p>Is the project located in a Clean Air Act non-attainment or maintenance area?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels (provide the paragraph citation for the exemption or presumed to conform list below, if applicable) Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation.</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?</p> <p>The proposed project would not increase landside or airside capacity or result in an increase in surface vehicles as it would house existing equipment stored at the Airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations?</p> <p>The proposed project would not change airport operational emissions but would generate emissions to construct the project. The emissions would be short-term, temporary, and localized to airport property.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b (10) Water Quality**

	YES	NO
<p>Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers, and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.).</p> <p>No water resources are located within or near the project area. The Airport’s well waters come from Denver basin aquifers (Dawson, Denver, Arapaho, &amp; Laramie Fox-Hills). The Airport has a Determination of Water Rights for Denver, Arapaho, &amp; Laramie Fox-Hills aquifers. Ground water is under the jurisdiction of the Upper Black Squirrel Creek Ground Water Management District and all water flows south to the Arkansas, not north to the Platte(s).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction.</p> <p>The proposed project would maintain the existing flow of water at the Airport and design elements will be utilized to ensure water quality is maintained.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>Will the project increase the amount or rate of stormwater runoff either during construction or during operations? Describe any steps that will be taken to ensure it will not impact water quality.</p> <p>The new SRE building will increase the amount of impervious surface at the Airport; however, it would be minimal when considering the Airport as a whole. The proposed project would maintain the existing flow of water at the Airport and design elements will be utilized to ensure water quality is maintained.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts?</p> <p>The proposed project would follow all applicable federal, state, tribal, and local water quality standards. As such, the project does not have the potential to violate any water quality standards.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are any water quality related permits required? If yes, list the appropriate permits.</p> <p>No water quality related permits are required.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(11) Highly Controversial on Environmental Grounds**

	YES	NO
<p>Is the project highly controversial? The term “highly controversial” means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project’s risks of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action.</p> <p>There is no known opposition to the project, specifically on environmental grounds by a Federal, state, or local government, or by any substantial number of persons affected by the proposed project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2.b(12) Inconsistent with Federal, State, Tribal or Local Law**

	YES	NO
<p>Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located?</p> <p>The proposed project does not change the use of the property.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project incompatible with surrounding land uses?</p> <p>The proposed project does not change the use of the property.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2 .b (13) Light Emissions, Visual Effects, and Hazardous Materials**

<b>a. Light Emissions and Visual Effects</b>	YES	NO
<p>Will the proposed project produce light emission impacts?</p> <p>The new SRE building would include basic exterior lighting. The lighting would be pointed downward to reduce light emissions; it is not anticipated that the minor increase in lighting would result in any significant increase in the Airport’s overall light emissions.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts?</p> <p>The SRE building will change the visual setting of the area; however, other similar industrial buildings are located in the area and no homes are adjacent to the project area. No concerns regarding visual impacts have been expressed.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>b. Hazardous Materials</b>	YES	NO
<p>Does the project involve or affect hazardous materials?</p> <p>The project does not involve or affect known hazardous materials.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will construction take place in an area that contains or previously contained hazardous materials?</p> <p>No known hazardous materials are located in the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants?</p> <p>The project does not involve the acquisition of any land.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled?</p> <p>The proposed project would produce minimal construction related solid waste which would be hauled offsite. Once complete, all waste generated would be handled in the same manner that current waste is handled; through a waste removal contract.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**5-2 .b (14) Public Involvement**

	YES	NO
<p>Was there any public notification or involvement? If yes, provide documentation.</p> <p>No public notification or involvement was completed as part of the proposed project as no opposition was known.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**5-2 .b (15) Indirect/Secondary/Induced Impacts**

	YES	NO
<p>Will the project result in indirect/secondary/induced impacts?</p> <p>It is not expected that the proposed project would result in indirect, secondary, or induced impacts.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>When considered with other past, present, and reasonably foreseeable future projects, on or off airport property and regardless of funding source, would the proposed project result in a significant cumulative impact?</p> <p>The proposed project would not result in a significant impact. Thus, the proposed project would not result in any significant cumulative impacts when considered with past, present, and future actions.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Permits**

List any permits required for the proposed project that have not been previously discussed. Provide details on the status of permits.

Local building permits will be obtained by the contractor. No other permits are anticipated.

**Environmental Commitments**

List all measures and commitments made to avoid, minimize, mitigate, and compensate for impacts on the environment, which are needed for this project to qualify for a CATEX.

No environmental impacts found as a result of the proposed project; however, the following commitments have been made in the above paragraphs:

1. Solid waste will be hauled off-site.
2. The proposed project would follow all applicable federal, state, tribal, and local water quality standards.

**Preparer Information**

<b>Point of Contact:</b> Morgan Einspahr		
<b>Address:</b> 720 S. Colorado Blvd., Suite 1200-S		
<b>City:</b> Glendale	<b>State:</b> CO	<b>Zip Code:</b> 80246
<b>Phone:</b> 303-947-2391	<b>Email Address:</b> morgan.Einspahr@woolpert.com	

Signature: Morgan Einspahr

Date: February 7, 2022

**Airport Sponsor Information and Certification** (may not be delegated to consultant)

Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the FAA decision.

<b>Point of Contact:</b> Dave Elliott		
<b>Address:</b> 13625 Judge Orr Road		
<b>City:</b> Peyton	<b>State:</b> CO	<b>Zip Code:</b> 80831
<b>Phone Number:</b> 719-339-0928	<b>Email Address:</b> falcon20flier@msn.com	
<b>Additional Name(s):</b>	<b>Additional Email Address(es):</b>	

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

Signature: Dave Elliott

Date: February 7, 2022



**FAA Decision**

Having reviewed the above information, it is the FAA’s decision that the proposed project (s) or development warrants environmental processing as indicated below.

Name of Airport, LOC ID, and location: Meadow Lake Airport, FLY, Peyton, CO

Project Title: Construction of SRE Building

- No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1.F CATEX that applies): 5-6.4f
- ..An Environmental Assessment (EA) is required.
- ..An Environmental Impact Statement (EIS) is required.
- ..The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

Name: Kandice Krull  
Responsible FAA Official

Title: Environmental Protection Specialist

Signature: \_\_\_\_\_ Date: February 16, 2022



# History Colorado

Kandice Krull  
Environmental Protection Specialist  
Denver Airports District Office  
Northwest Mountain Region  
Federal Aviation Administration  
26805 E. 68<sup>th</sup> Ave., Suite 224  
Denver, CO 80249

RE: Documentation of Section 106 Finding of No Historic Properties Affected (36 CFR § 800.4(d)(1))  
for the Meadow Lake Airport, Peyton, CO (HC# 80855)

Dear Ms. Krull,

We appreciate your correspondence dated and received by our office on January 10, 2022 requesting review of the above referenced undertaking under Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations 36 CFR 800.

The provided documentation and a review of orthoimagery show that the project location was heavily disturbed in 2013 as a result of construction activities. Based on the documentation provided, we concur that your finding of no historic properties affected [36 CFR 800.4(d)(1)] is appropriate for the subject undertaking.

Should unidentified archaeological resources be discovered in the course of the project, work must be interrupted until the resources have been evaluated in terms of the National Register eligibility criteria (36 CFR 60.4) in consultation with our office pursuant to 36 CFR 800.13. Also, should the consulted-upon scope of the work change, please contact our office for continued consultation under Section 106 of the National Historic Preservation Act.

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings. Please note that our compliance letter does not end the 30-day review period provided to other consulting parties.

Thank you for the opportunity to comment. If you have any questions, please contact Matthew Marques, Section 106 Compliance Manager, at (303) 866-4678, or [matthew.marques@state.co.us](mailto:matthew.marques@state.co.us).

Sincerely,

Dawn DiPrince  
State Historic Preservation Officer

**Appendix A: Project Location**

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PROJECT ACCESS AND  
HAUL ROUTE

PROPERTY LINE

DISTURBANCE LIMITS  
PROJECT LOCATION  
AND STAGING AREA

RUNWAY 15/33  
TAXIWAY A



**JVIATION**<sup>®</sup>  
A WOOLPERT COMPANY

MEADOW LAKE AIRPORT  
PEYTON, COLORADO  
SNOW REMOVAL EQUIPMENT BUILDING  
PRELIMINARY ENVIRONMENTAL EXHIBIT

DATE: November 2021

SHEET: 1 OF 1

**Meadow Lake Airport  
Documented CATEX - SRE Building  
Appendices**

**Appendix B: USFWS IPaC Report**

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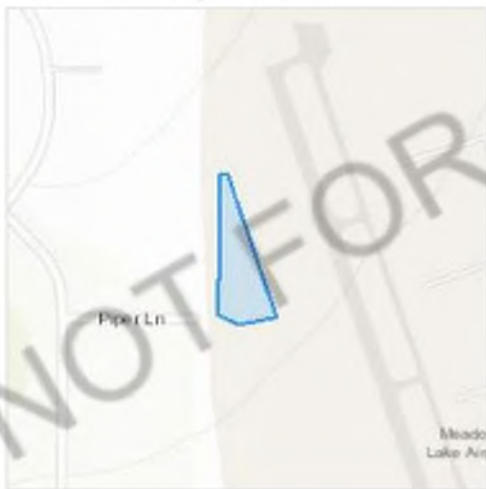
# IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

## Location

El Paso County, Colorado



## Local office

Colorado Ecological Services Field Office

☎ (303) 236-4773

📠 (303) 236-4005

MAILING ADDRESS

Denver Federal Center

P.O. Box 25486

Denver, CO 80225-0486

PHYSICAL ADDRESS

134 Union Boulevard, Suite 670

Lakewood, CO 80228-1807

<http://www.fws.gov/coloradoES>

<http://www.fws.gov/platteriver>

NOT FOR CONSULTATION

# Endangered species

**This resource list is for informational purposes only and does not constitute an analysis of project level impacts.**

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species<sup>1</sup> and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries<sup>2</sup>).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

## Birds

NAME

STATUS



Eastern Black Rail *Laterallus jamaicensis* ssp. *jamaicensis* Threatened

Wherever found

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/10477>

Piping Plover *Charadrius melodus* Threatened

This species only needs to be considered if the following condition applies:

- Project includes water-related activities and/or use in the N. Platte, S. Platte, and Laramie River Basins which may affect listed species in Nebraska.

There is **final** critical habitat for this species. The location of the critical habitat is not available.

<https://ecos.fws.gov/ecp/species/6039>

Whooping Crane *Grus americana* Endangered

This species only needs to be considered if the following condition applies:

- Project includes water-related activities and/or use in the N. Platte, S. Platte, and Laramie River Basins which may affect listed species in Nebraska.

There is **final** critical habitat for this species. The location of the critical habitat is not available.

<https://ecos.fws.gov/ecp/species/758>

## Fishes

NAME

STATUS

Greenback Cutthroat Trout *Oncorhynchus clarkii stomias* Threatened

Wherever found

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/2775>

Pallid Sturgeon *Scaphirhynchus albus* Endangered

Wherever found

This species only needs to be considered if the following condition applies:

- Project includes water-related activities and/or use in the N. Platte, S. Platte, and Laramie River Basins which may affect listed species in Nebraska.

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/7162>

## Insects

NAME

STATUS

Monarch Butterfly *Danaus plexippus*

Candidate

Wherever found

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/9743>

## Flowering Plants

NAME

STATUS

Ute Ladies'-tresses *Spiranthes diluvialis*

Threatened

Wherever found

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/2159>

Western Prairie Fringed Orchid *Platanthera praeclara*

Threatened

Wherever found

This species only needs to be considered if the following condition applies:

- Project includes water-related activities and/or use in the N. Platte, S. Platte, and Laramie River Basins which may affect listed species in Nebraska.

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/1669>

## Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

## Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act<sup>1</sup> and the Bald and Golden Eagle Protection Act<sup>2</sup>.

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

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

THERE ARE NO MIGRATORY BIRDS OF CONSERVATION CONCERN EXPECTED TO OCCUR AT THIS LOCATION.

**Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.**

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

**What does IPaC use to generate the migratory birds potentially occurring in my specified location?**

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

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

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

**What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?**

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

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

**How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?**

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds](#)

[guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

### What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

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

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

### Details about birds that are potentially affected by offshore projects

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

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

### What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

### Proper Interpretation and Use of Your Migratory Bird Report

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

minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

## Facilities

### National Wildlife Refuge lands

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

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

### Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

### Wetlands in the National Wetlands Inventory

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

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

WETLAND INFORMATION IS NOT AVAILABLE AT THIS TIME

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the [NWI map](#) to view wetlands at this location.

#### Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

#### **Data exclusions**

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

#### **Data precautions**

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

NOT FOR CONSULTATION

**Meadow Lake Airport  
Documented CATEX - SRE Building  
Appendices**

**Appendix C: National Wetlands Inventory**

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November 29, 2021

**Wetlands**

- Estuarine and Marine Deepwater
- Freshwater Emergent Wetland
- Estuarine and Marine Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

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.



**Meadow Lake Airport  
Documented CATEX - SRE Building  
Appendices**

**Appendix D: FEMA Flood Map**

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**Meadow Lake Airport  
Documented CATEX - SRE Building  
Appendices**

**Appendix E: NRCS Soil Map**

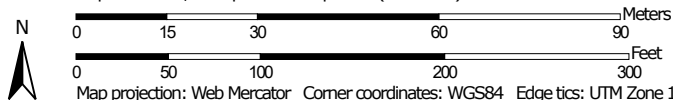
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Farmland Classification—El Paso County Area, Colorado  
(FLY Soil Map)



Soil Map may not be valid at this scale.

Map Scale: 1:1,250 if printed on A portrait (8.5" x 11") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 13N WGS84



Farmland Classification—El Paso County Area, Colorado  
(FLY Soil Map)









**MAP LEGEND**








**Area of Interest (AOI)**






Area of Interest (AOI)








**Soils**



**Soil Rating Polygons**

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season









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

-  Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated and drained
-  Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer
-  Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60

































-  Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough
-  Farmland of statewide importance, if thawed
-  Farmland of local importance
-  Farmland of local importance, if irrigated

-  Farmland of unique importance
-  Not rated or not available

**Soil Rating Lines**

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season

Farmland Classification—El Paso County Area, Colorado  
(FLY Soil Map)

	Prime farmland if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium		Farmland of unique importance		Prime farmland if subsoiled, completely removing the root inhibiting soil layer	
	Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of statewide importance, if irrigated and drained		Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season	<b>Soil Rating Points</b>		Not prime farmland		Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
	Prime farmland if irrigated and reclaimed of excess salts and sodium		Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season		Prime farmland if drained		Prime farmland if irrigated and reclaimed of excess salts and sodium	
	Farmland of statewide importance		Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if warm enough		Prime farmland if irrigated		Farmland of statewide importance	
	Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of statewide importance, if thawed		Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if drained	
	Farmland of statewide importance, if irrigated				Farmland of local importance		Prime farmland if irrigated and drained		Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season	
					Farmland of local importance, if irrigated		Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated	

Farmland Classification—El Paso County Area, Colorado  
(FLY Soil Map)

Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season	Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium	Farmland of unique importance Not rated or not available	<p>The soil surveys that comprise your AOI were mapped at 1:24,000.</p>
Farmland of statewide importance, if irrigated and drained	Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season	<p><b>Water Features</b></p> Streams and Canals	<div style="border: 1px solid black; padding: 5px;"> <p>Warning: Soil Map may not be valid at this scale.</p> <p>Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.</p> </div>
Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season	Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season	<p><b>Transportation</b></p> Rails	
Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer	Farmland of statewide importance, if warm enough	Interstate Highways	
Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60	Farmland of statewide importance, if thawed	US Routes	
	Farmland of local importance	Major Roads	
	Farmland of local importance, if irrigated	Local Roads	
		<p><b>Background</b></p> Aerial Photography	

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

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

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

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

Soil Survey Area: El Paso County Area, Colorado  
 Survey Area Data: Version 19, Aug 31, 2021

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

Date(s) aerial images were photographed: Sep 11, 2018—Oct 20, 2018

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

## Farmland Classification

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
19	Columbine gravelly sandy loam, 0 to 3 percent slopes	Not prime farmland	4.5	100.0%
<b>Totals for Area of Interest</b>			<b>4.5</b>	<b>100.0%</b>

### Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

### Rating Options

*Aggregation Method:* No Aggregation Necessary

*Tie-break Rule:* Lower