

## CHECKLIST ENVIRONMENTAL ASSESSMENT

<b>Project Name:</b>	Laurel Airport Authority Alternate Runway Easement
<b>Proposed Implementation Date:</b>	Spring 2015
<b>Proponent:</b>	Laurel Airport Authority
<b>Location:</b>	Section 33, Township 1 South, Range 24 East
<b>County:</b>	Yellowstone County

### I. TYPE AND PURPOSE OF ACTION

Laurel Airport Authority is applying for an easement on Section 33, T1S, R24E in Yellowstone County in order to install an alternate runway for the Laurel Municipal Airport. This would allow for an additional runway for aircraft to use in the case of high crosswinds. The easement would include three different tracts (Tracts K2, E1, and J) that would encompass a total area of approximately 110.759 acres. Please see the attached map for details.

"The purpose and need of the proposed actions is to enhance the utility and safety of Laurel Municipal Airport to accommodate current and projected levels of aviation activity by the design aircraft family. The need for the proposed action is to meet FAA design standards for wind coverage and ensure compatible land use in both the existing and proposed RPZs [Runway Protection Zones] for the runways."

*(Page 1 of 3 of the FONSI submitted by the Laurel Municipal Airport)*

The proposed runway path (Alternative F in the Laurel Airport Authority's Environmental Assessment) was chosen from four alternatives that were identified as feasible options for the location of the crosswind runway. The FAA agreed that Alternative F was the best path for the proposed crosswind runway.

The proposed easement would be an addition to the acreage the Laurel Airport Authority holds in previously approved easements on this particular tract of State Trust Land. Between the years of 1967 and 1997, the Laurel Airport Authority was granted 4 easements with a total acreage of 91.484 acres. If the DNRC grants the proposed easement to the Laurel Airport Authority, they would hold easements for a total of 202.243 acres in Section 33.

### II. PROJECT DEVELOPMENT

#### 1. PUBLIC INVOLVEMENT, AGENCIES, GROUPS OR INDIVIDUALS CONTACTED:

*Provide a brief chronology of the scoping and ongoing involvement for this project.*

No formal public scoping was performed by DNRC for this proposed project. A Settlement of Damages form was obtained from the grazing lessee. The Laurel Airport Authority conducted a public scoping period after their Draft EA was released on September 25, 2012. They also held a public hearing at the Laurel City Hall on October 29, 2012. During the 30-day comment period after release of the Draft EA, four comments were received. They have since addressed all comments received in their Final EA. These comments and associated responses are included in Appendix I of the Final EA completed by KLJ Engineering for the Laurel Airport Authority. The DNRC's Southern Land Office has a copy of the Final EA for viewing if requested.

#### 2. OTHER GOVERNMENTAL AGENCIES WITH JURISDICTION, LIST OF PERMITS NEEDED:

Other Governmental Agencies with Jurisdiction:  
Federal Aviation Administration

Needed Permits:  
General Permit for Storm Water Discharge Permit Associated with Construction Activities.

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### 3. ALTERNATIVES CONSIDERED:

**Proposed Alternative:** Approve the request to issue an easement to Laurel Airport Authority for the purpose of installing an alternate runway on Section 33, Township 1 South, Range 24 East in Yellowstone County.

**No Action Alternative:** Deny the request to issue an easement to Laurel Airport Authority for the purpose of installing an alternate runway on Section 33, Township 1 South, Range 24 East in Yellowstone County.

<b>III. IMPACTS ON THE PHYSICAL ENVIRONMENT</b>
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| <ul style="list-style-type: none"><li>• <i>RESOURCES potentially impacted are listed on the form, followed by common issues that would be considered.</i></li><li>• <i>Explain POTENTIAL IMPACTS AND MITIGATIONS following each resource heading.</i></li><li>• <i>Enter "NONE" if no impacts are identified or the resource is not present.</i></li></ul> |
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### 4. GEOLOGY AND SOIL QUALITY, STABILITY AND MOISTURE:

*Consider the presence of fragile, compactable or unstable soils. Identify unusual geologic features. Specify any special reclamation considerations. Identify any cumulative impacts to soils.*

The alternate runway is proposed to be built generally from the northwest corner to the southeast corner of Section 33. The proposed route for the runway would cross an unnamed drainage, but mitigations have been put in place to account for any displaced water. The following excerpt from the Laurel Airport Authority's EA explains the mitigations put into place to minimize any impacts to the unnamed drainage.

*"Water Quality. The new crosswind would be designed in accordance with FAA AC 150-5320-5C Surface Drainage Design, for the conveyance of storm water through the unnamed drainage north west of the Airport. Implementation of BMPs for sedimentation and erosion control will be incorporated into the design and construction of the project. A permit is required for the projects involving storm water runoff, which may result in a discharge to surface waters. The State of Montana has the authority to administer the NPDES program for projects in the state. The proposed project will comply with this program through the statewide NPDES permit."  
(Page 3-27 of the Final Environmental Assessment completed by KLJ Engineering)*

The soils in the easement area are comprised of gravelly soils to silty clay loams. The NRCS Soil Survey does indicate that there are some limitations in both soils for shallow excavations and they include such potential issues as unstable excavation walls and dusty tendencies. However, these issues are not expected to significantly impact their use as borrow soil for the construction if the proposed runway.

Before a final construction plan is put into place, the DNRC will have approval authority as to whether the proposed construction plan meets our requirements to maintain the soil quality, stability and moisture of this tract.

No significant adverse impacts to geology and soil quality, stability and moisture are anticipated.

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### 5. WATER QUALITY, QUANTITY AND DISTRIBUTION:

*Identify important surface or groundwater resources. Consider the potential for violation of ambient water quality standards, drinking water maximum contaminant levels, or degradation of water quality. Identify cumulative effects to water resources.*

The proposed route for the runway would cross an unnamed drainage, but mitigations have been put in place to account for any displaced water. The following excerpt from the Laurel Airport Authority's EA explains the mitigations put into place to minimize any impacts to the unnamed drainage.

*"Water Quality. The new crosswind [runway] would be designed in accordance with FAA AC 150-5320-5C Surface Drainage Design, for the conveyance of storm water through the unnamed drainage north west of the Airport. Implementation of BMPs for sedimentation and erosion control will be incorporated into the design and construction of the project. A permit is required*

for the projects involving storm water runoff, which may result in a discharge to surface waters. The State of Montana has the authority to administer the NPDES program for projects in the state. The proposed project will comply with this program through the statewide NPDES permit.”  
(Page 3-27 of the Final Environmental Assessment completed by KLJ Engineering)

No significant adverse impacts to water quality, quantity or distribution are expected from implementing the proposed action.

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## 6. AIR QUALITY:

*What pollutants or particulate would be produced? Identify air quality regulations or zones (e.g. Class I air shed) the project would influence. Identify cumulative effects to air quality.*

“Air Quality Impacts/Mitigation. Construction activities would likely produce some temporary airborne material or dust. Measures to minimize the impacts to air quality would be incorporated during construction through the use of BMPs. The Contractor shall comply with all Federal, State, and local laws and regulations controlling pollution of the environment. Necessary precautions shall be taken to prevent pollution of the atmosphere from particulate and gaseous matter. This may mean employing dust filters and smoke collectors, or other means needed to reduce pollution. The proposed improvements are not anticipated to impact air quality except for temporary impacts caused by constructions.”

(Page 3-2 of the Final Environmental Assessment completed by KLJ Engineering)

No significant impact to air quality is expected from implementation of the proposed action.

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## 7. VEGETATION COVER, QUANTITY AND QUALITY:

*What changes would the action cause to vegetative communities? Consider rare plants or cover types that would be affected. Identify cumulative effects to vegetation.*

The current vegetation cover for the proposed runway construction consists of mainly native grass species such as Bluebunch Wheatgrass (*Pseudoroegneria spicata*), Western Wheatgrass (*Pascopyrum smithii*), and Needle and Thread (*Hesperostipa comata*). There is also a 15% cover presence of Wyoming Big Sagebrush (*Artemisia tridentata wyomingensis*). The proposed action would eliminate vegetation cover in the immediate area of the runway, but following construction the vegetation cover of all of the other affected areas would be re-established with a DNRC approved seed mix.

The proposed action would convert General Habitat that may be used by the Greater Sage-Grouse to commercial use within the proposed airport easement. The proposed alignment of the crosswind runway aligns with an unnamed drainage which contains a lesser amount of sagebrush than the adjacent areas.

“The proposed project may impact the Greater Sage-Grouse. Consultation with the USFWS on June 30, 2008 and May 5, 2011 indicated the project would be “unlikely to have any significant adverse effects upon fish, wildlife, or habitat resources under the purview of the USFWS”.

(Page 3-10 from the Final Environmental Assessment completed by KLJ Engineering)

The proposed runway construction will result in the loss of approximately 110 acres of General Greater Sage-Grouse Habitat and the nearest active lek is more than 15 miles to the west of the proposed easement. No known sightings of the Greater Sage-Grouse have been recorded on this site and all of the mitigations required by the Governor’s Executive Order No. 10-2014 will be followed for the proposed easement. These mitigations include:

- Ensuring that vegetation removal will be limited to the minimum amount of disturbance required by the project.
- Reclaiming the impacted areas to re-establish vegetation cover and species composition to that of the previous levels before the proposed easement.
- Permanently marking the fence that will encompass the new runway to reduce the threat of sage grouse collisions.

These mitigations are consistent with the Governor’s Executive Order No. 10-2014 and are considered sufficient to avoid any significant adverse impacts to the Sage Grouse General Habitat.

No significant adverse impacts to vegetative cover, quantity or quality are expected as a result of implementing the proposed alternative.

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**8. TERRESTRIAL, AVIAN AND AQUATIC LIFE AND HABITATS:**

*Consider substantial habitat values and use of the area by wildlife, birds or fish. Identify cumulative effects to fish and wildlife.*

The proposed action would convert sagebrush habitat that may be used by the Greater Sage-grouse to airport property. The proposed alignment of the crosswind runway aligns with an unnamed drainage which contains a lesser amount of sagebrush than the adjacent areas.

"The proposed project may impact the Greater Sage-grouse. Consultation with the USFWS on June 30, 2008 and May 5, 2011 indicated the project would be "unlikely to have any significant adverse effects upon fish, wildlife, or habitat resources under the purview of the USFWS."

*(Page 3-10 from the Final Environmental Assessment completed by KLJ Engineering)*

The construction of the crosswind runway will result in the loss of approximately 110 acres of General Greater Sage-Grouse Habitat. No known sightings of the Greater Sage-Grouse have been recorded on this site and the vegetation removal will be limited to the minimum disturbance required for this project. By keeping the disturbance to the minimum amount needed, the proposed runway construction should not have a significant adverse impact to the General Greater Sage-Grouse habitat as a whole.

No significant impacts to terrestrial, avian and aquatic life and habitats are expected to occur as a result of implementing the proposed alternative.

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**9. UNIQUE, ENDANGERED, FRAGILE OR LIMITED ENVIRONMENTAL RESOURCES:**

*Consider any federally listed threatened or endangered species or habitat identified in the project area. Determine effects to wetlands. Consider Sensitive Species or Species of special concern. Identify cumulative effects to these species and their habitat.*

A proposed project area search of the Montana Natural Heritage Program database identified three vertebrate animals that are listed as a species of concern, threatened, or endangered: Great Blue Heron, Western Hog-nosed Snake, and the Bat Roost. Of these three species, only the Western Hog-nosed Snake has had one confirmed sighting on the subject section. The proposed project may displace the Western Hog-nosed Snake for a short time during construction, but shortly after construction this species should be able to continue use of this habitat. Of the other two species, no confirmed sightings have been recorded on the subject section. These two species may traverse this section, but are not known to occupy it.

The area for the proposed easement is in the General Habitat area for Sage Grouse and the nearest active lek is more than 15 miles to the west of the proposed easement. The mitigations required by the Governor's Executive Order No. 10-2014 will all be followed for the proposed easement. These mitigations include:

- Ensuring that vegetation removal will be limited to the minimum amount of disturbance required by the project.
- Reclaiming the impacted areas to re-establish vegetation cover and species composition to that of the previous levels before the proposed easement.
- Permanently marking the fence that will encompass the new runway to reduce the threat of sage grouse collisions.

These mitigations are consistent with the Governor's Executive Order No. 10-2014 and are considered sufficient to avoid any significant adverse impacts to the Sage Grouse General Habitat.

No significant adverse impacts to unique, endangered, fragile or limited environmental resources are anticipated.

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## **10. HISTORICAL AND ARCHAEOLOGICAL SITES:**

*Identify and determine effects to historical, archaeological or paleontological resources.*

The alternate runway is proposed to be built generally from the northwest corner to the southeast corner of Section 33. A field survey was completed on February 3<sup>rd</sup>, 2015. The survey found no trace of any historical or archeological materials.

No significant adverse impacts to historic or archaeological sites are expected as a result of implementing the proposed alternative.

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## **11. AESTHETICS:**

*Determine if the project is located on a prominent topographic feature, or may be visible from populated or scenic areas. What level of noise, light or visual change would be produced? Identify cumulative effects to aesthetics.*

The proposed action would result in the installation of a crosswind runway for the Laurel Airport. The current use for the proposed action is use as grazing land with the current Laurel Airport located right next to it. The additional runway would expand the Laurel Airport's property, but would have minimal visual impacts to the aesthetics of the area. The new crosswind runway will require re-grading of the immediate construction area and is projected to be between 5 and 40 feet above the existing grade.

There are no anticipated increases of noise levels in the local area by the construction of this crosswind runway. The Laurel Municipal Airport is located directly adjacent to the proposed easement and follows all the regulations for noise levels required by the FAA.

"Due to the impact airport noise can have on individuals, FAA Orders 1050.1E, Environmental Impacts: policies and Procedures, and 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, require a noise analysis for projects involving a trans- port or utility airport accommodating Airplane Design Groups I and II, either of which have fore-cast operations in excess of 90,000 annual adjusted propeller operations or 700 annual adjusted jet operations.

The Laurel Municipal Airport handles B-II aircraft with operations less than 90,000 annual adjusted propeller operations and 700 annual adjusted jet operations; therefore, a noise analysis is not required...

Alternatives C-1, E-1, E-2, and F---The project is not anticipated to exceed the threshold requiring a detailed noise analysis. There would be no anticipated significant impact caused by noise as a result of this project, individually or cumulatively, over noise sensitive areas."

*(Pages 3-16 and 3-17 of the Final Environmental Assessment completed by KLJ Engineering)*

No significant adverse impact to aesthetics is expected as a result of implementing the proposed alternative.

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## **12. DEMANDS ON ENVIRONMENTAL RESOURCES OF LAND, WATER, AIR OR ENERGY:**

*Determine the amount of limited resources the project would require. Identify other activities nearby that the project would affect. Identify cumulative effects to environmental resources.*

The proposed runway would utilize approximately 180,000-250,000 cubic yards of borrow material to construct the runway at a consistent elevation with the current runway system of the Laurel Airport. The borrow material has been proposed to come from the area east of the proposed runway on Section 33 within the easement boundaries. Because the borrow material will stay on State land and will be taken within the proposed easement boundaries, the Laurel Airport Authority would be within the easement rights to take and use the borrow material from the State land for the use on other areas of the State land. In no way should the borrow material from State land be taken off of State land for use in another project.

Sixty days prior to the projected beginning of construction, the DNRC will require that the Laurel Airport Authority must provide a final design plan including cut and fill descriptions for DNRC approval. Construction cannot begin until the DNRC approves the final design plan.

No significant adverse impacts to environmental resources of land, water, air or energy are expected to occur as a result of implementing the proposed alternative.

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**13. OTHER ENVIRONMENTAL DOCUMENTS PERTINENT TO THE AREA:**

*List other studies, plans or projects on this tract. Determine cumulative impacts likely to occur as a result of current private, state or federal actions in the analysis area, and from future proposed state actions in the analysis area that are under MEPA review (scoped) or permitting review by any state agency.*

There are no other projects or plans being considered on the tract listed on this EA. KLJ Engineering sent the DNRC a copy of a completed Environmental Assessment on November 25, 2014. The EA completed by KLJ found that the proposed project "will not significantly affect the quality of the human environment" (Page 3 of 3 from the Final Environmental Assessment completed by KLJ Engineering). Also included in the Final Environmental Assessment completed by KLJ Engineering was a Finding of No Significant Impact (FONSI) statement signed by the FAA.

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<b>IV. IMPACTS ON THE HUMAN POPULATION</b>
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| <ul style="list-style-type: none"><li>• RESOURCES potentially impacted are listed on the form, followed by common issues that would be considered.</li><li>• Explain POTENTIAL IMPACTS AND MITIGATIONS following each resource heading.</li><li>• Enter "NONE" if no impacts are identified or the resource is not present.</li></ul> |
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**14. HUMAN HEALTH AND SAFETY:**

*Identify any health and safety risks posed by the project.*

There are some human safety risks associated with the operation of heavy equipment. The proponent, the contractor, and their employees accept these risks. The Laurel Airport Authority has included within this easement and previously approved easements granted from the State, areas for "runway protection zones". These RPZs provide for unobstructed areas at the ends of the runways to minimize the potential hazards in an airplanes flight path during takeoff and landing. They also limit the placement of habitable structures in the case of an emergency landing or crash.

No significant adverse impacts to human health and safety are expected to occur as a result of implementing the proposed alternative.

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**15. INDUSTRIAL, COMMERCIAL AND AGRICULTURE ACTIVITIES AND PRODUCTION:**

*Identify how the project would add to or alter these activities.*

The conversion of approximately 82.3 acres of grazing land to a fenced in crosswind runway would eliminate the possibility of grazing those acres in the future (A map of the fenced acreage has been attached). This would decrease the amount of grazing Section 33 would be able to sustain. By removing 82.3 acres of grazing acreage, State Grazing Lease #4235 would be reduced from 127 AUMs to 106 AUMs, or a loss of 21 AUMs. Even with the reduction in AUMs, grazing will still be an on-going agricultural use on this tract in the future. Therefore, the small reduction in AUMs will not have a significant impact to the agricultural use of this tract.

*"Secondary (Induced) Impacts/Mitigation. The implementation of these alternatives are not expected to result in shifts in long-term patterns or population movement and growth; public service demands; or any induced impacts related to changes in business and economic activity. Further, secondary impacts associated with noise, land use, or direct social impacts are not expected to be significant."*

*(Page 3-18 of the Final Environmental Assessment completed by KLJ Engineering)*

No significant adverse impacts to industrial, commercial and agricultural activities and production are expected to occur as a result of implementing the proposed alternative.

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**16. QUANTITY AND DISTRIBUTION OF EMPLOYMENT:**

*Estimate the number of jobs the project would create, move or eliminate. Identify cumulative effects to the employment market.*

The proposed action will not have a significant impact on the quantity and distribution of employment.

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**17. LOCAL AND STATE TAX BASE AND TAX REVENUES:**

*Estimate tax revenue the project would create or eliminate. Identify cumulative effects to taxes and revenue.*

The City of Laurel may see an increase in income generation as a result of an upgraded airport facility. Also, the Common Schools Trust will receive a one-time fee of \$199,364 as payment for the easement.

The proposed action will not have an adverse impact on tax revenue.

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**18. DEMAND FOR GOVERNMENT SERVICES:**

*Estimate increases in traffic and changes to traffic patterns. What changes would be needed to fire protection, police, schools, etc.? Identify cumulative effects of this and other projects on government services*

The implementation of the proposed alternative is not expected to generate any additional demands on governmental services.

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**19. LOCALLY ADOPTED ENVIRONMENTAL PLANS AND GOALS:**

*List State, County, City, USFS, BLM, Tribal, and other zoning or management plans, and identify how they would affect this project.*

The proposed easement area is located outside of the Laurel zoning jurisdiction and is therefore unzoned.

The Laurel Airport Authority conducted an official NEPA Environmental Assessment which was completed by KLJ Engineering in April 2013. The results of their EA process found that the proposed crosswind runway construction would not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to section 102(2)C of NEPA.

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**20. ACCESS TO AND QUALITY OF RECREATIONAL AND WILDERNESS ACTIVITIES:**

*Identify any wilderness or recreational areas nearby or access routes through this tract. Determine the effects of the project on recreational potential within the tract. Identify cumulative effects to recreational and wilderness activities.*

The Trust parcel that would be affected by the approval of the proposed easement does have public access via an improved county road, Buffalo Trail Road. The proposed project may impact future recreational use of this tract but based on historic use, this project should not affect the way this tract has been traditionally used.

The DNRC must also consider the potential benefit to the beneficiaries of the trust and the community of Laurel. This project may remove 110 acres from this tract for future recreational use, but the potential benefit to the beneficiaries of the trust and the community of Laurel outweighs the potential impacts to recreational activities. In addition, the portion of Section 33 that lies west of Buffalo Trail will still be available for any recreational activity allowed by the DNRC.

The implementation of the proposed alternative will not have a significant adverse impact on access to and quality of recreational and wilderness activities.

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**21. DENSITY AND DISTRIBUTION OF POPULATION AND HOUSING:**

*Estimate population changes and additional housing the project would require. Identify cumulative effects to population and housing.*

No significant adverse impacts to density and distribution of population and housing would occur as a result of implementing the proposed alternative.

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**22. SOCIAL STRUCTURES AND MORES:**

*Identify potential disruption of native or traditional lifestyles or communities.*

Located directly west of the proposed easement, is an already established easement held by Yellowstone County for the purpose of a County Veterans Cemetery. The proposed project should not impact the Veterans Cemetery in any way other than the noise associated with an airport runway. Since the current Laurel Airport property is already located near the Veteran's Cemetery, there are no significant anticipated changes in noise levels for the immediate area.

There are no native, unique or traditional lifestyles or communities in the vicinity that would be impacted by the proposed alternative.

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**23. CULTURAL UNIQUENESS AND DIVERSITY:**

*How would the action affect any unique quality of the area?*

The proposed alternative will not have a significant adverse impact on cultural uniqueness or diversity.

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**24. OTHER APPROPRIATE SOCIAL AND ECONOMIC CIRCUMSTANCES:**

*Estimate the return to the trust. Include appropriate economic analysis. Identify potential future uses for the analysis area other than existing management. Identify cumulative economic and social effects likely to occur as a result of the proposed action.*

The State will benefit by getting a proposed one-time fee of \$199,364.00 from the Laurel Airport Authority for the purchase of the easement on this Trust parcel. The Common Schools Trust will be the beneficiary of this payment.

<b>EA Checklist Prepared By:</b>	<b>Name:</b> Jocee Hedrick	<b>Date:</b> 24 February 2015
	<b>Title:</b> Land Use Specialist, Southern Land Office	

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**V. FINDING**

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**25. ALTERNATIVE SELECTED:**

The proposed alternative has been selected and it is recommended that an easement be granted to the Laurel Airport Authority for the purpose of constructing a crosswind runway on Section 33, Township 1 South, Range 24 East in Yellowstone County.

The following stipulations will be part of the proposed easement to mitigate any significant adverse impacts to the human environment:

1. A final design plan for the construction of the crosswind runway must be presented to the DRNC sixty days prior to construction and must include:
  - a. Soil stability mitigations
  - b. Water displacement mitigations and projected storm water paths
  - c. Cut and fill projections

Construction of the crosswind runway cannot start without DNRC approval of the final design plan.

2. The borrow material used for the construction of the Laurel Municipal Airport's crosswind runway may only be used on Section 33, T1S R24E. The borrow material may only come from within the easement boundaries.

3. The seed mix used for re-vegetation must be approved by the DNRC.
4. The wildlife fence constructed around the new crosswind runway must be permanently marked to reduce the threat of sage grouse collisions.

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**26. SIGNIFICANCE OF POTENTIAL IMPACTS:**

I have evaluated the potential environment effects and have determined that no significant adverse environmental impacts will result from the proposed activity.

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**27. NEED FOR FURTHER ENVIRONMENTAL ANALYSIS:**

EIS

More Detailed EA

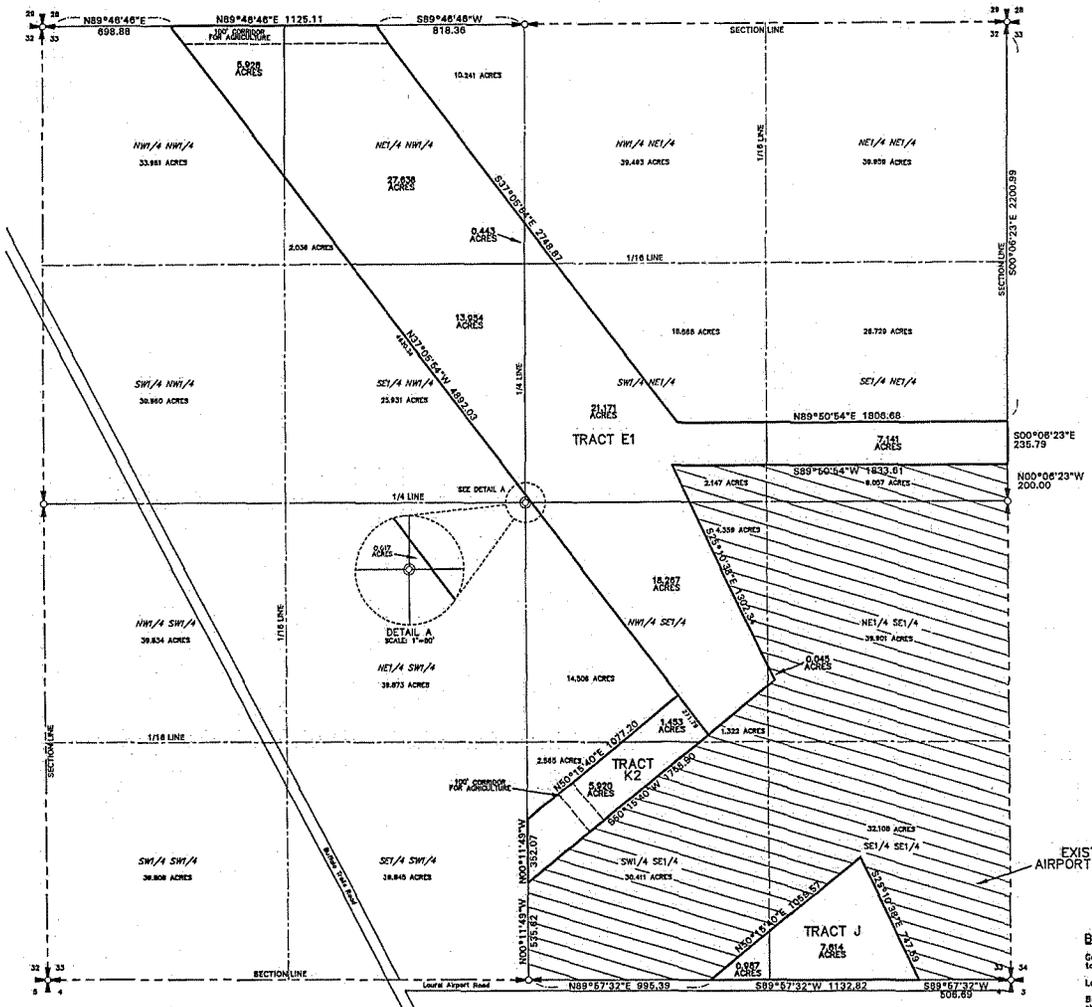
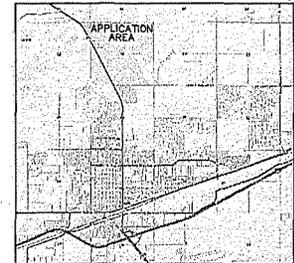
No Further Analysis

<b>EA Checklist Approved By:</b>	<b>Name:</b> Matthew Wolcott
	<b>Title:</b> Area Manager, Southern Land Office
<b>Signature:</b> 	<b>Date:</b> Feb 24 2015

# PERMIT APPLICATION EXHIBIT

BEING A PORTION OF LAND  
LOCATED IN SECTION 33, TOWNSHIP 1 SOUTH, RANGE 24 EAST, P.M.M.,  
LAUREL, MONTANA

FOR: LAUREL MUNICIPAL AIRPORT  
DATE: NOVEMBER 2014  
SCALE: 1"=300'



ADJUT PART	GROSS ACRES	ACRES PER TRACT			NET ACRES
		K1	K2	J	
NW 1/4 NW 1/4	38.859	0.828	--	--	33.861
SW 1/4 NW 1/4	39.850	--	--	--	39.850
NE 1/4 NW 1/4	39.813	27.638	--	--	12.277
SE 1/4 NW 1/4	39.855	13.054	--	--	13.054
NW 1/4 NE 1/4	39.838	0.443	--	--	39.483
SW 1/4 NE 1/4	39.803	21.171	--	--	18.732
NE 1/4 NE 1/4	39.859	--	--	--	39.859
SE 1/4 NE 1/4	39.827	7.141	--	--	32.786
NW 1/4 SW 1/4	39.834	--	--	--	39.834
SW 1/4 SW 1/4	39.805	--	--	--	39.805
NE 1/4 SW 1/4	39.873	--	--	--	39.873
SE 1/4 SW 1/4	39.845	--	--	--	39.845
NW 1/4 SE 1/4	39.907	18.207	1.453	--	20.187
SW 1/4 SE 1/4	39.883	--	5.920	0.887	32.978
NE 1/4 SE 1/4	39.846	0.045	--	--	39.801
SE 1/4 SE 1/4	39.822	--	7.814	7.814	32.106
<b>TOTALS</b>	<b>638.280</b>	<b>94.565</b>	<b>7.373</b>	<b>8.801</b>	<b>110.759</b>

## TRACT E1 LEGAL DESCRIPTION

A tract of land for the purpose of Airport Operations for the Laurel Municipal Airport Authority, Laurel Montana described as follows:

COMMENCING at the POINT OF COMMENCEMENT, which is the Section Corner common to Sections 28, 29, 32 and 33, T.1S., R.24E; thence along the Section line common to said Sections 28 and 33 N.89°46'46"E., a distance of 698.88 feet to the POINT OF BEGINNING; thence continuing along said Section line, N.89°46'46"E., a distance of 1,125.11 feet; thence leaving said Section line S.37°05'54"E., a distance of 2,748.87 feet; thence N.89°50'54"E., a distance of 1,806.68 feet to the Section line common to Sections 33 and 34; thence along said Section line S.00°06'23"E., a distance of 235.79 feet; thence leaving said Section line S.89°50'54"W., a distance of 1,833.81 feet; thence S.25°10'38"E., a distance of 1,302.34 feet; thence S.50°15'40"W., a distance of 488.08 feet; thence N.37°05'54"W., a distance of 4,892.03 feet to the POINT OF BEGINNING.

Said described tract containing a gross area of 94.565 acres, more or less.

## TRACT J LEGAL DESCRIPTION

A tract of land for the purpose of airport operations for the Laurel Municipal Airport Authority, Laurel Montana described as follows:

COMMENCING at the POINT OF COMMENCEMENT, which is the Section corner common to Sections 3 and 4 T.2S., R.24E. and Sections 33 and 34 T.1S., R.24E.; thence S.89°57'32"W., a distance of 506.69 feet to the POINT OF BEGINNING; thence continuing Westerly along said Section line a distance of 1,132.82 feet; thence N.50°15'40"E., a distance of 1,059.57 feet; thence S.25°10'38"E., a distance of 747.59 feet to the POINT OF BEGINNING.

Said described tract containing a gross area of 8.800 acres, more or less.

## TRACT K2 LEGAL DESCRIPTION

A tract of land for the purpose of an eavdation and hazard assessment for the Laurel Municipal Airport Authority, Laurel Montana described as follows:

COMMENCING at the POINT OF COMMENCEMENT, which is the 1/4 Corner common to Section 33, T.1S., R.24E. and Section 4, T.2S., R.24E.; thence along the midsection line of said Section 33, N.00°11'49"W., a distance of 535.62 feet to the POINT OF BEGINNING; thence continuing N.00°11'49"W., along said line, 352.07 feet; thence leaving said midsection line and continue N.50°15'40"E., a distance of 1,077.20 feet; thence S.37°05'54"E., a distance of 271.79 feet; thence S.50°15'40"W., a distance of 1,288.82 feet to the POINT OF BEGINNING.

Said described tract containing a gross area of 7.373 acres, more or less.

STATE OF MONTANA,  
County of Yellowstone ) S.S.

I, Darryl E. Magnuson, being duly sworn says: That he is the Land Surveyor who made the survey of the right of way shown herein; that the survey was correctly and accurately made; that the tracing of plat thereof is true and accurate and that it correctly shows the quantity of land required for the right of way in each forty-acre tract or government lot and also the amount of land remaining in each portion of such forty-acre tract government lot.

*Darryl E. Magnuson*  
Darryl E. Magnuson  
MT PLS, 17791

**BASIS OF BEARINGS.**  
Geodetic/Astronomic North determined by GPS observation of the Section corner common to Sections 3 and 4, T.2S., R.24E. and Sections 33 and 34, T.1S., R.24E., located at Latitude 45°41'50.618497"N, Longitude 108°45'40.89876"W NAD83 (2011) (Epoch 2010.0000). Bearings shown are grid bearings and have not been adjusted for convergence. Distances shown are ground distances. Combined Scale Factor=0.99835085

Rev. 2	Field Book: A-2-C1
Section Break Down And Allotment Acres Laurel Municipal Airport	
1 of 1	
Section 33 T.1S., R.24E., P.M.M. Laurel, Montana	
	Date of 2811 Galati Road P.O. Box 2005 Billings, MT 59106
Drawn by A. Coonan	Checked by D. Magnuson
Printed on 2813108	Date 11/10/2014

