

# Terry Airport

Supplemental Airport Planning – Alternative Selection

August 22, 2023



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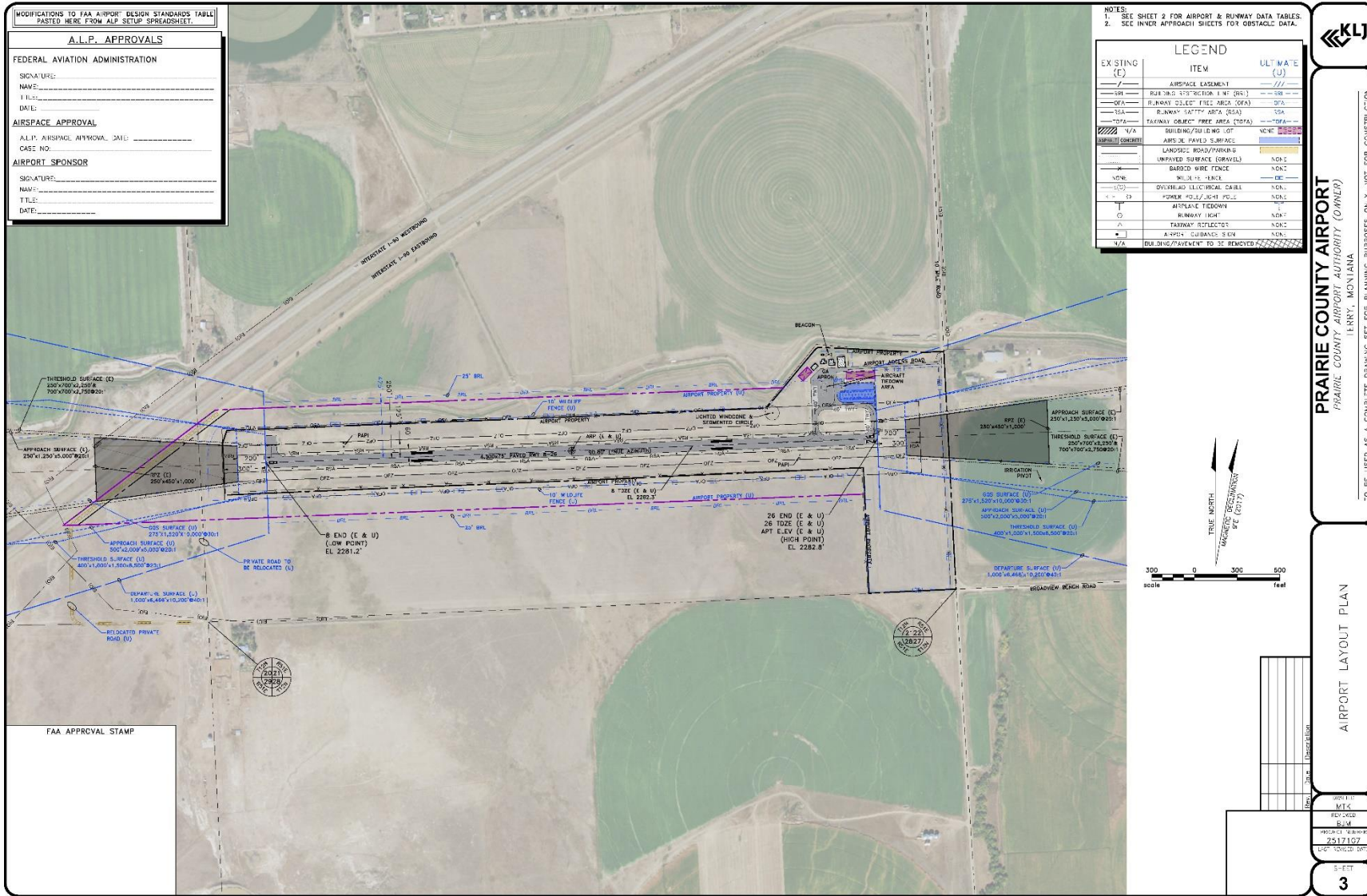
# Agenda

- Overview of Project to Date
- Environmental Findings
- Irrigation Ditch Alternatives
- Road Alternatives
- Preferred Alternative
- Next Steps



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# 2018 Airport Layout Plan (ALP)



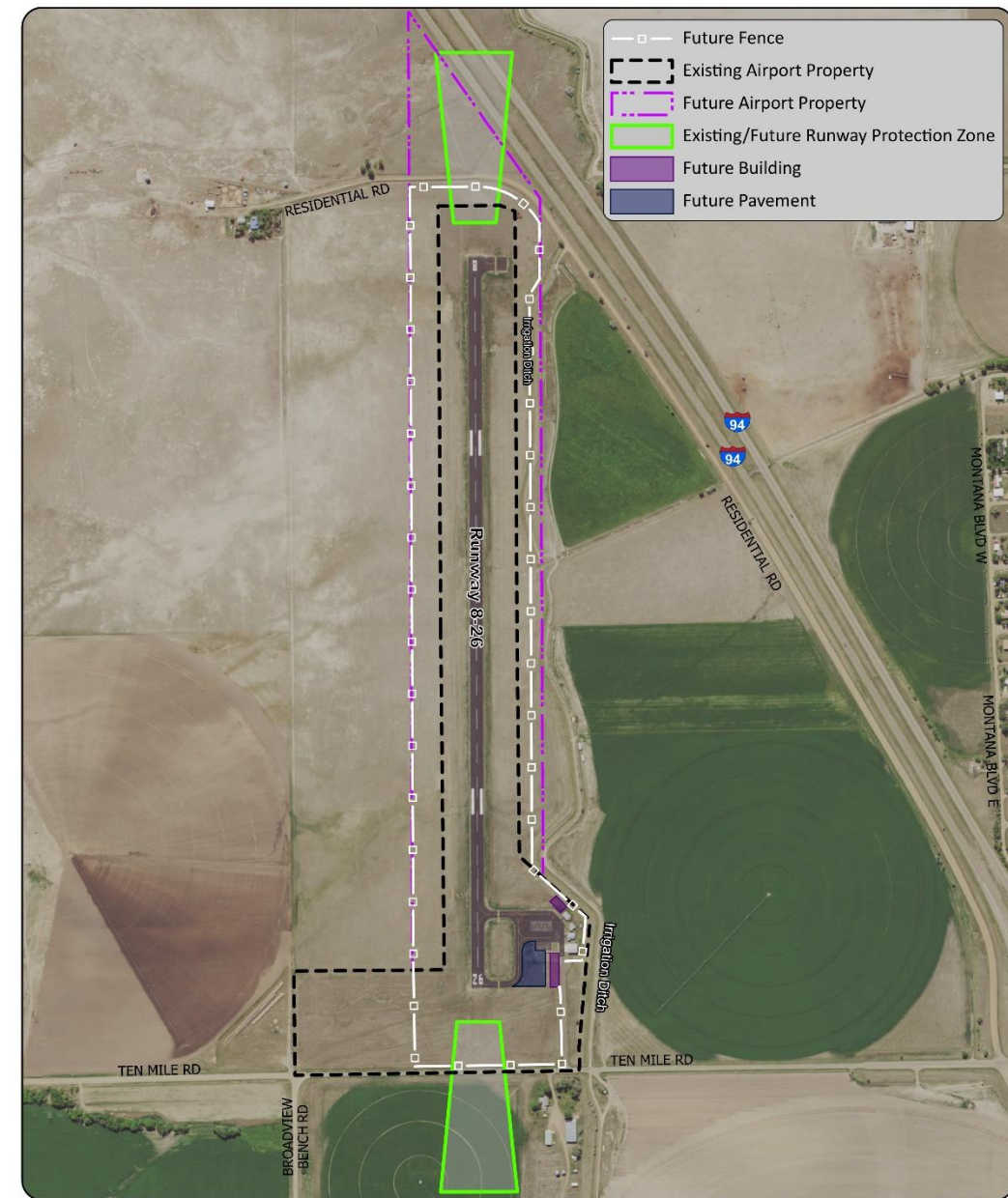
- Runway Design Code
  - B-II-Visual Existing
  - B-II-5000 Future
- Wildlife Fence
- Move Road
- *FAA identified Supplemental Planning Needed*



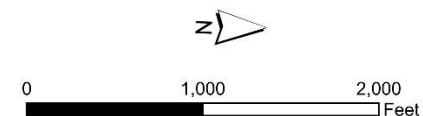
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# Airfield

- 4,300' x 75' Runway
- Approaches
  - Existing Visual
  - Future Non-Precision 1-Mile
- Need for Wildlife Fence
- Irrigation Ditch Affected
- Residential Road Affected



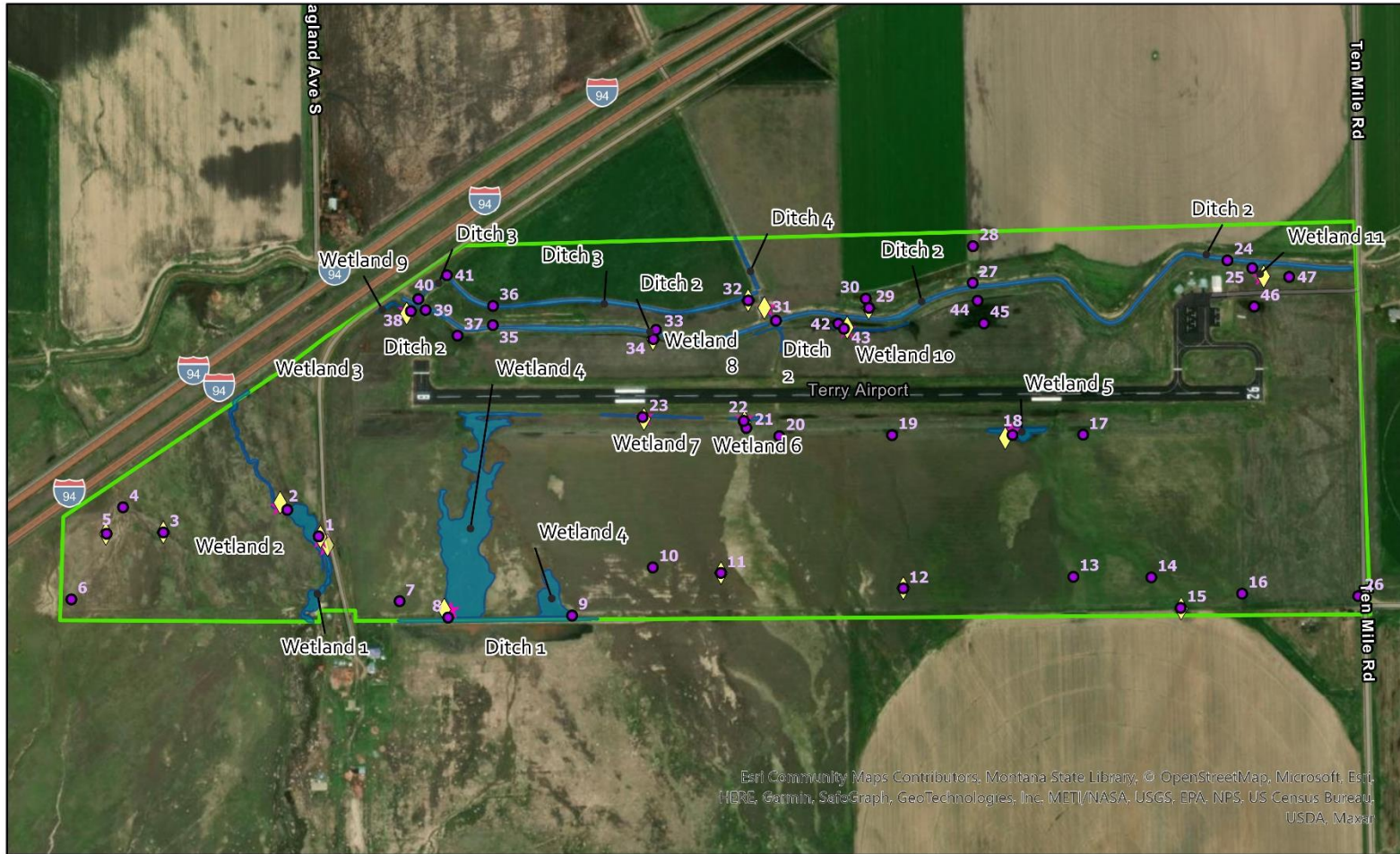
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Existing/Ultimate  
2018 ALP

# Environmental Findings - Wetlands

➤ Minimal Impact to Construction



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- █ Project Area
- Photo Point
- █ Aquatic Resources
- ◆ Upland Test Hole
- ★ Wetland Test Hole

Aquatic Resource Delineation  
Terry Airport  
Prairie County, Montana  
May 18, 2023



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# Environmental Findings - Cultural

- Three Ineligible Sites
- One Eligible Site (Irrigation Ditch)
- Coordinate with Irrigation District, Bureau of Reclamation, Montana SHPO, and FAA
- Plan for Categorical Exclusion but could require an Environmental Assessment

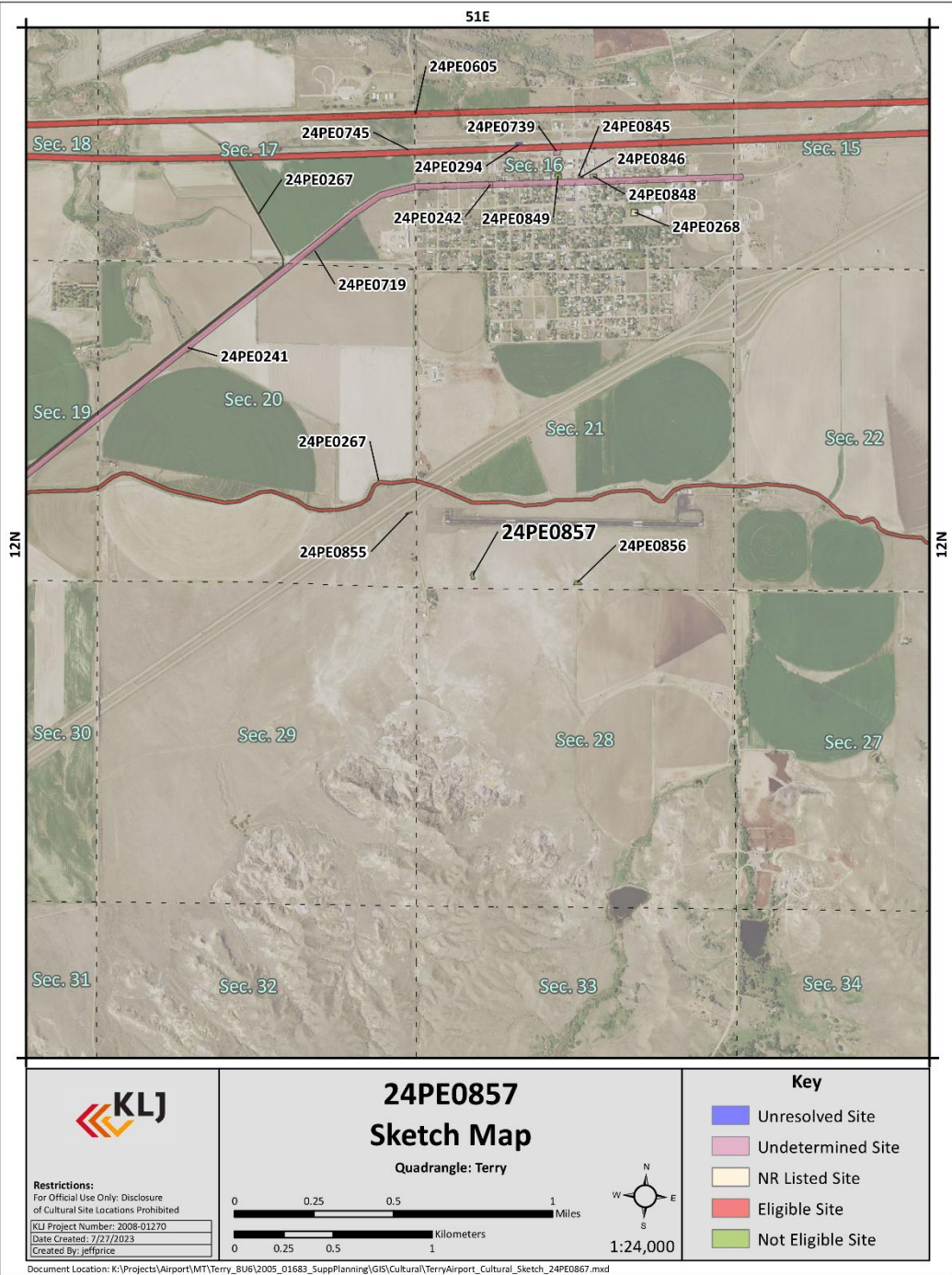
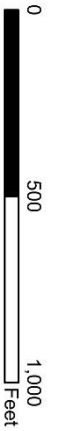


Figure 29: Sketch map of 24PE0857.



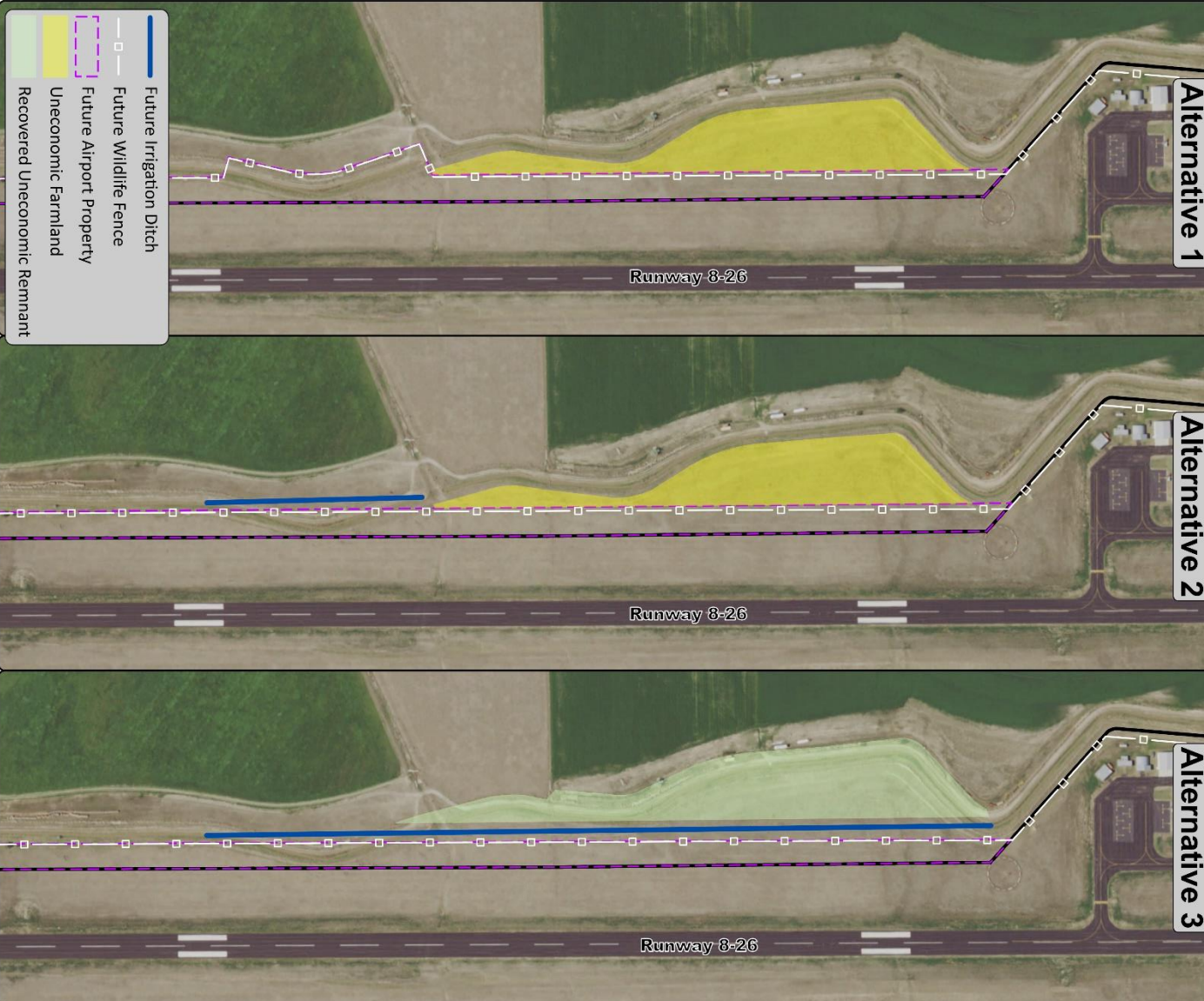
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# Irrigation Ditch



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Ditch Relocation

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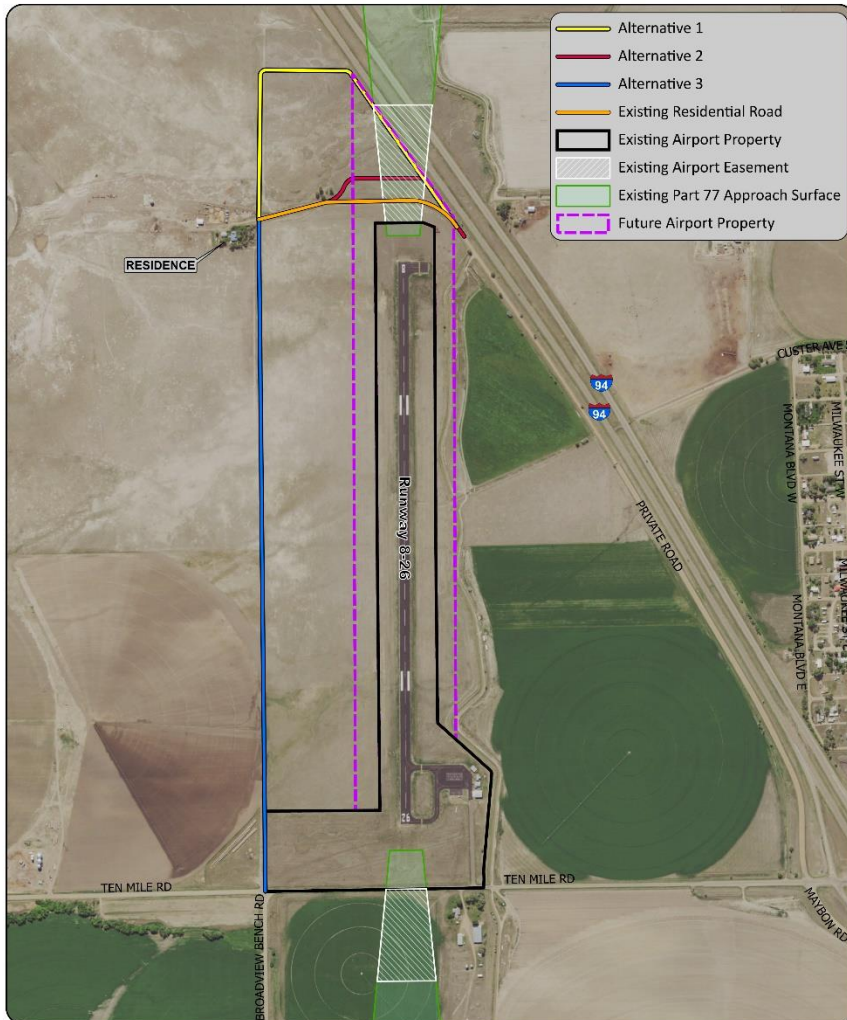


- No Change
- Alt 1 (ditch crossings)
- Alt 2 (680' realignment)
- Alt 3 (2,400' realignment)

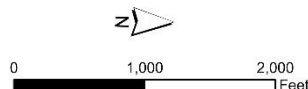


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# Residential Road



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Road Relocation  
Alternatives

Alternative	No Change	1	2	3
<b>Part 77 (20:1) 500' x 2,000' x 5,000'</b>				
Wildlife Fence	10' to 5'	1' to (47')	1' to (10')	(13' to 50')
Road	1' to (5')	(1' to 49')	(1' to 12')	-
<b>Paragraph 3.6 (20:1) 400' x 3,400' x 10,000'</b>				
Wildlife Fence	5'	(2' to 44')	(2' to 10')	(16' to 52')
Road	(1' to 5')	(4' to 47')	(4' to 12')	-

Red – Above Surface; (Green) – Below Surface

## ➤ Road Realignment

- No Change – NA
- Alt 1 – 2018 ALP 3,100'
- Alt 2 – Minimal 1,300'
- Alt 3 – Section Line 5,100'



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# Buffalo Rapids Irrigation District

- Alternatives were provided to the District
- District Consulted Bureau of Reclamation
- District Approved Alternative 2
- Recommended Alternative
  - Alternative 2 with acquisition of all property between airport and ditch
  - Airport option to ask for Alternative 3



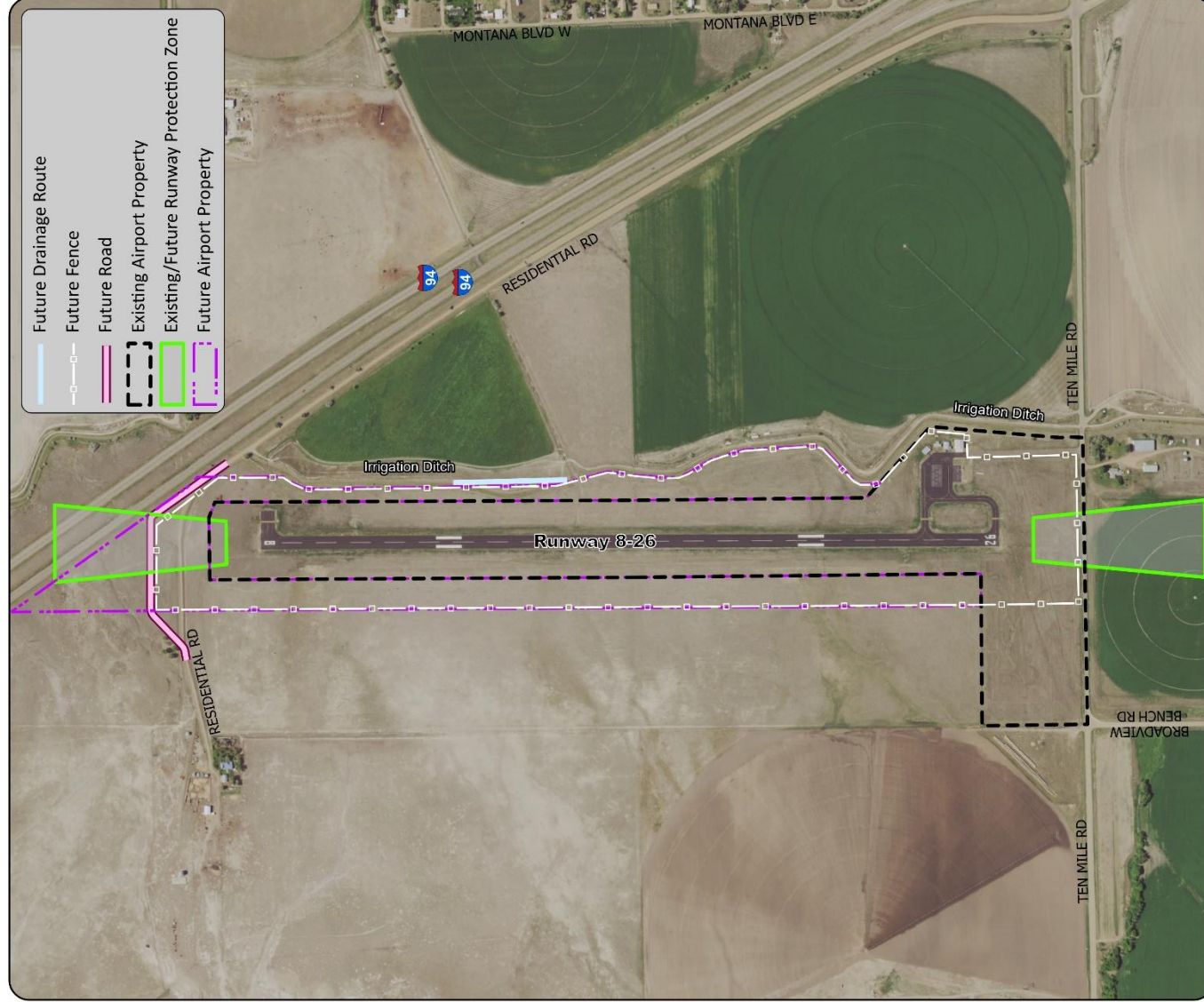
# Road Realignment

- Recommend Alternative 2
  - Minimal amount of road work
  - Most consistent with resident's current access



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# Recommended Layout



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Preferred Alternative



# Next Steps

- Update ALP and Complete the Narrative Report
- Environmental Steps
- Land Acquisition
- Design and Construct Fencing

Website: [terry.airportplan.net](http://terry.airportplan.net)



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# Questions/Comments

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# Approach Surfaces

Feature	Existing	Future
Approach Type / Minimums	Visual / NA	Non-Precision Instrument / 1-mile
14 CFR Part 77 Approach Surface	250' x 1,250' x 5,000' 20:1 Slope	500' x 2,000' x 5,000' 20:1 Slope
Par. 3.6 Approach Surface	Type 2 250' x 700' x 2,250' (+2,750') 20:1 Slope	Type 5 400' x 3,400' x 10,000' 20:1 Slope
Par. 3.6 Approach Surface Starting Position	At Threshold	200' from Threshold

Also, Safety Surfaces widened for Instrument Approach from 250' to 500' which affects the runway centerline separation for the wildlife fence parallel to the runway. *Increase from 195' to 320' from the runway centerline*



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