



considered Section 4(f) properties.” The Franklin County Field Days fairgrounds are leased from the Airport and used for an annual fair on August, and the organization rents space for private events and for boat, trailer, and vehicle storage. Therefore, per FHWA guidance, the fairgrounds function primarily as a commercial venture and are not considered Section 4(f) property. No further documentation is warranted.

3.3.6 Farmlands

The Farmland Protection Policy Act (FPPA) regulates Federal actions with the potential to convert important farmland to non-agricultural uses. It defines prime, unique, statewide, and locally important farmlands:

Prime farmland is land having the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, oilseed, and other agricultural crops with minimal use of fuel, fertilizer, pesticides, or products.

Unique farmland is land used for producing high-value food and fiber crops. It has the special combination of soil quality, location, growing season, and moisture necessary to produce high quality crops or high yields of crops.

Statewide and locally important farmland is land that has been designated as “important” by either a state government (state Secretary of Agriculture or higher office), by county commissioners or by an equivalent elected body.

Determining important farmlands requires an analysis of the soils of the area. Farmlands within the project area are south of Runway 1, between the runway’s end and Route 78. As stated earlier, farmlands are located mainly to the east and north of the airport. Using the *Web Soil Survey* tool from the Natural Resources Conservation Service (NRCS), those farmlands were classified. The soils/farmlands in and around the airport can be seen in **Figure 3-4** and **Table 3-1**. Geologically, based on VGIS the entire project area is sand.

Based on the data, the Proposed Action occurs on farmland of statewide importance, farmland of local importance, and prime farmland, if drained. Therefore, additional documentation can be found in **Chapter 4, Environmental Consequences**.

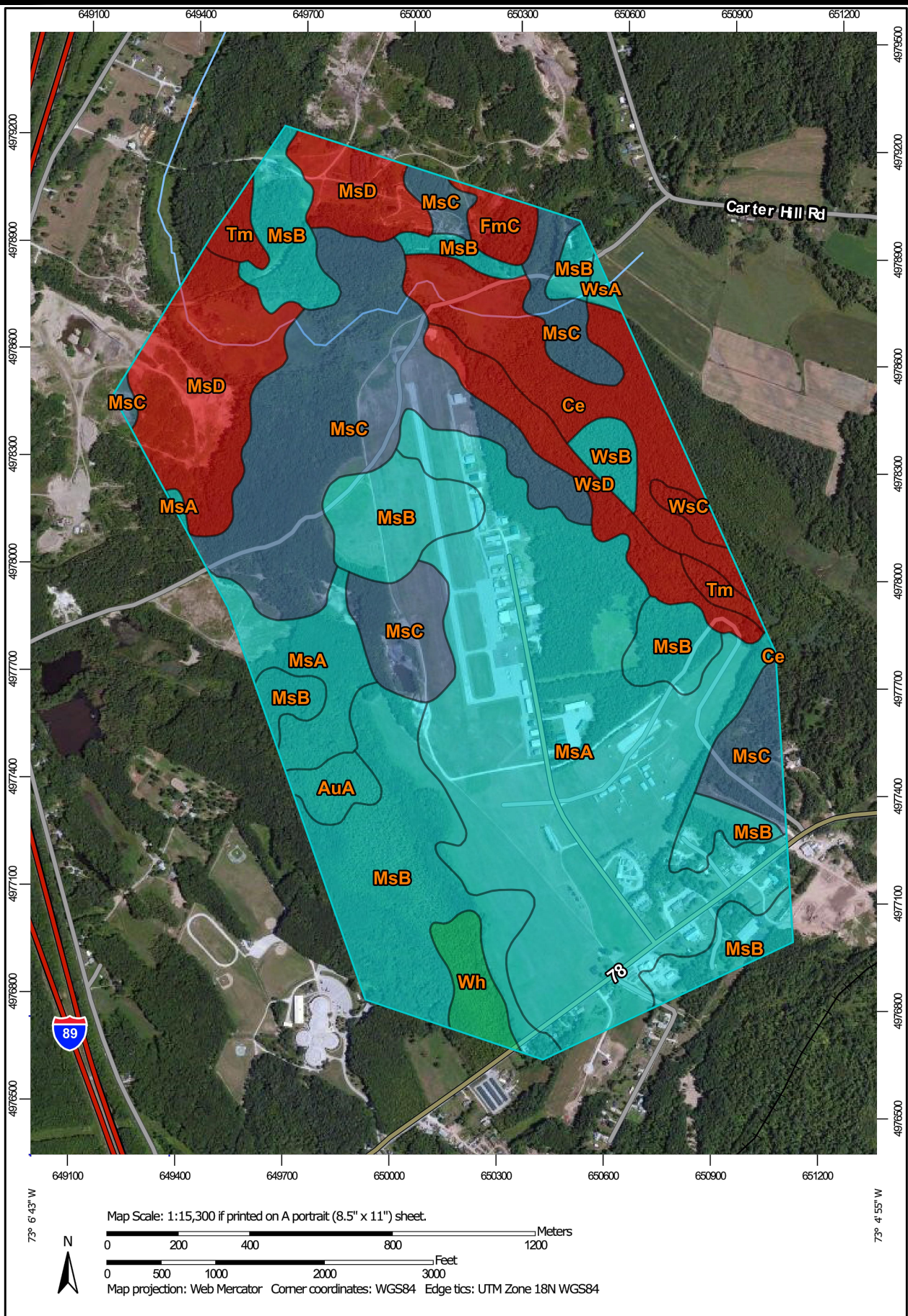




Table 3-3: Soil/Farmland Chart

Soil Symbol	Soil Name	Rating	Project Area
<u>AuA</u>	Au Gres loamy fine sand, 0 to 6 percent slopes	Farmland of statewide importance	N/A
<u>Ce</u>	Carlisle muck	Not prime or statewide farmland	Rwy 19 Tree Removal Access Road
<u>MsA</u>	Missisquoi loamy sand, 0 to 3 percent slopes	Farmland of statewide importance	Rwy/Twy 1 Ext Rwy 1 Tree removal (south 78 and north 78) Hangars (east and land swap) Access Road
<u>MsB</u>	Missisquoi loamy sand, 3 to 8 percent slopes	Farmland of statewide importance	Rwy 19 Tree Removal, Rwy 1 Tree Removal (south 78 and north 78) Access Road
<u>MsC</u>	Missisquoi loamy sand, 8 to 15 percent slopes	Farmland of local importance	Rwy 19 Tree removal, Rwy 1 Tree removal (south 78) Access Road Hangars (land swap)
<u>MsD</u>	Missisquoi loamy sand, 15 to 25 percent slopes	Not prime or statewide farmland	Rwy 19 Tree removal
<u>Tm</u>	Terric medisaprists	Not prime or statewide farmland	Access Road
<u>Wh</u>	Wareham loamy fine sand	Prime farmland if drained	Rwy 1 Tree Removal (north 78)
<u>WsA</u>	Windsor loamy fine sand, 0 to 3 percent slopes	Farmland of statewide importance	N/A
<u>WsB</u>	Windsor loamy fine sand, 3 to 8 percent slopes	Farmland of statewide importance	Access Road Hangars (land swap)
<u>WsC</u>	Windsor loamy fine sand, 8 to 15 percent slopes	Not prime or statewide farmland	Access Road
<u>WsD</u>	Windsor loamy fine sand, 15 to 25 percent slopes	Not prime or statewide farmland	Proposed Hangars (east and land swap) Access Road

Source: Web Soil Survey