

Appendix D

Section 106 Consultation

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STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND CONSTRUCTION
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

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In Reply Refer To:
Hooper Bay Airport Improvements
Project No: 57419

April 12, 2012

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
550 W. 7th Avenue, Suite 1310
Anchorage, Alaska 99501-3565

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to improve the Hooper Bay airport. The existing airport is undersized with a 75' by 3300' runway in poor condition, and is subject to periodic erosion. The community of Hooper Bay is located on the Bering Sea coast, approximately 150 miles northwest of Bethel, 20 miles south of Cape Romanzof, and 25 miles south of Scammon Bay. The proposed project is located within Sections 17, 21, 22, 27, 28, 33, and 34, T. 17 N., R. 93 W., and Sections 2-4, 10, and 11, T. 16 N., R 94 W. on USGS Quad Map Hooper Bay C-4, Seward Meridian; Latitude 61.520585°N, Longitude -166.139534°W, in Hooper Bay, Alaska (Figure 1).

For purposes of the National Historic Preservation Act, we are initiating this consultation with you to assist us in identifying historic properties that may be affected by the proposed project.

Project Description

The proposed project would:

- Rehabilitate and extend the runway to approximately 4,500 feet
- Armor the north end of the runway sheet pile wall
- Relocate and expand the apron (to include three aviation lease lots)
- Rehabilitate and extend the taxiway to the new apron
- Raise the existing airport access road and provide slope protection
- Relocate the beach access road
- Relocate utilities to the new apron
- Replace and relocate the existing segmented circle with a lighted wind cone
- Provide an unlighted supplemental wind cone
- Replace existing lighting on the runway and taxiway
- Install a precision approach path indicator system (PAPI)

- Install runway end identifier lights (REILS)
- Construct a new, expanded Maintenance and Operations (M&O) Lot
- Construct a new SREB with a rotating beacon on the new M&O lot and possibly demolish the existing SREB

Table 1 summarizes the existing facility and proposed improvements (Figures 2 and 3).

Table 1: Existing Facilities and Proposed Changes

Components	Existing	Proposed
Runway Length and Width	3,300 ft x 75 ft	4,500 ft. x 75 ft
Runway Surface	Deteriorating Asphalt	Crushed Aggregate Surface Course
Apron Area	89,500 sq. ft.	260,000 sq. ft.
Runway Centerline to Edge of Aircraft Parking	200 ft.	460 ft.

Preliminary Area of Potential Effect

The area of potential effect (APE) identified thus far consists of Hooper Bay Airport, the Hooper Bay Airport Access Road (from the airport almost to the city of Hooper Bay), the Hooper Bay Beach Access Road, the barge landing site and the area around it (for staging purposes), Dall Point (the proposed project material site), land north of the Hooper Bay Airport runway that may be acquired for future expansion (between the runway and an unnamed slough), and north of the city of Hooper Bay and the Hooper Bay Airport where a snow road would be constructed to haul material to Hooper Bay Airport from Dall Point (Figure 4).

Identification Efforts

A reconnaissance level cultural resource survey was conducted in August of 2006 and September of 2009 by the Office of History and Archaeology (OHA) of two study areas which contain airport alternatives and potential material sites for the location of a new airport or improvement of the existing airport, and access roads (Figure 6). Since that time, the project has been refined and the current project entails the rehabilitation and extension of the existing runway. Based on the report, no historic properties would be impacted by the current proposed project. Once the report is finalized, we will submit it to your office for review.

A search of the OHA Alaska Heritage Resources Survey (AHRS) database on February 21, 2012, indicated one site (XHB-00046) located within the preliminary APE. The site is a grave and has not been formally evaluated as it was not located in the two study areas surveyed by OHA. As the site is situated between the existing airport and potential material site location, DOT&PF plans to flag and avoid the site when constructing the snow road to the material site.

Consultation Efforts

This initiation letter is being sent out to the State Historic Preservation Officer; Calista Corporation; Sea Lion Corporation; Paimiut Corporation; City of Hooper Bay; Native Village of Paimiut; and the Native Village of Hooper Bay.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-269-0535 or by e-mail at valerie.gomez@alaska.gov. Your timely response will greatly assist us in incorporating your concerns into project development.

For that purpose, we respectfully request that you respond within thirty days of your receipt of this correspondence.

Sincerely,



Valerie Gomez
Cultural Resources Specialist

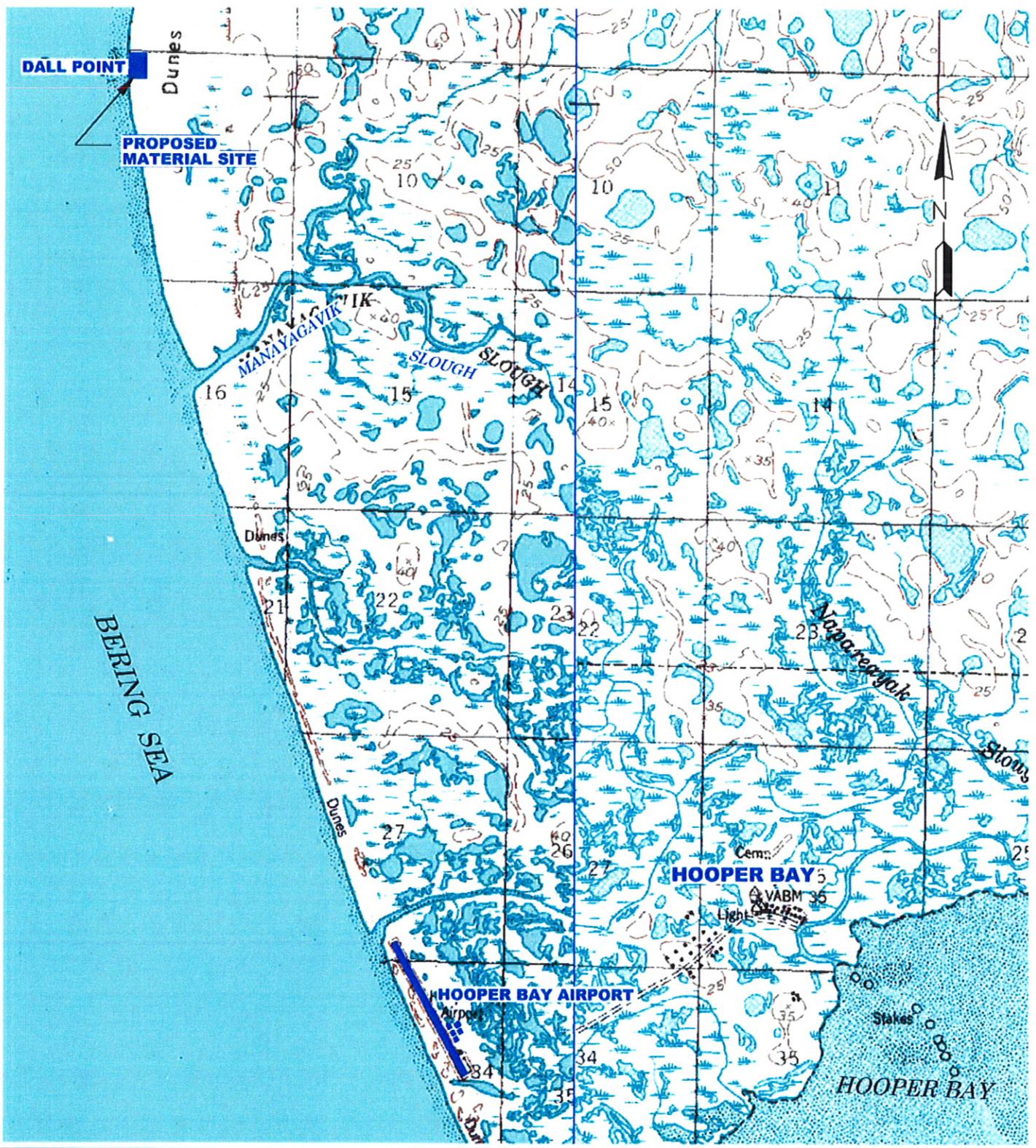
Enclosures:

- Figure 1 – Location & Vicinity Map
- Figure 2 – Existing Airport Map
- Figure 3 – Proposed Airport Improvements Map
- Figure 4 – Area of Potential Effect Map
- Figure 5 – Topographic Area of Potential Effect Map
- Figure 6 – 2009 Study Area Map

Electronic cc w/ enclosures:

- John Lovett, FAA, Project Manager
- Laurie Mulcahy, DOT&PF Statewide, Cultural Resources Manager
- Brian Englund, DOT&PF Central Region, Environmental Team Leader
- Renée Forque, DOT&PF Central Region, Environmental Analyst
- Morgan Merritt, P.E., DOT&PF Central Region, Project Manager, Aviation Design
- Brian Elliott, DOT&PF Central Region, Regional Environmental Manager
- Bruce Greenwood, FAA, Environmental Protection Specialist

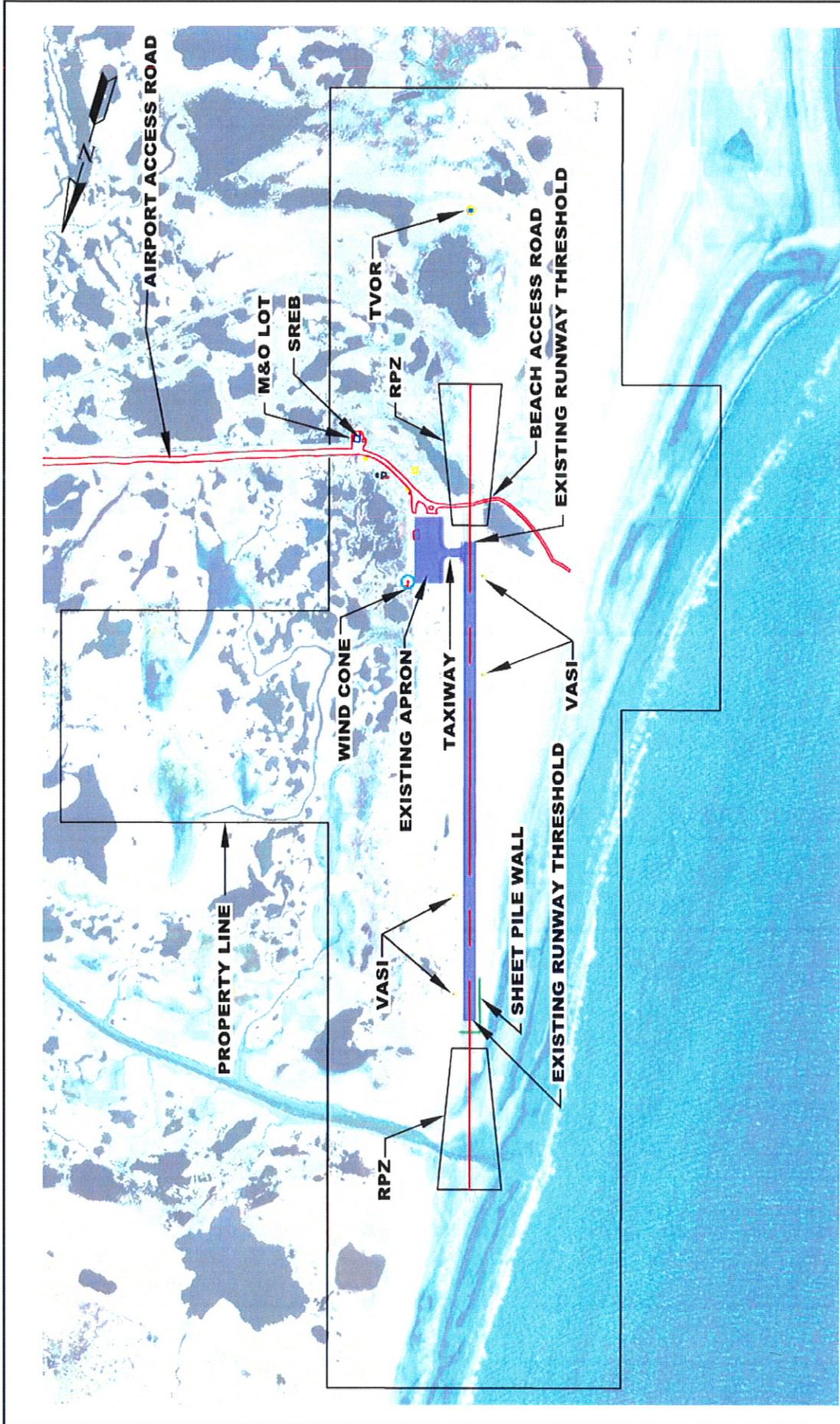
Consultation with other consulting parties is available on request



Hooper Bay
Airport Improvements
 Project No. 57419

Location and Vicinity Map

Figure 1



LEGEND

- RPZ RUNWAY PROTECTION ZONE
- TVOR TERMINAL VERY HIGH FREQUENCY OMNIRANGE
- VASI VISUAL APPROACH SLOPE INDICATOR

Hooper Bay Airport Alaska
 Airport Improvements
 Project No. 57419
 Existing Airport Map
 Figure 2

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