

From: [Duvall, Shina A \(DNR\)](#)
To: [Gomez, Valerie L \(DOT\)](#)
Subject: Hooper Bay Airport Improvements
Date: Monday, April 23, 2012 2:37:35 PM

Dear Valerie,

The Alaska State Historic Preservation Office (AK SHPO) received your correspondence (dated April 12, 2012) on April 13, 2012. Following our review of the documentation provided in the initiation letter, we have no objections to the proposed APE at this time. We look forward to receiving the finalized report of the cultural resource survey when it is ready. At that time, we will provide our concurrence on DOT&PF's determinations of eligibility, as appropriate, and finding of effect for the subject project.

Thank you for sending a Section 106 consultation initiation letter to our office. We are working to provide responses to these consultation initiation letters as often as possible so that we may acknowledge receipt and provide any additional applicable information. Please let me know if you have any additional questions.

Best regards,
Shina

Shina duVall, RPA
Archaeologist, Review and Compliance Coordinator
Alaska State Historic Preservation Office / Office of History and Archaeology
550 W. 7th Ave., Suite 1310
907-269-8720 (phone) 907-269-8908 (fax)
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STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND CONSTRUCTION
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

SEAN PARNELL, GOVERNOR

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0542
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In Reply Refer To:
Hooper Bay Airport Improvements
57419
No Historic Properties Affected
June 7, 2012

ATTENTION: This finding contains **one** DOE

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
550 W. 7th Avenue, Suite 1310
Anchorage, AK 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). Pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF on behalf of FAA, finds that no historic properties would 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 Snow Removal Equipment Building (SREB) with a rotating beacon on the new M&O lot and possibly demolish the old SREB (constructed in 1976)

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.

Area of Potential Effect

The Area of Potential Effect (APE) consists of Hooper Bay Airport, the Hooper Bay Airport Access Road (from the airport almost to the city of Hooper Bay), the Hooper Bay Access Road, the Hooper Bay Beach Access Road, Dall Point (the proposed 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 may be constructed to haul material to Hooper Bay Airport from Dall Point. As the precise location of the snow road has yet to be determined, the APE is larger than actual construction boundaries (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 contained airport alternatives and potential material sites for the location of a new airport or improvement of the existing airport, and access roads. Since that time, the project has been refined and the current project entails the rehabilitation and extension of the existing runway.

A search of the OHA Alaska Heritage Resources Survey (AHRS) database on February 21, 2012, indicated one site (XHB-00046) located within the 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 avoid the site when constructing the snow road to the material site.

Determination of Eligibility

Based on the report, one new archaeological site was located in the study area, but not the current APE. The site XHB-00041 is associated with “Bone Lake” and located far south of the project area. XHB-00041 was identified as the location of the spring sealing camp during the early historic period. According to the report, XHB-00041 has the potential to provide information on the past life ways and settlement patterns as well as changes in technology and subsistence over time. OHA has recommended XHB-00041 as eligible for listing in the National Register of Historic Places under Criterion D. FAA agrees with OHA’s recommendation and

has determined that XHB-00041 is eligible for listing in the National Register of Historic Places under Criterion D.

Finding of Effect

While one newly recorded site (XHB-00041) has been determined eligible for the NRHP, it is well outside of the current APE. The proposed material site at that location will not be used, so the site will not be affected. Grave site (XHB-00046) which has no formal NRHP determination of eligibility will be avoided if a snow road is constructed to the material site at Dall Point. As no other cultural resources were encountered within the airport boundaries, the airport and beach access roads, or at Dall Point, where ground disturbance would take place, FAA has determined that this project will have no effect on historic properties.

Consultation Efforts

A letter initiating consultation was sent out to the following parties: State Historic Preservation Officer (SHPO); Calista Corporation; Sea Lion Corporation; Paimiut Corporation; the City of Hooper Bay; the Native Village of Hooper Bay; and the Native Village of Paimuit on April 12, 2012. The SHPO was the only entity to respond, stating that they have no objections to the proposed APE at this time and look forward to receiving the finalized cultural resource survey.

Please direct your concurrence or comments to me at the address above, by telephone at 907-269-0535 or by e-mail at valerie.gomez@alaska.gov.

Sincerely,



Valerie Gomez
Cultural Resources Specialist

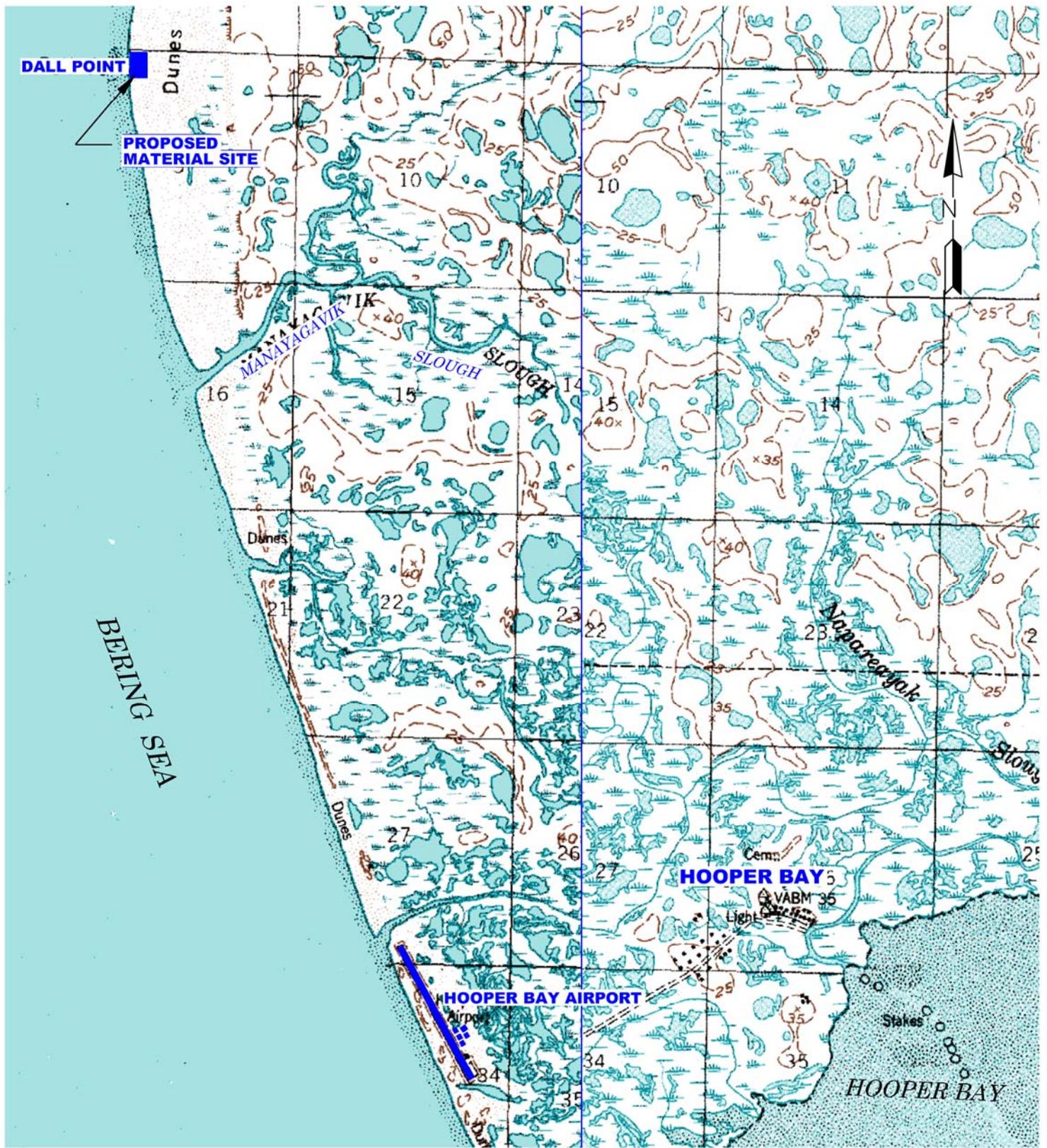
Enclosures:

Figure 1 – Location & Vicinity Map
Figure 2 – Existing Airport Map
Figure 3 – Proposed Airport Improvements Map
Figure 4 – Area of Potential Effect Map
*Report Number 125 - Cultural Resources Survey of Proposed Hooper Bay Airport
Improvements, Office of History & Archaeology, May 2010*
OHA Coversheet

Electronic cc w/ enclosures:

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

Consultation with other consulting parties is available on request

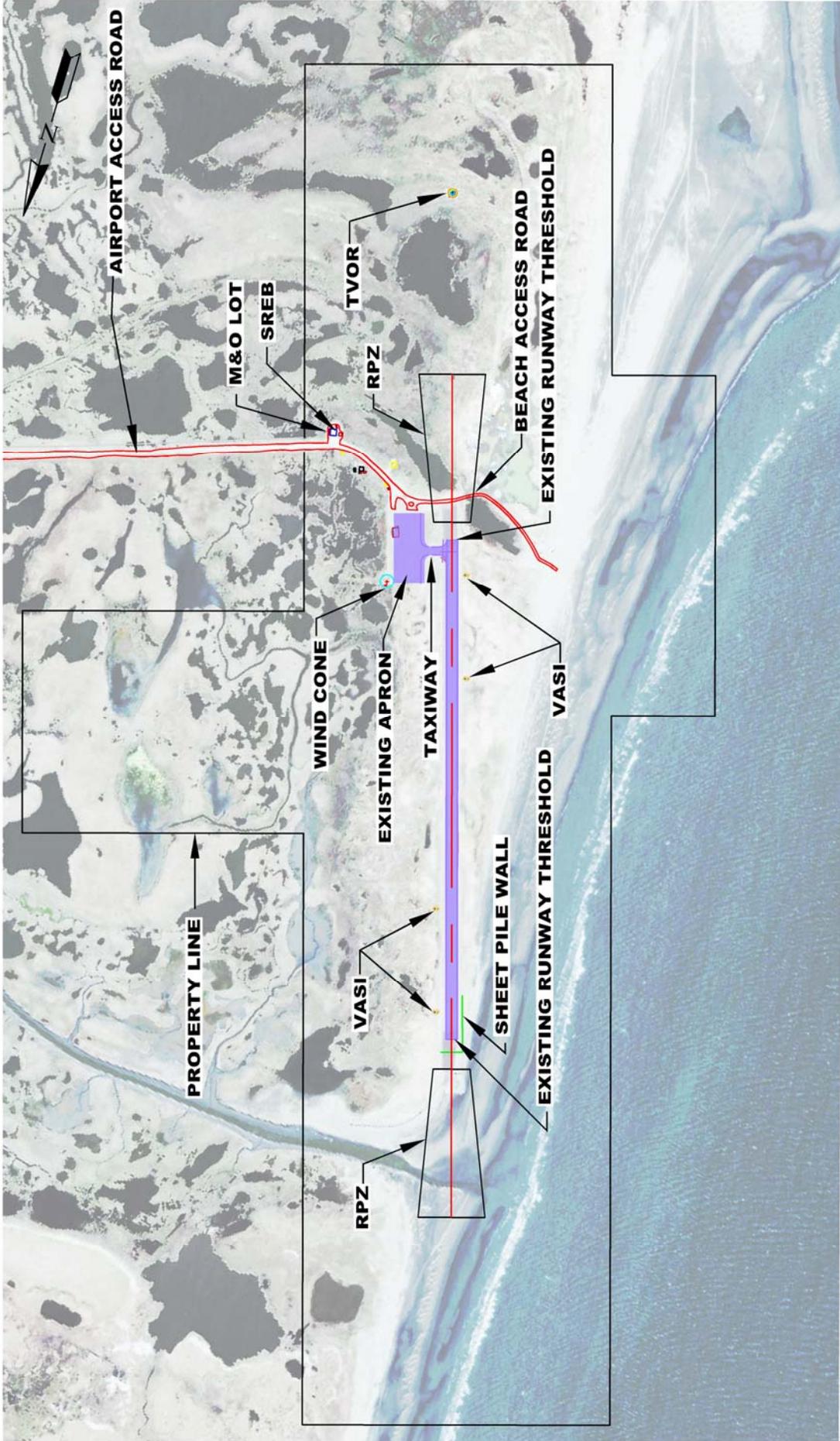


LOCATION MAP



Hooper Bay
 Airport Improvements
 Project No. 57419

Location and Vicinity Map



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



LEGEND

— APE

— APPROXIMATE LOCATION OF
POTENTIAL AHR SITE XHB-00046



SCALE IN MILES

Hooper Bay Airport
Airport Improvements
Project No. 57419
Area of Potential Effect

Figure 4

Cultural Resource Survey of Proposed Hooper Bay Airport Improvements
Not available for public for public viewing

STATE OF ALASKA

SEAN PARNELL, GOVERNOR

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS & OUTDOOR RECREATION OFFICE OF HISTORY AND ARCHAEOLOGY

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June 15, 2012

File No.: 3130-1R FAA
3330-6 XHB-00041

Valerie Gomez
Cultural Resources Specialist
Department of Transportation & Public Facilities
4111 Aviation Avenue
P.O. Box 196900
Anchorage, Alaska 99519-6900

Subject: Hooper Bay Airport Improvements

Dear Ms. Gomez:

The Alaska State Historic Preservation Office (AK SHPO) received your correspondence (dated June 7, 2012) on June 11, 2012. Following our review of the documentation provided, we concur with your determination that site XHB-00041 is **eligible** for the National Register of Historic Places (NRHP). We understand that the site is located outside of the area of potential effects (APE) for the proposed project and the proposed material site at that location will not be used. Further, the other known site within the vicinity, XHB-00046, will be avoided if a snow road is constructed to the material site at Dall Point. As such, we concur that a finding of **no historic properties affected** is appropriate for the proposed undertaking.

As stipulated in 36 CFR 800.3, other consulting parties such as the local government and Tribes are required to be notified of the undertaking. Additional information provided by the local government, Tribes or other consulting parties may cause our office to re-evaluate our comments and recommendations. Please note that our comment letter does not end the 30-day review period provided to other consulting parties.

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 of Historic Places eligibility criteria (36 CFR 60.4) or the Alaska Landmarks Register in consultation with our office.

Thank you for the opportunity to comment. Please contact Shina duVall at 269-8720 or shina.duvall@alaska.gov if you have any questions or if we can be of further assistance.

Sincerely,



Judith E. Bittner
State Historic Preservation Officer

JEB:sad

Date: 6/18/12
Proj. #: 57419

Preliminary Design & Environmental	PAPER	PDF
Section Chief		
Dir. Manager		
Co. Manager		
Sec. Analyst		
Gomez		
Project File		