



THE STATE  
of **ALASKA**  
GOVERNOR SEAN PARNELL

Department of Transportation  
and Public Facilities

DESIGN & ENGINEERING SERVICES  
PRELIMINARY DESIGN & ENVIRONMENTAL

PO Box 196900  
Anchorage, Alaska 99519-6900  
Main: 907.269.0542  
Toll Free: 800.770.5263  
TDD: 907.269.0473  
TTY: 800.770.8973  
Fax: 907.243.6927

In Reply Refer To:  
Hooper Bay Airport Improvements  
Project No. 57419  
April 7, 2014  
No Adverse Effect

ATTENTION: This finding contains **one (1)** 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 runway is undersized, in poor condition, and subject to periodic erosion. The community of Hooper Bay is located on the Bering Sea coast, approximately 150 miles northwest of Bethel. 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).

The Pursuant to 800.5(d)(2), implementing regulations of Section 106 of the National Historic Preservation Act (NHPA), DOT&PF on behalf of FAA finds that the proposed project would have no adverse effect on historic properties.

### **Project Description**

On June 15, 2012, DOT&PF, on behalf of FAA received concurrence from the State Historic Preservation Officer (SHPO) that the proposed project would have no effect on historic properties. Since that time, human remains were encountered by locals on the DOT&PF airport property. Additionally, some minor activities have been added to scope of work since receiving SHPO concurrence.

The proposed project consists of two phases to improve the existing facilities and extend the runway (see enclosed Detailed Project Description and Figures 2 and 3). The proposed airport improvements remain consistent with the 2012 scope of work. Construction for Phase I is anticipated for Spring of 2015. The second

phase of the project, extending the runway, would be finalized after the 2015 planning study and an updated environmental process.

### **Area of Potential Effect**

The Area of Potential Effect (APE) consists of the Hooper Bay Airport property, Airport Access Road, Dall Point, the beach between Dall point and the end of Nuok Spit, and two potential barge landing areas (Figure 4).

### **Identification Efforts**

A reconnaissance level cultural resource survey conducted by the Office of History and Archaeology (OHA) identified one archeological site in the area (OHA Report No. 125). Site XHB-00041 was determined eligible for the National Register of Historic Places (NRHP) receiving SHPO concurrence in 2012. XHB-00041 is located near Bone Lake, about 1.5 miles south of the airport, and well outside the 2012 and current APE. This survey covered the potential material source at Dall Point as well as the barge landing sites. No additional cultural resources were identified at the time of the OHA survey.

On July 2, 2013, DOT&PF was notified that a community member encountered human remains on an ATV trail within the airport property and the potential airport property material source area. In response to the discovery, DOT&PF contracted with the University of Alaska Anchorage (UAA) to evaluate and relocate the partially exposed human remains as well as determine if additional cultural resources were located within the vicinity of the human remains.

### **Determination of Eligibility**

The presence of two sets of human remains and at least one confirmed house pit were identified during the survey conducted by UAA. Based on the recommendation provided in the UAA report, DOT&PF on behalf of FAA has determined that XHB-00121 is eligible for the NRHP under Criterion A, for its association with the Thule migration and possible “Bow and Arrow Wars” association as well as Criterion D for its potential to yield information on Thule settlement in the region (see *Recovery of Human Remains and Re-Survey for the Hooper Bay Airport Improvement Project* enclosed for more detail).

### **Finding of Effect**

Although the airport improvements take place on the airport property in the vicinity where XHB-00121 is located, the improvements would result in **no adverse effect** on historic properties. The construction activities for Phase I of the project would all take place outside of the high probability areas identified by UAA (see enclosed Cultural Material Probability Map). Phase II of the proposed project would involve relocating the Beach Access Road and navigation aids. These two activities would be in the vicinity of the high probability areas. The areas where there is a probability of cultural resources being present would be flagged and avoided during construction. Due to the sensitive nature of the area, DOT&PF will incorporate an environmental commitment for Phase II of the project to provide archaeological monitoring for these activities in high probability areas.

In addition to the airport improvements, potential material sources were identified during the design of the project. Below is a summary of the potential material sources.

#### *Airport Property Material Source*

The potential airport property material source is located squarely on the area of highlands where there is a high probability of cultural resources and XHB-00121 is located. Due to the presence of human remains and cultural resources on the airport property material source, DOT&PF and FAA do not think it is prudent to use this material source at this time. **This area will not be utilized as a material source.** Additionally, DOT&PF will

ensure the area of high probability is flagged and no work (ie. construction, staging, hauling) will be allowed in this area during construction.

*Dall Point Material Source*

The Dall Point material source has been previously surveyed and all associated actions would be north of the airport property, away from known cultural resources. This option would have no effect to historic properties.

*Barging in Material*

The barge landing has been previously surveyed and no cultural resources were encountered. Barging in material would have no effect to historic properties.

Based on the information above, the potential material source on airport property will not be used and therefore, DOT&PF on behalf of FAA finds that the proposed project would have no adverse effect on historic properties.

**Consultation Efforts**

Initiation of consultation and finding letters were sent to the following consulting parties in 2012: Calista Corporation; Sea Lion Corporation; Paimiut Corporation; the City of Hooper Bay; the Native Village of Hooper Bay; and the Native Village of Paimuit. SHPO concurred with the finding of no historic properties affected on June 15, 2012.

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](mailto:valerie.gomez@alaska.gov).

Sincerely,



Valerie Gomez  
Cultural Resources Specialist

Enclosures:

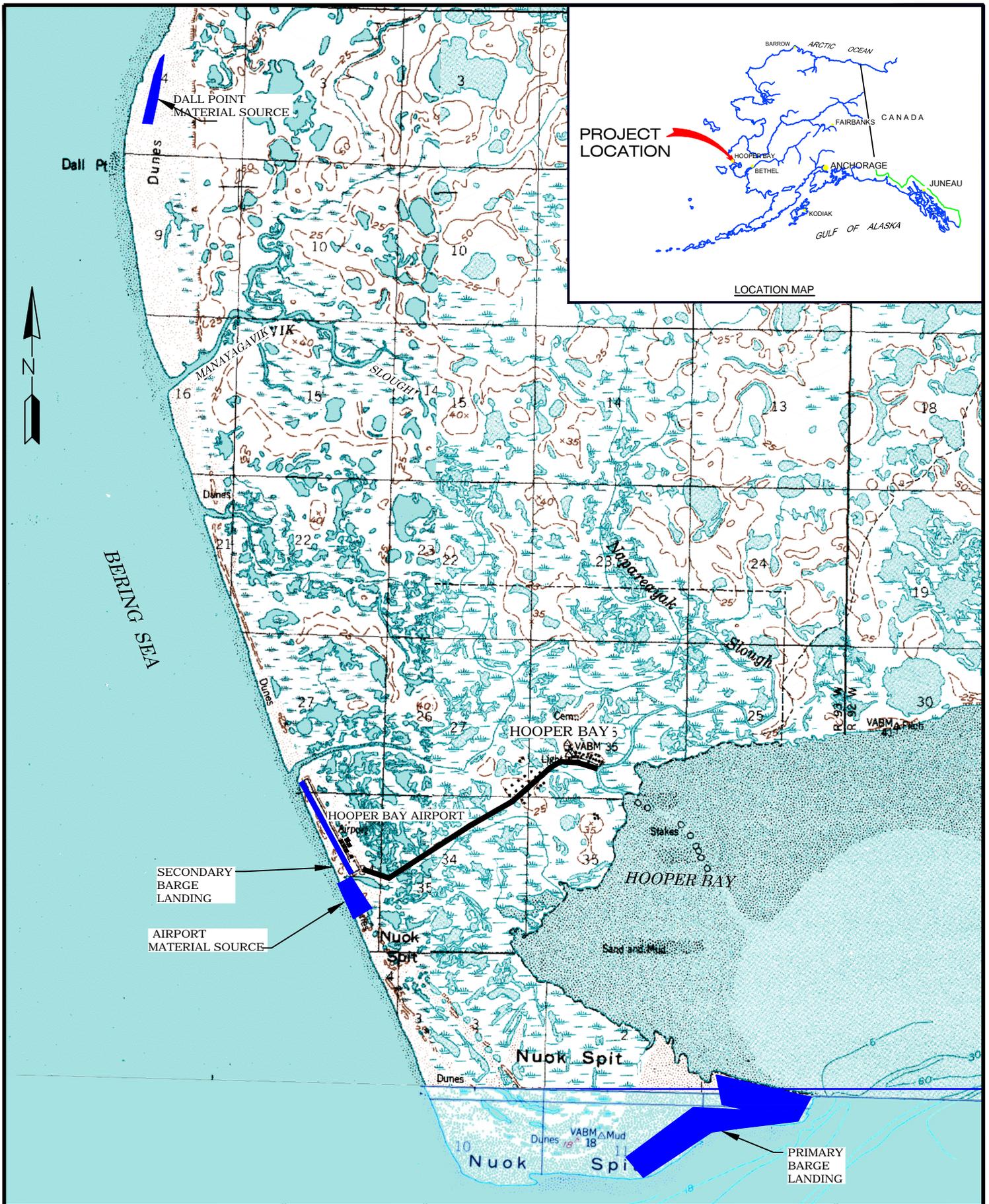
- Figure 1      Location & Vicinity Map
- Figure 2      Project Overview
- Figure 3      Proposed Airport Improvements
- Figure 4      Area of Potential Effect
- Detailed Project Description
- Cultural Material Probability Map
- Recovery of Human Remains and Re-Survey for the Hooper Bay Airport Improvement Project*

Electronic cc w/ enclosures:

- Brian Elliott, Regional Environmental Manager, DOT&PF Central Region
- Eric Marcellus, Project Manager, FAA
- Katrina Moss, Airport Planner, FAA
- Bruce Greenwood, Environmental Protection Specialist, FAA
- Leslie Grey, Environmental Protection Specialist, FAA
- Luke Bowland, P.E., Project Manager, Aviation Design, DOT&PF Central Region
- TaraLyn Stone, Environmental Team Leader, DOT&PF Central Region
- Laurie Mulcahy, Cultural Resources Manager, DOT&PF Statewide

**Consultation with other consulting parties is available on request**

W:\Environmental\Environmental Project Dwg\57419 Hooper Bay\57419 Vic location rev 1.dwg, 2/19/2014 4:09:37 PM, DWG To PDF.pc3  
 W:\Environmental\Environmental Project Dwg\57419 Hooper Bay\57419 Vic location rev 1.dwg 2/19/2014, 4:09 PM



**STATE OF ALASKA**  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES

---

PRELIMINARY DESIGN AND  
 ENVIRONMENTAL GROUP

SCALE: NTS

---

DATE: 6/19/2013

---

BY: T. STONE

**HOOPER BAY**  
**AIRPORT IMPROVEMENTS**  
 PROJECT NO. 57419  
 LOCATION & VICINITY MAP  
 HOOPER BAY, ALASKA

**FIGURE 1**

---

**D-26**