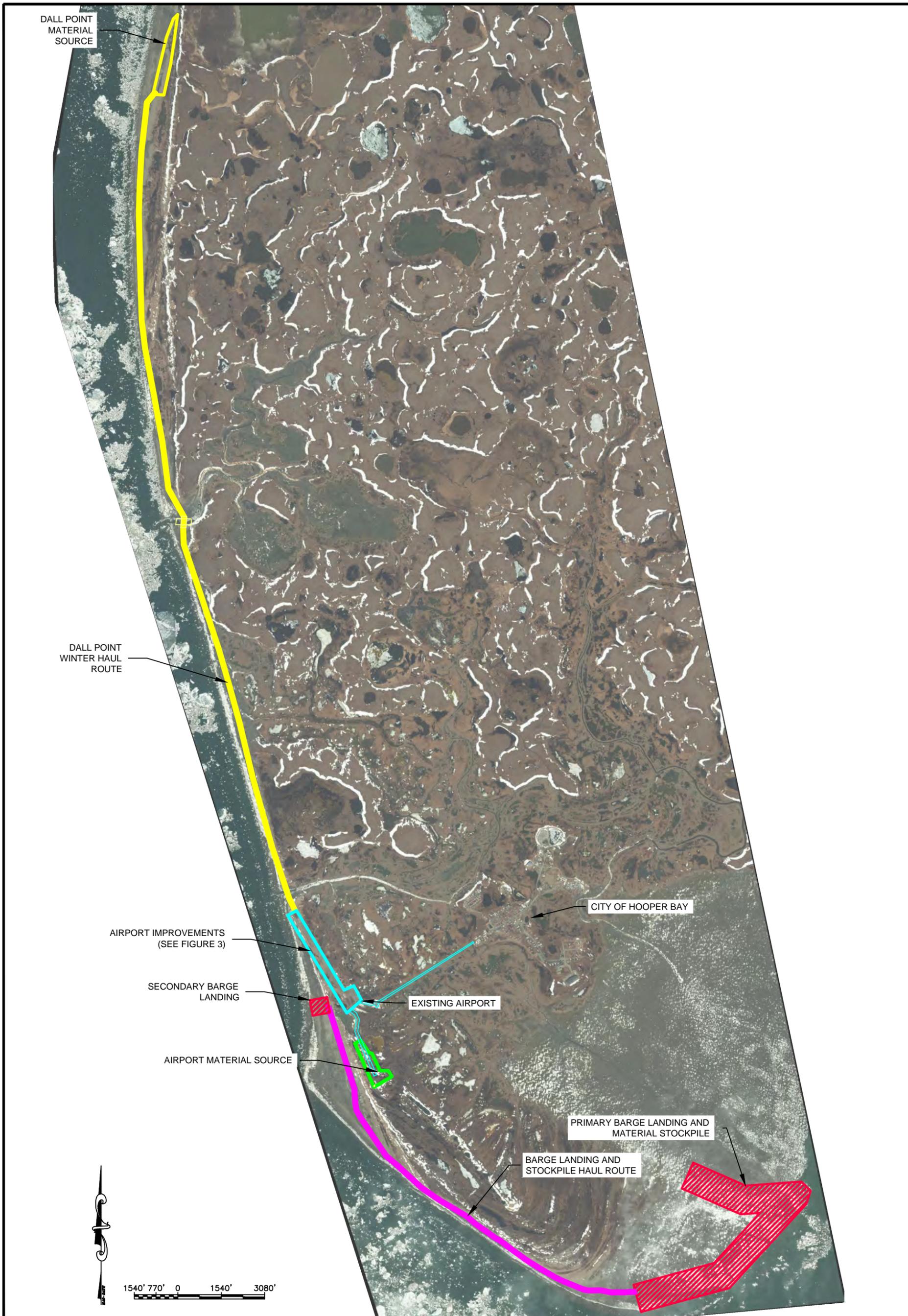


W:\Environmental\Environmental Project Dwg\57419 Hooper Bay\EA figures\57419 Fig 2 haul route rev1.dwg, 2/19/2014 2:44:20 PM, DWG To PDF.pc3



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

PRELIMINARY DESIGN AND
ENVIRONMENTAL GROUP

SCALE: SEE GRAPHIC

DATE: 1/14/2014

BY: T STONE

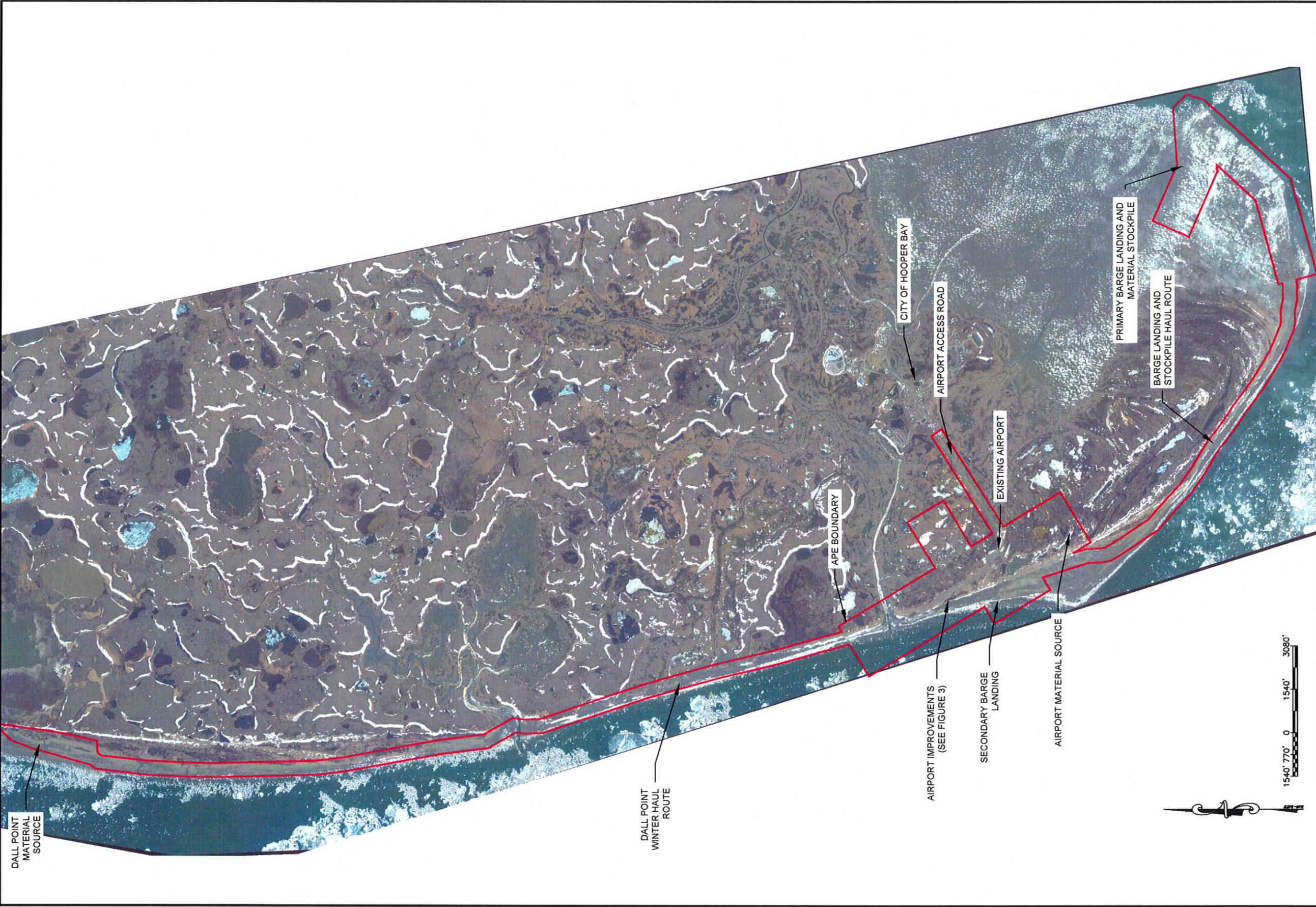
HOOPER BAY AIRPORT IMPROVEMENTS

PROJECT NO. 57419

PROJECT OVERVIEW

HOOPER BAY, ALASKA

FIGURE 2

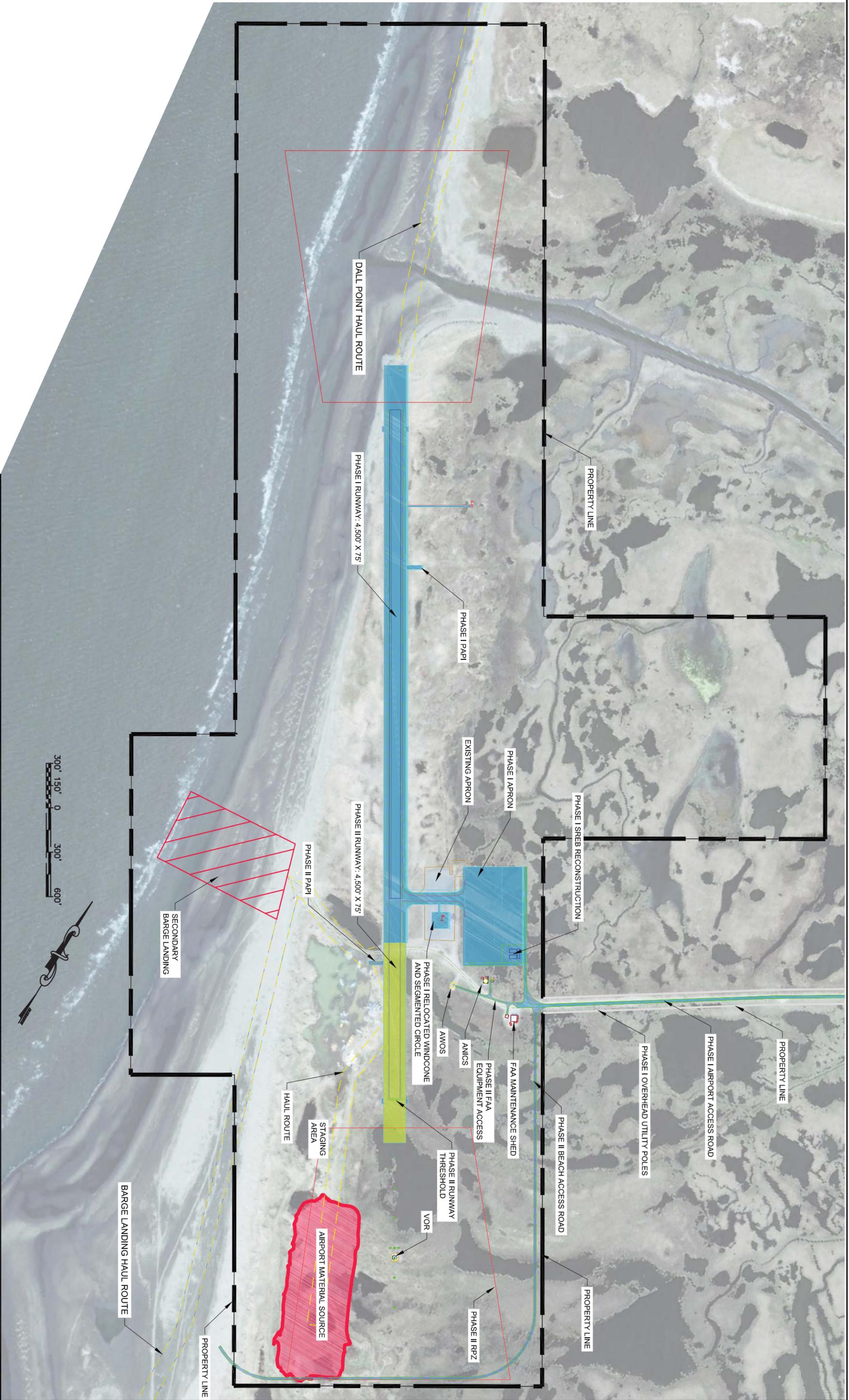


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 DATE: 1/14/2014
 BY: T. STONE

HOOPER BAY AIRPORT IMPROVEMENTS
 PROJECT NO. 57419
 AREA OF POTENTIAL EFFECT
 HOOPER BAY, ALASKA

FIGURE 4



STATE OF ALASKA
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ENVIRONMENTAL GROUP

Scale: SEE GRAPHIC
Date: 6/19/2013
By: T. STONE

HOOPER BAY AIRPORT IMPROVEMENTS
PROJECT NO. 57419
PROJECT DETAILS ALTERNATIVE A MATERIAL SITE
HOOPER BAY, ALASKA

FIGURE 3

Detailed Project Description

Hooper Bay Airport Improvements

Project No. 57419

The airport improvements are divided into two phases: Phase I would improve the existing facilities and Phase II would extend the improved runway to meet FAA standards for the Beech 1900. Three material source options are also being considered for the proposed project and one or a combination of the three would be selected after the Environmental Assessment is complete.

Proposed work for Phase I would include:

- Rehabilitating the existing 3,300 foot runway by removing the existing pavement, raising the grade and resurfacing the runway
- Providing additional erosion control by armoring the north end of the runway sheet pile wall
- Relocating and expanding the apron to accommodate lease lots, one of which will be used by DOT&PF Maintenance and Operations (M&O)
- Rehabilitating and extending the taxiway to the new apron
- Reconstructing the existing Airport Access Road
- Relocating utilities to the new apron
- Replace underground utility line with overhead utility poles running from the city to the airport along Airport Access Road
- Modifying existing navigational aids
 - 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 Precision Approach Path Indicator (PAPIs) lights
 - Install conduit and pads for future REILs
 - Adjust height of Omni-directional Approach Lighting System (ODALS)
- Constructing a new snow removal equipment building (SREB) with a rotating beacon on the new M&O lot and possibly demolish the existing SREB
- Improving drainage as needed

Phase II is would be completed once the Area Transportation Plan is updated. Work is expected to include:

- Extending the runway to 4,500 feet long
- Constructing a new beach access road around the south end of the extended runway
- Modifying navigational aids as necessary

Equipment and supplies would be barged to one of two barge landings. The primary barge landing is located on the end of the Nuok Spit and would be used the majority of the time. Supplies and equipment would be staged on a previously disturbed area on the end of the spit before being transported up the beach to the project area by truck. Equipment and supplies would be staged on an old material site located on the south west corner of the existing runway. The secondary barge landing, on the coast at the south end of the existing runway, would be utilized in the right weather and tide conditions to deposit equipment and supplies directly into the project area.

Probability Figure and *Recovery of Human Remains and Re-Survey for the Hooper Bay Airport Improvements Project* not available for public viewing



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

Department of Natural Resources

DIVISION OF PARKS AND OUTDOOR RECREATION
Office of History and Archaeology

550 West 7th Avenue, Suite 1310
Anchorage, Alaska 99501-3565
Web: <http://dnr.alaska.gov/parks/oha>
Phone: 907.269.8721
Fax: 907.269.8908

April 29, 2014

File No.: 3130-1R FAA
3330-6 XHB-00121

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 April 7, 2014) on April 9, 2014. Following our review of the documentation provided, we concur that site XHB-00121 is **eligible** for the National Register of Historic Places (NRHP) under Criterion D. We believe that additional support for the site's eligibility under Criterion A is needed before we are able to concur that it is also eligible under Criterion A.

We have reviewed the management recommendations and commitments provided in the cover letter. These include appropriate flagging and avoidance of any high probability areas during construction, archaeological monitoring during Phase II construction activities in the vicinity of high probability areas, and completely removing the Airport Property Material Source from the list of possible material sources for the project. Assuming these management recommendations are adhered to, we concur that a finding of **no adverse effect** is appropriate for the proposed project.

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,

A handwritten signature in blue ink that reads "Judith E. Bittner".

Judith E. Bittner
State Historic Preservation Officer
JEB:sad