

Appendix F

Agency and Public Scoping

Agency Scoping

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FYI ...

Begin forwarded message:

From: "Englund, Brian M (DOT)" <brian.englund@alaska.gov>
Date: May 18, 2012 7:34:10 AM AKDT
To: "Forque, Renee M (DOT)" <renee.forque@alaska.gov>, "Boothby, Taunnie L (CED)" <taunnie.boothby@alaska.gov>, "DEC-Webmaster (DEC sponsored)" <DEC.Webmaster@alaska.gov>, "Heil, Cynthia L (DEC)" <cindy.heil@alaska.gov>, "Morgan, Sharon R (DEC)" <sharon.morgan@alaska.gov>, "Ashton, William S (DEC)" <william.ashton@alaska.gov>, "Bainbridge, Steven T (DEC)" <steve.bainbridge@alaska.gov>, "DNR, Parks OHA Review Compliance (DNR sponsored)" <oha.revcomp@alaska.gov>, "Berkhahn, William J (DNR)" <bill.berkhahn@alaska.gov>, "Ayers, Jean M (DNR)" <jean.ayers@alaska.gov>, "Burger, Raymond A (DNR)" <ray.burger@alaska.gov>, "Bittner, Judith E (DNR)" <judy.bittner@alaska.gov>, "Romsland, Renee C (DNR)" <renee.romsland@alaska.gov>, <stuart.hartford@bia.gov>, <kristin.k'eit@bia.gov>, <AK_Anchorage_FO@blm.gov>, <curtis.jennifer@epa.gov>, <LaCroix.Matthew@epa.gov>, <Jeanne.hanson@noaa.gov>, <hcd.anchorage@noaa.gov>, <Kaja.Brix@noaa.gov>, <brad.smith@noaa.gov>, <Joan_Darnell@nps.gov>, <regpagemaster@usace.army.mil>, <william.s.meyers@usace.army.mil>, <James.N.Helfinstine@uscg.mil>, <ak_fisheries@fws.gov>, <Frances_Mann@fws.gov>, <ellen.lance@fws.gov>, <Ann_Rappoport@fws.gov>, <alaskamaritime@fws.gov>, <yukondelta@fws.gov>, <cityhpb@yahoo.com>, <calista@calistacorp.com>, <jilo_P@coastalvillages.org>, <nvhp@yahoo.com>, <will@sealioncorp.net>, <albertpaimiut@yahoo.com>, <hnapoleon@paimiut.org>, <hrrnmrgn7@gmail.com>
Cc: "Elliott, Brian A (DOT)" <brian.elliott@alaska.gov>, "Merritt, Morgan (DOT)" <morgan.merritt@alaska.gov>, <Bruce.Greenwood@faa.gov>
Subject: RE: Scoping Letter for Hooper Bay Airport Improvements, 57419

Please provide comments by June 18, 2012.

Thank you.

From: Forque, Renee M (DOT)
Sent: Thursday, May 17, 2012 5:03 PM
To: Boothby, Taunnie L (CED); DEC-Webmaster (DEC sponsored); Heil, Cynthia L (DEC); Morgan, Sharon R (DEC); Ashton, William S (DEC); Bainbridge, Steven T (DEC); DNR, Parks OHA Review Compliance (DNR sponsored); Berkhahn, William J (DNR); Ayers, Jean M (DNR); Burger, Raymond A (DNR); Bittner, Judith E (DNR); Romsland, Renee C (DNR); stuart.hartford@bia.gov; kristin.k'eit@bia.gov; AK_Anchorage_FO@blm.gov; curtis.jennifer@epa.gov; LaCroix.Matthew@epa.gov; Jeanne.hanson@noaa.gov; hcd.anchorage@noaa.gov; Kaja Brix (Kaja.Brix@noaa.gov); brad.smith@noaa.gov; Joan_Darnell@nps.gov; regpagemaster@usace.army.mil; william.s.meyers@usace.army.mil; James.N.Helfinstine@uscg.mil; ak_fisheries@fws.gov; Frances_Mann@fws.gov; ellen.lance@fws.gov; Ann_Rappoport@fws.gov; alaskamaritime@fws.gov; yukondelta@fws.gov; cityhpb@yahoo.com; calista@calistacorp.com; jilo_P@coastalvillages.org; nvhp@yahoo.com; will@sealioncorp.net; albertpaimiut@yahoo.com; hnapoleon@paimiut.org; hrrnmrgn7@gmail.com

Cc: Englund, Brian M (DOT); Elliott, Brian A (DOT); Merritt, Morgan (DOT); Bruce.Greenwood@faa.gov
Subject: Scoping Letter for Hooper Bay Airport Improvements, 57419

Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities, in cooperation with the lead federal agency, is soliciting comments and information on a proposal to brief project description. The project's scoping materials can be accessed from the link below:

http://dot.alaska.gov/creg/PDE/projects/57419_Hooper_Bay_Airport_Improvements/Letter/57419_Scoping_Letter_May_21_2012.pdf

After reviewing the scoping materials please reply with the following information:

1. Further analysis needed to evaluate sensitive resources potential impacted by the proposed project.
2. Regulatory permits and/or clearances required from your agency.
3. Any concerns or issues your agency or organization might have with the proposed project.

We are requesting that comments be delivered by DATE. If you feel that someone else in your organization should receive this notification, please forward this email to them so they may comment.

Thank you,



Renée Forque, Environmental Impact Analyst
II

Alaska Dept. of Transportation and Public

Facilities

Preliminary Design and Environmental Section
P.O. Box 196900, Anchorage, Alaska 99519-6900

Phone 907.269.0530 | Fax 907.243.6927

STATE OF ALASKA

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
FAX: (907) 243-6927

May 21, 2012

Project: Hooper Bay Airport Improvements
Project No.: 57419/TBD

Dear Agency Staff Member:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with Federal Aviation Administration, (FAA) is soliciting comments and information on a proposed project, which would reconstruct the Hooper Bay Airport. Hooper Bay is the largest coastal community in the Yukon-Kuskokwim Delta. It is one of the largest villages in western Alaska with a population of 1,137 people (2011 Alaska Department of Labor estimate).

A previous scoping letter was distributed to agencies and interested parties on December 31, 2008, which highlighted four construction alternatives. The current preferred alternative is similar to alternative #1 in the previous scoping letter, but does not involve the construction of a crosswind runway or development of a borrow site in Nuok Spit. The alternative was modified because:

- construction of a crosswind runway was removed due to funding and constructability difficulties
- the community and coastline engineers expressed concern over using Nuok Spit as a material site and Nuok Spit was determined to be feeding the salient that buffers the airport from coastal erosion
- coastal erosion studies indicated that the coast is not eroding at an advance rate, and therefore relocating Hooper Bay Airport is unnecessary
- utilizing the existing taxiway and apron reduces the amount of wetland fill

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).

Existing Facilities

Paved Area

The existing paved runway at Hooper Bay is 3,300 ft long and 75 ft wide. A 1,178 ft long sheet pile wall protects the northern end of the runway from coastal erosion. A 35 ft x 200 ft paved taxiway connects the runway to the approximately 175 ft x 500 ft paved apron, which includes three small aircraft tie-downs and three 100 ft x 80 ft airport lease lots. Access to the apron from the City of Hooper Bay is via a 12 ft wide unpaved access road with turnouts.

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	3300 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

Support Systems (Lighting, Slope Indicators, etc.)

Also present on the airport site are a DOT&PF SREB with a rotating beacon, a 16 ft lighted windcone inside a segmented circle, Medium Intensity Runway Lighting (MIRL), an Omni Directional Approach Lighting System (ODALS), Visual Approach Slope Indicators (VASIs), an Automated Weather Observation Station (AWOS), a Terminal Very High Frequency (VHF) Omnidirectional Range (TVOR), an Alaska National Airspace System (NAS) Interfacility Communications System (ANICS), an FAA transformer building, and an FAA maintenance building. An access road just beyond the south end of the runway accesses the beach and an area used by the community of Hooper Bay as an unofficial barge landing site.

Purpose and Need

The purpose of the proposed project is to improve safety and public access to the airport, eliminate surface deterioration, to provide FAA recommended runway length and mandated setbacks for aircrafts over 12,500 lbs, and to allow for lower aircraft approach visibility minimums. The existing airport is undersized with a 75 ft by 3300 ft runway in poor condition, and is subject to periodic erosion.

Demand of Current Operations

Current operations of the Reims-Cessna F406 Caravan II at the Hooper Bay airport support lengthening the runway to the FAA recommended runway length. Increasing trends in larger aircraft including the CASA 212, Beech 1900, and Dash 8 back the need for larger airport facilities with increased runway setbacks.

Poor and Aging Infrastructure

- The runway has experienced substantial coastal erosion on its north end since its original construction
- A 600 ft long section of the paved runway near the middle of the airport has deteriorated to gravel and is a safety hazard
- Remaining airport pavement is in very poor condition
- The SREB is in poor condition
- The lease lots on the apron are too small to accommodate permanent buildings
- Aircraft over 50,000 lbs are seasonally restricted from landing at Hooper Bay
- The apron is undersized and separation distance from the runway does not meet FAA standards
- Lighting is in poor condition and must be relocated to allow runway, taxiway, and apron expansion
- During storm events, access to the airport is interrupted by storm surges overtopping the access road

Proposed Action

The proposed work would include the following:

- Rehabilitate and extend the runway to approximately 4,500 ft
- 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

As there are no developed material sites in the Hooper Bay area, a potential undeveloped material site at Dall Point is being considered. A geotechnical investigation of the potential Dall Point material site is planned for summer 2012. If Dall Point is selected, material would be transported to the airport via a barge in the summer or a snow/ice road in the winter.

Preliminary Environmental Research

The environmental impacts are not clearly established at this time and an Environmental Assessment (EA) will be prepared. The DOT&PF conducted preliminary research using the most current available data to identify environmental resources within the proposed project vicinity. This information is contained in Appendix A. To ensure that all factors are considered in developing the proposed project, please provide your written comments, recommendations, and the additional requested information to our office no later than June 25, 2012.

If you have any questions on the environmental effects, please contact Renée Forque, Environmental Impact Analyst, at (907) 269-0530, or via email at renee.forque@alaska.gov. Questions concerning the engineering aspects of the proposed project can be directed to Morgan Merritt, P.E., Project Manager, at (907) 269-0614, or via email at morgan.merritt@alaska.gov.

Sincerely,

Brian Elliott

Brian Elliott
Regional Environmental Manager

Enclosures: Appendix A: Environmental Research
Figure 1: Location & Vicinity Map

Figure 2: Existing Airport Map
Figure 3: Proposed Improvements Map
Figure 4: Proposed Project Area Photos

cc: Brian Englund, Team Leader, PD&E
Renée Forque, Environmental Impact Analyst, PD&E
Bruce Greenwood, FAA Environmental Protection Specialist
Morgan Merritt, Project Manager, Aviation Design

Appendix A: Environmental Research

Air Quality

According to the Environmental Protection Agency (EPA) Green Book Nonattainment Areas for Criteria Pollutants and the Alaska Department of Environmental Conservation (ADEC) Air Non-Point Mobile Source websites, both reviewed on February 21, 2012, the proposed project is located in a community reporting dust complaints, but is not located within any designated air quality nonattainment or maintenance areas.

Anadromous Fish Streams and Essential Fish Habitat

A search of the Alaska Department of Fish and Game (ADF&G) Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes on February 21, 2012, indicated no catalogued anadromous fish streams within or adjacent to the project area. A review of the National Oceanic and Atmospheric Administration (NOAA) Essential Fish Habitat (EFH) Data Inventory and Mapper to identify EFH within 0.25 mile of the proposed project area on February 21, 2012, indicated that Hooper Bay and the Bering Sea, both designated as EFH, are adjacent to the proposed project area.

Trapping done by DOT&PF on September 24-25, 2008, indicate that many of the streams, sloughs, and ponds in the proposed project area likely contain resident fish. The proposed project would require filling in ponds adjacent to the existing airport facilities that may contain resident blackfish. The proposed Dall Point material site may require a haul road that may cross over a tidally-influenced slough, which also contains anadromous or resident fish. If needed, the DOT&PF will obtain a Title 16 Fish Habitat permit prior to construction.

Contaminated Sites, Spills and Underground Storage Tanks

A search of the Alaska Department of Environmental Conservation (ADEC) databases on February 21, 2012, indicated no contaminated releases, spills, or leaking underground storage tanks within or adjacent to the proposed project area; however, abandoned and possibly leaking barrels have been observed within the proposed project area by local residents. A Phase I/II site assessment is planned for summer 2012.

Estimated Ground Disturbance

Ground disturbance for the proposed project would include extending the Hooper Bay Airport runway to 4,500 ft; relocating and expanding the airport apron; extending the taxiway to the new apron; relocating the segmented circle; installing the supplemental wind cone; raising the existing airport access road; relocating the beach access road; relocating utilities to the new apron; replacing and expanding lighting; constructing a new, expanded Maintenance and Operations (M&O) lot; constructing a new Snow Removal Equipment Building (SREB) and possibly demolishing the existing SREB; constructing erosion protection adjacent to the existing sheet pile wall, and removing material from the proposed Dall Point material site. Approximately 42 acres of ground would be disturbed by the proposed project.

Flood Plain and Regulatory Floodway

A review of the Federal Emergency Management Agency (FEMA) Flood Maps on February 21, 2012, indicated that they have no flood information on the proposed project area, as Hooper Bay does not participate in the Flood Hazard Insurance Program (FHIP). A review of the U.S. Army Corps of Engineers (USACE) Floodplain Management Services Public Floodplain Viewer on April

18, 2012, indicated that Hooper Bay had one flood event in 1974 and extreme high water events in 1978, 1979, and 1991. The proposed project would increase the impervious surface area in the Hooper Bay floodplain; however, the proposed project would involve minimal flood risk, as the Hooper Bay Airport and the City of Hooper Bay are surrounded by an extensive wetland complex.

Historic Properties, Archeological and Cultural Resources

A search of the Alaska Department of Natural Resources (ADNR) Office of History and Archaeology (OHA) Alaska Heritage Resources Survey (AHRs) database on February 23, 2012, indicated one potential historic property within a mile of the proposed project area: XHB-00046, a grave site. One site designated as eligible for the National Register of Historic Places was identified within two miles of the proposed project: XHB-00114, a series of house and cache pits. A survey of the proposed project area, conducted in May of 2010 indicated no potential historic properties located within the proposed project area. The proposed project is not expected to adversely affect historic properties.

Local/Subsistence Resources

Nuok Spit is described by local residents as an area used to fish for whitefish, and clam digging occurs in the inside of the bay. In addition, residents described most of Hooper Bay as shorebird nesting habitat. Residents also hunt, pick berries, and harvest grass and plants throughout the Hooper Bay area. The proposed project would be planned to avoid impacting subsistence resources to the greatest extent practicable.

Material and Disposal Sites

The DOT&PF has identified Dall Point as a potential undeveloped material source available for use for the project by the Contractor. If the Contractor elects to use another material site, contract language will require the Contractor to acquire all necessary permits and clearances for the site(s) and provide copies to the DOT&PF Project Engineer prior to development. Per DOT&PF specifications, the Contractor will also be responsible for developing and implementing a Storm Water Pollution Prevention Plan. Material from a borrow site that has not received the appropriate permits and clearances will not be accepted for project construction.

Migratory Birds and Eagles' Nests

The U.S. Fish and Wildlife Service (USFWS) recommended window for avoiding vegetation clearing in the Yukon-Kuskokwim Delta is May 5th-July 25th, with an additional allowance for black scoter in the area extending the window to August 10th. A bird survey conducted May-June of 2009 indicated that the area around the proposed Dall Point material site is a rich bird habitat, with great diversity in nesting species. The DOT&PF would minimize impacts to this area by reseeding Dall Point with native vegetation in accordance with the Alaska Department of Natural Resources (ADNR) Plant Materials Center's *A Revegetation Manual for Alaska* and avoiding work on Dall Point during bird nesting periods.

A review of the USFWS Bald Eagle Nest GIS Mapper on February 23, 2012, indicated no bald eagle nests within the proposed project area. If active nests are found within the project area during construction, the USFWS recommendations for avoiding bald eagle disturbance will be followed.

Navigable Waters

A review of the USACE Alaska District's List of Navigable Waters web page on February 21, 2012, indicated no navigable waterways within the project area; however, Hooper Bay and the Bering Sea, both adjacent to the proposed project area, are navigable waters.

Receiving Waters and Impaired Waterbodies

Receiving waters for the proposed project are the Bering Sea, Hooper Bay, and the numerous wetlands, streams, sloughs, and ponds adjacent to the proposed project. A review of the ADEC Alaska's Final 2010 Integrated Water Quality Monitoring and Assessment Report on February 21, 2012, indicated that none of the receiving waters are listed as ADEC Impaired Waterbodies.

State Parks, National Parks, National Forests, Wild and Scenic Rivers

The National Park Service website was reviewed on February 21, 2012, and indicated there are no National Parks, Preserves, Monuments or Wild and Scenic Rivers in the proposed project area.

A search of the Alaska Department of Natural Resources (ADNR) Division of Parks and Outdoor Recreation (DPOR) website on February 21, 2012, indicated that there are no state parks in the proposed project area.

State Refuges, National Wildlife Refuges, Critical Habitat Areas and Sanctuaries

A review of the ADF&G listing of State of Alaska Refuges, Critical Habitat Areas, and Sanctuaries on February 21, 2012, indicated that no State Refuges, Critical Habitat Areas, or Sanctuaries are in the project vicinity.

A review of the USFWS website on February 21, 2012, indicated that the land in the proposed project area is owned by a few different parties. Table 1 summarizes land ownership in and adjacent to the proposed project area.

Table 1: Land Ownership in the Proposed Project Area

Area	Owns Surface Rights	Owns Sub-surface Rights
Airport	DOT&PF	DOT&PF
Dall Point	Sea Lion Corporation	USFWS (YDNWR ¹)
Land in and north of Sections 27 and 28	Sea Lion Corporation	USFWS (YDNWR)
Land south of Sections 27 and 28	Sea Lion Corporation	Calista Corporation
Ocean and Submerged Lands	ADNR	N/A

1 – Yukon Delta National Wildlife Refuge

In areas where a government agency owns either surface, subsurface, or submerged land rights, any excavation would require a permit from the controlling agency.

While the airport is located on land owned by DOT&PF, some land would have to be acquired south of the existing runway for ultimate airport development. Temporary easements would also be acquired for construction access. As temporary easements of federal land are a Section 4(f) use, 4(f) consultation with the 6004 NEPA manager is planned.

Research is currently being done by DOT&PF to determine whether the proposed project would involve use of any ANILCA lands, thereby requiring ANILCA Title XI approval.

A review of the Bureau of Land Management (BLM) and the National Park Service (NPS) websites on February 21, 2012, found that no Federal Recreational Areas exist in the proposed project area.

Threatened and Endangered Species

The USFWS and ADF&G websites were both reviewed on February 21, 2012, to determine if any threatened or endangered species or their habitats are located within the proposed project corridor. Table 2 summarizes the species that may be found in or adjacent to the project area.

Table 2: Special Status Species

	Threatened	Endangered	Candidate	Species of Special Concern
Species	Steller's Eider, Spectacled Eider	Wood Bison, Stellar Sea Lion	Yellow-Billed Loon, Ringed Seal, Bearded Seal, Pacific Herring, Pacific Walrus	Northern Goshawk, Gray-Cheeked Thrush

Birds

A bird survey conducted May-June of 2009 concluded that while eiders may be found in the area around the proposed Dall Point material site, areas in the immediate vicinity of Hooper Bay do not appear to support breeding populations of either Steller’s or Spectacled eiders and are not considered critical habitat for eiders. The same bird survey also noted that while the gray-cheeked thrush, an Alaska Species of Special Concern, is present within the proposed project area, no other threatened, endangered, candidate, or species of special concern were observed. To prevent the proposed project from impacting listed endangered, threatened, or candidate bird species that nest at or near the proposed material site at Dall Point - described in the bird survey as a rich bird habitat – and the area north of the airport where the road to the material site would be built, sites would be restored as much as is practicable and a winter ice/snow haul road is being considered.

Land Mammals

The wood bison is listed as a federally endangered species that was known to occur within the project area prior to the 1900’s. There are currently no wood bison present in Alaska and, as a result, no critical habitat has been designated.

Marine Mammals

Several endangered or candidate species of marine mammals may be found in the waters adjacent to the project area. As no in-water work would be done and no marine mammals are known to utilize the beach adjacent to the proposed project area, the proposed project is not expected to adversely affect any marine mammals that are threatened, endangered, candidate, or species of special concern.

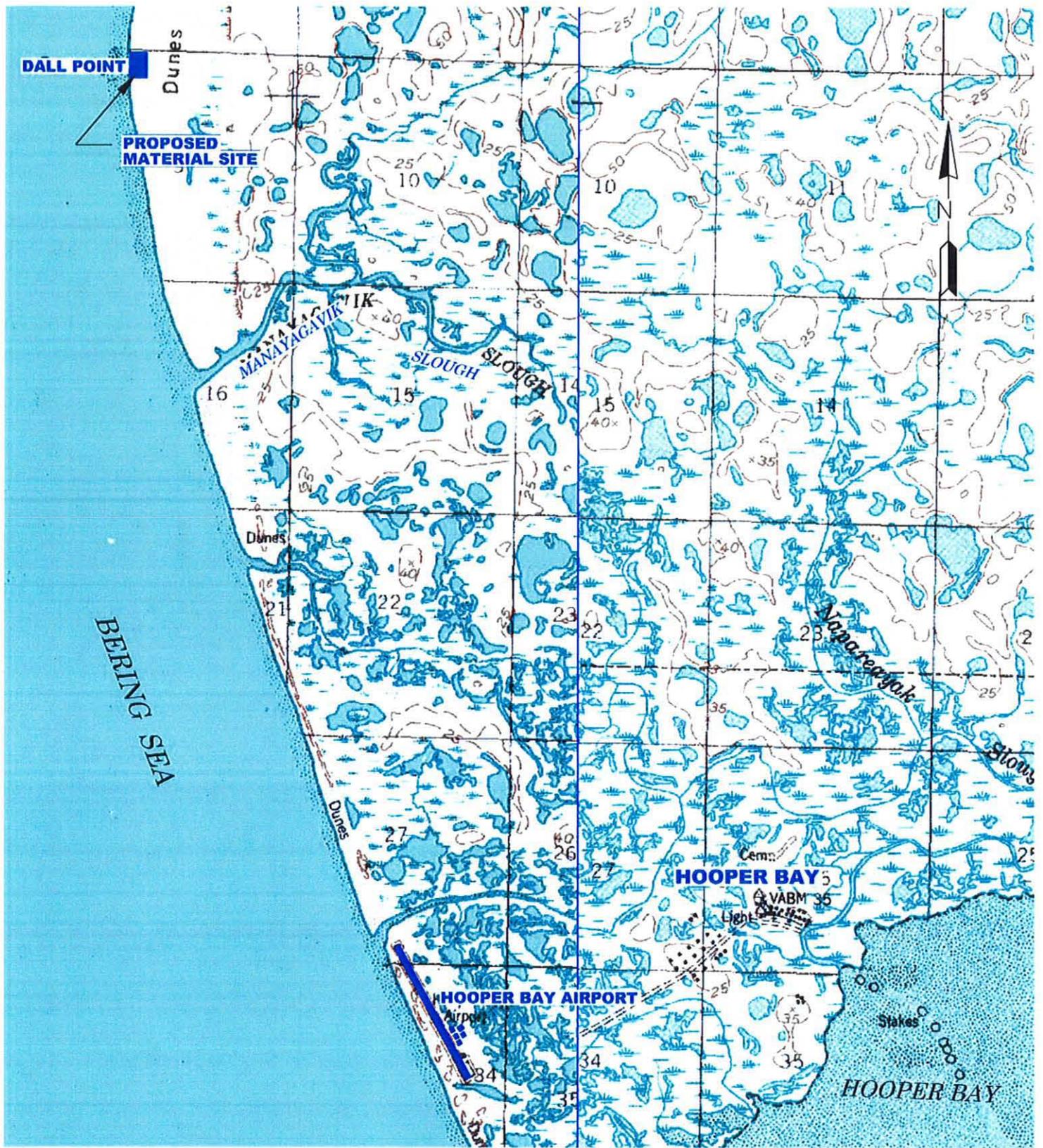
The proposed work at Hooper Bay Airport is not expected to adversely affect any listed endangered, threatened, or candidate species, as work would occur largely within the developed active airport boundary.

Visual Effects

Airport lighting is already in place and would be upgraded with better quality lighting of similar intensity. Due to the distance from the communities to the proposed airport location and the fact that the lighting systems would be pilot-activated, no adverse visual impacts are anticipated with the proposed airport.

Wetlands and Other Waters of the U.S.

The USFWS wetlands mapper was reviewed on February 24, 2012, and indicated there are wetlands present in the proposed project area. A site visit on September 24-25, 2008 confirmed that wetlands are expected to be impacted by the proposed project. A wetland delineation is planned for summer 2012 to determine wetland impacts. If needed, DOT&PF will obtain a USACE Section 404 permit prior to construction.



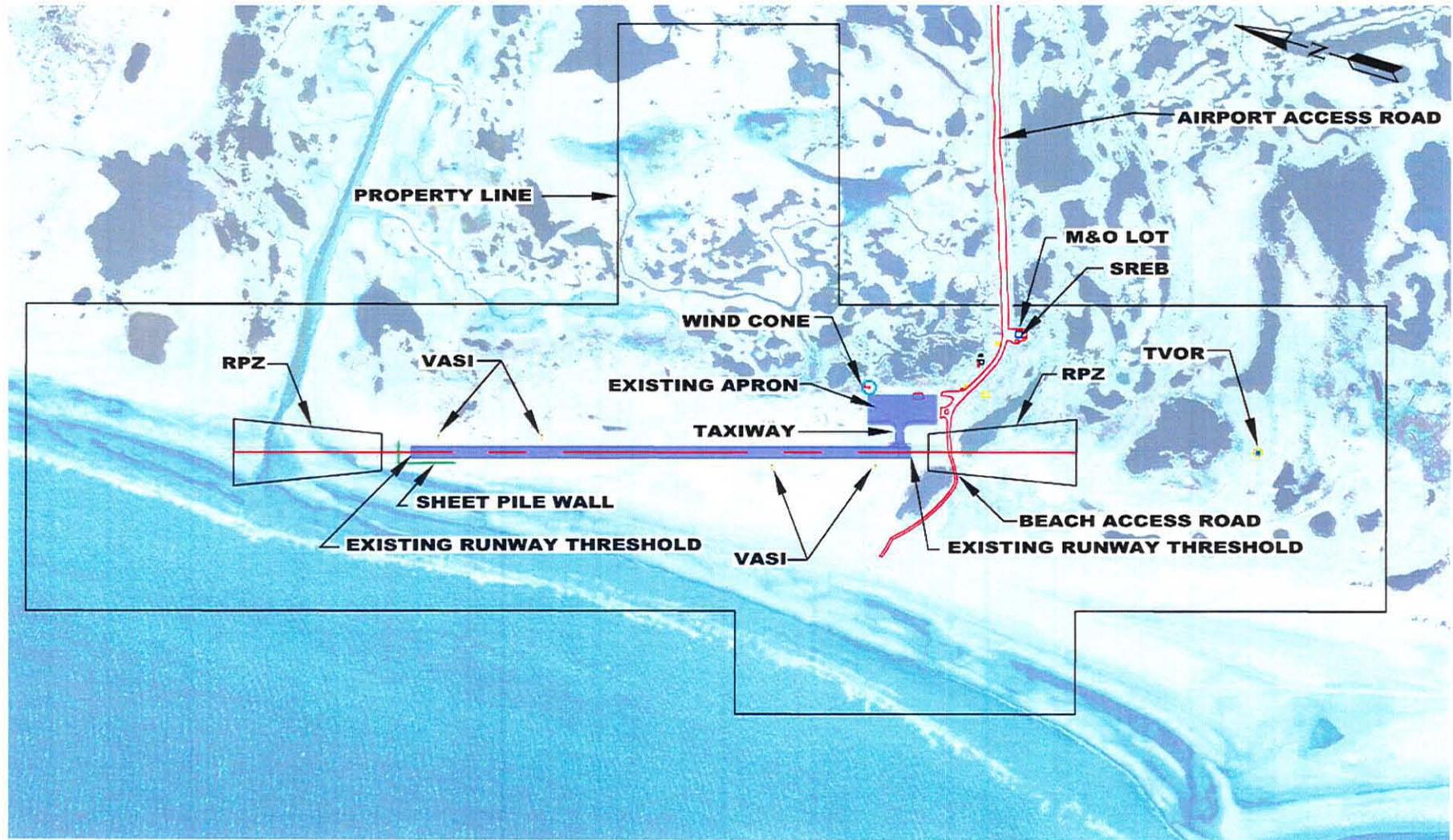
LOCATION MAP



Hooper Bay
 Airport Improvements
 Project No. 57419

Location and Vicinity Map

Figure 1



LEGEND

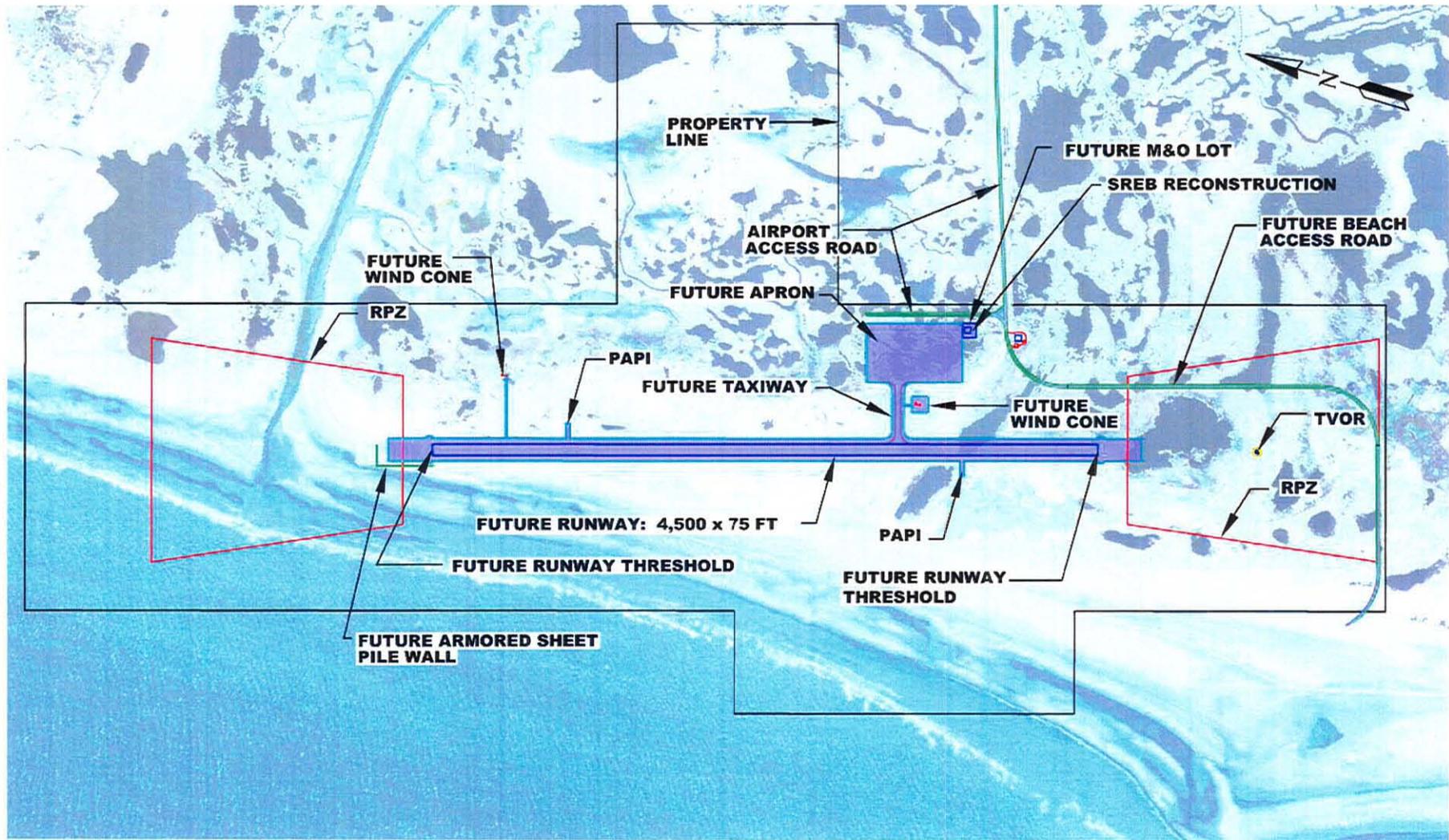
- RPZ RUNWAY PROTECTION ZONE
- TVOR TERMINAL VERY HIGH FREQUENCY OMNIRANGE
- VASI VISUAL APPROACH SLOPE INDICATOR

Hooper Bay Airport Alaska
Airport Improvements

Project No. 57419

Existing Airport Map

Figure 2



LEGEND

- PAPI PRECISION APPROACH PATH INDICATOR
- RPZ RUNWAY PROTECTION ZONE
- TVOR TERMINAL VERY HIGH FREQUENCY OMNIRANGE

Hooper Bay Airport Alaska
 Airport Improvements
 Project No. 57419
 Proposed Improvements
 Figure 3

PROJECT: 57419 Hooper Bay Airport Improvements



Photo 1: Hooper Bay Airport and surrounding wetlands (looking northwest)



Photo 2: Existing runway pavement condition (north end looking south)



Photo 3: Deteriorated center of runway



Photo 4: Existing runway pavement condition (south end looking north)



Photo 5: Airport hangar, apron and access road (looking east from south end of runway)



Photo 6: Airport access road with SREB and FAA maintenance shed (looking east toward town)

PROJECT: 57419 Hooper Bay Airport Improvements



Photo 7: Access road from the airport to the beach (looking west)



Photo 8: Runway sheet pile wall (looking northwest)



Photo 9: Deteriorated airport lighting (south end of runway looking west)

Forque, Renee M (DOT)

From: Englund, Brian M (DOT)
Sent: Friday, May 18, 2012 12:18 PM
To: Janes, William B (DEC)
Cc: Forque, Renee M (DOT)
Subject: RE: Scoping Letter for Hooper Bay Airport Improvements, 57419

Thanks Bill!

From: Janes, William B (DEC)
Sent: Friday, May 18, 2012 11:46 AM
To: Englund, Brian M (DOT)
Subject: FW: Scoping Letter for Hooper Bay Airport Improvements, 57419

Hi Brian. This project is not within the footprint of any existing contaminated sites in Hooper Bay.

Bill Janes
State and Private Sites Manager
DEC Contaminated Sites Program
(907) 465-5208

From: Carnahan, John (DEC)
Sent: Friday, May 18, 2012 11:30 AM
To: Janes, William B (DEC)
Cc: Schlichting, Sally G (DEC)
Subject: RE: Scoping Letter for Hooper Bay Airport Improvements, 57419

The Hooper Bay Fire site was located in the village. The airport project appears to be on the coast. I provided a site location map for the store project and two pages depicting where the DOT work is to take place, for your reference. I do not see an issue.

j

From: Janes, William B (DEC)
Sent: Friday, May 18, 2012 11:19 AM
To: Carnahan, John (DEC)
Cc: Schlichting, Sally G (DEC); Bainbridge, Steven T (DEC)
Subject: FW: Scoping Letter for Hooper Bay Airport Improvements, 57419

Could you do a quick check to see if the Hooper Bay School Fire site on the east end of Airport Road is within the footprint of this project? Thanks JC.

From: Bainbridge, Steven T (DEC)
Sent: Friday, May 18, 2012 7:44 AM
To: Janes, William B (DEC)
Cc: Schlichting, Sally G (DEC); Bainbridge, Steven T (DEC)
Subject: Fwd: Scoping Letter for Hooper Bay Airport Improvements, 57419