

ADDENDUM:

REVISED SECTION 106 CORRESPONDENCE

Environmental Assessment – Appendix E
Barrow Maintenance Facility & Airport Improvements
AKSAS No. 61974 & 61435

The Environmental Assessment (EA) signed 2/8/2016 was submitted without the following items:

- Findings Letter submitted to the Alaska State Historic Preservation Office on May 12, 2015
- Concurrence Letter received from the Alaska State Historic Preservation Office on May 22, 2015.

This addendum includes the original Appendix E as well as the omitted items and should replace the original Appendix E in any previously published copies of the EA.

The following signature by a Responsible FAA Official verifies the FAA approval of this addendum.



4/20/16

Kristi A. Warden, Acting Division Manager, Airports Division, FAA Alaska Region

Date

APPENDIX E

Section 106 Correspondence



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Natural Resources
DIVISION OF PARKS AND OUTDOOR RECREATION
OFFICE OF HISTORY AND ARCHAEOLOGY

550 West 7th Avenue, Suite 1310
Anchorage, AK 99501-3565
Main 907 269 8721
Fax: 907 269 8908

May 22, 2015

File No.: 3130-1R FAA / 2015-00046
3330-6N BAR-00120

Thomas A. Gamza
Cultural Resource Specialist
Department of Transportation & Public Facilities
Northern Region
2301 Peger Road
Fairbanks, Alaska 99709-5399

Subject: Wiley Post / Will Rogers Memorial Airport in Barrow

Dear Mr. Gamza:

The Alaska State Historic Preservation Office (AK SHPO) received your correspondence (dated May 12, 2015) on May 15, 2015. Following our review of the documentation provided, we concur that the portion of BAR-00120 is **not eligible** for the National Register of Historic Places (NRHP). 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,

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

Judith E. Bittner
State Historic Preservation Officer
JEB:sad



THE STATE
of **ALASKA**

GOVERNOR BILL WALKER

**Department of Transportation and
Public Facilities**

NORTHERN REGION
Design and Engineering Services
Preliminary Design and Environmental

2301 Peger Road
Fairbanks, Alaska 99709-5316
Main: 907-451-2237
TDD: 907-451-2363
Fax: 907-451-5126

In Reply Refer To:

Wiley Post/Will Rogers Memorial Airport in Barrow

AKSAS #'s: 61974 & 61435

No Historic Properties Affected

ATTENTION: This finding contains one determination of eligibility

May 12, 2015

Ms. Judith Bittner
State Historic Preservation Officer
Alaska State Historic Preservation Office
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 Alaska Division of the Federal Aviation Administration (FAA), is proposing to construct additional apron space and Maintenance and Operations (M&O) infrastructure at the Wiley Post/Will Rogers Memorial Airport located in Barrow, Alaska. The project area and associated material sites are located in United States Geological Survey Barrow Quadrangle 63:360 Barrow B-4 (*Figure 1*).

- Airport Property: Umiat Meridian T22N, R18W, Sec 4-8

The DOT&PF on behalf of FAA finds that no historic properties would be affected by the proposed project pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(d).

Project Description

The following actions will be occurring within the APE defined on attached Figure 1:

- Extend the north airport apron 60 feet to the south.
- Extend the north airport apron 400 feet to the east.

"Keep Alaska Moving through service and infrastructure."

- Construct an approximately 400 foot by 500 foot gravel pad for a new M&O combined facility on the south side of the runway. This pad size was determined by design engineers to be optimal for M&O's sand storage and connex storage needs, equipment mobility, and building footprint.
- Construct new M&O combined facility including: an Aircraft Rescue and Firefighting (ARFF) facility; Snow Removal Equipment Building (SREB); a heated sand storage facility; deicing chemical storage facility capable of accommodating a 1500 gallon chemical storage tank, dispensing vehicle, and other associated chemical handling equipment; and living quarters for DOT&PF airport personnel. These facilities may be combined as a single structure or constructed as multiple structures.
- Construct security fence separating secure and non-secure areas as needed to meet Transportation Safety Administration (TSA) requirements.
- Construct a new two-lane access road connecting the new M&O facility pad to the existing road system. Two alternative routes are being considered.

Area of Potential Effect

The APE was defined (*Figure 2*) to allow for full consideration of potential effects to the known cultural resources in the project area. The APE was delineated to account for direct and indirect effects of the additional apron space and M&O infrastructure. The existing M&O facility on Ahkovak Street will eventually be disposed of by DOT&PF, and is likely to be relinquished or moved and reused for another purpose. Construction of the existing facility began in 1993 and for this reason is not included in the APE.

Identification Efforts

The Alaska Heritage Resources Survey (AHRs) database was reviewed March 23, 2015 for the project and two AHRs sites have been identified the Project APE, BAR-00087 and BAR-00120.

DOT&PF commissioned two archaeological surveys that resulted in the following reports: *the Barrow Master Plan Update Cultural Resources Data Gap Analysis (2013)* (attachment 1) and *OHA Report Number 147 Cultural Resource Investigations of the Barrow Wiley Post-Will Rogers Memorial Airport (2013)* (the cultural resources report) which was submitted to your office with our Initiation of Consultation on December 18, 2014.

BAR-00087

(BAR-00087) A Grave Site within the southwestern boundary of the APE in DOT&PF's material site (*see figures 3&4*). DOT&PF is aware of this site, which currently has a white picket fence around it. No ground disturbing activities will occur in or around this site but it is included in the APE because it is within the greater boundary of material site being used.

BAR-00120

(BAR-00120) Historic Debris Scatter items were found along the Emaiksoun Lake tractor trail that is frequently used by local people. The cultural resource field report speculated that the scatter may have been associated with U.S Navy seismic and gravity surveys between 1943 and 1953. Further investigation into the artifacts by DOT&PF indicated that the artifacts associated with BAR-00120 appear to represent two discrete time periods. One group of cans have crimped side seams and lapped end seams (*figure 5*). They appear to be evaporated milk cans due to the knife jab slit openings on opposing

sides of one end. This lapped end seam style with a vent hole or hole in cap were the style of manufacture for condensed milk cans from 1914 up until 1931. A second group of cans consisted of all steel crimped side and end seam church key style opened beverage cans, a Planters Peanut tin. This can dump contained the partial lithograph for a Heinz Pineapple Juice and Orange Crush Soda (*figure 6*). The lithography on the Orange Crush can dates it to between 1960 and 1962. Within the vicinity of the two dumps a boiler, a piece of Marston Matting and a crushed metal bucket were also found, which cannot be dated.

Determination of Eligibility

The DOT&PF believes that the Historic Debris Scatter, BAR-00120, is not eligible for inclusion on the NRHP for the following reasons:

Criterion A, Significant Event: The historic debris scatter cannot be associated with the Navy seismic and gravity survey activities between 1943 and 1953 or any other potentially significant event in the area.

Criterion B, Significant Person: Neither the previous research conducted by OHA nor further investigation by the Cultural Resources Specialist for DOT&PF Northern Region found indications that the historic debris scatter is associated with any historically important persons.

Criterion C, Significant Architecture: The Navy's work is not known to be the work of a master or utilize an innovative construction technique. The debris scatter is not associated with any architecture or innovative construction techniques.

Criterion D, Known or likely to yield any information important to prehistory or history: The Historic Debris Scatter is not likely to yield important information regarding past activities. The use of the food containers, boiler, Marston Matting and bucket are known and no further information can be gleaned from their protection, collection or future study. Some of the materials represented may have been discarded during Navy survey and research efforts and were never intended to be a permanent fixture on the landscape.

Condition/Integrity

The condition of BAR-00120 is poor and lacks integrity. Some of the debris may be left over from a Navy project but shows no direct association with the project aims, goals or results. None of the items function in their original intended capacity and the disparate elements association to one another is insubstantial. Items like the boiler, the bucket and the Marston Matting cannot be tied to a discrete time period or event and are ubiquitous in various cultural settings. The food containers were likely dumped in the area, and are not currently located in the area in which they were used. The dateable food container appear to have been manufactured prior to and directly after the Navy surveys. The association of any of the debris scatter with the Navy activities cannot be firmly established. The items appear along an often used trail and the relationship between their location and a particular event or activity at that location cannot be demonstrated.

In summary, the historic debris scatter does not have integrity of *design, materials, workmanship*, and in my opinion, does not possess integrity of *location, setting, feeling, and association*. The FAA agrees with DOT&PF's recommendation that (BAR-00120) is not eligible for the National Register of Historic Places.

Finding of Effects

The DOT&PF finds that no historic properties would be affected by the proposed activities within the project APE.

BAR-00087 falls within the APE. None of the ground disturbing activities associated with the project area will occur in or around the site area. A protective buffer and associated orange fencing will be used as a prophylactic measure to further insure avoidance of the site. After informal consultation, SHPO agrees that due to the location of the project activities, the nature of the resource and proactive measure being taken by DOT&PF that a 'no historic properties' finding is appropriate for this AHRS site regarding this project (Attachment 2).

BAR-00120 has been determined not eligible for inclusion in the National Register for Historic Places as the site lacks integrity and none of the Register Criteria can be applied successfully.

Previous Consultation Efforts

DOT&PF sent initiation of consultation letters to the following stakeholders. DOT&PF did not receive any comments pertaining to the projects impact to historical and/or cultural locations:

- Native Village of Barrow Inupiat Traditional Government
- North Slope Borough Inupiat History, Language, and Culture Commission
- Arctic Slope Regional Corporation
- Arctic Slope Native Association, Ltd
- Ukpeagvik Inupiat Corporation (UIC), and
- City of Barrow

Engagement activities with these parties will continue through the construction of the project. Should additional information pertinent to the project become available, the DOT&PF will notify SHPO immediately through the established process. As always, should any artifacts or remains be discovered during construction operations, work will immediately stop and the proper notifications made to your office.

This finding is also being submitted to Native Village of Barrow Inupiat Traditional Government, North Slope Borough Inupiat History, Language, and Culture Commission, Arctic Slope Regional Corporation, Arctic Slope Native Association, Ltd, Ukpeagvik Inupiat Corporation (UIC) and the City of Barrow.

Please direct your concurrence or comments to me at the address above, by telephone at 907-451-5293, or by email at thomas.gamza@alaska.gov

Sincerely,



Thomas Gamza
Cultural Resource Specialist (PQI)
Alaska DOT& PF, Northern Region

Enclosures:

Figure 1: Location and Vicinity Map

Figure 2: Area of Potential Effect and AHRS Sites [Removed for public distribution]

Figure 3: Location of BAR-00087 within materials site [Removed for public distribution]

Figure 4: Close up view of BAR-00087 Grave Site with fenced boundary [Removed for public distribution]

Figure 5: BAR-00120 Condensed Milk Cans [Removed for public distribution]

Figure 6: BAR-00120 Beverage Cans [Removed for public distribution]

Attachment 1 – Cultural Resources Data Gap Analysis. DOT&PF Project # 61975 [Removed for public distribution]

cc w/ enclosures:

Chris Johnston P.E., DOT&PF Northern Region, Project Manager

Molly Lamrouex, FAA Environmental Protection Specialist

Brett Nelson, DOT&PF, Northern Region, Environmental Manager

Kathy Price, DOT&PF, Statewide, Cultural Resources Specialist

cc w/o enclosures:

Thomas Olemaun, Native Village of Barrow, Inupiat Traditional Government

Kathy Ahgeak, North Slope Borough Inupiat History, Language and Culture Commission

Glen Edwards, Arctic Slope Regional Corporation

Anthony Edwardsen, Ukpeagivik Inupiat Corporation

Bob Harcharek, City of Barrow

Owen Coskey, DOT&PF Northern Region, Environmental Impact Analyst

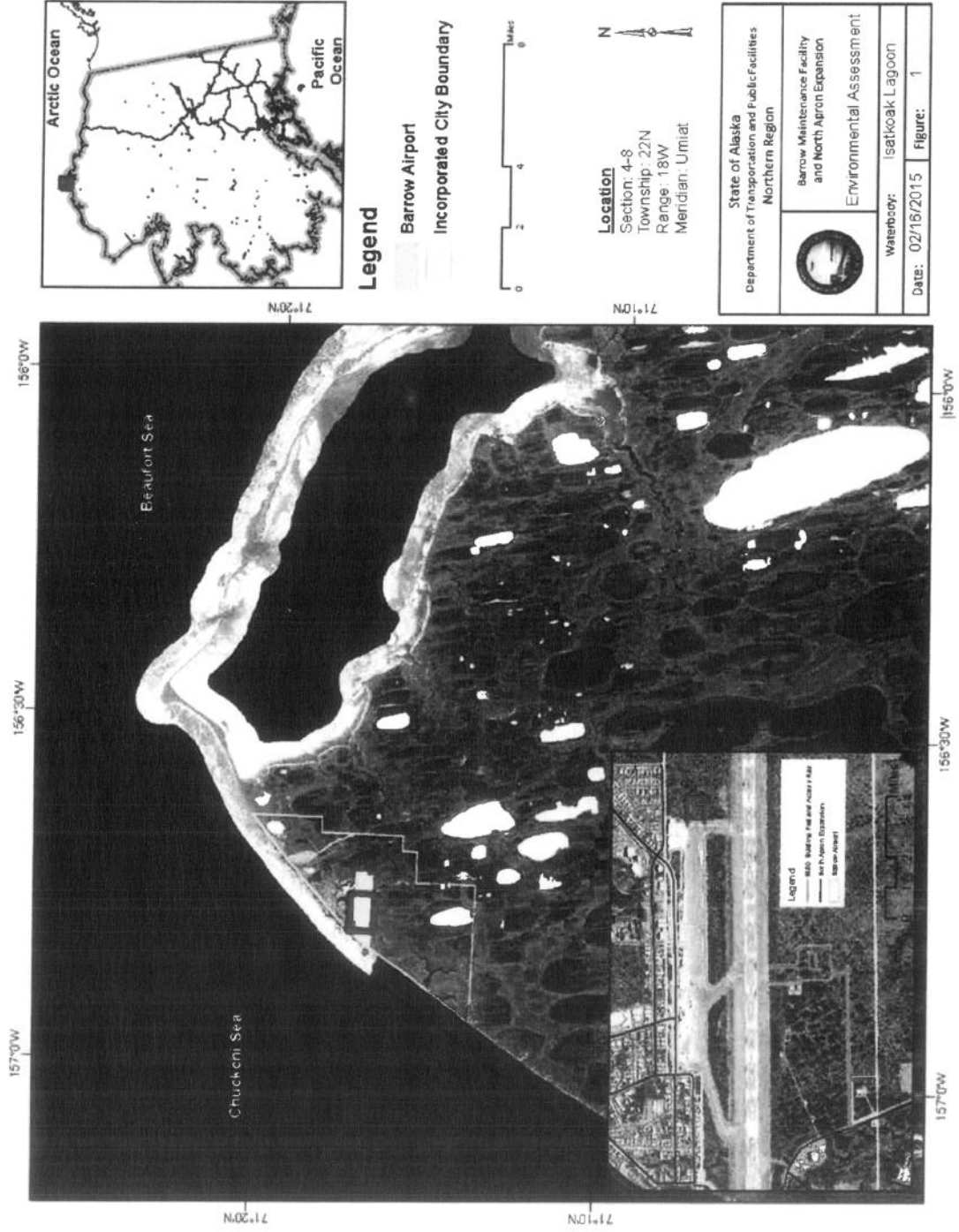


Figure 1 – Location and Vicinity Map

From: [Duvall, Shina A \(DNR\)](#)
To: [Gamza, Thomas A \(DOT\)](#)
Subject: RE: Barrow Airport Findings
Date: Tuesday, April 07, 2015 11:11:13 AM

Hi Tom,

Following my review of this email and our discussion a moment ago, in this case, I believe a finding of 'no historic properties affected' is appropriate. Typically, grave sites are not found to be eligible for the National Register of Historic Places. However, even if this site were to be found eligible, DOT&PF will be protecting it completely from any and all activities associated with the proposed undertaking. Therefore, although it is a potential historic property (since it has never been officially evaluated) within your APE, it will not be affected at all by the undertaking.

I hope this helps. I am happy to discuss this further with DOT&PF or FAA if appropriate.

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
Anchorage, Alaska 99501
907-269-8720 (phone) 907-269-8908 (fax)
shina.duvall@alaska.gov

From: Gamza, Thomas A (DOT)
Sent: Tuesday, April 07, 2015 9:10 AM
To: Duvall, Shina A (DNR)
Subject: Barrow Airport Findings

Good Morning Shina,

I am writing you regarding the Findings for the Barrow Airport project 61435. I left you a voicemail but wanted to give you a quick thumbnail. There is a grave site within the material site that has been included in the APE. The site has been known for a long time and has the AHRs site number BAR-00087. It was included in the APE because it is within the material site, but no ground disturbing activities are occurring near or around the site. DOT&PF will be putting an orange fence up around the white picket fence that currently surrounds the grave. The grave site has not had a determination of eligibility and DOT&PF does not believe that one is necessary given the impact areas of the project. For this reason I have come to a Findings of 'no historic properties affected'. FAA has requested that I apply the criteria for adverse effects and come up with a determination of 'no adverse effect'. Please let me know what you think the proper direction is to go. DOT&PF is of

the opinion that since the property does not have a determination of eligibility and none of the projects activities are occurring within the site boundaries or close to the site, it is appropriate to find 'no historic properties affected'.

Thank you,

Tom

Thomas A. Gamza (Tom)
Environmental Impact Analyst III
Cultural Resource Specialist
State of Alaska DOT&PF
Northern Region
2301 Peger Road
Fairbanks, Alaska 99709-5399
Email: thomas.gamza@alaska.gov
Phone: 907-451-5293
FAX: 907-451-5126

CONFIDENTIALITY NOTICE: This email (and any attachments) are for the use of the intended recipient(s) only. The information contained in this communication may be confidential and privileged. If you have received this email in error, please notify the sender immediately and then delete it. If you are not the intended recipient, you must not keep, use, disclose, copy or distribute this email without the author's prior permission.

Coskey, Owen A (DOT)

From: Nelson, Brett D (DOT)
Sent: Tuesday, January 27, 2015 2:51 PM
To: Coskey, Owen A (DOT); Gamza, Thomas A (DOT)
Cc: Johnston, Christopher F (DOT)
Subject: FW: Wiley Post/Will Rogers Memorial Airport in Barrow, Project Initiation, #61435, #61706, and #62378

From: Duvall, Shina A (DNR)
Sent: Tuesday, January 27, 2015 2:47 PM
To: Nelson, Brett D (DOT)
Subject: Wiley Post/Will Rogers Memorial Airport in Barrow, Project Initiation, #61435, #61706, and #62378

Dear Brett,

The Alaska State Historic Preservation Office (AK SHPO) received your correspondence on December 23, 2014. We have assigned this project RevComp ID: 2015-00046. Following our review of the documentation provided in the initiation letter, we have no objections to the level of effort proposed for identification at this time. We do recommend that the area of potential effects (APE) be defined in a way that allows for full consideration of potential effects to the known cultural resources in the project area, and especially the known areas of burials / grave sites. We look forward to receiving the results of the cultural resources identification and evaluation of the project area as well as DOT&PF's determinations and findings for this undertaking and will respond with our concurrence at that time.

Thank you for sending a Section 106 consultation initiation letter to our office. 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
Anchorage, Alaska 99501
907-269-8720 (phone) 907-269-8908 (fax)
shina.duvall@alaska.gov



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation and Public Facilities

NORTHERN REGION
Design and Engineering Services

2301 Peger Road
Fairbanks, Alaska 99709-5316
Main: 907-451-2238
TDD: 907-451-2363
Fax: 907-451-5126

In Reply Refer To:
Federal Number Pending/ 61435, 61706, 62378
Initiation of Section 106 Consultation

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 construct additional apron space and Maintenance and Operations (M&O) infrastructure at the Wiley Post/Will Rogers Memorial Airport in Barrow, Alaska. The project area and associated material sites are located in United States Geological Survey Barrow Quadrangle 63:360 Barrow B-4 (Figure 1).

- Airport Property: Umiat Meridian T22N, R18W, Sec 4-8

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 action is shown on attached Figure 1. The project consists of:

- Extend the north airport apron 60 feet to the south.
- Extend the north airport apron 400 feet to the east.
- Construct an approximately 400 foot by 500 foot gravel pad for a new M&O combined facility on the south side of the runway. This pad size was determined by design engineers to be optimal for M&O's sand storage and connex storage needs, equipment mobility, and building footprint.
- Construct new M&O combined facility including: an Aircraft Rescue and Firefighting (ARFF) facility; Snow Removal Equipment Building (SREB); a heated sand storage facility; deicing chemical storage facility capable of accommodating a 1500 gallon chemical storage tank, dispensing vehicle, and other associated chemical handling equipment; and living quarters for DOT&PF airport personnel. These facilities may be combined as a single structure or constructed as multiple structures.
- Construct security fence separating secure and non-secure areas as needed to meet Transportation Safety Administration (TSA) requirements.
- Construct a new two-lane access road connecting the new M&O facility pad to the existing road system. Two alternative routes are being considered.

"Keep Alaska Moving through service and infrastructure."

The proposed improvements will use the existing M&O material site or other existing commercial material sites. The M&O material site is located immediately to the west of the runway and on airport property. The Agency Scoping Letter for this project dated October 29, 2014 asked for comments on three proposed new material sites (Project#: Federal Number Pending/61435,61706,62378). Since that time DOT&PF determined new material sites should not be required for this project. Any future projects requiring new material site development will be put through the 106 process for full review at that time.

Construction is expected to begin in the summer of 2015.

The DOT&PF is unsure of the full range of alternatives at this point as the project is still in the early stages of design and development.

Study Area

The study area includes the Wiley Post/Will Rogers Memorial Airport property and boundaries. The boundary of the study area includes the project site, immediate surroundings, and the M&O material site to the west of the runway. The study area is entirely within airport property. A Cultural Resource Investigations report was prepared for this area in February of 2013 as part of a different DOT project. The February 2013 survey encompassed the entirety of the initial study area for this project.

An Area of Potential Effect (APE) will be refined and established after comments are received from your agency and other consulting parties.

Identification Efforts

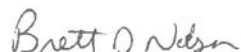
Review of the Alaska Historic Resource Survey database and a review of the Office of History and Archaeology Report Number #147: Cultural Resource Investigations of the Barrow Wiley Post-Will Rogers Memorial Airport, ADOT&PF Project #61435 identified the following AHRS sites within the preliminary APE: following: BAR-00035 (Paleontological Site), BAR-00039(Burials), BAR-00040 (Burials), BAR-00061(NWS Barrow Employee Housing-1957), BAR-00062 (NWS Barrow Modular House B-5-1970), BAR-00063(NWS Barrow Upper Atmosphere Facility-1955), BAR-00064(NWS Barrow Garage/Shop-1976), BAR-00065(NWS Barrow Weather Service Office-1964), and BAR-00087 (Grave Site). BAR-00061, BAR-00062, BAR-00063, BAR-00064 have had formal determinations of eligibility submitted. None of the sites were found to be eligible for the National Register of Historic Places. Once the final APE is determined any AHRS sites that may be impacted by the proposed activities will be addressed. BAR-00087 is located within the boundary of the existing DOT&PF material site. The DOT&PF is aware of this, and has created a buffer around the grave. There is currently no excavation near the gravesite, and no plans to excavate around the gravesite in the future.

Consulting Parties

- Native Village of Barrow Inupiat Traditional Government
- North Slope Borough Inupiat History, Language, and Culture Commission
- Arctic Slope Regional Corporation
- Arctic Slope Native Association, Ltd
- Ukpeagvik Inupiat Corporation
- City of Barrow

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-451-2238, or by e-mail at brett.nelson@alaska.gov. Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,



Brett Nelson
Regional Environmental Manager

Enclosures:

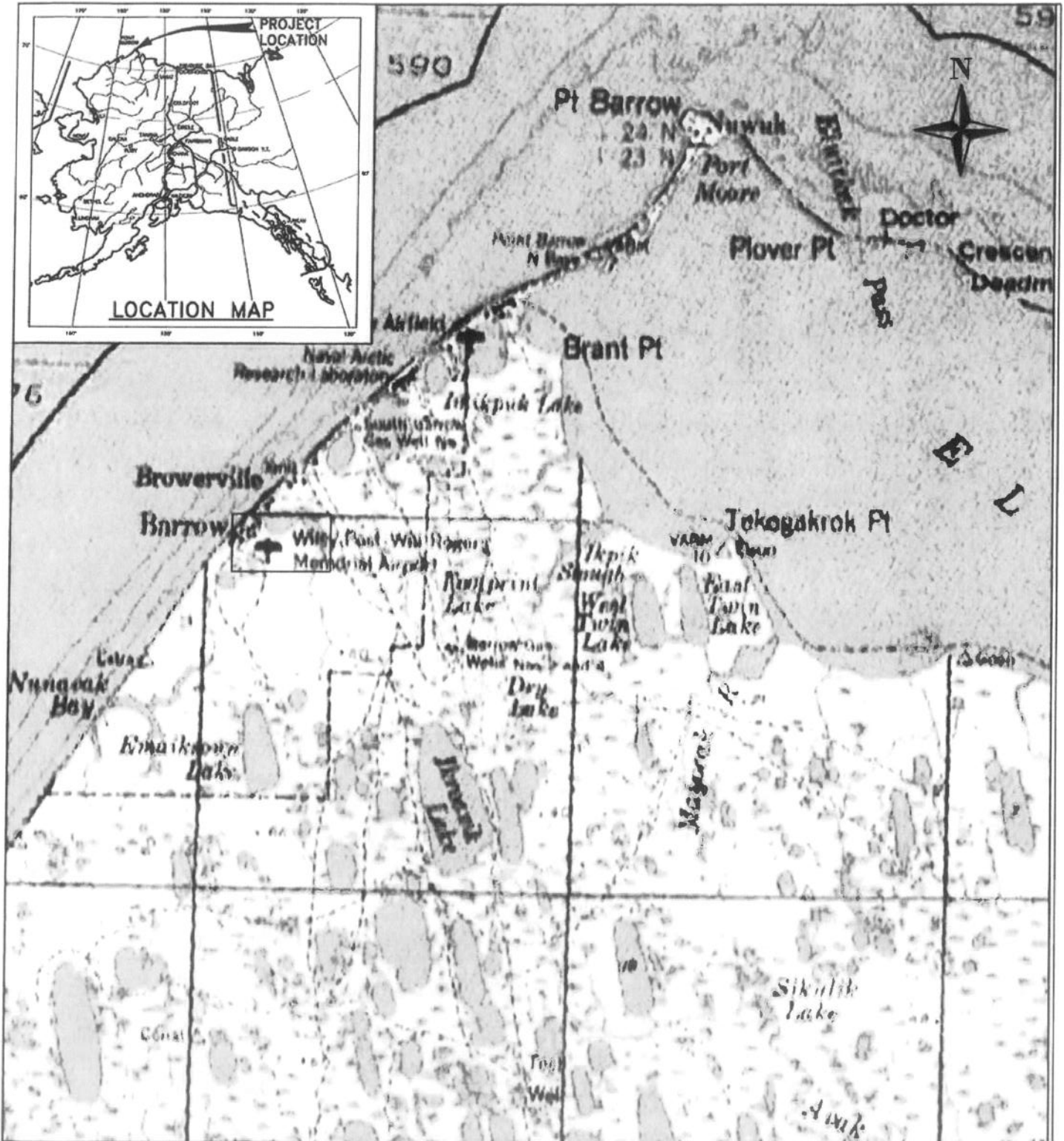
- Figure 1: Location and Vicinity Map
- Figure 2: Proposed Project Area and Material Site

cc w/ enclosures:

Thomas Gamza, DOT&PF, Northern Region Environmental Analyst
Kathy Price, DOT&PF, Cultural Resources Specialist
Taralyn Stone, FAA Environmental Protection Specialist

cc w/o enclosures:

Owen Coskey, DOT&PF Northern Region Environmental Analyst
Chris Johnston P.E, DOT&PF Northern Region Project Manager



BARROW LOCATION AND VICINITY MAP

PROJECT SITE

Barrow Airport: Umiat Meridian T22N, R18W, Sec 4-8

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION

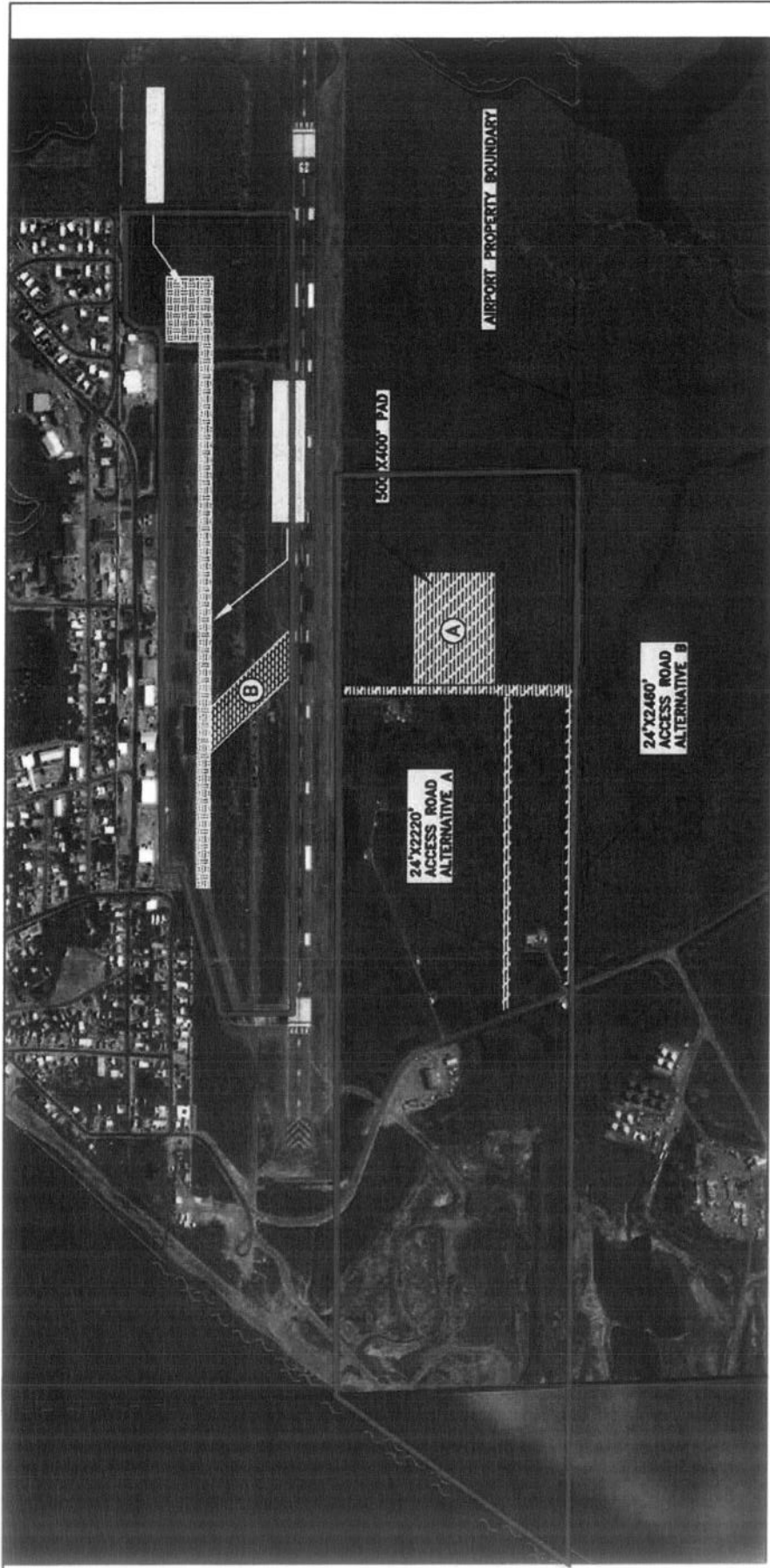
**WILEY POST/WILL ROGERS MEMORIAL AIRPORT
(BARROW AIRPORT)
Apron Expansion and Maintenance &
Operations Combined Facility**

AKSAS Project No: 61435, 61706, 62378

Date: October 2014

FIGURE






1



GRAPHIC SCALE



LEGEND

-  MAINTENANCE & OPERATIONS COMBINED FACILITY
-  APRON EXPANSION
-  (A) APPROXIMATE LOCATION OF 500'x400' PAD AND 24'x450' RUNWAY ACCESS ROAD FOR PROPOSED M&O FACILITY.
-  (B) REMOVE TAXIWAY B UNDER APRON EXPANSION PROJECT.
-  PRELIMINARY AREA OF POTENTIAL EFFECT

PRELIMINARY AREA OF POTENTIAL EFFECT

| | |
|--|-------------|
| STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES NORTHERN REGION | |
| WILEY POST/WILL ROGERS MEMORIAL AIRPORT (BARROW AIRPORT) Apron Expansion and Maintenance & Operations Combined Facility | |
| AKSAS Project No: 61435, 61706, 62378 | FIGURE 2 |
| Date: DECEMBER 2014 | |