

Appendix B

Section 106

Consultation Letters	1
Findings Letter, DOT&PF, November 13, 2014	16
Concurrence Letter, State Historic Preservation Officer, November 15, 2014	25



August 14, 2012

The Honorable Brad Reich
Mayor
City of Kiana
P.O. Box 150
Kiana, AK 99749

In Reply Refer To:
Kiana Airport Improvements
State Project No.: 63179

Dear Mayor Reich:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to improve the Bob Baker Memorial Airport (Kiana Airport) in Kiana, Alaska. The project area is located in Sections 4, 5, 6, 8 and 9, Township 18 North, Range 8 West, and Sections 31 and 32, Township 19 North, Range 8 West, Kateel River Meridian illustrated on the Baird Mountains (A-3 and A-4) and Selawik (D-3 and D-4) USGS topographical maps (Figure 1).

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.

DOT&PF and FAA are currently evaluating one build alternative that would provide the most effective solution for meeting the stated safety and efficiency needs (Figure 2). The Proposed Action includes the following improvements:

- **Runway Expansion:** The existing 3,400 foot runway would be extended to 4,000 feet to enable heavy cargo flight access and increase the efficiency of those deliveries.
- **Runway Resurfacing:** The existing gravel runway would be graded and resurfaced to create safer conditions for takeoffs and landings as well as allow for year-round operations without a seasonal closure.
- **Apron Relocation:** The existing apron would be relocated south and west of its current location and be set back further away from active airspace. The aircraft parking setback would be improved to no longer penetrate the runway Object Free Area (OFA) or Part 77 Transitional Surface and meet FAA safety standards. Property Acquisition would be required as part of the proposed improvements for the parking apron.
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- **Material Site and Proposed Winter Haul Route Development:** The Proposed Action would extract fill material from an undeveloped site approximately 2.8 miles northwest of the Kiana. The proposed materials haul route would use an existing road to the sewage lagoon for the initial 0.5 miles and then follow the existing trails as a potential winter haul route for the remainder of the distance.
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An Alaska Heritage Resources Survey (AHRS) record search identified at least 25 reports describing the results of cultural resource surveys conducted from the 1950s through 2010 within the study area. An archaeological survey was conducted in the late 1970s in preparation for a previous airport expansion project and at least 24 archaeological surveys have been conducted by archaeologists employed by the Bureau of Indian Affairs and cultural resource management consulting companies over the last 30 years within the Kiana city limits and in property parcels immediately east and north of the airport. Resources within one mile of the study area that have been identified to date include: four archaeological sites and seven historic properties/sites, including an historic cemetery, marked graves and the contemporary Kiana Cemetery (Table 1). No archaeological sites or historic properties have been identified within the proposed project area.

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DOT&PF and FAA are also initiating consultation with the following parties: NANA Corporation, Native Village of Kiana – Kiana Traditional Council, City of Kiana, the Northwest Arctic Borough and the State Historic Preservation Officer (SHPO)..

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 bruce.campbell@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,



Bruce Campbell
Regional Environmental Manager

bd/smb



Enclosures:

Figure 1: Location and Vicinity Map

Figure 2: Work Study Area/Proposed Construction Footprint

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Matt Freeman, FAA Project Manager

Laurie Mulcahy, Cultural Resources Manager, DOT&PF, Statewide

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R. William Cole, P.E., Engineering Manager, DOT&PF, Northern Region



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

Department of Transportation and
Public Facilities

NORTHERN REGION
Design & Engineering Services
Preliminary Design & Environmental

2301 Peger Road
Fairbanks, Alaska 99709-5399
Main: 907-451-2237
TDD: 907-451-2363
Fax: 907-451-5126

August 14, 2012

The Honorable Siikauraq Martha Whiting
Mayor
Northwest Arctic Borough
P.O. Box 1110
Kotzebue, AK 99752

In Reply Refer To:
Kiana Airport Improvements
State Project No.: 63179

Dear Mayor Whiting:

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R. William Cole, P.E., Engineering Manager, DOT&PF, Northern Region



August 14, 2012

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
550 W. 7th Avenue, Suite 1310
Anchorage, Alaska 99501-3565

In Reply Refer To:
Kiana Airport Improvements
State Project No.: 63179

Dear Ms. Bittner:

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R. William Cole, P.E., Engineering Manager, DOT&PF, Northern Region



August 14, 2012

Ms. Marie N. Greene
President & CEO
NANA Regional Corporation, Inc.
P.O. Box 49
Kotzebue, AK 99752

In Reply Refer To:
Kiana Airport Improvements
State Project No.: 63179

Dear Ms. Greene:

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August 14, 2012

Mr. Larry Westlake Sr.
President
Native Village of Kiana
P.O. Box 69
Kiana, AK 99749

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SLK-149	Smith 2010	Historic	Marked Graves	0.1 mile East

In August 2012, an intensive archaeological survey will be conducted on lands within the Preliminary APE where ground disturbing activities related to the Proposed Action may occur. The survey will identify and evaluate properties for listing in the National Register of Historic Places. No disturbance will occur at any cemetery location, therefore the survey will not include evaluation of any cemetery. During the field session, researchers will seek to interview knowledgeable Kiana residents regarding subsistence use of areas within and adjacent to the study area.

DOT&PF and FAA are also initiating consultation with the following parties: NANA Corporation, Native Village of Kiana – Kiana Traditional Council, City of Kiana, the Northwest Arctic Borough and the State Historic Preservation Officer.

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 bruce.campbell@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,



Bruce Campbell
Regional Environmental Manager

bd/smb 

Enclosures:

- Figure 1: Location and Vicinity Map
- Figure 2: Work Study Area/Proposed Construction Footprint

cc w/ enclosures:

- Matt Freeman, FAA Project Manager
- Laurie Mulcahy, Cultural Resources Manager, DOT&PF, Statewide

cc w/o enclosures:

- R. William Cole, P.E., Engineering Manager, DOT&PF, Northern Region



November 13, 2014

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
550 W. 7th Avenue, Suite 1310
Anchorage, AK 99501-3565

Re: Bob Baker Memorial Airport
(Kiana Airport) Improvements Project
Project No. 63179
No Adverse Effects

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to make airport improvements at the Bob Baker Memorial Airport (Kiana Airport) located in Kiana, Alaska. DOT&PF is the owner and operator of the Kiana Airport. The proposed project is located in Sections 4, 5, 6, 8, and 9, Township 18 North, Range 8 West, and Sections 31 and 32, Township 19 North, Range 8 West, Kateel River Meridian, illustrated on the Baird Mountains (A-3 and A-4) and Selawik (D-3 and D-4) U.S. Geological Survey topographical maps (Figure 1). Pursuant to 36 CFR 800.5(b), implementing regulations of Section 106 the National Historic Preservation Act, DOT&PF on behalf of FAA finds no adverse effect on historic properties by the proposed project.

Project Description

The purpose of the proposed project is to improve the safety and efficiency of operations at the Kiana Airport. FAA and DOT&PF are currently evaluating one build alternative that would provide the most effective solution for meeting the stated safety and efficiency needs.

The project consists of:

- **Runway Skew/Extension:** The existing 3,400-foot runway would be skewed 3.5 degrees north from Runway end 24 and extended 600 feet for a total 4,000-foot runway length to increase the efficiency of cargo aircraft and enhance the safety of aircraft operations by increasing the apron setback from the runway and removing airspace penetrations.
- **Runway Resurfacing:** The existing gravel runway would be graded and resurfaced to improve conditions for takeoffs and landings as well as allow for year-round operations.

"Keep Alaska Moving through service and infrastructure."

- **Apron Expansion:** The existing apron would be expanded and set back from active airspace to reduce aircraft congestion.
- **Drainage Improvements:** Drainage would be improved by replacing culverts, reestablishing the drainage ditch along the north side of the runway, and grading the runway to drain as needed. Improving drainage around the runway would allow for a stable runway surface and minimize future deterioration of the runway due to saturated embankments.
- **Material Site and Haul Route:** The proposed project would extract fill from an undeveloped material site approximately 2.8 miles (4.5 kilometers [km]) northwest of Kiana (Figures 2 and 3). The proposed materials haul route would be extended from the end of the existing sewage lagoon road to the material source.

Other proposed actions include providing dust control to alleviate health issues, replacing aging lighting systems, providing a designated area for snow storage and operating space, and completing other improvements as funds allow.

Area of Potential Effects

The preliminary Area of Potential Effects (APE) and the study area for the cultural resources survey that was defined in 2012 included the limits of ground disturbance for the proposed runway expansion, apron relocation, and drainage improvements along the north, south, and west sides of the existing airport, as well as the footprints of the proposed materials site and a 100-foot (30-meter) corridor centered over the proposed winter haul route. In 2014 DOT&PF modified the proposal to include a runway skew and construction of an all-season road connecting the material source to the Kiana road system. The current proposed APE, including an approximately 310-acre study area for siting the all-season haul route corridor, is shown in Figures 2 and 3. A broader study area of one mile (1.6 km) buffered around the project area was investigated through archival research to help establish the probability of inadvertent subsurface discoveries during construction and develop a context for evaluating any archaeological, potentially historic, or heritage resources that may be discovered during pre-construction cultural resource studies.

Identification Efforts

Literature Review

That Alaska Heritage Resource Survey database listed four archaeological sites and seven historic properties/sites, including a historic cemetery, marked graves, and the contemporary Kiana Cemetery within one mile of the APE (Table 1).

Field Investigations

In August 2012, Bureau of Indian Affairs (BIA) archaeologists conducted a field investigation of the Alaska Native allotment (F-18858) owned by Angeline Shetters Carlson¹. The BIA archaeologists documented two historic debris scatters (SLK-00150 and SLK-00151) within the APE immediately north of the Kiana Airport (Table 2; Figure 4).

¹ S. A. Mandelko. 2013. Section 106 Review, Determination of Eligibility for Site 49SLK-00151, and Finding of No Historic Properties Affected for the Advertised or Negotiated Sale of the Alaska Native Allotment of Angeline Carlson (F-18858), Kiana, Alaska.

Archaeological field investigations conducted by SWCA in 2012 and 2014 yielded evidence of recent and historic land use, including signs of wood cutting, ATV and snow machine use, and possible hunting or other resource procurement activities within the APE². In the course of their investigation, SWCA archaeologists recorded and evaluated six debris scatters (SLK-152 through SLK-157) dating from the early to mid-twentieth century (Table 2; Figure 4).

Table 1. Recorded Cultural Resources within One Mile of the Kiana Airport Improvements Project APE.

SITE NUMBER	SITE NAME/TYPE	LOCATION RELATIVE TO APE	STATUS
SLK-002	Pre-contact/Historic House Pits and Associated Artifacts	0.1 mile East	Recorded 1952 Not Evaluated
SLK-097	Historic Johnson Fish Camp	0.5 mile South	Recorded 1996 Not Evaluated
SLK-098	Pre-contact Lithic Scatter	0.7 mile Northeast	Recorded 1990 Not Evaluated
SLK-114	Historic "Old Town" Kiana	0.1 mile East	Recorded 2003 Not Evaluated
SLK-115	Pre-contact Lithic Scatter, Historic Trash Scatter	0.3 mile South	Recorded 2003 Not Evaluated
SLK-116	Historic Pontoon (U.S. Army Corps of Engineers)	0.3 mile South	Recorded 2003 Not Evaluated
SLK-117	Historic School Building	0.2 mile South	Recorded 2003 Not Evaluated
SLK-145	Contemporary Kiana Cemetery	Adjacent (east end of airport)	Recorded 2006 Not Evaluated
SLK-146	Historic Kiana Cemetery	0.1 mile East	Recorded 2006 Not Evaluated
SLK-147	Pre-contact/Historic Kiana-Selawik-Shungnak Trail	0.2 mile South	Recorded 2006 Recommended Eligible
SLK-149	Historic Marked Graves	0.1 mile East	Recorded 2010 Not Evaluated

² Smith et al. 2014. Cultural and Historical Resources Discipline Report, Kiana Airport Improvements Project. Report prepared for the U.S. Department of Transportation, Federal Aviation Administration and the Alaska Department of Transportation and Public Facilities, October 2014, by SWCA Environmental Consultants, Anchorage, Alaska.

Table 2. Recorded Cultural Resources within the Kiana Airport Improvements Project APE.

SITE NUMBER	SITE NAME/TYPE	REFERENCE	ELIGIBILITY
			STATUS
SLK-150	Historic Debris Scatter	Mandelko 2012	Not Evaluated (could not be dated)
SLK-151	Historic Debris Scatter (ca. 1949-1971)	Mandelko 2012, 2013	Not Eligible
SLK-152	Historic Debris Scatter (ca. 1949-Early 1960s)	Smith et al. 2013	Recommended Not Eligible
SLK-153	Fuel Cache (Early-Mid 1900s)	Smith et al. 2013	Recommended Not Eligible
SLK-154	Historic Debris Scatter (ca. 1932-1963)	Smith et al. 2013	Recommended Not Eligible
SLK-155	Historic Debris Scatter (ca. 1932-1963)	Smith et al. 2013	Recommended Not Eligible
SLK-156	Historic Debris Scatter (ca. 1929-1964)	Smith et al. 2013	Recommended Not Eligible
SLK-157	Historic Debris Scatter (ca. 1942-1964)	Smith et al. 2013	Recommended Not Eligible

Determination of Eligibility

Sites SLK-00150 through SLK-00157 (Table 2) are scatters of cans and other debris which likely represent secondary trash deposits. While no temporally diagnostic artifacts were identified at site SLK-00150, sites SLK-00151 through -00157 each contained artifacts dating from the early to mid-twentieth century^{3,4}. Site SLK-00151 was previously evaluated and recommended not eligible for inclusion on the National Register of Historic Places (NRHP)⁵; on April 23, 2013, the Alaska State Historic Preservation Officer concurred with the BIA recommendations that site SLK-00151 was not eligible for NRHP listing and that no historic properties would be affected by the sale of the allotment. Based on the available information, SWCA recommends, and DOT&PF agrees that sites SLK-00150, SLK-00152, SLK-00153, SLK-00154, SLK-00155, SLK-00156 and SLK-00157 are not eligible for inclusion on the National Register of Historic Places.

³ Mandelko 2013

⁴ Smith et al. 2014

⁵ Mandelko 2013

Finding of Effect

DOT&PF, in cooperation with FAA, has concluded that ground disturbing activities involved in the skew, extension, and resurfacing the existing runway, apron expansion, drainage improvements and development of a material site and haul route will not adversely affect historic properties within the APE.

In addition to your office, the following parties are being consulted regarding the proposed project effects on historic properties: the Alaska State Historic Preservation Officer, the City of Kiana, NANA Corporation, and the Northwest Arctic Borough.

If you wish to comment on this finding, I can be reached at the address above, by telephone at 907-451-2238, or by e-mail at brett.nelson@alaska.gov. However, please note that to receive consideration your comments must be received within thirty days of your receipt of this correspondence.

Sincerely,



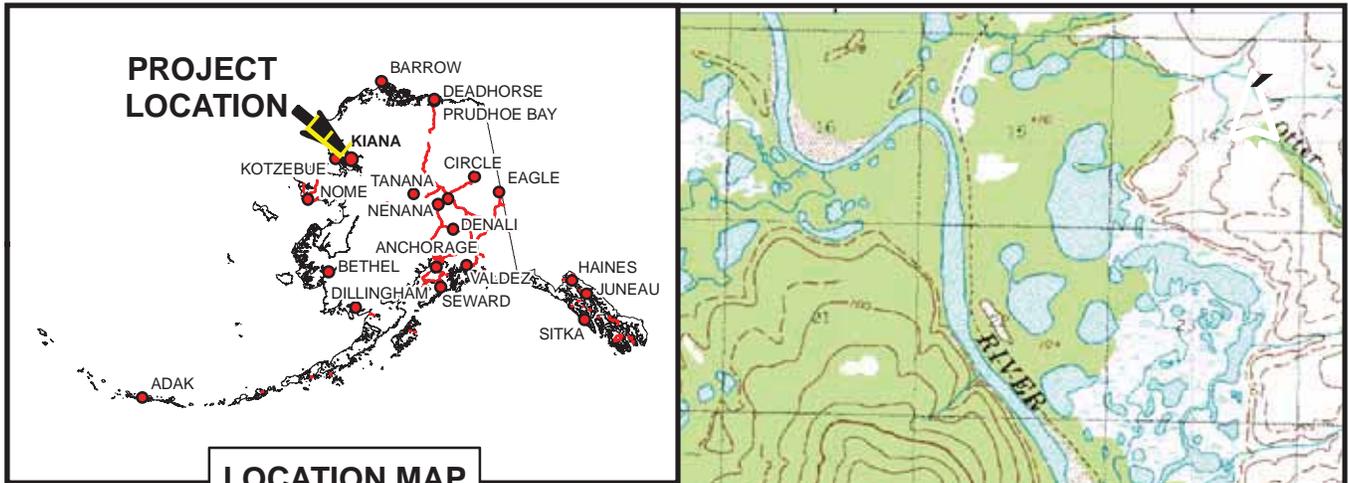
Brett Nelson
Regional Environmental Manager

oac/jms

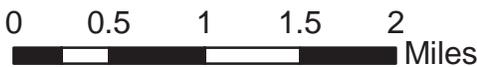
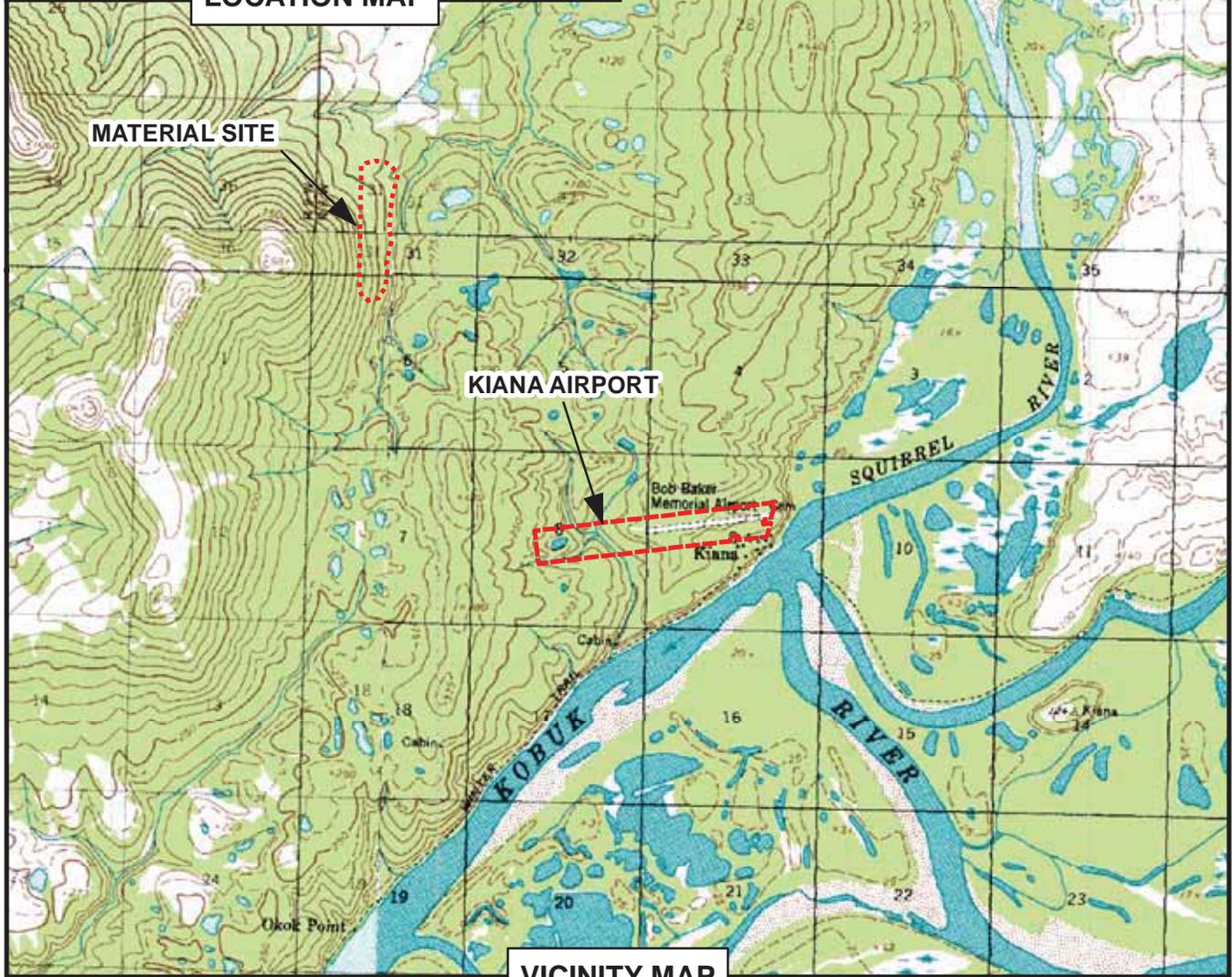
- Enclosure: Figure 1. Bob Baker Memorial Airport (Kiana Airport) Improvements Project: Location and Vicinity Map.
Figure 2. Area of Potential Effect.
Figure 3. Area of Potential Effect: Proposed Haul Route and Material Site.
Figure 4. Location of archaeological resources identified within the Area of Potential Effect.

cc w/enclosures: Eric L. Marcellus, FAA Project Manager
Laurie Mulcahy, DOT&PF Statewide, Cultural Resources Manager

cc w/o enclosures: Christopher Johnston, P.E., DOT&PF Northern Region, Project Manager
Bruce Dianoski, P.E., DOT&PF Northern Region, Project Engineer
Owen Coskey, DOT&PF Northern Region, Environmental Analyst



LOCATION MAP

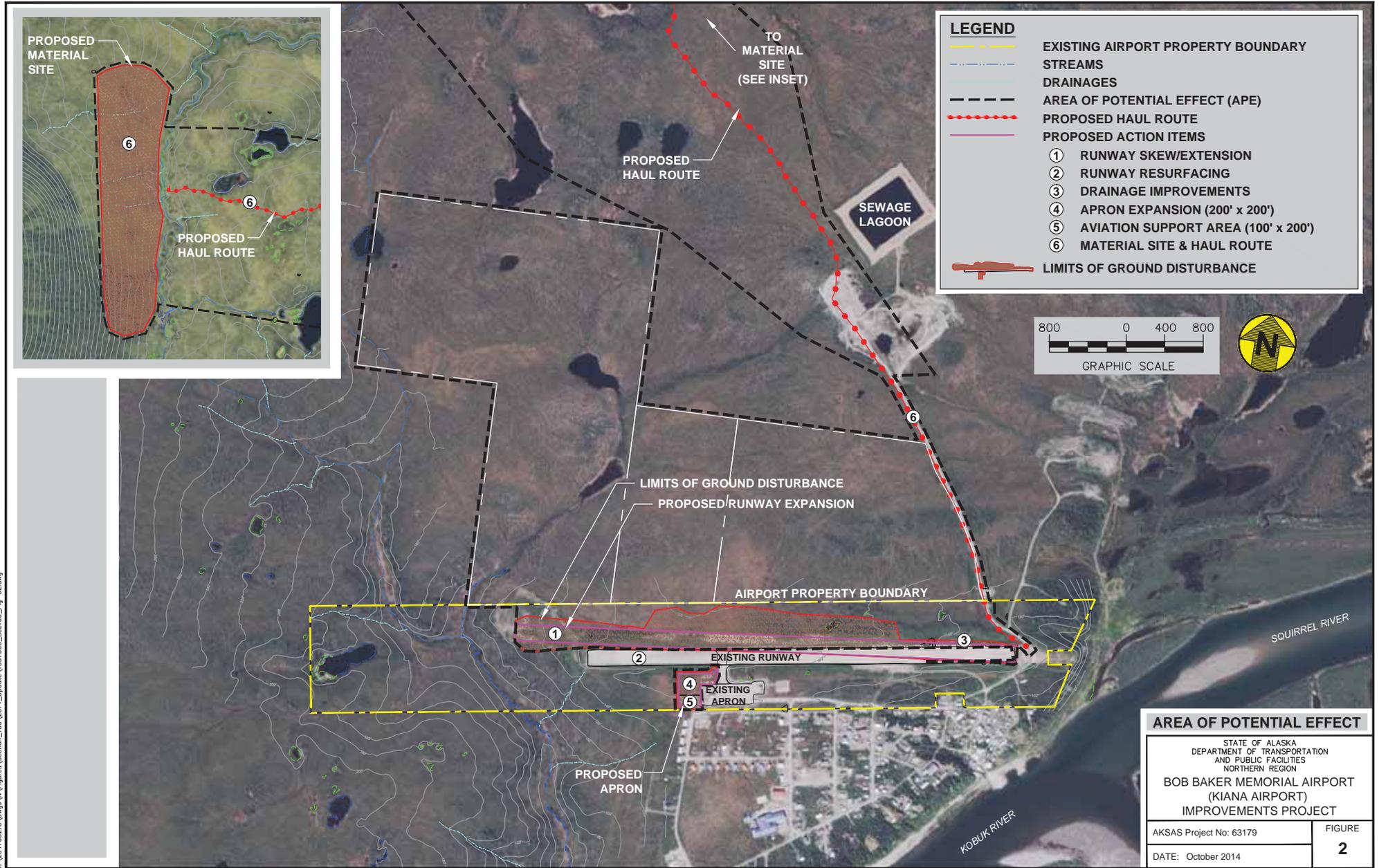


PROJECT SITE

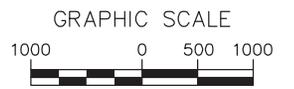
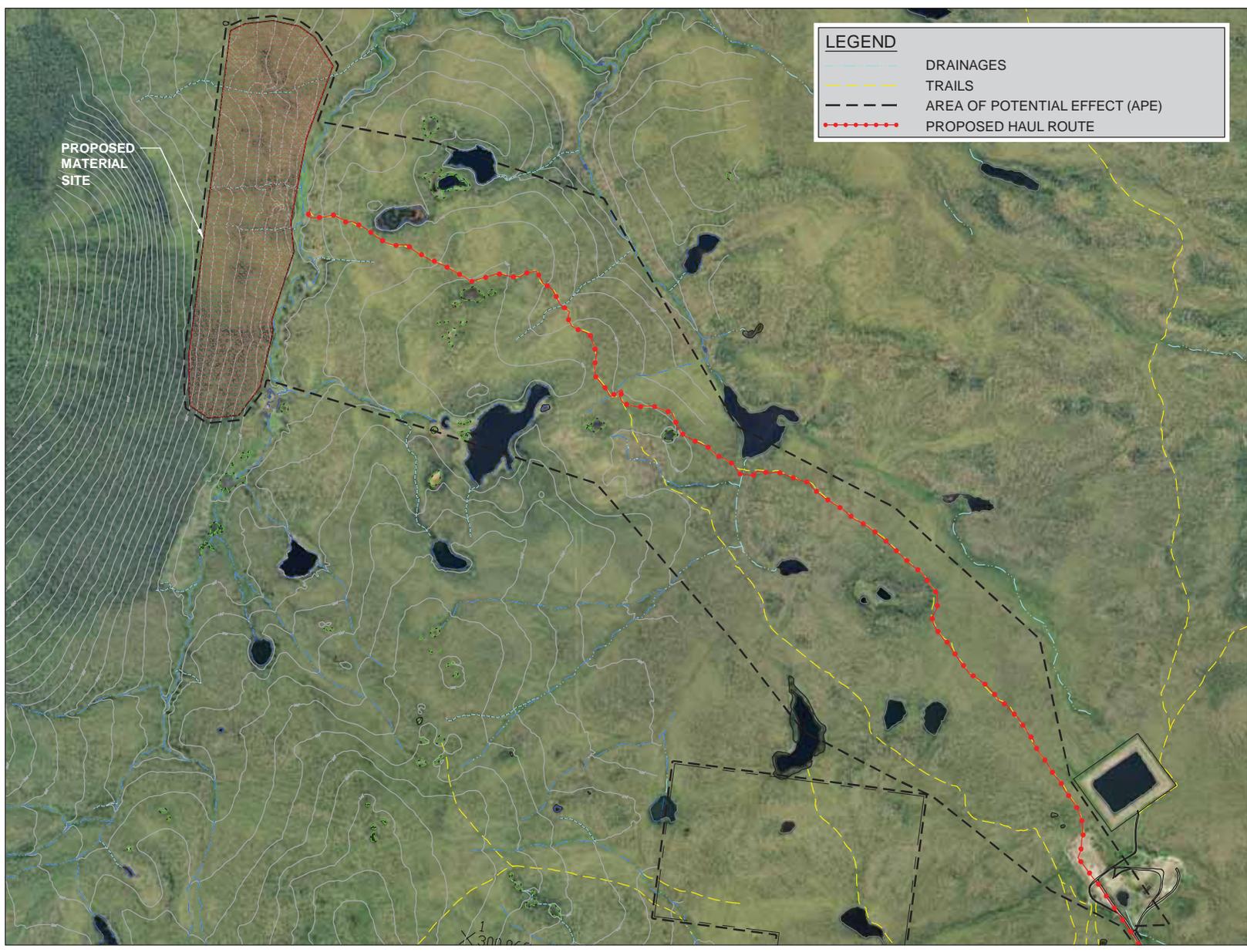
Sec 4, 5, 6, 8, 9, 31 & 32
T18N & T19N, R8W
Kateel River Meridian

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES NORTHERN REGION	
BOB BAKER MEMORIAL AIRPORT (KIANA AIRPORT) IMPROVEMENTS PROJECT	
AKSAS Project No: 63179	FIGURE
DATE: October 2014	1

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LEGEND	
	DRAINAGES
	TRAILS
	AREA OF POTENTIAL EFFECT (APE)
	PROPOSED HAUL ROUTE

**AREA OF POTENTIAL EFFECT
PROPOSED HAUL ROUTE
AND MATERIAL SITE**

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
NORTHERN REGION
**BOB BAKER MEMORIAL AIRPORT
(KIANA AIRPORT)
IMPROVEMENTS PROJECT**

AKSAS Project No: 63179	FIGURE
DATE: October 2014	3

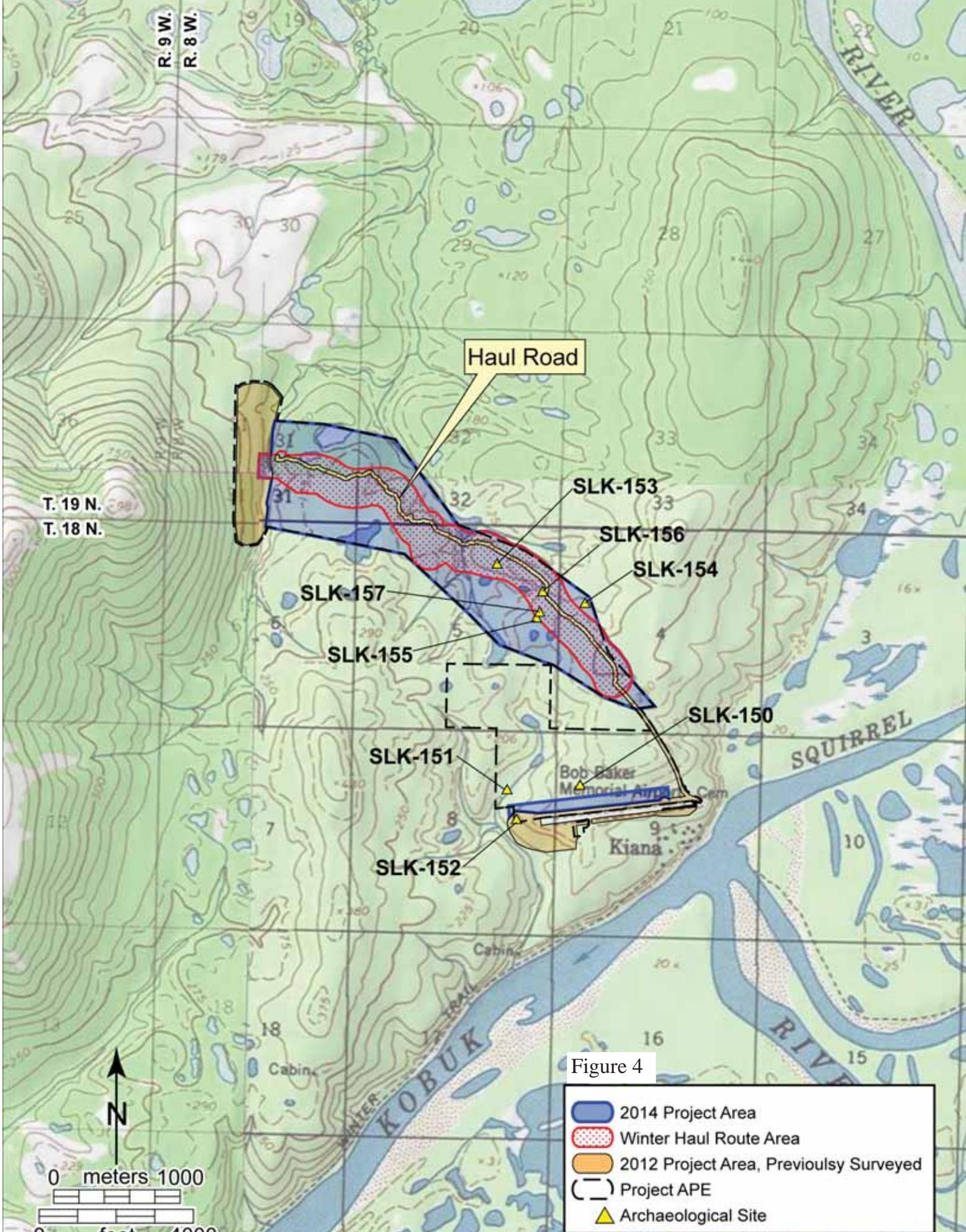


Figure 4

- 2014 Project Area
- Winter Haul Route Area
- 2012 Project Area, Previously Surveyed
- Project APE
- Archaeological Site



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>
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Fax: 907.269.8908

November 25, 2014

File No.: 3130-1R FAA
3330-6N SLK-00150, 3330-6N SLK-00151, 3330-6N SLK-00152,
3330-6N SLK-00153, 3330-6N SLK-00154, 3330-6N SLK-00155,
3330-6N SLK-00156, 3330-6N SLK-00157

Brett Nelson
Regional Environmental Manager
Department of Transportation & Public Facilities
2301 Peger Road
Fairbanks, AK 99709-5316

Subject: Bob Baker Memorial Airport (Kiana Airport), Kiana

Dear Mr. Nelson:

The Alaska State Historic Preservation Office (AK SHPO) received your correspondence (dated November 13, 2014) on November 17, 2014. Following our review of the documentation provided, we concur with your recommendation that the following sites are **not eligible** for the National Register of Historic Places (NRHP): SLK-00150, SLK-00151, SLK-00152, SLK-00153, SLK-00154, SLK-00155, SLK-00156, and SLK-00157.

As no historic properties are located within the proposed area of potential effects (APE), we concur that a finding of **no historic properties affected** is appropriate for the proposed project.

Please note that additional information provided by the local government, Tribes or other consulting parties may cause our office to re-evaluate our comments and recommendations.

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 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