



Port Lions Airport Improvements Project

Project No. Z-52796-0000

Frequently Asked Questions

Will local residents be able to cut and remove trees prior to project construction?

DOT&PF will coordinate with the City of Port Lions to be able to provide cleared timber to the public.

Will local hire be required by construction contractor?

As a federally-funded project, local hire is not required; however, DOT&PF encourages contractors to hire locally. The contractor will hold a conference in Port Lions during which the contractor will outline employment opportunities and hiring procedures. In addition, this is an opportunity for the community to provide logistical support (e.g. lodging, office space, and supplies).

If materials are barged in, can extra materials be added on for local residents and/or entities?

The contractor will make any necessary transport arrangements for needed off-site materials. The contractor may negotiate with locals to provide additional materials.

Will the runway be asphalt?

DOT&PF considered an asphalt runway but eliminated it due to maintenance concerns. Port Lions currently has equipment to maintain gravel runways. The DOT&PF Kodiak maintenance station cannot sufficiently support an asphalt airstrip.

Can the airport road be re-routed outside of the Tsunami Inundation Zone?

DOT&PF considered multiple variations of the access road around the airport. Ultimately, routing the road to the north of the airstrip would involve vast amounts of material removal to obtain safe slopes above the road and created drainage design hurdles. By routing the access road along the water, we are able to prevent drainage from building up along the runway and continue access to the beaches for locals. This option also requires the least amount of cost and impacts to lands.





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When will the new runway alignment be built?

Construction is proposed to begin as early as 2021 and will likely extend through two construction seasons.

How will the airport operate during construction?

As part of the airport design plans, a Construction Safety and Phasing Plan (CSPP) will be completed. The CSPP outlines the sequencing required for airport operations to continue during construction. At this point, DOT&PF anticipates the existing runway to be used until construction has progressed to the point where operations can switch to the runway's new alignment. From that point forward, DOT&PF expects the airport to be closed for a portion of each day to allow construction to continue until the project is complete.

DOT&PF will coordinate with the airport operators to ensure minimal disruption to community service.

Why can't the airport be relocated completely?

Multiple alternatives outside of the current airport area were considered and rejected in the 2007 Airport Master Plan (AMP) including two locations to the east and west of Branch Water Creek (near the City Water Supply) and another site at Peregrebni Point. The first Branch Water Creek site was dismissed because of the impacts to the municipal water supply. The second Branch Water creek site was dismissed because of the expense, significant impacts to wetlands, unsuitable soils, and the elevation of the runway would cause reduced service. Peregrebni Point alternative was dismissed due to immense excavation and timber removal required.

These alternatives would have been explored further if there was no feasible option to reconstruct the airport in its current location. By realigning, lengthening, and widening the airport as proposed, we are able to meet the needs of the community and address the deficiencies adequately. No relocation alternatives were considered under this project.