Nanwalek & Port Graham Airport Project

Environmental Assessment

February 2013

ENVIRONMENTAL ASSESSMENT

NANWALEK AND PORT GRAHAM AIRPORT PROJECT

NANWALEK AND PORT GRAHAM, ALASKA

DOT&PF Project No. 52250

Proposed Action: To build a shared airport and airport access roads to the communities of Nanwalek and Port Graham to resolve deficiencies at the existing Nanwalek and Port Graham Airports, to provide an airport that meets Federal Aviation Standards, and to improve safety for aircraft operations.

Prepared for:

United States Department of Transportation
Federal Aviation Administration
222 West 7th Avenue
Anchorage, Alaska 99513-7587

On behalf of the sponsor:

State of Alaska
Department of Transportation and Public Facilities
Central Region
P.O. Box 196900
Anchorage, Alaska 99519-6900

Prepared by:

DOWL HKM
4041 B Street
Anchorage, Alaska 99503

February 2013

This Environmental Assessment becomes a Federal document when evaluated, signed, and dated by the Responsible FAA Official.

_____	_____
Responsible FAA Official	Date

TABLE OF CONTENTS

Page

1.0 PURPOSE AND NEED....1
1.1 Identification of Federal Action Requested....3

2.0 PROPOSED ACTION....5

3.0 ALTERNATIVES....6
3.1 Proposed Action....6
3.1.1 Description of Action....6
3.1.2 Permits or Approvals....7
3.1.3 Cost and Maintenance....8
3.1.4 Summary of Environmental Consequences....8
3.2 No-Action Alternative....8
3.2.1 Description of Action....8
3.3 Alternatives Considered but Dismissed....11

4.0 AFFECTED ENVIRONMENT....14
4.1 Climate....14
4.2 Topography....14
4.3 Hydrology, Soils, and Geology....15
4.3.1 Potential Material Sources....16
4.4 Air Quality....16
4.5 Coastal Zone....16
4.6 Land Use and Land Status....17
4.7 Energy Supplies and Natural Resources....18
4.8 Socio-Economic Conditions....18
4.8.1 Subsistence....19
4.9 Fish, Wildlife, and Plants....20
4.9.1 Avian Populations....20
4.9.2 Mammal Populations....20
4.9.3 Fish Populations and Essential Fish Habitat....20
4.9.4 Vegetation and Terrestrial Habitats....21
4.9.5 Federally-listed Endangered and Threatened Species....21
4.10 Floodplains....21
4.11 Hazardous Materials, Pollution Prevention, and Solid Waste....21
4.11.1 Solid Waste and Landfills....22
4.12 Historical, Architectural, Archaeological, and Cultural Resources....23
4.13 Light Emissions and Visual Resources....23
4.14 Noise....24
4.15 Section 4(f)....24
4.16 Water Quality....24
4.17 Wetlands and Waters of the United States....25

5.0 ENVIRONMENTAL CONSEQUENCES....27
5.1 Climate....28
5.2 Topography....28
5.3 Hydrology, Soils, and Geology....28
5.3.1 Potential Material Sources....29
5.4 Air Quality....29
5.5 Coastal Zone....30
5.6 Compatible Land Use....32

TABLE OF CONTENTS (cont)

Page

5.7 Energy Supplies and Natural Resources 33
5.8 Socioeconomic, Environmental Justice, and Children's Health and Safety Risks 34
5.8.1 Subsistence 35
5.9 Fish, Wildlife, and Plants 35
5.9.1 Avian Populations 35
5.9.2 Mammal Populations 36
5.9.3 Fish Populations and Essential Fish Habitat 36
5.9.4 Vegetation and Terrestrial Habitats 37
5.9.5 Federally-listed Endangered and Threatened Species 37
5.10 Floodplains 38
5.11 Hazardous Materials, Pollution Prevention, and Solid Waste 38
5.11.1 Solid Waste and Landfills 38
5.12 Historical, Architectural, Archaeological, and Cultural Resources 39
5.13 Light Emissions and Visual Effects 40
5.14 Noise 40
5.15 Section 4(f) 41
5.16 Water Quality 41
5.17 Wetlands and Other Waters of the United States 42
5.18 Construction Impacts 43
5.19 Secondary (Induced) and Cumulative Impacts 45
5.19.1 Cumulative Impacts 45

6.0 ENVIRONMENTAL COMMITMENTS AND MITIGATION 49

7.0 COMMENTS AND COORDINATION 53
7.1 Project Website 53
7.2 Mailing List of Potential Affected Interests 53
7.3 Agency Scoping 54
7.3.1 Federal Agencies 54
7.3.2 State Agencies 55
7.4 Public Scoping 55

8.0 LIST OF PREPARERS 57

9.0 REFERENCES 58

TABLE OF CONTENTS (cont)

FIGURES

Page

Figure 1: Vicinity Map 62
Figure 2: Existing Conditions 63
Figure 3: Proposed Action 64
Figure 4: Port Graham Airport Reconnaissance Study Alternatives 65
Figure 5: Nanwalek Airport Site Reconnaissance Study Alternatives 66
Figure 6: Preliminary Engineering Report Alternatives 67
Figure 7: Wetlands and Stream Mapping 68
Figure 8: Airport Drainage Impacts 69

TABLES

Table 1: Existing Conditions and Corrective Actions 4
Table 2: Comparison of Alternatives' Environmental Effects 9
Table 3: Alternatives Considered but Dismissed 12
Table 4: Acreage of Wetland Habitats and Waters of the United States in the Wetlands Study Area 25
Table 5: Estimated Impacts to Wetlands and Other Waters of the United States 43
Table 6: Agency Scoping 54
Table 7: List of Preparers 57

APPENDICES (available on CD)

Appendix A ..... Airport Conditions and Deficiencies
Appendix B ..... Airport Layout Plan
Appendix C ..... Section 106 and Public and Agency Coordination
Appendix D ..... Section 4(f) Evaluation
Appendix E ..... United States Army Corps of Engineers Section 404 Permit Application

LIST OF ACRONYMS

°F ..... degrees Fahrenheit
AAC ..... Alaska Administrative Code
AAI/Phase I ESA ..... All-Appropriate Inquiry/Phase I Environmental Site Assessment
AASP ..... Alaska Aviation System Plan
AC ..... Advisory Circular
ADEC ..... State of Alaska Department of Environmental Conservation
ADF&G ..... State of Alaska Department of Fish and Game
AHRS ..... Alaska Heritage Resource Survey
AMSA ..... Area Meriting Special Attention
ARC ..... Airport Reference Code
BMPs ..... best management practices
CCC ..... Civilian Conservation Corps
CFR ..... Code of Federal Regulations
CRC ..... Cultural Resources LLC
DCCED ..... State of Alaska Department of Commerce, Community and Economic Development
DOT&PF ..... State of Alaska Department of Transportation and Public Facilities
DOWL HKM ..... previously doing business as DOWL Engineers
EA ..... Environmental Assessment
EFH ..... Essential Fish Habitat
ESCP ..... Erosion and Sediment Control Plan
FAA ..... Federal Aviation Administration
FAR ..... Federal Aviation Regulation
ft ..... feet
HEA ..... Homer Electric Association
HMCP ..... Hazardous Material Control Plan
KPB ..... Kenai Peninsula Borough
MOA ..... Memorandum of Agreement
NAAQS ..... National Ambient Air Quality Standards
NEPA ..... National Environmental Policy Act
NOAA ..... National Oceanic and Atmospheric Administration
NOTAM ..... Notice to Airmen
NPRHA ..... North Pacific Rim Housing Authority
NRCS ..... Natural Resource Conservation Service
NRHP ..... National Register of Historic Places
NTSB ..... National Transportation Safety Board
PCBs ..... polychlorinated biphenyls
PM ..... particulate matter
ROFA ..... runway object-free area
RPZ ..... runway protection zone
RSA ..... runway safety area
SHPO ..... State Historic Preservation Officer
SWPPP ..... Stormwater Pollution Prevention Plan
U.S. ..... United States
USACE ..... United States Army Corps of Engineers
USFWS ..... United States Fish and Wildlife Service

DEFINITIONS

Airport Layout Plan: The plan of an airport showing the layout of existing and proposed airport facilities.

Airport Reference Code (ARC): A coding system used to relate airport design criteria to the operational and physical characteristics of the airplanes intended to operate at the airport. Example: Airports expected to accommodate single-engine airplanes normally fall into ARC A-I or B-I. Airports serving larger general aviation and small jet airplanes are usually ARC B-II or C-II.

Federal Aviation Administration ARC Groups

Approach Speed		Wingspan	
Type	**Speed in Knots**	**Type**	**Wingspan in Feet**
A	Less than 91	I	Up to 49
B	92 - 120	II	49 - 78
C	121 - 140	III	79 - 117
D	141 - 165	IV	118-170
E	166 or more	V	171 - 213
		VI	214 - 262

Alaska Aviation System Plan (AASP): The State of Alaska's aviation plan developed in the mid-1980s for the purpose of providing guidelines for developing, operating, and maintaining the Alaska Aviation System. The State of Alaska Department of Transportation and Public Facilities (DOT&PF) developed the plan in accordance with Federal Aviation Administration (FAA) guidelines for "State Airport System Plans," and in response to a 1980 National Transportation Safety Board (NTSB) special study, "Air Taxi Safety in Alaska." That study indicated that accident rates among air taxi operators in Alaska are significantly higher than the rest of the United States (U.S). The NTSB identified several contributing factors and recommended that the State prepare an aviation system plan in addition to taking other direct actions to improve airport facilities. The AASP was revised in 1996 (Alaska Aviation System Plan Update) and is currently being updated with an anticipated completion in 2013.

Apron: A paved or hard-surfaced area of an airport used to park, unload or load, refuel, maintain, or board an aircraft.

Port Graham-Nanwalek Civilian Conservation Corps (CCC) Trail (SEL-348): The CCC Trail dates back to at least 1937 and is recommended eligible for the National Register of Historic

Places under Criteria A and D (Criteria A: associated with events that made a significant contribution to the broad patterns of our history; Criteria D: has yielded, or is likely to yield, information important in prehistory or history). The proposed airport access road from Nanwalek would have an adverse effect on approximately 3,443 feet of the CCC Trail, including six of its 19 log bridges (13 through 18).

Object-Free Area: An area on the ground centered on a runway, taxiway, or taxi lane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the object-free area for air navigation or aircraft maneuvering purposes.

Operation: A landing or takeoff by an aircraft.

Runway: A defined rectangular surface on an airport prepared or suitable for the landing or takeoff of airplanes.

Runway Length: The extent of a runway based on Advisory Circular AC 150/5325 and airplane flight manuals or computer program "Airport Design (for Microcomputers) Version 4.1."

Runway Protection Zone (RPZ): An area off the runway end to enhance the protection of people and property on the ground.

Runway Safety Area: A defined surface surrounding the runway prepared, or suitable, for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.

Taxiway: A defined path established for the taxiing of aircraft from one part of an airport to another.

Taxiway Safety Area: A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway.

Walking Trail or Homer Electric Association (HEA) Trail: The walking trail extends between Nanwalek and Port Graham and is used by community members to walk between the two communities, as well as the HEA to access the HEA overhead power lines. The walking trail at one point was accessible by all-terrain vehicles, but has deteriorated over the years making it only accessible to foot traffic. The proposed Nanwalek access road would impact approximately 1,250 feet of the walking trail.

1.0 PURPOSE AND NEED

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) and the Federal Aviation Administration (FAA) are proposing to build a shared airport and airport access roads between the communities of Nanwalek and Port Graham (Proposed Action) located 3.5 miles apart (Figures 1 through 3). The purpose of the Proposed Action is to provide a safe, reliable, and efficient shared airport for the communities of Nanwalek and Port Graham that meets Community Class Airport criteria identified in the DOT&PF Alaska Aviation System Plan (AASP) and current FAA Airport Reference Code (ARC) A-I design standards.

The existing Nanwalek and Port Graham airports do not meet current AASP Community Class Airport requirements and FAA standards for A-I aircraft as noted in Table 1 and described further in Appendix A, Airport Conditions and Deficiencies. Airport deficiencies at both existing Nanwalek and Port Graham Airports include:

- Inadequate runway length and width;
- Inadequate runway safety area (RSA);
- Inadequate runway object-free area (ROFA);
- Soft and uneven runway;
- Lack of taxiway;
- Inadequate apron;
- Lack of runway lighting systems, runway markings, and signage;
- Numerous penetrations to the Federal Aviation Regulation (FAR) Part 77 surfaces;
- Non-compatible land use; and
- Inadequate wind coverage.

Additional airport deficiencies at the existing Nanwalek Airport include:

- Erosion-prone runway; and
- Non-compliant runway protection zone (RPZ).

Additional airport deficiencies at the existing Port Graham Airport include:

- Existing structures penetrating the ROFA and building restriction line; and
- Close proximity to the landfill and sewage lagoon.

The existing runways at both airports are too short and too narrow and cannot adequately accommodate the mix of planes that currently use, or are anticipated to use, the runways. The short runways provide limited length for acceleration and deceleration, which make it difficult for planes to land and takeoff. Neither airport is currently designed for A-I aircraft (e.g., Cessna 206, PA-32 Cherokee, Piper Aztec, etc.). Current standards require the runway length for an A-1 aircraft be 3,300 feet long by 60 feet wide. The existing Nanwalek runway is 1,850 feet long by 50 feet wide and the existing Port Graham runaway is 1,975 feet long by 45 feet wide.

There are also numerous safety issues related to the deficiencies at both existing airports. Both airports have inadequate/non-compliant RSAs and ROFAs. The expansion of these areas is limited due primarily to topography at the Nanwalek Airport (i.e., English Bay on east and west sides of the runway and a mountain to the south), and due primarily to the community surrounding the existing Port Graham Airport (i.e., structures surround the airport and have been built within the airport's building restriction line, and the community landfill is located near the north end of the runway). With limited RSAs and ROFAs, risk of damage increases if an airplane were to leave the runway, potentially hitting a structure or going into the water. The community surrounding the Port Graham Airport and the topography at the Nanwalek Airport also increase hazardous obstacles on the runway. With the proximity of the Port Graham Airport to the community, people and animals are often on the runway. At Nanwalek, storms cause large logs and beach rocks to wash up on the runway. The lack of a taxiway at either airport, the limited apron space at Port Graham, and the lack of an apron at Nanwalek also create obstacles on the runway. Airplanes must use the existing runways to taxi, station planes, and unload/load cargo. These airplanes on the runway create obstacles for other airplanes trying to land and take off.

In addition, both runways have soft and uneven runway surfaces, with segments of the Nanwalek runway continually eroding away due to severe storms and waves breaking over the runway. These surface conditions create potential hazards as airplanes attempt to accelerate and decelerate down the runway. The lack of runway lighting and runway markings make it difficult, if not impossible, to land or take off during bad weather or at night. Strong, gusty, crosswinds also make landing and takeoff at both airports difficult. The severe crosswind

conditions at the Nanwalek Airport have been ruled as a contributing factor in several accidents at the airport over the years.

1.1 Identification of Federal Action Requested

The federal actions requested of the FAA by the DOT&PF are approval of the location of the new airport, approval of the draft Airport Layout Plan, and participation in funding of the proposed improvements.

A Finding of No Significant Impact by the FAA for the proposed project described herein does not constitute plan approval or any funding commitments by the FAA. The proposed roads from the airport to the communities are included in this document, as the roads would be connected actions necessary to the airport's purpose. The FAA may not participate in funding road construction because of the potential for road uses other than airport access. The State of Alaska will be seeking funds for the roads from sources other than the FAA Airports Improvement Program.

Table 1: Existing Conditions and Corrective Actions

Component	FAA Standard (ARC A-I) and AASP Community Class Requirements	Nanwalek Airport Existing Conditions	Port Graham Airport Existing Conditions	Corrective Action
Runway				
Length and Width	3,300 ft x 60 ft	1,850 ft (NOTAM 900 ft closed) x 50 ft	1,975 ft x 45 ft	3,300 ft x 60 ft
Safety Area Length and Width	3,780 ft x 120 ft	1,850 ft x 50 ft	2,325 ft x 80 ft	3,780 ft x 120 ft
ROFA Length and Width	3,780 ft x 400 ft	1,850 ft x 50 ft	2,325 ft x 80 ft	3,780 ft x 400 ft
Surface Type and Condition	Firm, graded runway	Gravel, sand, and rock (poor-erosion, soft surface condition)	Gravel (fair-soft surface condition)	Firm, graded runway
Taxiway and Apron				
Taxiway Width	25 ft	None	None	25 ft
Apron Size	90,000 ft^2	None	12,800 ft^2	60,000 ft^2 plus a 30,000 ft^2 lease lot support area; A-I runway separation standards
RPZ	1,000 ft x 500 ft x 700 ft	None	1,000 ft long; 500 ft wide at runway; 700 ft wide at far end (estimated)	1,000 ft x 500 ft x 700 ft
Miscellaneous				
Lighting System	Runway lighting system	None	None	Runway lighting system
Runway Marking, Signage	Threshold marking, runway midpoint sign	None	Reflective cones and markers	Threshold marking, runway midpoint sign
Service Access	Below 15 ft elevation on ends of runway approach area	Secondary road within approach surface	Secondary road within approach surface	Two-lane gravel roads totaling 3.5 miles in length below 15 ft elevation on ends of runway approach area.
Airspace				
Part 77 Surfaces	Free of obstructions	Major penetrations to the approach, primary, transitional, horizontal and conical surfaces	Major penetrations to the approach, primary, transitional, horizontal and conical surfaces	Minimal or no penetrations

2.0 PROPOSED ACTION

The Proposed Action would resolve airport deficiencies through the following actions (Figure 3):

- Construct a 3,300-by-60-foot runway;
- Construct a 3,780-by-120-foot RSA;
- Clear trees for a 3,780-by-400-foot ROFA;
- Construct a firm graded gravel runway, including a dust palliative;
- Construct a 25-foot-wide taxiway;
- Construct a 60,000-square-foot apron with a 30,000-square-foot lease lot support area;
- Construct a 2-bay heated snow-removal equipment building on the airport apron;
- Leave the construction contractor's office on the airport apron for a passenger waiting facility if the communities agree to take over responsibility;
- Clear trees for 1,000-by-500-by-700-foot RPZs and approach surfaces;
- Install a runway lighting system, threshold marking, and runway midpoint sign;
- Construct 2-lane gravel roads totaling 3.5 miles long, providing Nanwalek and Port Graham residents access to the airport;
- Install 22 culverts underneath the proposed roads to accommodate drainage and streams (18 for streams and 4 for general drainage);
- Reroute approximately 3,000 feet of stream around proposed new runway;
- Acquire 187 acres of land (132 acres for the airport and 55 acres for the access roads) to construct the airport, access roads, and maintain future land use compatibility; and
- Close old airports at Nanwalek and Port Graham.

Fill material for the proposed airport would be obtained from a material source within project limits (Figure 3) and/or cuts within the project limits that would be required due to steep terrain. More detailed discussion is included in Chapter 4.0.

Right-of-way acquisition is scheduled to begin in 2013. Construction is anticipated to start in two to five years; likely 2017 or 2018, depending on the right-of-way process.

3.0 ALTERNATIVES

This section describes and compares alternatives considered for the project. This Environmental Assessment (EA) analyzes one action alternative, the Proposed Action, and the No-Action Alternative. Other alternatives that were considered but dismissed from further evaluation are discussed in Section 3.3. Because the proposed project would build a shared airport for both communities of Nanwalek and Port Graham, other alternatives were determined unfeasible due to distance from the communities, greater environmental impacts, or would not meet the project purpose and need. The only alternative that would meet the project purpose and need is the Proposed Action.

3.1 Proposed Action

3.1.1 Description of Action

The DOT&PF, in cooperation with FAA, proposes to construct a new shared airport and access roads for the communities of Nanwalek and Port Graham, to provide a safer and more reliable Community Class Airport for A-I design group aircraft. The new airport would be located approximately two and a half miles east of Nanwalek and one mile west of Port Graham (Figure 2). Refer to Chapter 2.0 for a detailed description of the Proposed Action. The environmental consequences of this alternative are summarized in Table 2. See Figure 3 for the locations of all project elements.

The Proposed Action is preferred by the DOT&PF because it would meet current DOT&PF Community Class Airport requirements and FAA ARC A-1 standards and would address identified safety needs; it would accommodate the current fleet mix serving both communities, as well as larger aircraft; it would meet forecasted increases in airport activity, where operations (at a single airport serving both communities) are expected to increase by 3,000 flights by 2028; it would minimize impacts to important drainages that contribute to the Port Graham water source and would not impact the Nanwalek watershed; and the runway alignment would provide crosswind coverage greater than 95%. In addition, construction of a shared airport would reduce costs and maintenance, compared to constructing two new community airports, and would increase the likelihood of receiving project funding approval; the locations of the proposed runway alignment and access road alignment would limit cut and fill to the extent possible, helping to keep construction costs down; and the proposed shared airport is the closest suitable

location to both communities (two and half miles from Nanwalek and one mile from Port Graham).

The DOT&PF will maintain the existing airport properties in Nanwalek and Port Graham until the Proposed Action is constructed. Once the Proposed Action is constructed, the existing runways at both airports would be closed. The existing Nanwalek Airport property would remain in State ownership due to cultural resources on the property. The Port Graham Airport would be released from State control and the land transferred back to the United States (U.S.) Bureau of Land Management, with the exception of a few parcels that were originally acquired from private individuals. Those parcels would likely be sold by auction. The new access roads, once completed, would be maintained by DOT&PF.

3.1.2 Permits or Approvals

The permits and/or other approvals listed below would be obtained prior to construction to comply with all applicable federal, state, and local regulations. The Proposed Action would require the following permits or agency approvals:

- United States Army Corps of Engineers (USACE) Section 404 permit for work within wetlands and other Waters of the U.S.;
- Alaska Department of Fish and Game (ADF&G) Title 16 Fish Habitat Permit for work in or over any resident fish streams found within the Proposed Action area;
- Alaska Department of Environmental Conservation (ADEC) 401 Certification of Reasonable Assurance for fill in wetlands;
- Kenai Peninsula Borough (KPB) Coastal Consistency Review;
- Alaska Pollutant Discharge Elimination System General Permit for Construction Activities for any potential stormwater discharge from the project into wetlands and Waters of the U.S. (to be obtained by construction contractor);
- Alaska Department of Natural Resources Temporary Water Use Permit for dewatering activities (to be obtained by construction contractor, if needed);
- Section 106 consultation with the State Historic Preservation Office (SHPO).

A copy of the USACE permit application is provided in Appendix E. Copies of the SHPO consultation are provided in Appendix C, and summarized in Section 5.12. The project would

involve more than one acre of ground disturbance from construction activities and has a potential for stormwater discharge to adjacent wetlands and Waters of the U.S. A Stormwater Pollution Prevention Plan (SWPPP) would be developed by the construction contractor, reviewed by DOT&PF, submitted to ADEC for approval, and implemented throughout construction. Due to coastal cliffs and steep terrain, preliminary assessment indicates that no anadromous fish habitat will be affected. However, fish trapping will be conducted in 2013 to determine whether there are any resident fish in the project area streams, which would trigger the need for a Fish Habitat Permit from ADF&G.

3.1.3 Cost and Maintenance

The current estimated cost to construct the Proposed Action is approximately $40,000,000, which includes land acquisition, design, utility work, and construction. Maintenance and operation costs for the proposed airport and access roads would be approximately $130,000 per year. The cost is based on construction beginning in 2017 or 2018.

3.1.4 Summary of Environmental Consequences

The Proposed Action would have no significant adverse impacts in any resource category. A summary of the environmental effects relevant to the Proposed Action and the No-Action Alternate are shown in Table 2. Those resource categories not identified in the project area are not discussed in the table. Chapter 4.0 provides a detailed discussion of the affected environment of each resource category, and Chapter 5.0 provides a detailed discussion of all environmental consequences.

3.2 No-Action Alternative

3.2.1 Description of Action

Under the No-Action Alternative, new airport and access roads would not be constructed.

The No-Action Alternative does not meet the purpose and need for the project. Users of both Nanwalek and Port Graham Airports would continue to use deficient facilities (see Chapter 1.0) that do not meet the DOT&PF AASP Community Class Airport requirements or FAA ARC A-1 design standards. Both airports have design and safety deficiencies—including runway length, apron and taxiway design, lighting, marking, and signage. Both airports would continue to be maintained by DOT&PF at a cost of $30,000 a year for each airport.

Table 2: Comparison of Alternatives' Environmental Effects

Resource Category	Potential Environmental Effects	
	Proposed Action	**No-Action Alternative**
Air Quality	Overall improved due to proposed airport located outside communities of Nanwalek and Port Graham.	Dust would continue to be generated in both communities during the summer months.
Coastal Zone	A Coastal Consistency Review would be completed in compliance with KPB requirements during the permitting phase.	None.
Compatible Land Use	Acquire Native allotments and village corporation property.	None.
Energy Supplies and Natural Resources	Trees cleared for the Proposed Action would be available for use by the Nanwalek and Port Graham residents. Fill and surface course material would be obtained from extensive cuts that would need to be made due to steep terrain.	Sufficient airspace is not available and surrounding land use is not compatible.
Socioeconomic, Environmental Justice, and Children's Health and Safety Risks	No disproportionately high and adverse impacts to minority or low-income populations. Would address safety needs and create reliable transportation. Lower electric power maintenance costs and increase reliability. Require acquisition of portions of seven Native allotments. Potential to affect autonomy of each community with road connection.	No increase in safety or reliable transportation service.
Floodplains	Overall improved floodplain impacts due to the Proposed Action located outside the communities of Nanwalek and Port Graham.	Continued erosion of the Nanwalek Airport due to storm surges.
Fish, Wildlife, and Plants	Net loss 95.6 acres of wildlife habitat.	None.
Hazardous Materials, Pollution Prevention, and Solid Waste	No environmental impairment.	None.
Historical, Architectural, Archaeological, and Cultural Resources	Adverse effect on approximately 3,443 feet of the Civilian Conservation Corps (CCC) Trail (SEL-348).	None.
Light Emissions and Visual Effects	Vegetation clearing, excavation, fill activities, and airport lighting would permanently modify the visual character of the area.	None.
Noise	Overall improved noise impacts due to the Proposed Action located outside the communities of Nanwalek and Port Graham.	None.
Section 4(f)	Physical take of a Section 4(f) resource (3,443 feet of the CCC Trail).	None.

Table 2: Comparison of Alternatives' Environmental Effects (cont)

Resource Category	Potential Environmental Effects	
	Proposed Action	**No-Action Alternative**
Water Quality	Improve water quality downstream of the walking trail by installing culverts under the airport and access roads where the walking trail currently exists. No direct impacts to the Port Graham or Nanwalek watersheds.	Walking trail would continue to degrade water quality downstream.
Wetlands and Waters of the United States	0.85 acre of wetlands fill, 0.84 acre of clearing in wetlands, culvert installation in 22 streams, 3,000-foot stream realignment around proposed new runway.	None.
Construction Impacts	Short-term, minor air quality, noise, water quality impacts. Would create short-term economic activity.	None.
Cumulative Impacts	No substantial cumulative impacts anticipated.	None.
Required Permits, Approvals, and Consultations	United States Army Corps of Engineers Section 404 Permit; KPB Coastal Consistency Review; Section 401 Water Quality Certification; Alaska Pollutant Discharge Elimination System General Permit for Construction Activities; ADF&G Fish Habitat Permit; State Historic Preservation Office Section 106 consultation under the National Historic Preservation Act; and Temporary Water Use Permit.	None.

3.3 Alternatives Considered but Dismissed

To improve safety and meet DOT&PF Community Class Airport requirements and FAA ARC A-1 standards, the proposed alternative must provide adequate runway length (3,300 feet), an apron, a taxiway, lighting, marking, and signage. Because the existing airport sites do not have adequate space to allow for upgrades to State and FAA standards, several other locations were analyzed in the alternatives analysis. The *Port Graham Reconnaissance Study* (HDR Alaska, Inc., 1998) identified six alternatives, including the No-Action Alternative and the Proposed Action (Figure 4). These alternatives evaluated a 2,200-foot runway length. The *Nanwalek Airport Site Reconnaissance Study* (DOWL Engineers, 2006) also identified six alternatives, including the No-Action Alternative and the Proposed Action (Figure 5). The *Preliminary Engineering Report* (DOWL HKM, 2009) identified twelve alternatives, including the Proposed Action (Figure 6). The *Nanwalek Airport Site Reconnaissance Study* and *Preliminary Engineering Report* evaluated a 3,300-foot runway length. To meet FAA and DOT&PF AASP Community Class Airport standards, a 3,300-foot runway length was carried forward for further evaluation (FAA and Alaska DOT&PF, 2009). Refer to Chapter 2.0 for a detailed description of the Proposed Action. Alternatives considered but dismissed are summarized further in Table 3.

Table 3: Alternatives Considered but Dismissed

Port Graham Reconnaissance Study **(Figure 4; HDR Alaska, Inc., 1998)**

Alternative	Description	Rationale for Dismissing Alternative
Alternative A	Reconstruct the existing Port Graham Airport.	Location only able to accommodate a 2,200-foot runway. Approximately forty-five private or community structures within the existing ROFA. Would require a separate airport for Nanwalek resulting in high construction and maintenance costs to build and maintain separate airports.
Alternative B	Construct a new airport 1,650 feet south of the existing Port Graham Airport.	Location only able to accommodate a 2,200-foot runway. Would require a separate airport for Nanwalek resulting in high construction and maintenance costs to build and maintain separate airports.
Alternative C	Construct a new airport 2 miles southeast of the existing Port Graham Airport.	Would require a separate airport for Nanwalek resulting in high construction and maintenance costs to build and maintain separate airports.
Alternative D	Construct a new airport 1.2 miles southeast of the existing Port Graham Airport.	Location only able to accommodate a 2,200-foot runway. Would require a separate airport for Nanwalek resulting in high construction and maintenance costs to build and maintain separate airports.
Alternative E (Current Proposed Action)	Construct a new airport 1 mile northwest of the existing Port Graham Airport.	Carried forward for further evaluation as a 3,300-foot runway.
Alternative F	No-Action Alternative	Carried forward for further evaluation.

Nanwalek Airport Site Reconnaissance Study **(Figure 5; DOWL Engineers, 2006)**

Alternative	Description	Rationale for Dismissing Alternative
Alternative A	No-Action Alternative	Carried forward for further evaluation.
Three Mile	Construct a new shared airport 5 miles east of Nanwalek and 2 miles southeast of Port Graham.	Location too far away from Nanwalek and access road would cross the Port Graham watershed.
Romanoff Point (Current Proposed Action)	Construct a new shared airport 2.5 miles east of Nanwalek and 1 mile northwest of Port Graham. Three alignments considered.	Carried forward for further evaluation.
Beach/Reef	Construct a new Nanwalek Airport into English Bay. Two alignments considered.	Major environmental issues related to placing fill in an intertidal coastal zone. Would require a separate airport for Port Graham resulting in high construction and maintenance costs to build and maintain separate airports.
Mountaintop	Construct a new Nanwalek Airport on a mountaintop south of Nanwalek.	Would require a separate airport for Port Graham resulting in high construction and maintenance costs to build and maintain separate airports.
Next to Mount Bede	Construct a new Nanwalek Airport in the valley by Mount Bede south of Nanwalek.	Would require a separate airport for Port Graham resulting in high construction and maintenance costs to build and maintain separate airports.
Dogfish Bay	Construct a new Nanwalek Airport at Dogfish Bay south of Nanwalek.	Would require a separate airport for Port Graham resulting in high construction and maintenance costs to build and maintain separate airports.
Romanoff Alternative 1	Construct a new shared airport approximately 2.5 miles east of Nanwalek and approximately 1 mile northwest of Port Graham.	Extensive terrain penetrations on both approaches.

Table 3: Alternatives Considered but Dismissed (cont)

Preliminary Engineering Report **(Figure 6; DOWL HKM, 2009)**

Alternative	Description	Rationale for Dismissing Alternative
Romanoff Alternative 2 (Current Proposed Action)	Construct a new shared airport approximately 2.5 miles east of Nanwalek and approximately 1 mile northwest of Port Graham. Approximately 500 feet down slope (toward the water) of Romanoff Alternative 1.	Carried forward for further evaluation.
Romanoff Alternative 3	Construct a new shared airport approximately 2.5 miles east of Nanwalek and approximately 1 mile northwest of Port Graham. Approximately 250 feet down slope (toward the water) of Romanoff Alternative 2.	Critical drainages would be significantly impacted. Terrain penetrations on the southeast approach.
Romanoff Alternative 4	Construct a new shared airport approximately 2.5 miles east of Nanwalek and approximately 1 mile northwest of Port Graham.	Both ends of runway fall in major drainages, significant impact to watersheds. Terrain penetrations on both approaches.
Romanoff Alternative 5	Construct a new shared airport approximately 2.2 miles east of Nanwalek and approximately 0.97 miles northwest of Port Graham.	Extremely large cut and fill quantities required. Runway spans a major drainage. Fill slopes would extend into water. Terrain penetrations on both approaches.
Romanoff Alternative 6	Construct a new shared airport approximately 2.5 miles east of Nanwalek and approximately 1 mile northwest of Port Graham. A rotated and shifted variation of Romanoff Alternative 3.	Only one possible approach from the northwest.
Romanoff Alternative 7	Construct a new shared airport approximately 2.5 miles east of Nanwalek and approximately 1 mile northwest of Port Graham. A variation of Romanoff Alternative 3 shifted northeast and rotated slightly.	Large cut/fill quantities required. Terrain penetrations on both approaches.
Romanoff Alternative 8	Construct a new shared airport approximately 2.5 miles east of Nanwalek and approximately 1 mile northwest of Port Graham. A slightly rotated variation of Romanoff Alternative 2.	Would impact the Port Graham watershed. Terrain penetration from the northwest.
Romanoff Alternative 9	Construct a new shared airport approximately 2.5 miles east of Nanwalek and approximately 1 mile northwest of Port Graham. A variation of Romanoff Alternative 2 slightly shifted northwest and rotated.	Only one possible approach from the northwest. Large cut and fill quantities required.
Romanoff Alternative 10	Construct a new shared airport approximately 0.6 mile south of Port Graham.	Extensive terrain penetrations on both approaches. Exceedingly high cut and fill quantities. Impacts on drainage southeast of Port Graham. Would require a separate airport for Nanwalek resulting in high construction and maintenance costs to build and maintain separate airports.
Romanoff Alternative 11	Construct a new shared airport approximately 1 mile east of Nanwalek.	Only one possible approach from the northwest. Very large cut and fill quantities.
Three-Mile Alternative 1	Construct a new airport 2 miles southeast of the existing Port Graham Airport.	Would require a separate airport for Nanwalek resulting in high construction and maintenance costs to build and maintain separate airports. Lack of community support.

4.0 AFFECTED ENVIRONMENT

This chapter provides a description of the existing environmental, social, and economic setting for the area affected by the Proposed Action. FAA Order 1050.1E requires that impacts of a proposed federal airport project be evaluated for specific resource categories. Further guidance is provided in the FAA Environmental Desktop References for Airport Actions (2007). This is an issues-based EA; that is, only those resource categories where project impacts were identified as an issue of potential concern are evaluated in detail.

The following resource categories were not identified within the proposed project's affected area and are not evaluated in this document:

- **Coastal Barriers.** A review of the United States Fish and Wildlife Service (USFWS) website indicated that there are no lands included in the Coastal Barriers Resources Act system located within Alaska (USFWS, 2012a).
- **Farmlands.** There are no unique or prime farmlands in the state of Alaska (U.S. Department of Agriculture Natural Resources Conservation Service [NRCS], 2012a).
- **Wild and Scenic Rivers.** There are no designated state or federal wild or scenic rivers in the Proposed Action area (National Park Service, 2012).

4.1 Climate

The communities of Nanwalek and Port Graham experience a maritime climate with relatively warm winters and cool, cloudy summers. Winter temperatures range from 14 to 27 degrees Fahrenheit (°F), with summer temperatures varying from 40 to 65 °F (State of Alaska Department of Commerce, Community, and Economic Development [DCCED], 2012). Based on available data from nearby weather stations, the area receives, on average, 32 to 40 inches of precipitation annually (Oregon State University, 2000). Winds tend to be mild, with prevailing winds from the southeast. Average snow accumulation ranges from 0.7 inches in October to 29.6 inches in February (Dames and Moore, 1999).

4.2 Topography

The community of Nanwalek is located at the southwestern tip of the Kenai Peninsula, 10 miles southwest of Seldovia and 4 miles west of Port Graham. The community of Port Graham is

located at the southern end of the Kenai Peninsula, on the south shore of Port Graham Bay, approximately 25 air miles from Homer (Figure 1). The Proposed Action area is found within Sections 35 and 36 of Township 9 South, Range 16 West, and Sections 31 and 32 of Township 9 South, Range 15 West, Seward Meridian. The proposed airport site is approximately two and a half miles east of Nanwalek and one mile west of Port Graham (Figure 2).

The Proposed Action area is situated at elevations between 200 feet and 400 feet (above sea level) in steep, rolling to mountainous terrain. English Bay and English Bay River are found at the western boundary of the Proposed Action area, Cook Inlet is to the north, and Port Graham Bay is east/northeast. To the south, the area is bounded by steep mountains, rising to elevations around 2,500 feet. Glacial action has played a primary role in shaping this terrain, creating ridges and valleys through scour and erosion.

4.3 Hydrology, Soils, and Geology

According to the *Watershed Analysis and Water Quality Evaluation Final Report* (URS Corporation, 2001), 38 subwatersheds drain the Nanwalek watershed, while 35 subwatersheds comprise the Port Graham watershed. These subwatersheds are made up of several, small, steep, unnamed, intermittent, and perennial streams that carry water from the upper elevations to the ocean. The Proposed Action area is outside of the Nanwalek watershed; however, the proposed airport and Port Graham access road are located within the Port Graham watershed. The primary subwatershed for the Port Graham water supply is approximately 487.60 acres.

Timber and underbrush growth is lush in this area, and a thick forest turf is present. The organic overburden is primarily fibrous peat with lots of roots. Near surface layers of volcanic ash and ash mixed with organic material are widespread throughout the area. Primary soils in the area are classified as Kasitsna, Tutka, Seldovia, Port Graham, Nuka, and Nalwalek. These soils are found on moraines and mountain slopes and consist primarily of volcanic ash or organic material over glaciofluvial deposits (NRCS, 2012b).

The Proposed Action area lies to the west of the Border Ranges Fault, and is composed primarily of sandstone and argillite interbedded with volcanic flows and pyroclastic rocks of the Talkeetna Formation (Beikman, 1980). Interbedded tuff, tuffaceous sediments, shale, limestone, chert, and

siltstone comprise the area east of the communities of Nanwalek and Port Graham (Beikman, 1980). The area is located in one of the most seismically active areas in the world.

4.3.1 Potential Material Sources

Potential materials sources have been identified within the Proposed Action area. The extensive cuts that would need to be made for the proposed access roads and portions of the new airport (due to steep terrain), along with the identified potential material sources, will provide appropriate fill and surface course material. The source material is primarily made up of sedimentary and volcanic rock.

4.4 Air Quality

According to Alaska Administrative Code 18 AAC 50, the communities of Nanwalek and Port Graham are considered Class II areas for air quality (ADEC, 2006). As such, there are air quality standards and maximum allowable increases for regulated air pollutants: particulate matter (PM) 10 micrometers or less in diameter - PM10 (dust), PM 2.5 micrometers or less in diameter - PM2.5 (smoke), nitrogen dioxide, oxides of sulfur, carbon dioxide, ozone and lead.

Based on recent monitoring in rural Alaska, Nanwalek may have a summer dust problem and could be listed as a community that exceeds PM10 standards by the ADEC. Summer dust levels, either observed or monitored may be exceeding the acceptable PM10 level and necessitate special controls when performing construction projects in those communities (ADEC, 2008). Port Graham is listed as a PM10 community by the ADEC, indicating that community members have complained about dust in their community (ADEC, 2008). Except for the beginning of the proposed access road in Port Graham, the Proposed Action area is in an attainment area for National Ambient Air Quality Standards (NAAQS) pollutants (ADEC, 2008). Air quality in the Proposed Action area is assumed to be good, although air quality monitoring for criteria pollutants has not been conducted in the area.

4.5 Coastal Zone

The communities of Nanwalek and Port Graham lie within the KPB Coastal Management District, which manages activities within the KPB Coastal Zone. Under the KPB Coastal Zone Management Program, projects are subject to a Coastal Consistency Review. If the project or

activity does not conflict with the *KPB Coastal Zone Management Plan* (2008), it is declared "consistent". In addition, the communities and the Proposed Action area lie within an Area Meriting Special Attention (AMSA) designated by the *KPB Coastal Zone Management Plan* (2008). The Nanwalek and Port Graham area is deemed as an AMSA due to its importance for subsistence hunting, fishing, food gathering, timber harvest, and mineral extraction.

4.6 Land Use and Land Status

The land between Nanwalek and Port Graham consist of Native allotments, English Bay Corporation lands, and Port Graham Corporation lands (HDR Alaska, Inc., 1998). No Local Optional Zoning has been designated within the area (KBP, 2012a). Land use within the communities of Nanwalek and Port Graham include institutional, commercial, or residential uses (KBP, 2012b)

Both Nanwalek and Port Graham have landfills adjacent to their communities that are within 5,000 feet of the existing airports. The Nanwalek landfill would be greater than 5,000 feet from the proposed airport. The Port Graham landfill would be within 5,000 feet of the proposed airport. The KPB operates the Port Graham landfill, which is near capacity, and anticipates a new landfill will be built in the near term (Appendix B). The Port Graham Village Council noted the new landfill would be located at Mile 3 of the logging road (Figure 2), but this project is contingent upon the Proposed Action and would not move forward with the permitting process until the Proposed Action is constructed (Appendix C). Port Graham also has two sewage lagoons adjacent to the community that are located within 5,000 feet from the existing and proposed airport. FAA recommends a distance of at least 5,000 feet between solid waste disposal facilities including other wildlife attractants and runways that serve piston-type aircraft in FAA Advisory Circular AC 150/5200-33B. Nanwalek does not have a sewage lagoon.

Nanwalek and Port Graham both have kindergarten through senior high schools within the KPB School District, and each community has its own Health Clinic. Port Graham has a harbor and boat dock, as well as a specialized care center for alcohol abuse.

Neither community has a wastewater treatment plant, but sewage is collected and discharged directly into Cook Inlet.

4.7 Energy Supplies and Natural Resources

Homer Electric Association (HEA) provides electricity to Nanwalek and Port Graham. Electricity is supplied via a 15 kilovolt, single phase transmission line from Seldovia, originating in Homer (HDR Alaska, Inc., 1998). The transmission line is operated at 7.2 kilovolts and is run tree to tree from Port Graham to Nanwalek, roughly following the existing HEA trail (Figure 2). Homes are heated with fuel oil or wood.

Nanwalek obtains water from a nearby stream that is treated before being piped into homes (DOWL Engineers, 2006). Port Graham obtains water from a surface source less than a mile southwest of the community which is treated prior to use (HDR Alaska, Inc., 1998). Each community's watershed and reservoir are depicted in Figure 2.

4.8 Socio-Economic Conditions

The populations of both Nanwalek and Port Graham are primarily Alaskan Native or part Native (89.4% of residents in Nanwalek and 90.4% of residents in Port Graham). Nanwalek residents are of mixed Russian and Alutiiq decent and the community is a traditional Alutiiq village relying primarily on subsistence. Port Graham is also a traditional Alutiiq village relying primarily on subsistence (DCCED, 2012). According to the U.S. Census Bureau the community of Nanwalek has seen steady growth over the last twenty years. From 1990 to 2010, the population of Nanwalek has grown from 158 to a population of 254 (an increase of 60.7%). Port Graham's population, however, has only increased slightly (6.6%) from 166 in 1990 to 177 in 2010 (DCCED, 2012).

Primary employment sources for both communities include the fish cannery and hatchery in Port Graham, local government/public sector, and area schools and health clinics. In 2010, 5 residents held commercial fishing permits in Port Graham and six residents held commercial fishing permits in Nanwalek (DCCED, 2012). The U.S. Census Bureau 2006-2010 American Community Survey estimates 32 Port Graham residents and 36 Nanwalek residents as employed. The local unemployment rate in Port Graham is 22.0%, with another 44.6% of the population out of the labor force (unemployed and not seeking employment). In Nanwalek, the unemployment rate is 45.5%, with another 45.0% of the population out of the labor force. The average median household income in Port Graham is $18,942. Nanwalek has an average median household

income of $28,846. Around 54.9% of all residents in Port Graham have incomes below the poverty level, while 31.4% of residents in Nanwalek have incomes below the poverty level (DCCED, 2012).

Both Nanwalek and Port Graham are unincorporated communities. The Regional Native Corporation that covers both communities is the Chugach Alaska Corporation. In Nanwalek the Village Corporation is the English Bay Corporation, and the Village Council is the Native Village of Nanwalek. In Port Graham the Village Corporation is the Port Graham Corporation, and the Village Council is the Native Village of Port Graham (DCCED, 2012). Both Nanwalek and Port Graham are not accessible by road. Access to both communities can be gained by either boat or aircraft. An old logging road exists that extends southeast from Port Graham into the Kenai Mountains and connects Port Graham to Windy Bay, a non-permanent Logging Camp 13 miles to the southeast (Figure 2). No known logging is planned in the reasonably foreseeable future.

4.8.1 Subsistence

Subsistence is the main source of food for residents of Nanwalek and Port Graham. Fishing, hunting, and berry picking are characteristic of the traditional subsistence lifestyle. According to the ADF&G Subsistence Division, 2003 was the last representative year subsistence data was collected in Nanwalek and Port Graham (ADF&G, 2012). In 2003, Nanwalek harvested 267 pounds of migratory birds and 201 pounds of bird eggs. Port Graham harvested 150 pounds of migratory birds and no bird eggs. Nanwalek harvested 2,021 pounds of marine mammals, 290 pounds of large land mammals, 67,824 pounds of salmon and 13,467 pounds of non-salmon fish. Port Graham harvested 2,720 pounds of marine mammals, 1,580 pounds of large land mammals, 41,325 pounds of salmon and 23,498 pounds of non-salmon fish. Approximately 3,385 pounds of plants and berries were harvest by Nanwalek, with Port Graham harvesting 1,427 pounds (ADF&G, 2012). Community members in Nawalek and Port Graham did not report any important habitat for subsistence species within the Proposed Action area.

4.9 Fish, Wildlife, and Plants

4.9.1 Avian Populations

The Coastal Temperate Forest, which composes the Proposed Action area, generally provides avian habitat for ravens, crows, hawks, grouse, songbirds, hummingbirds, owls, woodpeckers, ptarmigan, and Steller's Eider (ADG&F, 2006).

Two active eagle nests were identified along the coastline during an aerial survey for eagle nests conducted on May 7, 2008. One of the nests was located approximately two miles southeast of Port Graham, further up towards the head of the bay. The other nest was located closer to the Proposed Action area, but is over 1,000 feet away from the proposed access roads and over 2,000 feet away from the proposed runway. Bald eagle nests are protected under the Bald and Golden Eagle Protection Act. The USFWS regulates the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d, 54 Stat. 250) and the Migratory Bird Treaty Act (16 U.S.C. 703). Because nest sites change from year to year, an additional survey may be required prior to construction.

4.9.2 Mammal Populations

The area generally provides mammal habitat for black bear, brown bear, mountain goat, red fox, lynx, red squirrel, coyote, wolves, beavers, wolverine, snowshoe hare, mink, martens, and porcupine (ADF&G 2006).

4.9.3 Fish Populations and Essential Fish Habitat

All five species of pacific salmon and several other species of anadromous fish, including steelhead trout and Dolly Varden occur in the project vicinity; however, local knowledge indicates that no fish are present in the numerous intermittent and perennial streams within the Proposed Action area. The ADF&G Catalog of Waters Important to Spawning, Rearing, or Migration of Anadromous Fishes does not list any anadromous fish streams in or between Nanwalek and Port Graham (ADF&G, 2010). Consultation with ADF&G determined unlikely fish habitat due to the steep terrain of the area. No Essential Fish Habitat exists for any protected species under the Magnuson Stevens Fisheries Act near the Proposed Action (National Oceanic and Atmospheric Administration [NOAA], 2010). In order to confirm that resident fish are not present within the Proposed Action area, a fish survey of the streams crossing the proposed access roads and airport would be conducted during final design.

4.9.4 Vegetation and Terrestrial Habitats

The Proposed Action area is within a Coastal Temperate Forest. Vegetation in the area is dominated by Sitka spruce (*Picea sitchensis*), with an understory of Sitka alder (*Alnus crispa*), devil's club (*Oplopanax horridus*), salmonberry (*Rubus spectabilis*), willow (*Salix* sp.), threeleaf foamflower (*Tiarella trifoliata*), oval-leaf blueberry (*Vaccinium ovalifolium*), and strawberryleaf raspberry (*Rubus pedatus*) (DOWL HKM, 2010). This area is predominately well-drained uplands with intermittent and perennial streams.

4.9.5 Federally-listed Endangered and Threatened Species

The USFWS lists the Alaska breeding population of Steller's Eider (threatened) and the Short-Tailed Albatross (endangered) as potentially occurring in the vicinity of the Proposed Action (USFWS, 2010b). The Proposed Action is located higher in elevation, in an area of steep terrain. These two species are not likely to be found within the Proposed Action area, due to lack of suitable habitat.

4.10 Floodplains

Nanwalek and Port Graham both participate in the National Flood Insurance Program; however, no Federal Emergency Management Agency maps are available for the communities. Both communities are located along the shores of Cook Inlet. Nanwalek is located on a hillside and is high and well protected, with no threat of flooding and no known flooding (USACE, 2010). However, the existing Nanwalek runway experiences flooding due to storm surges that has destroyed portions of the landing strip. An 1883 tsunami was reported to reach approximately 20 feet above sea level (USACE, 2010). The dock and (now abandoned) cannery in Port Graham have been flooded during coastal storms. Floodwaters at Port Graham have been reported at approximately 21 feet above sea level (USACE, 2010). Within the area of Proposed Action components, there are eleven perennial and sixteen intermittent streams that flow north towards Cook Inlet. The Proposed Action is located in an area of steep terrain.

4.11 Hazardous Materials, Pollution Prevention, and Solid Waste

DOWL HKM conducted an All-Appropriate Inquiry/Phase I Environmental Site Assessment (AAI/Phase I ESA) in 2008 and 2010 to assess the potential of environmental contamination

between Nanwalek and Port Graham. The following is a summary of known contaminated sites in the Proposed Action area:

- A remote area approximately 2,000 feet west of Port Graham contains an old empty gas can with no visible signs of contamination.
- Two sewage lagoons approximately 1,500 feet west of Port Graham.
- The Port Graham landfill.
- Abandoned vehicles and parts in Port Graham.

All homes in Nanwalek and Port Graham use aboveground storage tanks for heating oil. No signs of spills were observed.

4.11.1 Solid Waste and Landfills

Both Nanwalek and Port Graham have landfills adjacent to their communities (refer to Figure 2). Both landfills are designated as Active Rural Class III Landfills by the ADEC (ADEC, 2012a). In 1977, the community of Port Graham issued a Trustee Permit to the KPB for the indefinite use of the site. The site is operated by Windy Bay Services, under contract to the KPB (KPB, 2012c). The Port Graham landfill has a current solid waste disposal permit from the ADEC (No. SW3A039-17). The permit will expire on March 27, 2017. Approved waste types under the current ADEC permit include construction and demolition debris, commercial fish waste, municipal waste, and sewage sludge (ADEC, 2012b). In 1995, the KPB and Chugachmuit funded the construction of a small shed to temporarily store materials such as used oil and vehicle batteries that cannot be disposed of in the landfill. The KPB contracts with a hazardous waste contractor to periodically transport the materials to Homer. The Port Graham landfill is near capacity, and KPB anticipates a new landfill will be built in the near term (KPB, 2012c).

The Nanwalek landfill is not a permitted ADEC landfill. The KPB was granted a long-term right-of-way permit in 1986 for the site by the English Bay/Nanwalek Trustees. The site is periodically maintained by the KPB Homer landfill staff. The site is often unattended and waste dumping activities are often not monitored.

4.12 Historical, Architectural, Archaeological, and Cultural Resources

A Cultural Resources Survey was conducted for the project area between Nanwalek and Port Graham in September and October 2008, including an additional survey in May 2009 (Cultural Resources Survey LLC [CRC], 2010). The survey included background research of aerial photographs, maps, and literature review, as well as subsurface testing in areas thought likely to contain cultural resources. The *Alaska Heritage Resource Survey* (AHRS) files, maintained at the Office of History and Archaeology, and the National Register of Historic Places (NRHP) were also consulted. The cultural resources study area examined 386 acres, including property required for the airport and access roads.

There are 16 known AHRS sites in the Proposed Action area. The majority of known sites are along the southern shore of Port Graham, including one in Nanwalek. Known sites include gravesites, middens, a Russian-American Company post, and the Village of Port Graham cannery site.

A previously unrecorded site within the area of potential effect is the Port Graham-Nanwalek Civilian Conservation Corps (CCC) Trail (SEL-348) documented in the *Cultural Resources Survey for a New Airport Near Nanwalek and Port Graham, Alaska* (CRC, 2010). The CCC Trail is recommended as eligible for the NRHP under Criteria A and D for its association with development of the Nanwalek and Port Graham communities, with the cannery period of the region, and its ability to provide information about the history of the communities. The CCC Trail is currently unused by the residents of Nanwalek and Port Graham. Portions of the CCC Trail are overgrown, and the original bridges have deteriorated or have been slightly modified over 40 years of maintenance.

4.13 Light Emissions and Visual Resources

Neither the Nanwalek nor Port Graham airports have lighting. The Proposed Action area is currently undeveloped, and no lighting exists in this area. The terrain in the Proposed Action area is composed of extremely rugged terrain with thick and tall coastal Sitka spruce forest.

4.14 Noise

The existing Nanwalek and Port Graham Airports are located within each respective community and generate aircraft noise on a daily basis.

4.15 Section 4(f)

Section 4(f) of the Department of Transportation Act of 1996 (as amended), U.S. Code 49 U.S.C. §303(c), states:

> *"The Secretary (of Transportation) may approve a transportation program or project (other than any project for a park road or parkway under Section 204 of Title 23) requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if—*
>
> *(1) there is no prudent and feasible alternative to using that land; and*
>
> *(2) the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use."*

There are no public parks, recreation areas, or wildlife refuges within the Proposed Action area.

The CCC Trail is considered a Section 4(f) property as defined by Section 4(f) of the Department of Transportation Act (1966) because it is a historic trail eligible for listing on the NRHP under Criteria A. Approximately 3,443 feet of the CCC Trail are contained within the proposed 100-foot wide Nanwalek access road right-of-way.

4.16 Water Quality

Both the Nanwalek and Port Graham watersheds are made up of several, small, steep, unnamed, intermittent, and perennial streams that carry water from the mountains to the ocean. Within the Port Graham watershed, drainages primarily flow north. Drainages in the Nanwalek watershed primarily flow southwest or west, with the English Bay River flowing north. No large rivers or

documented fish-bearing waterways are located in the Proposed Action area (Figure 2). Additionally, there are no water bodies in the project area on Alaska's List of Impaired or 303(d) Listed Water Bodies (ADEC, 2010).

Nanwalek obtains water from a nearby surface stream that flows west out of the surrounding hills. The watershed that provides the community's water source is south of, and at a higher elevation, than the Proposed Action area. Port Graham obtains water from a surface reservoir less than a mile southwest of the community (HDR Alaska, Inc., 1998). The Port Graham watershed that supplies the reservoir is approximately 487.60 acres in size. A portion of the proposed airport would be located upstream of the reservoir within this watershed (Figure 2).

Currently, sediment is observed entering these streams that flow into the Port Graham watershed as it is washed away from the existing walking trail that connects Nanwalek and Port Graham.

4.17 Wetlands and Waters of the United States

A wetland delineation was conducted in fall 2008 and summer 2010 based on true-color aerial photography and a field survey of plant species, soil conditions, and hydrological indicators (DOWL HKM, 2010). Wetland areas were classified to the class level, according to the system guidelines outlined in the *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin et al., 1979). Wetlands comprise approximately 5.27 acres (1.36%) of the wetlands study area (Table 4 and Figure 7).

Table 4: Acreage of Wetland Habitats and Waters of the United States in the Wetlands Study Area

	National Wetlands Inventory Class	Area (acres)	Percent of Wetlands Study Area
Wetlands Habitat			
Sedge Shrub Marsh	PEM/SS1B	0.94	0.24%
Sedge Marsh	PEM1B, PEM1F	3.13	0.81%
Herb Marsh	PEM1B, PEM1F	0.06	0.02%
Forested Marsh	PFO4B	0.90	0.23%
Open Water	POWH	0.24	0.06%
Total:		**5.27**	
Riverine Habitat			
Intermittent Stream	R4SB3, R4SB4, R4SB5	1.54	0.40%
Perennial Stream	R5UB1	4.99	1.29%
Total:		**6.53**	

A total of five wetland habitats (sedge shrub marsh, sedge marsh, herb marsh, forested marsh, and open water), and two riverine habitats (intermittent stream and perennial stream) were documented in the wetlands study area. Sedge shrub marsh is of moderate value; sedge marsh, herb marsh, open water, intermittent stream, and perennial stream are of high value; and forested marsh is of low value. Sedge marsh is the most common wetland habitat type, comprising approximately 59.40% of all identified wetlands and 0.81% of the entire wetlands study area. Uplands (spruce forest and thicket) and developed/disturbed areas comprise approximately 96.94% of the entire study area.

5.0 ENVIRONMENTAL CONSEQUENCES

This section discusses the environmental consequences of the Proposed Action and No Action Alternatives. The following is a list of statutory and Executive Order requirements used as guidance to conduct this EA.

- National Environmental Policy Act (NEPA)
- Clean Air Act, as amended
- Clean Water Act, as amended
- National Historic Preservation Act, as amended
- Coastal Zone Management Act, as amended
- Endangered Species Act, as amended
- Fish and Wildlife Coordination Act, as amended
- Magnuson-Stevens Fisheries Conservation Act, as amended
- Migratory Bird Treaty Act
- Bald and Golden Eagle Protection Act
- Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended
- E.O. 13112 Invasive Species
- E.O. 11990 Protection of Wetlands
- E.O. 11988 Floodplain Management
- E.O. 13175 Consultation and Coordination with Indian Tribal Governments
- E.O. 12898 Federal Actions to Address Environmental Justice in Minority and Low-Income Populations
- E.O. 13045 Protection of Children from Environmental Health Risks and Safety Risks
- Aviation Safety and Noise Abatement Act of 1979, as amended
- Farmland Protection Policy Act
- Section 4(f)/49 U.S.C. 303
- USACE Alaska District Regulatory Guidance Letter ID No. 09-01

As stated at the beginning of Chapter 4.0, Coastal Barriers, Farmlands, and Wild and Scenic Rivers were not identified within the proposed project's affected area and are not evaluated in this document. The remaining categories are included in the Environmental Consequences Chapter as an "issue" warranting discussion—either because of potential for impact, public comment, or agency interest.

Environmental consequences are described in terms of direct, indirect (secondary), and cumulative impacts. Direct impacts are those that are caused by the action and occur at the same time and place. Indirect impacts are reasonably foreseeable impacts that are caused by the action, but occur later in time or are further removed in distance. Cumulative impacts are those that result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions. Cumulative impacts are not discussed for the No-Action Alternative since this alternative would not be expected to contribute to existing cumulative impacts in the project area.

Direct and indirect impacts are described in each resource category below. Cumulative impacts are discussed in Section 5.19.

5.1 Climate

No direct or indirect impacts to climate are anticipated under the Proposed Action Alternative or the No-Action Alternative.

5.2 Topography

Proposed Action: Under the Proposed Action, the topography within the area would be modified due to the significant amount of cut and fill that would be required to construct the access roads and new airport. Due to the steep terrain between the two communities, a steep rock cut is required in several areas along the new roads. The Proposed Action may indirectly impact topography if development is allowed to be constructed along the access roads in the future.

No-Action Alternative: There would be no direct or indirect impacts to topography under the No-Action Alternative.

5.3 Hydrology, Soils, and Geology

Proposed Action: Drainage patterns would be impacted at the northwest end of the proposed airport, due to the proposed runway spanning the stream draining that basin. Runoff from the south side of the proposed airport (at the northwest end) would be re-routed west into another drainage basin via a drainage ditch to be constructed on the south side of the runway. The runoff would then be routed to a proposed culvert, constructed within an existing stream, to carry flows across the proposed access road. Runoff on the north side of the airport (at the northwest end)

will continue to drain to the existing stream channel, which drains the basin. This stream would be routed beneath the proposed access road by a culvert (Figure 8).

Approximately half of the proposed runway (the southeast end) would be located within the Port Graham watershed, which supplies the Port Graham Reservoir. The airport is to the west of the primary stream that supplies the reservoir. Drainage patterns in this area would have minimal impact. Runoff from the airport would be treated using a bio-filtration system before flows are discharged back into the main stream channel (refer to Section 5.16).

Soils within the Proposed Action area would be removed and relocated as part of the Proposed Action.

No-Action Alternative: There would be no direct or indirect impacts to Hydrologic patterns, soils, or geology under the No-Action Alternative.

5.3.1 Potential Material Sources

Proposed Action: The Proposed Action would use materials from the proposed material source in addition to the extensive cuts that would need to be made for the proposed access roads and portions of the new airport.

No-Action Alternative: No direct or indirect impacts to potential material sources are anticipated under the Proposed Action Alternative or the No-Action Alternative.

5.4 Air Quality

Proposed Action: Overall, the Proposed Action may directly result in an improvement to air quality because the proposed airport would be located outside the communities of Nanwalek and Port Graham and eliminate further air degradation from the current airports. Minimal dust may be generated from the proposed airport access roads. A dust palliative would be used to control dust generation on the proposed airport. Aircraft engines emit water vapor, carbon dioxide (CO_2), small amounts of nitrogen oxides (NO_x), hydrocarbons, carbon monoxide, sulfur gases, and PM and metal particles formed by the high-temperature combustion of fuel during flight. The Proposed Action would be located in an attainment area for NAAQS pollutants. According to planning for this project, the proposed airport would be a commercial service non-primary

airport with less than 180,000 annual operations. FAA guidance states that air quality analysis is needed if an airport is within a nonattainment or maintenance area. Also, if it is a commercial service airport with fewer than 1.3 million passengers or fewer than 180,000 annual operations, an air quality analysis is not needed. Therefore, air quality analysis was not conducted for the Proposed Action. No long-term indirect impacts are anticipated. Construction impacts are discussed in Section 5.18.

No-Action Alternative: Under the No-Action Alternative, air quality in both Nanwalek and Port Graham would continue to be poor in the summer months due to continuing problems associated with dust generated at each respective airport. Port Graham would continue to be listed as a PM10 community.

5.5 Coastal Zone

Proposed Action: The project would be subject to a Coastal Consistency Review to ensure compliance with the KPB Coastal Management District enforceable policies. The design and construction of the Proposed Action would be in compliance with the KPB *Coastal Zone Management Plan* (2008) and the Coastal Zone Management Act.

The KPB sets standards, goals, and policies that guide the Coastal Consistency Review. The Proposed Action appears to be consistent with the standards, goals, and policies of the *KPB Coastal Zone Management Plan* (2008).

The following are standards and their applicability to the Proposed Action:

- Coastal Development - The Proposed Action is not located on the coastline. Supplies necessary for construction of the Proposed Action would be barged and transferred to land using an existing barge landing, as well as a staging area. This could result in minor water quality impacts.
- Natural Hazard Areas - Natural hazards in the area include earthquakes and tsunamis. The Proposed Action is located in an area that would not be affected by high wave activity. The barge landing and staging area necessary for supply transfer during construction of the Proposed Action would be within the potential high-wave activity area in the event of a tsunami.

- Recreation and Coastal Access - The Proposed Action is located on rugged terrain with a steep cliff separating it from the coastline. No designated recreation use areas or coastal access exists within the Proposed Action area. Currently, coastal access exists near each community. The Proposed Action will not provide any new coastal access or recreation use areas.

- Energy Facilities - There are no energy facilities located or planned within the Proposed Action area.

- Transportation and Utility Routes and Facilities - There are no existing water transportation structures within the Proposed Action Area. The Proposed Action would construct new access roads in uplands areas, avoiding the coastline. During and after construction, best management practices (BMPs) would be in place, including erosion prevention and slope stabilization measures, to protect to water quality. The new Nanwalek access road would result in relocation of HEA overhead power lines that currently cross the area of the Proposed Action. The Proposed Action would place culverts in streams and would not disrupt drainage patterns. Wildlife transit and traditional access would not be disrupted.

- Commercial Fishing and Seafood Processing Facilities - The Proposed Action area would be constructed in upland areas away from the coast. There are no existing commercial fishing and seafood processing facilities within the Proposed Action area. Both Nanwalek and Port Graham have commercial fishing, and a fish processing facility currently exists in Port Graham. These will not be impacted by the Proposed Action.

- Mariculture - A fish hatchery currently exists in Port Graham. Red salmon fry are raised here for area lakes. The fish hatchery is not within the Proposed Action area and will not be impacted.

- Timber Harvest and Processing - There are no timber harvest and processing facilities located or planned within the Proposed Action area.

- Sand and Gravel Extraction - There is one material source site proposed within the project area (Figure 3).

- Subsistence Use Areas - The communities of Nanwalek and Port Graham lie within an AMSA for subsistence designated by the *KPB Coastal Zone Management Plan* (2008). Community members in Nanwalek and Port Graham did not report any important habitat for subsistence species within the Proposed Action area.
- Fish and Wildlife Habitats - Habitats are discussed in Sections 5.9 and 5.16.
- Air, Water, and Land Quality - Air quality is discussed in Section 5.4, water quality is discussed in Section 5.16, and land quality is discussed in Sections 5.2 and 5.6.
- Archaeological and Historic Resources - Historic, prehistoric, and archaeological resources are discussed in Sections 5.12 and 5.15.

Coastal resources, primarily streams and a smaller portion of wetlands, would be directly and indirectly impacted by the Proposed Action as discussed in Section 5.17.

No-Action Alternative: No coastal consistency review would be required for the No-Action Alternative. The existing walking trail between Nanwalek and Port Graham would continue to deteriorate and discharge sediment into the streams and wetlands.

5.6 Compatible Land Use

Proposed Action: Construction of the proposed airport access roads would allow owner access to Native allotments and village corporation land. Land acquisition is discussed in Section 5.8. Indirect impacts may include trespassing on private property due to accessibility. A Wildlife Hazard Assessment would be completed prior to construction due to the proximity of the landfill and sewage lagoons to the Proposed Action (Figure 2). Wildlife hazards are not anticipated to be significant due to low volumes of waste from a population less than 200 and the landfill and lagoon not being in the approaches of the proposed runway. However, if the Wildlife Hazard Assessment determines that the proposed runway significantly increases risks of wildlife hazards due to the proximity of the landfill and sewage lagoon, the State will implement control measures recommended by the Wildlife Hazard Assessment. The Proposed Action would construct the airport and access roads on undeveloped land. Some adjacent landowners support the Proposed Action, and a resolution has been approved by the Port Graham Village Council in support of the Proposed Action. The Proposed Action would not change the fleet mix or result in

more frequent airport operations; therefore, noise levels in the communities are not anticipated to increase. In fact, noise levels would decrease since the airport would be further from residential areas.

No-Action Alternative: Under the No-Action Alternative no land would be acquired, but noise would continue to be generated by aircraft operations within each community. The existing Nanwalek and Port Graham Airports would continue to be used with their deficiencies. The Nanwalek Airport has aircraft approach restrictions with the hill to the north and the abrupt mountain and tall trees to the south, in addition to constant erosion problems. The Port Graham Airport has aircraft approach restrictions with a hill to the south and tall trees to the southwest, and approximately 45 structures within the ROFA.

5.7 Energy Supplies and Natural Resources

Proposed Action: The new lighting system at the proposed airport would be pilot activated when needed and is anticipated to minimally increase electrical demand. The Proposed Action would not be expected to result in any direct or indirect increase in water demand or sewage. Fill and surface course material would be obtained from a proposed material source and from extensive cuts that would need to be made due to steep terrain. Tree clearing would include approximately 157 acres to ensure the safety of aircraft approaches, and construction of the proposed airport and access roads. Wood from cleared trees would be available for use by community residents. As part of a separate project and depending on funding acquisition from the Alaska Energy Authority and the Department of Energy Tribal Energy Program, a biomass facility would be constructed to create energy for the communities from the cleared trees. Construction of a biomass facility is still in the preliminary planning stages and is discussed further in Section 5.19. No indirect impacts are anticipated.

No-Action Alternative: Under this alternative there would be no change in electrical usage, water needs, or sewage demand. There would be continued increased costs of fuel and food for Nanwalek residents since they do not have accessible access to harbor/dock facilities. Therefore, there would be no direct or indirect effect on natural resources and energy supply.

5.8 Socioeconomic, Environmental Justice, and Children's Health and Safety Risks

Proposed Action: Because the Proposed Action would be replacing the existing airports at Nanwalek and Port Graham, long-term economic change is not anticipated. There would be a minor increased cost of transportation to access the proposed airport from each respective community, as the airport would no longer be within walking distance of the residential areas. Residents would no longer be able to wait in their homes for the plane and walk to the runway when they hear the plane approaching.

The Proposed Action would also lower electric power maintenance costs and increase the reliability of electric power to Nanwalek due to improved utility access from Port Graham to Nanwalek along the airport access roads.

Since the majority of the population of each respective community is Alaska Native or part Native (89.4% of residents in Nanwalek and 90.4% of residents in Port Graham), and the entire population would be affected similarly, the Proposed Action would not result in disproportionately high and adverse impacts to minority populations. According to the U.S. Census Bureau, the median household income in Nanwalek is $28,846, with 31.4% of the population living below the poverty level. The median household income in Port Graham is $18,942, with 54.9% of the population living below the poverty level. The entire population would be affected similarly; therefore, the Proposed Action would not result in disproportionately high and adverse impacts to low-income populations. The Proposed Action would require acquisition of portions of seven Native allotments (Figure 2). The area needed would be purchased at fair market value from all owners. The Proposed Action would not require the relocation of any residence or business or disrupt orderly or planned development. The area necessary for acquisition is within the proposed airport property boundary depicted in Figure 3. The Proposed Action would be farther away from the communities than the current airport runways; therefore, this project would not result in environmental health or safety risks that would disproportionately affect children.

Indirect effects may include the potential to affect the autonomy of each community with a new road connection; however, this would also allow consolidation and improvements to some community facilities and services.

No-Action Alternative: The No-Action Alternative would not be expected to result in direct or indirect effects to environmental justice. The No-Action Alternative would not provide short-term economic activity for Nanwalek and Port Graham residents nor provide children's safety needs that would be addressed by the Proposed Action, and would continue substandard conditions at each respective airport. Nanwalek would continue to have increased costs associated with the lack of access to harbor facilities.

5.8.1 Subsistence

There is no important habitat for subsistence species within the Proposed Action area. The Port Graham Village Council indicated that the majority of the Proposed Action area is located within privately-owned Native allotments and subsistence use in this area is discouraged (Appendix C). Therefore, The Proposed Action and the No-Action Alternatives would have no direct or indirect impacts on subsistence activities in the area.

5.9 Fish, Wildlife, and Plants

Proposed Action: The Proposed Action would result in a permanent alteration of existing uplands and wetlands habitat. The approximately 95.6 acres of net wildlife habitat loss represents only a very small percentage of the overall habitat available in the region and would not substantially reduce the carrying capacity in the area. None of the habitat that would be impacted by the Proposed Action is unique to the area and none is of particular significance to fish, wildlife, or plant species. Consultation with the ADF&G determined the Proposed Action would not bisect wildlife habitat. Refer to Appendix C (Scoping Summary Report Appendix K) for more detailed information.

No-Action Alternative: The No-Action Alternative would not result in any direct or indirect impacts to fish, wildlife, or plants.

5.9.1 Avian Populations

Proposed Action: The Proposed Action would result in a permanent loss and alteration of existing uplands and wetlands habitat. Birds currently utilize the areas that would be cleared for the airport and access roads for foraging, nesting, and shelter. Extensive alternative habitat is available in the surrounding area; therefore, impacts to bird habitat are expected to be minor. The USFWS recommended time period for avoiding vegetation clearing in the Southcentral

Alaska region to protect migratory birds is May 1 to July 15. This would be followed for all vegetative clearing activities during construction of the Proposed Action to minimize impacts to migratory birds. Chapter 6.0 details the environmental commitments and mitigation regarding avian populations.

The Proposed Action would be expected to have minor long-term direct impacts from habitat loss and minor short-term direct impacts on birds from increased noise and activities during construction.

No-Action Alternative: Under the No-Action Alternative no direct or indirect impacts to avian populations would occur.

5.9.2 Mammal Populations

Proposed Action: The Proposed Action would result in a permanent alteration of existing uplands and wetlands habitat. Terrestrial mammals may use this area for shelter and foraging. However, due to the amount of similar habitat available in the region, impacts to mammals are anticipated to be minor.

Airport noise would relocate to an undeveloped location where noise does not currently exist. Wildlife using adjacent areas would experience the noise of (1) aircraft taking off and landing at the airport; (2) the noise of airborne aircraft; (3) noise of vehicles traveling between the communities and the airport; and (4) general human noise associated with a rural airport. Wildlife species that are sensitive to noise might be permanently displaced, or their behavior might be otherwise altered. Some less sensitive species would not be affected, while other species may adapt to the noise.

Indirect impacts may include potential road kill along the proposed access roads.

No-Action Alternative: The No-Action Alternative would not be anticipated to have any direct or indirect effects on terrestrial mammal populations.

5.9.3 Fish Populations and Essential Fish Habitat

Proposed Action: In order to confirm that resident fish are not present within the Proposed Action area, a fish survey of the streams crossing the proposed access roads and airport would be

conducted during final design. It is anticipated that the Proposed Action would not affect any anadromous fish streams or essential fish habitat; therefore, there would be no direct impacts to anadromous fish or essential fish habitat. However, if resident fish are found within streams crossing the proposed access roads and airport, ADF&G fish habitat permits would be obtained. The Proposed Action would involve installing culverts at each of the proposed access roads' twenty-two stream crossings. If resident fish are found, culverts that meet the criteria for fish passage would be installed, in consultation with ADF&G. In addition, some stream crossings do not have foot bridges across the walking trail, erosion and sedimentation from the walking trail contributes to degradation of water quality downstream. Installing culverts would improve water quality downstream.

No-Action Alternative: The No-Action Alternative would not remedy the current sediment runoff from the walking trail. Water quality downstream would continue to be degraded.

5.9.4 Vegetation and Terrestrial Habitats

Proposed Action: The Proposed Action would result in 0.85 acre of permanent wetland fill (sedge and sedge shrub marsh), 0.84 acre of clearing in wetlands (forested marsh), and 149.82 acres of clearing in upland habitat (spruce forest and thicket). None of the vegetation that would be directly impacted by the Proposed Action is unique to the area and none is of special significance to terrestrial mammals in the area. This habitat would be permanently lost, and animals using that habitat would be permanently displaced. Because the proposed airport is surrounded by habitat similar to that affected, the direct impact is expected to be minor. Dust created from both aircraft operation, roadway traffic, and construction activities may settle on plants, causing minor impacts.

No-Action Alternative: The No-Action Alternative would not directly impact vegetation or terrestrial habitat. Dust from aircraft operations and use of the walking trail would continue causing minor indirect adverse impacts to habitat.

5.9.5 Federally-listed Endangered and Threatened Species

Proposed Action: The USFWS stated that Steller's Eider is known to occur in the Nanwalek and Port Graham area (Appendix C). Steller's Eider and their critical habitat would not be impacted by the Proposed Action since construction would occur outside their wintering habitat; in

addition, the lighting system would not impact the Steller's Eider due to the Proposed Action's distance from the coast. No impacts to federally listed threatened and endangered species are anticipated.

No-Action Alternative: The No-Action Alternative would not be expected to directly or indirectly affect threatened or endangered species.

5.10 Floodplains

Proposed Action: The Proposed Action would be located at a higher elevation than the existing Nanwalek and Port Graham Airports in an area of steep terrain. Culverts would be installed for streams under the proposed airport and access roads. Also, vegetated ditches would be constructed on either side of the runway length. With these drainage measures constructed flooding is not anticipated to occur. The Proposed Action components would be planned and constructed in accordance with Executive Order 11988 Floodplain Management and DOT&PF Order 5650.2. No indirect impacts are anticipated.

No-Action Alternative: The No-Action Alternative would result in continued erosion of the Nanwalek Airport from storm surges eroding the runway.

5.11 Hazardous Materials, Pollution Prevention, and Solid Waste

Proposed Action: The AAI/Phase I ESA conducted for this project found no significant potential for environmental impairment of the proposed project area. The Proposed Action would be constructed on undisturbed property, with the exception of a walking trail. If contaminated soils were encountered during construction, the ADEC would be contacted immediately and a monitoring plan, including a plan for segregation, treatment, and disposal of contaminated soils, would be put in place. No indirect impacts are anticipated.

No-Action Alternative: The No-Action Alternative would not include ground-disturbing activities; therefore, there would be no risk of encountering environmental contamination. No direct or indirect impacts would be anticipated.

5.11.1 Solid Waste and Landfills

Proposed Action: The Proposed Action would not directly impact the Nanwalek landfill, which is greater than 5,000 feet from the proposed airport, or the Port Graham landfill, which is within

5,000 feet of the proposed airport. The existing Port Graham landfill is in the approach of the existing runway, so the situation would be improved under the Proposed Action. However, due to the location of the Port Graham landfill and the sewage lagoons, a Wildlife Hazard Assessment would be completed prior to construction. Wildlife hazards are not anticipated to be significant due to low volumes of waste from a population less than 200 and the landfill and lagoon not being in the approaches of the proposed runway. However, if the Wildlife Hazard Assessment determines that the proposed runway significantly increases risks of wildlife hazards due to the proximity of the landfill and sewage lagoon, the State will implement control measures recommended by the Wildlife Hazard Assessment. The Proposed Action may also impact the location and construction timing of the new Port Graham Landfill. The Port Graham Village Council noted the new landfill would be located at Mile 3 of the logging road, but this project is contingent upon the Proposed Action and would not move forward with the permitting process until the Proposed Action is constructed. No indirect impacts are anticipated.

No-Action Alternative: No direct or indirect impacts would be anticipated.

5.12 Historical, Architectural, Archaeological, and Cultural Resources

Proposed Action: The Proposed Action would have an adverse effect on the CCC Trail (SEL-348), a property considered eligible for the NRHP. Approximately 3,443 feet of the CCC Trail, including six log bridges, are contained within the proposed Nanwalek airport access road right-of-way. This distance is roughly a third of the CCC Trail's total documented length, and includes a third of its bridges. Impacts to the CCC Trail are unavoidable due to steep terrain limitations and high construction costs. Proposed mitigation for impacts to the CCC Trail is outlined in the Memorandum of Agreement (MOA) and would include an interpretive sign at the proposed airport and a booklet for the general public to provide a better historic context on the CCC development and management and the use of Port Graham-Nanwalek CCC Trail and other such trails within the Chugach National Forest. A report on the history of the CCC in the Chugach National Forest following the BIA's legacy series format will also be prepared. Copies of the completed booklets would be provided to all parties to the MOA. The SHPO concurred with a finding of adverse effect on August 1, 2011 (Appendix C).

No-Action Alternative: The No-Action Alternative would not have any direct or indirect effects on historic, architectural, archaeological, or cultural resources.

5.13 Light Emissions and Visual Effects

Proposed Action: The Proposed Action would install a runway lighting system at the new proposed airport. The visual character of the area would be permanently modified with the construction of the airport and access roads. Vegetative clearing, excavation, and fill activities would affect approximately 157 acres. Runway and taxiway medium intensity runway lighting would be installed at the proposed airport which would be pilot-activated for 15 to 30 minutes after each takeoff and landing. There would be constant lighting on the wind cone and rotating beacon. Some light emissions may be visible from both Nanwalek and Port Graham; however, due to the distance of the new proposed airport outside both communities, and the fact that the lighting systems would be pilot-activated, no adverse visual impacts from light emissions are anticipated.

No-Action Alternative: The No-Action Alternative would not have any direct or indirect effects on light emissions or visual effects.

5.14 Noise

Proposed Action: The Proposed Action would not change the fleet mix or result in more frequent airport operations. Aircraft generally fly to both Nanwalek and Port Graham on the same flight route. The Proposed Action would concentrate airport operations at one shared airport. Therefore, noise levels at the proposed airport are not anticipated to increase. Since the proposed airport location would be further away from the communities, aircraft-generated noise would decrease in populated areas. A detailed noise analysis is not required by the FAA for the Proposed Action, as the projected operations are below standards set in FAA Order 1050.1E. No indirect impacts are anticipated.

No-Action Alternative: The No-Action Alternative would result in continued aircraft-generated noise within the communities of Nanwalek and Port Graham.

5.15 Section 4(f)

Proposed Action: The Proposed Action would require a physical take of the CCC Trail (SEL-348). Specifically, the proposed Nanwalek airport access road would intersect the CCC Trail three times. These impacts are unavoidable due to the steep terrain limitations and high construction costs.

According to 1050.1E Appendix A, Section 6, the significance threshold identified for 4(f) properties is when the physical use of the action would be more than minimal, or its constructive use substantially impairs the 4(f) property. In either case, the threshold would be passed when mitigation is not enough to sustain the resource's designated use of the property. To resolve the adverse effects to the CCC Trail, a MOA was developed in consultation with the SHPO, the BIA, the Port Graham Village Council, the Nanwalek IRA Council, and the regional and local Native corporations. The MOA outlines measures and responsible parties to mitigate the adverse effects. The FAA and the SHPO are the MOA signatories, the DOT&PF and the BIA are invited signatories, and the Nanwalek and Port Graham Tribal Councils and the local and regional Native corporations are concurring parties to the MOA.

A Section 4(f) Evaluation was completed to evaluate impacts to the CCC Trail (Appendix D). The FAA and The DOT&PF determined that there are no prudent or feasible alternatives to the use of the Section 4(f) property. With the exception of the Proposed Action, all other alternatives considered early in project planning had engineering, operational, or environmental concerns associated with them that made them infeasible. The FAA and the DOT&PF also determined that all possible planning to minimize harm to the property, including a mitigation plan to resolve the adverse effect to the CCC Trail though the implementation of measures in the MOA, has been incorporated into the Proposed Action.

No-Action Alternative: The No-Action Alternative would not affect the 4(f) property.

5.16 Water Quality

Proposed Action: The walking trail currently crosses the Port Graham watershed, which feeds the Port Graham reservoir. Sediment from the walking trail is carried down through the watershed, degrading water quality. The Proposed Action would eliminate the walking trail issue by providing a new access road below the reservoir and installing culverts for streams

under the proposed airport and access road. Placing streams in culverts would reduce erosion and sedimentation, which would help improve the water quality of the Port Graham watershed. The construction of the proposed airport would slightly increase the runoff in the Port Graham watershed, resulting from the increase in impervious area from the proposed runway. Vegetated swales would be constructed on either side of the runway to collect and filter surface runoff. Within the Port Graham watershed, vegetated swales would carry flows into drainage swales, which would deposit flows into a depressed biofilter area. This filtration system would capture sediment and pollutants before flows are returned to the stream draining to the Port Graham water supply reservoir (DOWL HKM, 2012). Streams within the Port Graham watershed will not be diverted out of the watershed due to the Proposed Action; therefore, no reduction in water supply is anticipated. The Proposed Action will have no direct or indirect impacts to the Nanwalek watershed.

No-Action Alternative: The No-Action Alternative would result in continued degradation of water quality downstream of the existing walking trail resulting in an adverse indirect impact. No direct water quality impacts would be anticipated under this alternative.

5.17 Wetlands and Other Waters of the United States

Proposed Action: Under the Proposed Action, wetland loss is unavoidable due to the proximity of wetlands to the proposed airport and access roads. The Proposed Action would directly impact approximately 0.85 acre of moderate- and high-value wetlands and 1.61 acres of streams (from installation of 18 stream culverts), as depicted within the cut and fill limits on Figure 7 (Table 5). Additionally, clearing of vegetation would occur within approximately 0.84 acre of wetlands and other Waters of the U.S. (Table 5; Figure 7), and approximately 3,000 linear feet of stream would need to be realigned around the new airport runway (refer to permit figures in Appendix E).

Table 5: Estimated Impacts to Wetlands and Other Waters of the United States

Project Description	Streams	Wetlands	Totals
Temporary Impacts			
Wetlands within project clearing limits for airport and access road			
PEM/SS1B – Sedge Shrub Marsh		***	
PEM1B – Sedge Marsh		***	
PEM1F – Herb Marsh		***	
PFO4B – Forested Marsh		0.84 acre	
Totals:	0.00	0.84 acre	0.84 acre
Non-Anadromous Stream realignment	3,000 linear feet	N/A	3,000 linear feet
Permanent Impacts (cut and fill limits)			
Culvert Installations in 18 Non-Anadromous Streams)	1.63 acres		
PEM/SS1B – Sedge Shrub Marsh		0.10 acre	
PEM1B – Sedge Marsh		0.75 acre	
PEM1F – Herb Marsh		0.00	
PFO4B – Forested Marsh		0.00	
Totals:	1.63 acres	0.85 acre	2.48 acres

*** While Sedge Shrub Marsh, Sedge Marsh, and Herb Marsh wetlands occur within the project clearing limits, vegetation within these wetland types is low enough in height that the DOT&PF does not envision the need to mechanically clear these areas.

Executive Order 11990, *Protection of Wetlands*, requires that there be no practicable alternative to the Proposed Action and that the project includes all practicable measures to minimize harm to wetlands. The DOT&PF has analyzed the Proposed Action and determined that there are no practicable alternatives having less impact on the aquatic ecosystem. The Proposed Action was designed to avoid wetlands to the extent practicable; however, due to the rugged terrain of the area and to ensure safe and clear approach pathways for aircraft, it is not possible to avoid them completely. Therefore, minimization of impacts and compensatory mitigation are the primary mitigation measures available to this project. The measures to minimize harm to the traditional navigable waters and wetlands associated with this project will be mitigated in compliance with federal rules and regulations. The proposed mitigation measures are listed in Chapter 6.0.

No-Action Alternative: Ongoing maintenance to repair the existing Nanwalek Airport after storm events. These repairs would continue under a Nationwide Permit 3.

5.18 Construction Impacts

Proposed Action: The Proposed Action would take two years to construct. During that time, the project would potentially cause temporary, localized air degradation from construction activities.

Blasting, hauling and placement of fill, and operating heavy equipment would cause minor air quality degradation from increased dust and exhaust emissions. However, the short-term impacts are anticipated to be minimal. Operating equipment to construct the Proposed Action would cause a temporary increase in fuel use; however, this would be minor and short-term in duration. Equipment mobilization would likely originate from the Port Graham docking facilities and travel through Port Graham to the Proposed Action location; however, the short-term impacts are anticipated to be minimal. Heavy equipment operations during construction would temporarily increase noise levels; however, this would be minor, localized, short-term in duration, and outside areas of residential development. Construction noise, including blasting, would cause a temporary wildlife disturbance. Specific mitigation for impacts to wildlife is described further in Chapter 6.0, Environmental Commitments and Mitigation.

There may be minor direct impacts to water quality in the immediate vicinity of the Proposed Action due to surface runoff of sediments during the construction activities associated with the Proposed Action. Additionally, there could be minor indirect impacts on downstream water quality from increased sediment levels. These impacts would be short-term in duration and would not be substantial. Water quality mitigation measures, BMPs, and environmental commitments described in Chapter 6.0 would help offset any temporary water quality impacts during construction. These measures and commitments include the preparation and implementation of a SWPPP to comply with the Alaska Pollutant Discharge Elimination System Construction General Permit, Erosion and Sediment Control Plan (ESCP), and a Hazardous Material Control Plan (HMCP).

The Proposed Action would have positive short-term economic effects for the Nanwalek and Port Graham communities as a result of potential employment of local labor and use of local services during construction.

It is anticipated that travel along the walking trail may be temporarily restricted during construction. Because of the terrain and vegetation, temporary land detours around the construction site may not be feasible.

No-Action Alternative: No direct or indirect construction impacts would occur under the No-Action Alternative. There would be no construction demand for cutting, filling, or clearing.

5.19 Secondary (Induced) and Cumulative Impacts

Proposed Action: The locations of "nearby communities" are illustrated on Figure 1 of this EA.

Homer is about 26 air miles away from the proposed airport and, from Nanwalek and Port Graham, is accessed by boat or plane. Seldovia is about 8 miles away from the proposed airport and accessed by boat or plane. A new Nanwalek/Port Graham airport is not expected to cause shifts in population or community growth, as Seldovia and Homer each have their own community class airport. No significant changes to public service needs or changes in economic activities are foreseen from providing the communities of Nanwalek and Port Graham with a new community class airport.

No-Action: The No-Action Alternative would have no secondary (induced) impacts on neighboring communities.

5.19.1 Cumulative Impacts

FAA's NEPA guidance, per 5050.4B, requires that the cumulative impacts section of the EA include critical background information of past, present, and reasonably foreseeable actions. Cumulative impacts are those that result from the incremental consequences of an action when added to other past, present, and reasonably foreseeable future actions. Cumulative effects can result from several individually minor impacts that may collectively be substantial over time (40 CFR 1508.7). Cumulative impacts are not discussed for the No-Action Alternative since this alternative would not be expected to contribute to existing cumulative impacts in the project area.

Past, present, and future actions that warrant consideration are the new Port Graham cannery and hatchery completed in 1999, the proposed Windy Bay Road upgrades, a proposed biomass facility, new/upgraded housing, a new health clinic in Nanwalek, a new behavioral Health and Wellness Center in Port Graham, sanitation facilities upgrades and a proposed new landfill in Port Graham, and power system distribution upgrades.

Foreseeable future actions are expected to be similar to other communities that are not on the road system (e.g., airport upgrades, school and housing improvements, some economic development, and community sanitation facility improvements). A sudden influx of funding or population increase is not expected, as Port Graham and Nanwalek are bordered by Port Graham

Bay, Cook Inlet, English Bay, and steep mountains. Both English Bay and Port Graham Bay are within a larger AMSA designated by the KPB for subsistence use. Therefore, large-scale resource development or industry, that would change the incremental community growth, is not expected.

Compatible Land Use. Construction of the existing airports, commercial and housing developments, and the installation of new utilities, have resulted in the slow transition from natural undeveloped to a more developed rural setting at Port Graham and Nanwalek. The Proposed Action would be compatible with the current land use setting at Nanwalek and Port Graham. The completion of the Proposed Action combined with proposed future upgrades to Windy Bay Road (Milepost 0 to 0.64), a Port Graham landfill, and new housing and commercial development, which may be proposed in the reasonably foreseeable future, would continue to slowly change land use to a more developed rural setting. Therefore, cumulative effects from the Proposed Action on land use would not be significant.

Energy Supplies and Natural Resources. The installation of utilities and the extraction of natural resources provide the residents of Nanwalek and Port Graham with potential income, a means to support themselves, and available electricity. The Proposed Action would involve the installation of new lighting, which may increase power demand on the system. The Proposed Action would also require the relocation of HEA overhead power lines that currently cross the proposed airport and Nanwalek access road footprints. These utility line relocations may require the installation of new utility structures. Utility access would also be improved by means of the new airport access roads. New utility structures and improved access would lower maintenance costs and increase electric power reliability in the area. The Proposed Action would result in a minor increase in fuel consumption for maintenance of the airport access roads. There would also be a minor increased cost in fuel to access the proposed airport from each respective community, as the airport would no longer be within walking distance of residential areas.

A biomass facility is currently being proposed for Port Graham to create energy from the trees that were cleared as a result of the Proposed Action. Construction of a biomass facility is still in the planning stages, and is dependent on funding acquisition from the Alaska Energy Authority and the Department of Energy Tribal Energy Program.

Reasonably foreseeable future development and construction of the Proposed Action would slightly increase electric and fuel demand. However, the construction of a new biomass facility in Port Graham and improved electrical infrastructure and utility access, may offset some of that demand. Therefore, cumulative effects from the Proposed Action on energy supplies and natural resources would be minor.

Socioeconomic, Environmental Justice, and Children's Health and Safety Risks. The Proposed Action would temporarily contribute to the available jobs in the area. Other projects that have created jobs in the area include a new fish cannery and hatchery that was opened in Port Graham in June 1999, and a new clinic in Nanwalek opened during summer 2009 by the North Pacific Rim Housing Authority (NPRHA). In 2011, NPRHA constructed a Behavioral Health and Wellness Center in Port Graham. The cannery and hatchery and both clinics employ several residents of Nanwalek and Port Graham. The proposed biomass facility in Port Graham could also potentially result in employment for community members.

The DOT&PF would maintain the existing airport properties in Nanwalek and Port Graham until the Proposed Action is constructed. Once the Proposed Action is constructed, the existing runways at both airports would be closed. The existing Nanwalek Airport property would remain in state ownership due to a potential for the presence of cultural resources on the property. The Port Graham Airport would be released from state control and the land transferred back to the U.S. Bureau of Land Management, with the exception of a few parcels that were originally acquired from private individuals. Those parcels would likely be sold by auction.

Currently, the only connections between Nanwalek and Port Graham are a walking trail, plane, or boat. The Proposed Action, in addition to reasonably foreseeable future development, could potentially affect the autonomy of each community by connecting the communities via vehicular access, but would also allow consolidation and improvements to some community facilities and services. There would also be an increase in reliability and safety for airport users.

Past, present, and future actions within both communities provide employment for local residents, but may affect the autonomy of each community. The Proposed Action would have a minor cumulative impact on the socioeconomic environment.

Fish, Wildlife, and Plants. Construction of the existing airports, utility installation, construction of logging roads, and commercial and residential development have resulted in the removal of

vegetation and wildlife habitat. The Proposed Action would result in the additional loss of vegetation and wildlife habitat within the Proposed Action area. Reasonably foreseeable future development would further reduce or degrade available habitat. Large mammal and bird species that are particularly sensitive to human activity might experience disturbance from multiple sources and be displaced to less developed areas. Considering the level of past, present, and reasonably foreseeable future development relative to the availability of similar vegetation and wildlife habitat in the vicinity, cumulative effects to vegetation and wildlife resulting from the Proposed Action would not be significant.

Water Quality. Past development and road construction at Port Graham and Nanwalek, and the development of the walking trail from Port Graham to Nanwalek, have decreased the quality of surface water. Construction of the Proposed Action may increase surface runoff due to an increase in impervious surfaces, but would eliminate the sediment issue created by the walking trail. Runoff leaving the airport would be filtered through vegetated swales before entering the watershed. By filtering the runoff and eliminating the sediment issues from the walking trail, impacts to the Port Graham reservoir would be negligible to minor. The Proposed Action, combined with the limited potential for future development, would not result in any substantial adverse cumulative impacts to water quality or the Port Graham reservoir.

6.0 ENVIRONMENTAL COMMITMENTS AND MITIGATION

The following measures have been identified and incorporated into the project to reduce potential adverse environmental effects.

Air Quality. To control dust generation from the proposed airport, a dust palliative would be used.

Compatible Land Use. Due to the location of the Port Graham landfill and the sewage lagoons, a Wildlife Hazard Assessment would be completed prior to construction. Wildlife hazards are not anticipated to be significant due to low volumes of waste from a population less than 200 and the landfill and lagoon not being in the approaches of the proposed runway. However, if the Wildlife Hazard Assessment determines that the proposed runway significantly increases risks of wildlife hazards due to the proximity of the landfill and sewage lagoon, the state will implement control measures recommended by the Wildlife Hazard Assessment.

Energy Supplies and Natural Resources. Trees cleared for the Proposed Action would be available for use by the Nanwalek and Port Graham residents.

Avian Populations. To avoid direct take of nesting migratory birds, the contract specifications will require vegetation clearing to occur before May 1 or after July 15 unless alternate measures are approved by USFWS. The year of construction, the DOT&PF would check to confirm that no Bald Eagle nests are present. If the take of any Bald Eagle nests would be necessary, the DOT&PF would coordinate with the USFWS to ensure compliance with the Migratory Bird Treaty Act (16 U.S.C. 703), and an eagle disturbance and/or take permit would be obtained.

Fish Populations. Fish populations are not likely present within the Proposed Action area due to the steep grade of the stream channels. However, in order to confirm that resident fish are not present, a fish survey of the streams crossing the proposed access roads and airport would be conducted during final design. If resident fish are found within streams crossing the proposed access roads and airport, ADF&G fish habitat permits would be obtained, and culverts that meet the criteria for fish passage would be installed in consultation with ADF&G.

Water Quality. The Proposed Action would involve more than one acre of ground disturbance; therefore, compliance with the ADEC Alaska Pollution Discharge Elimination System General

Permit for Stormwater Discharges for Construction Activities in Alaska would be required. Slopes would be stabilized at culvert locations to minimize sediment entering the streams. Ditches would be constructed and vegetated on either length of the runway to filter surface runoff. The Nanwalek and Port Graham watersheds would be avoided to the maximum extent practicable. A culvert would be installed for a stream in the Port Graham watershed that would flow under the east proposed runway end. A SWPPP would be developed and implemented, and the BMPs for Construction Erosion and Sediment Control would be followed. All disturbed ground, consisting of silt and overburden, would be seeded, fertilized, and watered to establish ground cover and minimize stormwater runoff. Clean sand and gravel would be used for all fills. A Section 401 Water Quality Certification would also be obtained from the ADEC as part of the permitting for this project.

Historical, Architectural, Archaeological, and Cultural Resources. Should the contractor's operation encounter prehistoric artifacts, burials, remains of dwelling sites, or paleontological remains, the contractor shall cease operations in the area immediately and notify the Project Engineer. No artifacts or specimens shall be further disturbed or removed from the ground and no further operations shall be performed in that area until so directed by the Project Engineer. Unavoidable impacts to the CCC Trail would be mitigated through stipulations outlined in the MOA and would include an interpretive sign and a booklet for the general public to provide a better historic context on the CCC development and management and the use of Port Graham-Nanwalek CCC Trail and other such trails within the Chugach National Forest. A report on the history of the CCC in the Chugach National Forest following the BIA's legacy series format will also be prepared. Copies of the completed booklets would be provided to all parties to the MOA.

Section 4(f). The Proposed Action would require a physical take of the CCC Trail, which is a Section 4(f) resource. Unavoidable impacts to the Section 4(f) resource would be mitigated by documentation with an interpretive sign at the proposed airport and a booklet for the general public to provide a better historic context on the CCC development and management and the use of Port Graham-Nanwalek CCC Trail and other such trails within the Chugach National Forest. A report on the history of the CCC in the Chugach National Forest following the BIA's legacy series format will also be prepared. Copies of the completed booklets would be provided to all parties to the MOA.

Wetlands. Unavoidable impacts to wetlands for 0.85 acre of permanent fill and 0.84 acre of clearing will be compensated by the DOT&PF according to USACE Regulatory Guidance Letter 09-01. Fee-in-lieu of compensation for the loss of wetlands would be offered at a rate of 2:1 to the Conservation Fund if a suitable on-site mitigation plan cannot be identified. Proposed wetland avoidance and minimization procedures for this project are listed below.

- Project design has minimized the wetland fill footprint to the extent practicable.
- Impacts to wetlands would be minimized by the use of culverts to maintain continuous flow of streams.
- Wetland impacts would be minimized through the rest of the project by filling only those areas necessary to maintain structural integrity, as well as meeting design standards.

Construction Impacts. Equipment servicing and refueling operations would not occur within 100 feet of wetlands or water bodies. Adequate sorbent materials would be kept on site to be used to contain and clean up any petroleum spill. Dust would be minimized by watering during dust-producing activities, as needed. Slopes subject to erosion and disturbed surfaces would be re-vegetated to minimize sedimentation from stormwater runoff as soon as practicable.

All exposed earthwork attributable to the project would be stabilized by seeding or other measures at the earliest date possible to prevent erosion both during and after project completion. Operation of construction vehicles would be limited to the permitted boundaries within the project area or on designated roads.

An ESCP would be developed by the project designer for inclusion in the construction special provisions. The ESCP would provide an outline for measures to be taken by the contractor during construction. BMPs would be used during construction activities to minimize water quality impacts.

The contractor would be required to develop a HMCP to address hazardous material that would be used during project construction to detail measures taken to control discharges of such materials into Waters of the U.S. and to address contamination that may be encountered. If hazardous waste or other contamination were encountered during construction, the contractor would be required to report to the resident engineer, who would contact the ADEC. Once

contamination is characterized, it would be disposed of according to an ADEC-approved plan. The contract would include specific language requiring all waste to be disposed of in accordance with local, state, and federal laws and regulations.

Solid waste will be handled in accordance with the ADEC requirements. The Nanwalek landfill is not permitted by the ADEC to accept hazardous waste, used oil, old tires, and other miscellaneous items. The Port Graham landfill is a Class III landfill only permitted by ADEC (No. SW3A039-17) for construction and debris materials, commercial fish waste, municipal waste, and sewage sludge. The Port Graham landfill is also almost at capacity. As such, it will be the contractor's responsibility to remove any waste not accepted by the landfill and dispose of it at the nearest appropriate facility.

7.0 COMMENTS AND COORDINATION

The process of gathering information from the public and agencies on the purpose and need for a project, potential alternatives, and possible issues and concerns that need to be addressed during the environmental review and design, is called "scoping." Comments received from the public and agencies during the initial scoping period were compiled in a "Scoping Summary Report" (Appendix C). Public and agency scoping materials compiled and comments received after the "Scoping Summary Report" was completed are attached in Appendix C.

7.1 Project Website

A project website (http://www.dowlhkm.com/projects/nanwalekportgrahamairport) was developed to provide specific information to the public and resource agencies regarding the project area, objectives, schedule, documents, team members, and a place to provide comments.

7.2 Mailing List of Potential Affected Interests

Three mailing lists were developed for the project. They included general public mailing lists for Nanwalek and Port Graham, and an agency/officials mailing list. The general public mailing list was assembled by identifying all residents within the communities of Nanwalek and Port Graham and adding to it those persons, who, through the course of advertisements and scoping, showed an interest in this project or had expressed an interest in previous projects in this area. The agencies/officials list included local, state, and federal resource agencies and officials who might have an interest or concern, environmental or otherwise, in the project.

In addition to the mailing list, a public and agency e-mail distribution list was also created. The e-mail list contained approximately fifty-seven e-mail addresses and the meeting invitation was also e-mailed to this list.

Scoping began in January 2010, but public and agency involvement has been an ongoing activity throughout the project and an integral part of the development and evaluation of alternatives. Public involvement activities for this project began in 2006 and continued through the scoping period. A summary of the public involvement efforts conducted in 2006 can be found in Appendix C, in addition to a summary of the 2008-2009 public involvement efforts. Public involvement activities during this time frame included (but were not limited to):

- Public meetings in Nanwalek and Port Graham
- Small group meetings
- Meetings with stakeholders and interested parties
- Meetings with Tribal Councils

7.3 Agency Scoping

Letters to initiate the agency scoping period were mailed and e-mailed out on January 25, 2010. The agency scoping period was designed to communicate the purpose, need, details of the proposed project, and to solicit comments and information from various agencies. The agency scoping period ran through February 26, 2010.

A project website (http://www.dowlhkm.com/projects/nanwalekportgrahamairport/) was developed that contained a list of questions specific to each agency and allowed them to submit comments through the website. The agencies who responded to scoping are listed in Table 6. A copy of the agency scoping materials and all agency comments are included in Appendix C.

Table 6: Agency Scoping

Agency Contacted	No Response	Comment	Correspondence Attached in Appendix C
Alaska, State of, Department of Environmental Conservation	X		
Alaska, State of, Department of Fish and Game		X	X
Alaska, State of, Department of Commerce, Community, and Economic Development	X		
Alaska, State of, Department Natural Resources, Office of Habitat Management and Permitting	X		
National Marine Fisheries Service		X	X
U.S. Fish and Wildlife Service		X	X
U.S. Environmental Protection Agency	X		
U.S. Army Corps of Engineers	X		

7.3.1 Federal Agencies

USFWS expressed concern regarding potential project effects. Areas of concern included:

- Anadromous and/or resident fish streams, hydrologic connectivity, and/or fish passage.
- Migratory birds and eagle nests within the project area.
- Vegetation clearing.
- Hemlocks and associated habitat.

- Run-off from airport facilities and potential water quality issues.
- Relocation or reclamation of existing airport, walking trail, and landfill facilities.

NMFS noted that they were initially concerned about the alternative favored by Nanwalek in 2006, as that alternative involved extending the runway out into English Bay, which would have resulted in substantial impacts to marine resources and Essential Fish Habitat (EFH). Their letter states that they are in favor of the Proposed Action, as the Romanof Point Alternative does not impact marine resources or EFH, and they are pleased that the two communities have decided on this location for a new shared airport.

7.3.2 State Agencies

ADF&G advised that no known anadromous fish streams are in the project area, but streams may contain resident fish. Streams should be trapped during final design to determine if resident fish are present, and, if found, requirements for fish passage should be implemented (ADF&G comments are include in Appendix C).

7.4 Public Scoping

A public scoping meeting was held in Port Graham at the Community Center on Wednesday, July 7, 2010, at 10:00 a.m. The Nanwalek scoping meeting was planned for the same day at 3:00 p.m., but was cancelled that day at the request of Alma Moonin, the Nanwalek IRA Tribal Administrator. All meeting materials presented at Port Graham meeting (such as the presentation, maps, and comments forms) were also hand delivered to the Nanwalek Tribal Council. A teleconference meeting was held on July 19, 2010, for the Nanwalek community and was announced via the Tribal Council.

The public scoping meeting in Port Graham began at 10:00 a.m. Community members signed in and met with the project staff one-on-one to discuss individual issues and concerns. Approximately 32 people, not including project team members, attended the Port Graham scoping meeting.

Project staff also gave a presentation about the project.

The following topics were covered in the presentation:

- Introductions/Scoping Meeting Purpose
- Project Status/Schedule
- Airport and Road Alignment Changes
- Watershed Analysis and Mitigation
- Environmental Assessment
- Next Steps

At the conclusion of the presentation, time was allowed for public questions and concerns. Members of the public expressed concern regarding:

- Potentially unstable soils in the project area
- Location, length, and lane configuration of airport access roadways
- Dust impacts from the new access roads and dust palliative options
- Potential impacts to Nanwalek and Port Graham water sources within each watershed
- Airport design, including fencing, waiting area, restroom, and weather indicator amenities
- Aircraft and ATV safety issues
- Building the new airport within their lifetime
- Level of support from Native allotment owners
- Project development process, including selection of preferred alternative and implementation timeframe

The public was provided with comment forms in order to have their opinions recorded as part of the project record. The public meeting materials are attached in Appendix C.

8.0 LIST OF PREPARERS

Table 7: List of Preparers

Name	Affiliation/Expertise Applied to Document	Years of Experience in Profession
Project Development and Supervision		
Morgan Merritt, P.E.	DOT&PF/Project Manager	25 years
Judy Chapman	DOT&PF/Project Planner	15 years
Teresa Zimmerman	DOT&PF/EA Review	20 years
Jeanne Lematta, P.E.	DOT&PF/EA Review	25 years
Tom Middendorf	DOWL HKM/Project Manager	31 years
Brian Hanson, P.E.	DOWL HKM/Airport Engineer	12 years
EA Preparation		
Kristen Hansen	DOWL HKM/Environmental Manager, EA Review	15 years
Kacy Hillman	DOWL HKM/EA Co-Author, environmental research, Wetland Delineation, AAI/Phase I ESA	5 years
Emily Peterson	DOWL HKM/EA Research and Writing	8 years
Heather Campfield	DOWL HKM/EA Research and Review	10 years
Brian O'Quinn	DOWL HKM/AutoCAD and Figures	4 years
Chris Harrington, GISP	DOWL HKM/GIS and Figures	11 years

9.0 REFERENCES

ADEC. 2006. *18 AAC 50 Air Quality Control; as amended through December 14, 2006*. Accessed online August 21, 2010, at http://www.dec.state.ak.us/water/cruise_ships/pdfs/airqu_control_regs.pdf.

ADEC. 2008. *PM-10 Communities*. Accessed online August 21, 2010, at at http://www.dec.state.ak.us/air/anpms/pm/pm10_comm.htm.

ADEC. 2010. *Alaska's Final 2010 Integrated Water Quality Monitoring and Assessment Report*, July 15, 2010. Accessed online August 30, 2010, at http://dec.alaska.gov/water/wqsar.

ADEC. 2012a. *Active Rural Class III Landfills*. Accessed October 25, 2012, at http://dec.alaska.gov/eh/sw/ClassIIITable.html.

ADEC. 2012b. *Environmental Health Solid Waste Program Site Permits Report*. Accessed October 26, 2012, at http://dec.alaska.gov/eh/sw/PermittedSites10.22.2012.pdf.

ADF&G. 2006. *Our Wealth Maintained: A Strategy for Conserving Alaska's Diverse Wildlife and Fish Resources.* http://www.adfg.alaska.gov/static/species/wildlife_action_plan/cwcs_full_document.pdf. April 2006.

ADF&G, Division of Sport Fish. 2010. *Anadromous Fish Distribution*. Accessed online August 27, 2010, at http://gis.sf.adfg.state.ak.us/AWC_IMS/ viewer.htm.

ADF&G, Division of Subsistence. 2012. *Community Subsistence Information System.* Accessed online October 29, 2012, at http://www.subsistence.adfg.state.ak.us/CSIS.

Alaska DCCED, Division of Community and Regional Affairs. 2012. *Alaska Community Database, Community Information Summaries*. Accessed online October 25, 2012, at http://www.commerce.state.ak.us/dca.

Alaska Department of Labor and Workforce Development, State of. 2009. *Workforce Info*. Accessed online August 24, 2010, at http://laborstats.alaska.gov/.

Alaska DOT&PF. 2005. *Alaska Stormwater Pollution Prevention Plan Guide*. Revised January 14, 2005. Accessed online September 2, 2010, at http://www.dot.state.ak.us/stwddes/desenviron/pop_swppp.shtml.

Alaska Office of the Governor and the Joint Federal-State Land Use Planning Commission. 1974. *Alaska Regional Profiles*. Accessed online August 27, 2010, at http://www.alaskool.org/resources/regional/profile_index.htm.

Beikman, Helen. 1980. Geologic Map of Alaska. U.S. Geological Survey.

CRC. 2010. *Cultural Resources Survey for a New Airport Near Port Graham and Nanwalek, Alaska*. February 2010.

Dames & Moore. 1999. *Watershed Analysis and Water Quality Evaluation, Port Graham and Nanwalek Watersheds, Alaska, for Chugachmiut.* D&M Job No. 38396-002-220. August 11, 1999.

DOWL Engineers. 2006. *Nanwalek Airport Site Reconnaissance Study.* DOT&PF Project No. 58348. Nanwalek, Alaska. November 2006.

DOWL HKM. 2009. *Preliminary Engineering Report.* DOT&PF Project No. 58348. Nanwalek and Port Graham, Alaska. June 2009.

DOWL HKM. 2010. *Wetland Delineation and Functions and Values Assessment and Habitat Assessment*. DOT&PF Project No. 58348. Nanwalek and Port Graham, Alaska. November 2010.

DOWL HKM. 2012. *Draft Hydrologic and Hydraulic Report*. DOT&PF Project No. 58348. Nanwalek and Port Graham, Alaska. November 2012.

FAA and Alaska DOT&PF. 2009. *Alaska Aviation System Plan, Phase I, Stage I.* January 2009.

HDR Alaska, Inc. 1998. *Port Graham Reconnaissance Study*. DOT&PF Project No. 51897. Port Graham, Alaska. November 1998.

KPB. 2008. *Kenai Peninsula Borough Coastal Zone Management Plan*. June 2008.

KPB. 2012a. *Established KPB Local Option Zoning Districts*. Accessed online October 29, 2012, at http://www2.borough.kenai.ak.us/planningdept/loz/Established_LOZs.htm.

KPB. 2012b. KPB GIS Parcel Viewer. Accessed online October 26, 2012, at http://mapserver. borough.kenai.ak.us/kpbmapviewer.

KPB. 2012c. *KPB Solid Waste Location Details*. Accessed online October 29, 2012, at http://www.borough.kenai.ak.us/swd-waste/swd-locations.

National Park Service. 2012. *National Wild and Scenic Rivers*. Accessed online October 24, 2012, at http://www.rivers.gov/rivers.

NOAA National Marine Fisheries Service. 2010. Essential Fish Habitat Mapper. Accessed online August 27, 2010, at http://www.habitat.noaa.gov/protection/efh/habitatmapper. html.

Oregon State University. 2000. *Mean Annual Precipitation, Alaska, Yukon*. Map. Orgeon Climate Center Spatial Climate Analysis Service.

URS Corporation. 2001. *Final Report, Watershed Analysis and Water Quality Evaluation, Port Graham and Nanwalek Watersheds, Alaska for Chugachmiut.* March 14, 2001.

U.S. Department of Agriculture, NRCS. 2012a. *Prime and Important Farmlands*. Accessed online October 24, 2012, at http://websoilsurvey. nrcs.usda.gov/app/.

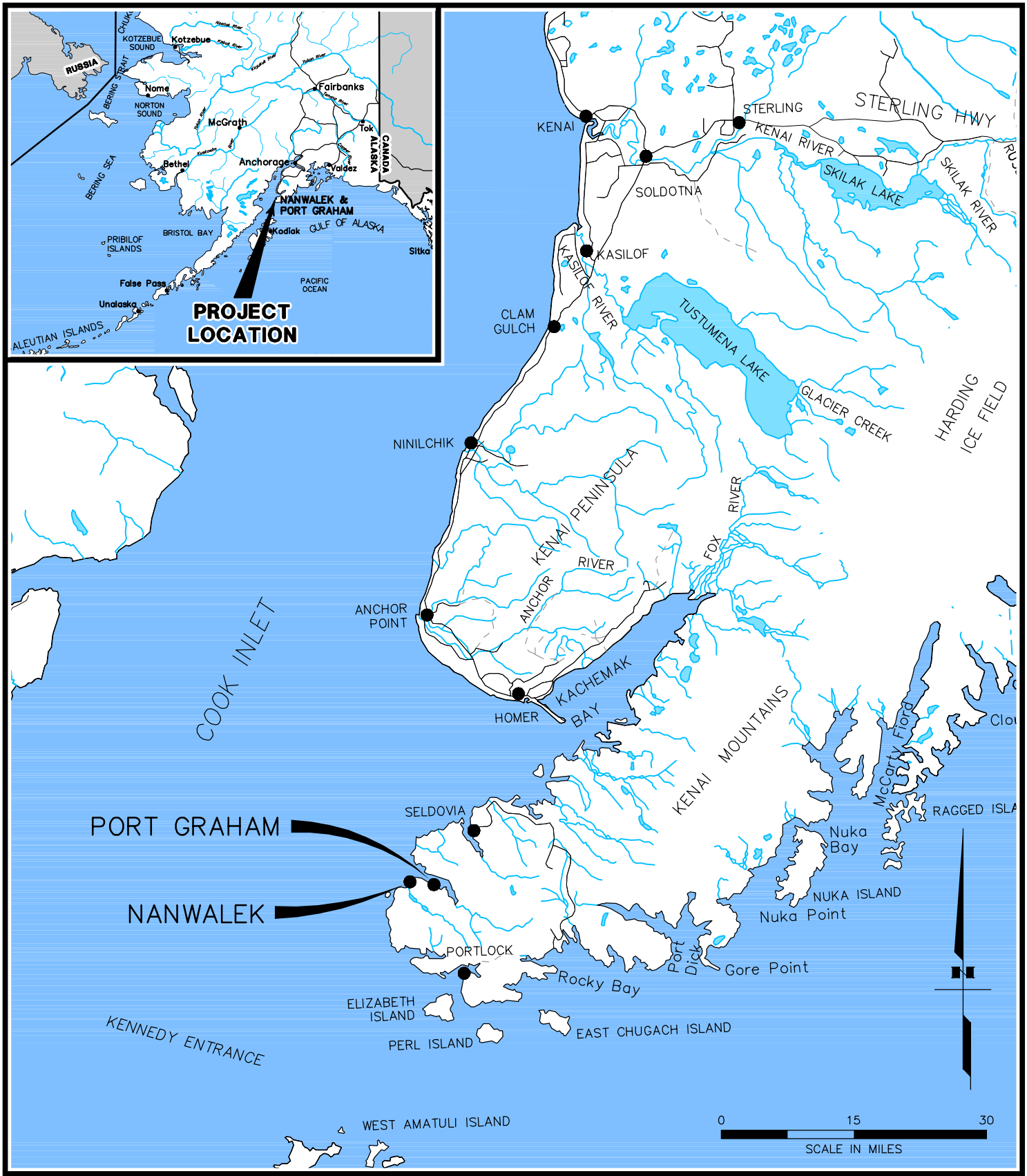
U.S. Department of Agriculture, NRCS. 2012b. *Soil Map Unit Descriptions.* Accessed online October 24, 2012, at http://websoilsurvey. nrcs.usda.gov/app/.

USACE. 2010. *Flood Hazard Information*. Accessed online January 12, 2010, at http://www.poa.usace.army.mil/en/cw/fld_haz/communities.htm#M.

USFWS. 2012a. *John H. Chafee Coastal Barrier Resources System*. Accessed online October 24, 2012, at http://www.fws.gov/CBRA.

USFWS. 2010b. *Species Reports*. Accessed online August 27, 2010, at http://ecos.fws.gov/tess_public/countySearch!speciesByCountyReport.action?fips=02122

FIGURES



Vicinity Map

Nanwalek Port Graham Airport Project

T 9,10 S, R 15,16 W

Seward Meridian, Alaska

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DOT&PF Project No. 52250

Nanwalek Port Graham Airport

Nanwalek & Port Graham, Alaska

DATE: NOVEMBER 2012 | FIGURE 1

P:\Projects\D59127\ENV\EA-NWLK.dwg 2012-11-8

NANWALEK LANDFILL

NANWALEK

NANWALEK RESERVOIR

NANWALEK WATERSHED

ENGLISH BAY RIVER

PROPOSED AIRPORT (3,300' X 60' RUNWAY)

PORT GRAHAM RESERVOIR

PORT GRAHAM SEWAGE LAGOON

PORT GRAHAM LANDFILL

PORT GRAHAM

PORT GRAHAM WATERSHED

PROPOSED NEW LANDFILL APPROXIMATELY 1 MILE

0 1500 3000

SCALE IN FEET

LEGEND

- EXISTING HEA TRAIL
- EXISTING LOGGING ROAD (WINDY BAY ROAD)
- PROPOSED AIRPORT & APRON
- PROPOSED ROAD ALIGNMENT
- EXISTING WATER RESERVOIR LOCATION
- ANADROMOUS FISH STREAM
- STREAM IN WATERSHED AREA *
- APPROXIMATE WATERSHED BOUNDARY *
- NATIVE ALLOTMENTS

* SOURCE - URS, 2001. WATERSHED ANALYSIS AND WATER QUALITY EVALUATION.

Existing Conditions

T 9,10 S, R 15,16 W

Seward Meridian, Alaska

TRANSPORTATION & PUBLIC FACILITIES • STATE OF ALASKA

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

DOT & PF Project No. 52250

Nanwalek Port Graham Airport

Nanwalek & Port Graham, Alaska

DATE: NOVEMBER 2012 | FIGURE 2

P:\Projects\D59127\ENV\EA-NWLK.dwg 2012-11-8

NANWALEK

PORT GRAHAM

0 1000 2000
SCALE IN FEET

PROPOSED AIRPORT ACCESS ROAD

PROPOSED MATERIAL SITE

SREB

RPZ
1000' x 500' x 700'

APRON
300' x 300'

TAXIWAY
300' x 25'

RSA
3780' x 120'

ROFA
3780' x 400'

RUNWAY
3300' x 60'

0 500 1000
SCALE IN FEET

PROPOSED AIRPORT

- PROPOSED NANWALEK TO AIRPORT ACCESS ROAD (2.5 MILES)
- PROPOSED PORT GRAHAM TO AIRPORT ACCESS ROAD (1.0 MILES)
- PROPOSED RPZ
- PROPOSED RSA
- PROPOSED ROFA
- PROPOSED AIRPORT BOUNDARY
- PROPOSED APRON, TAXIWAY AND RUNWAY
- PROPOSED CLEARING LIMITS (147 ACRES)
- PROPOSED SNOW REMOVAL EQUIPMENT BUILDING (SREB)

Proposed Action

T 9,10 S, R 15,16 W

Seward Meridian, Alaska

TRANSPORTATION & PUBLIC FACILITIES
STATE OF ALASKA

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

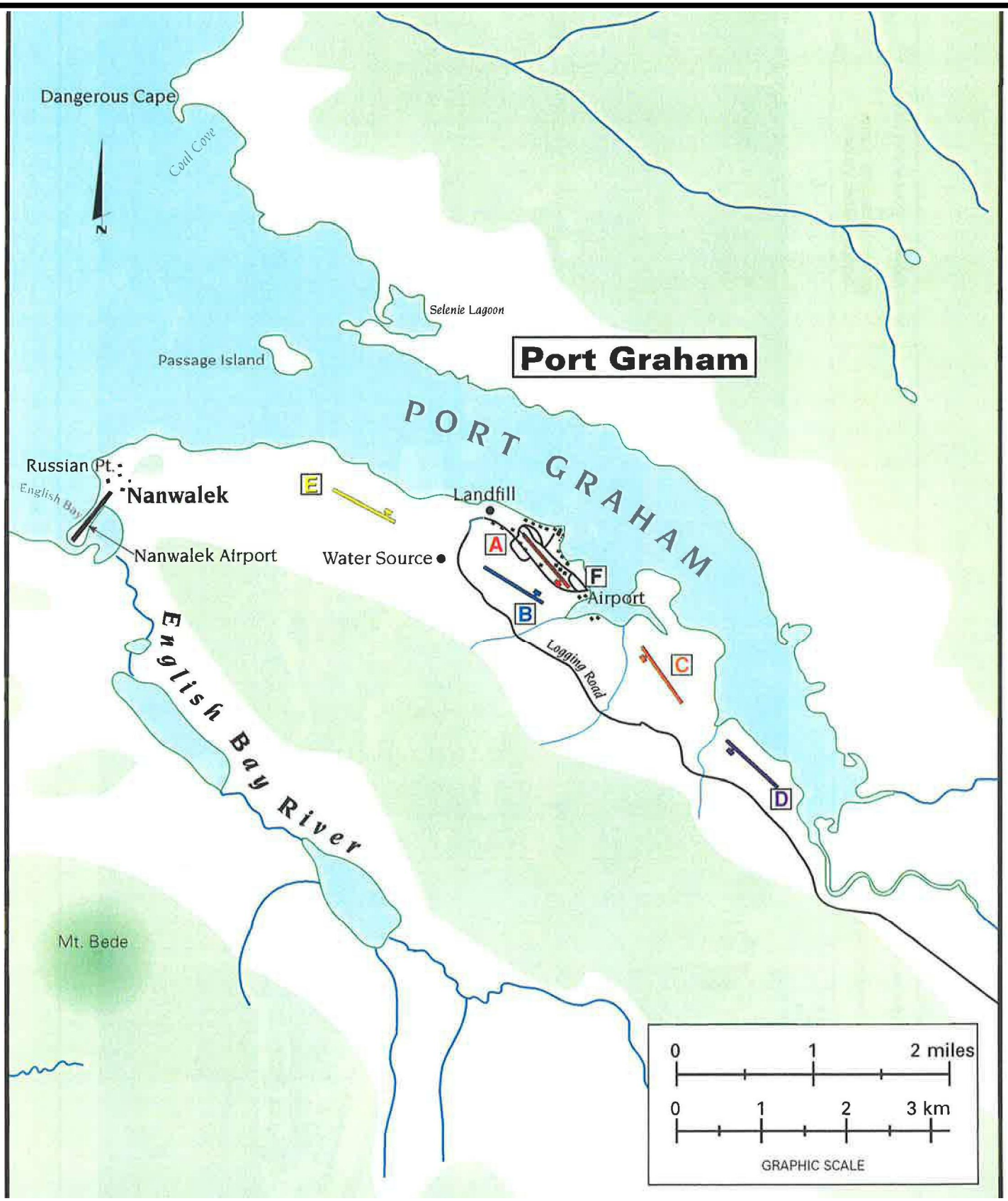
DOT&PF Project No. 52250

Nanwalek Port Graham Airport

Nanwalek & Port Graham, Alaska

DATE: NOVEMBER 2012 | FIGURE 3

P:\Projects\D59127\ENV\EA-NWLK.dwg 2013-1-10



Port Graham Airport

Reconnaissance Study Alternatives

T 9,10 S, R 15,16 W

Seward Meridian, Alaska

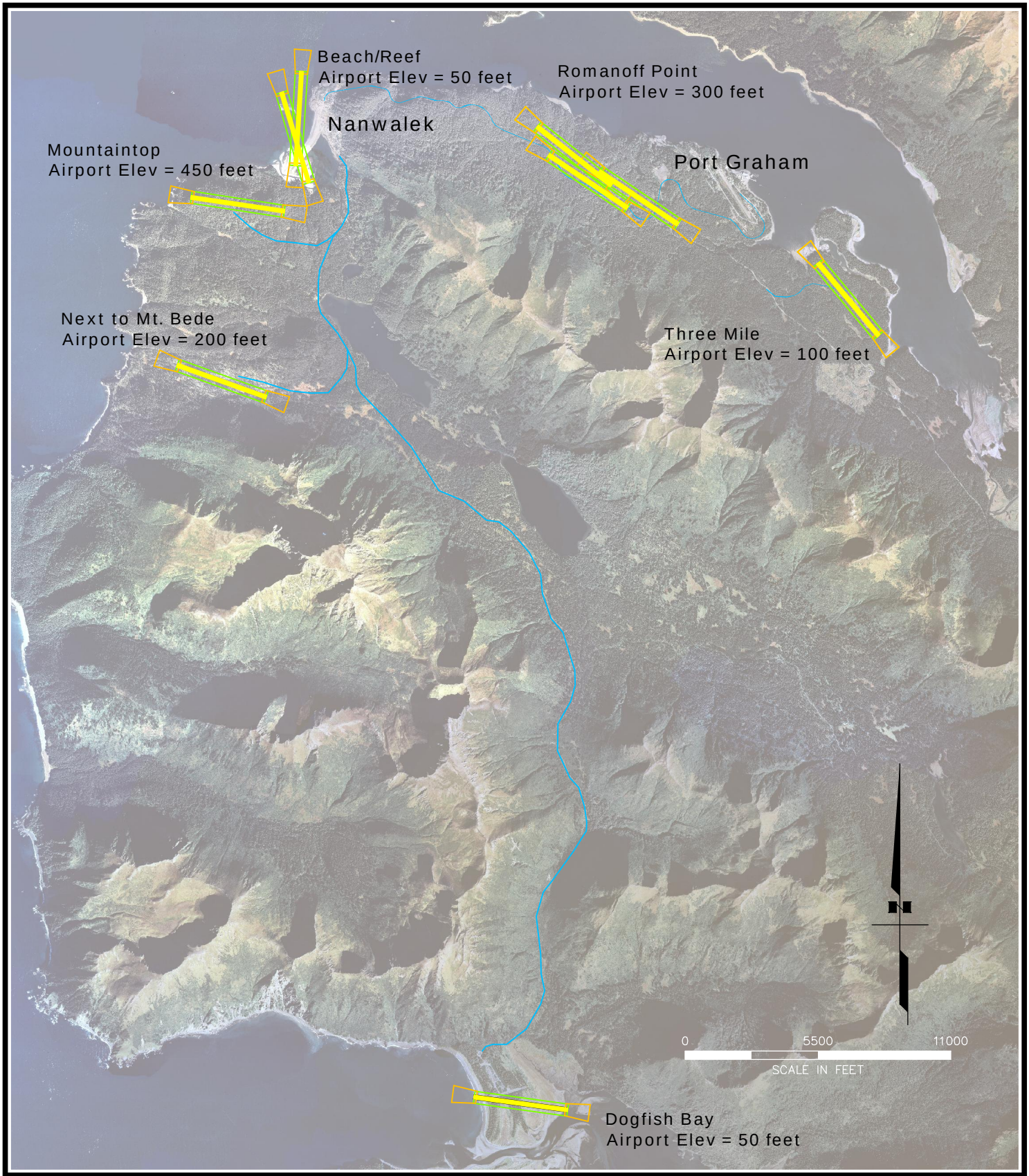
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DOT&PF Project No. 52250
Nanwalek Port Graham Airport

Nanwalek & Port Graham, Alaska

DATE: NOVEMBER 2012 | FIGURE 4

P:\Projects\D59127\ENV\EA-NWLK.dwg 2012-11-8



Nanwalek Airport

Site Reconnaissance Study

Alternatives

T 9,10 S, R 15,16 W

Seward Meridian, Alaska

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

DOT&PF Project No. 52250
Nanwalek Port Graham Airport

Nanwalek & Port Graham, Alaska

DATE: NOVEMBER 2012 | FIGURE 5

P:\Projects\D59127\ENV\EA-NWLK.dwg 2012-11-8

NANWALEK

ROMANOFF ALT 11

EXISTING TRAIL

ROMANOFF ALT 5

PORT GRAHAM

ROMANOFF ALT 4

ROMANOFF ALT
2,3,6,7,8,9 AREA

ROMANOFF ALT 1

ENGLISH BAY RIVER

ROMANOFF ALT 10

THREE-MILE ALT 1

EXISTING ROAD

0 1000 2000

SCALE IN FEET

Preliminary Engineering Report Alternatives

T 9,10 S, R 15,16 W

Seward Meridian, Alaska

TRANSPORTATION & PUBLIC FACILITIES
STATE OF ALASKA

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

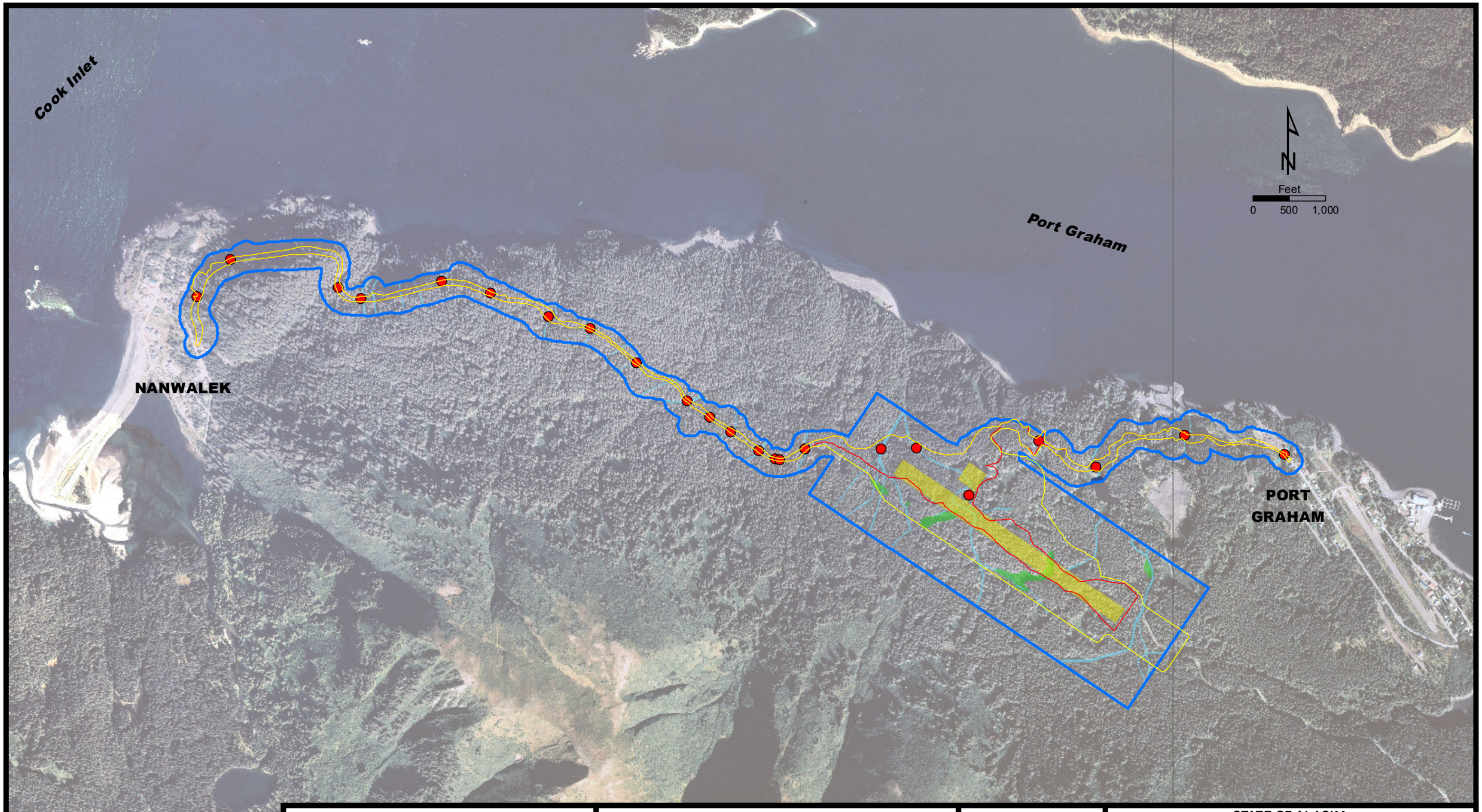
DOT&PF Project No. 52250

Nanwalek Port Graham Airport

Nanwalek & Port Graham, Alaska

DATE: NOVEMBER 2012 | FIGURE 6

P:\Projects\D59127\ENV\ENV-PER-KEB-ALT.dwg 2012-11-8



Proposed Culvert Locations
Study Area
Clearing Limits
Cut Fill Limits

Wetland
Wetlands

Ponds/Streams
POWH
Streams

Source: DOWL HKM, 2010 Wetland Delineation Report

Figure 7
Wetlands & Stream Mapping

T 09 S, R 15&16 W
Seward Meridian, Alaska

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DOT Project No. 52250

Nanwalek Port Graham Airport

Nanwalek & Port Graham, Alaska

December 2012 | WO: D59127

P:\Projects\D59127\GIS\ENV\Cowardin Map EA.mxd Dec 13, 2012 1:07:51 PM User: cfelker

Proposed Road

Aircraft Parking

60' X 3,500' Runway

Existing Trail

Port Graham Water Supply Reservoir

Existing Road

2:1

4:1

16

17

18

19

20

21

22

Proposed Drainage Basins

Basin	Acres
15	47.49
16	230.39
17	348.17
18	32.94
19	6.86
20	488.03
21	18.23
22	24.38

- Old Proposed Airport
- Drainage Pathways
- HEA Trail
- CCC Trail
- Proposed Road
- Drainage Swale
- Bioswale
- Biofilter
- Culvert
- Cut Limits
- Fill Limits
- Existing Road
- Topo Lines

Feet
0 200 400

Source: DOWL HKM, 2010 Wetland Delineation Report

N

Figure 8
Airport Drainage Impacts

T 09 S, R 15&16 W
Seward Meridian, Alaska

TRANSPORTATION & PUBLIC FACILITIES • STATE OF ALASKA •

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

DOT Project No. 52250

Nanwalek Port Graham Airport

Nanwalek & Port Graham, Alaska

January 2013 | WO: D59127

P:\Projects\D59127\GIS\Hydro\Airport Drainage Basins.mxd

APPENDIX A

Airport Conditions and Deficiencies

AIRPORT CONDITIONS AND DEFICIENCIES

Nanwalek and Port Graham, community populations of 226 and 137 people, respectively (Alaska Department of Labor and Workforce Development, 2009), lie approximately 140 miles southwest of Anchorage on the southern portion of the Kenai Peninsula south of Homer (United States Geological Survey Seldovia B-5 and B-6, Township 9 and 10S, Range 15 and 16 W, Sections 31, 32, 33, 35, and 36; Figure 1). The proposed project lies between both communities.

Nanwalek and Port Graham are accessible by air and barge. The existing airports provide air access for wheeled aircraft to service the need of transportation and delivery of goods. Heavy cargo is brought in by barge year-round. Boats and skiffs are used for commercial fishing, recreation, hunting, fishing, and other subsistence activities. All-terrain vehicles are most commonly used for moving people and freight within each community and to and from each existing airport. Utility vehicles (e.g., pickup trucks) are also used, and foot travel is common. A foot trail exists between the two communities, but there are no proper vehicular roads connecting each community to any other community.

Although Nanwalek and Port Graham each have a health clinic, the closest hospital and surgery facilities are in Homer. The response time for a medical service aircraft originating in Homer is approximately one hour. Most major medical emergencies must be transported further north to Kenai or as far north as Anchorage. Neither community airport runway has lights. Air taxi and medivac operators are not able to conduct night operations. For nighttime medivac operations, the communities contract a helicopter company in Homer. When that company is unable to respond, a helicopter from Anchorage provides medivac services.

At both airports there are no taxiways or proper separation between the runway and the apron. The current conditions of the airports make it difficult to maintain and operate in a safe manner due to the poor surface quality, undersized runways, and deficient taxiway safety areas as described further in this document.

Runway

The *Alaska Aviation System Plan, Phase I, Stage I* (FAA and DOT&PF, 2009) adopted a minimum runway length of 3,300 feet for Community Class airports in Alaska.

Nanwalek Airport: The existing runway is 1,850 feet long and does not meet FAA standards for length or width. Aircraft approach is restricted by the community on the hill north of the runway and the abrupt mountain and tall trees on the south. The runway width often varies due to continuous erosion caused by high tides and strong winds. The DOT&PF and Nanwalek residents must frequently repair damage caused by erosion.

Port Graham Airport: The existing runway is 1,975 feet long and does not meet FAA standards for length or width. Aircraft approach is topographically constrained, with a hill on the southwest approach and trees on the southeast approach.

Runway Safety Area

According to the FAA *Alaskan Regional Airports Plan*, an RSA is an area surrounding the runway that is capable of supporting the occasional passage of aircraft without causing structural damage, or injuring the aircraft occupants in the case of undershoot, or veering off the runway. The required RSA for an A-I rated runway is 120 feet wide and 240 feet beyond the ends of the runway per FAA AC 150/5300-13.

Nanwalek Airport: The existing RSA is non-compliant and does not meet FAA standards.

Port Graham Airport: The existing RSA is non-compliant and does not meet FAA standards.

Runway Object-Free Area (ROFA)

The ROFA surrounds the RSA to enhance safety by providing an area that is free of objects protruding above the elevation of the RSA. Navigation aids can be placed in the ROFA. According to FAA AC 150/5300-13, the required ROFA for an A-I rated runway is 400 feet wide and 240 feet beyond each runway end.

Nanwalek Airport: The existing ROFA is inadequate and does not meet FAA standards.

Port Graham Airport: The existing ROFA is inadequate and does not meet FAA standards. Approximately 45 private or community structures are within the ROFA.

Runway Surface Type and Condition

FAA design standards for runway and RSA surfaces require cleared and graded areas with no potentially hazardous ruts, humps, depressions, or other surface variations (FAA AC 150/5300-13).

Nanwalek Airport: The existing runway and operational surfaces are soft, with mixed gravel, rock, and sand. Large rocks are present on the surfaces. The location of the runway subjects it to erosion due to high tides and strong winds. Due to poor surface condition, the flight service station issued a notice to airmen (NOTAM) that the first 900 feet on the north end of the runway is closed.

Port Graham Airport: The existing runway and operational surfaces are soft with mixed gravel.

Taxiway

To meet FAA standards for A-I aircraft the taxiway must be at least 25 feet wide.

Nanwalek Airport: The existing airport does not have a taxiway. Currently, aircraft turn around at the north or south end of the runway. A large manhole is located in the center of the turnaround area.

Port Graham Airport: The existing airport does not have a taxiway.

Apron

To meet FAA standards for A-I aircraft the apron size should be at least 90,000 square feet.

Nanwalek Airport: The existing airport does not have an apron. The north end of the runway, also used as a turnaround area, serves as an aircraft parking area and holds a small passenger waiting facility. This area falls within the RSA, OFZ, and RPZ.

Port Graham Airport: A small apron exists at the northeast end of the runway (12,800 square feet) and is accessed directly from the runway. A small passenger waiting facility is located here. Transient aircraft currently park in front of the church, on the left of the apron. The apron does not meet FAA standards.

Runway Protection Zone

According to FAA standards, the RPZ should be at least 1,000 by 500 by 700 feet for A-I aircraft.

Nanwalek Airport: The existing airport does not have an RPZ.

Port Graham Airport: The existing RPZ meets FAA standards.

Lighting System

Lighted airport facilities are crucial in the State of Alaska due to the long periods of darkness in the winter months and to provide emergency nighttime flights.

Nanwalek Airport: The existing airport does not contain a lighting system. Obstructions in both runway approach paths prevent runway lighting from being installed.

Port Graham Airport: The existing airport does not contain a lighting system.

Runway Marking, Signage

To meet FAA standards, precision approach path indicators and runway end identifier lights should be installed to aid pilots during nighttime and marginal weather operations.

Nanwalek Airport: The existing airport does not contain runway marking or signage. The edges of the existing airport are not marked and the boundaries of the RSA, OFZ, and RPZ are difficult to distinguish. Obstructions in both runway approach paths prevent navigational aids from being installed.

Port Graham Airport: The existing airport contains reflective cones and markers, but should at least contain threshold markings and a runway midpoint sign.

Service Access

Service access to the airport should be below 15 feet elevation on the ends of the runway approach area to meet FAA standards.

Nanwalek Airport: The existing airport contains a secondary service access road that is considered an obstruction.

Port Graham Airport: The existing airport contains a secondary service access road that crosses both ends of the runway providing access to the airport.

Part 77 Surfaces

The FAR Part 77 establishes imaginary surfaces within the airspace surrounding the airport to ensure FAA receives notification of objects that might pose a hazard to aircraft that utilize the airports.

Nanwalek Airport: The Part 77 surfaces contain numerous penetrations including the RSA, OFZ, and RPZ. Obstructions include the airport access road, aircraft turnaround area, passenger waiting facility, terrain, and vegetation.

Port Graham Airport: The Part 77 surfaces contain numerous penetrations.

APPENDIX B

Airport Layout Plan

NARRATIVE REPORT
NANWALEK PORT GRAHAM AIRPORT LAYOUT PLAN
FEBRUARY 2010

A. Introduction

This Airport Layout Plan (ALP) proposes construction of a basic utility airport to serve the communities of Nanwalek and Port Graham. The proposed airport is located approximately 2.5 road miles from Nanwalek and 1 road mile from Port Graham. It will serve both communities in place of the existing airports in each community. The proposed Airport Reference Code (ARC) is A-I. Infrastructure will include a lighted gravel runway, exit taxiway, apron, and maintenance building. The airport will be able to support a non-precision instrument approach. Construction of an access road will link the airport to both communities.

This ALP was developed in accordance with the Federal Aviation Administration (FAA) Advisory Circulars *Airport Design* 150/5300-13 and *Airport Master Plans* 150/5070-6B. The format follows the guidance of the May 14, 2008, State of Alaska Department of Transportation and Public Facilities (DOT&PF) publication *Preparation and Submittal Guide for Airport Layout Plan and Narrative Report.*

B. Basis for Proposed Development

1. Current Use

Air service to Port Graham and Nanwalek originates from Homer. The Cessna 206 and Cessna 207 comprised the 2008 fleet mix for both Airports. Both aircraft have an ARC of A-I. Air taxi operators do not anticipate a change in the fleet mix during the planning period. Based on this information, A-I aircraft, including the Cessna 206 and Cessna 207, should serve as the design aircraft for the Nanwalek Port Graham Airport during the planning period.

Table 1: 2008 Airport Fleet Mix

ARC	Aircraft
A-I	Cessna 206
A-I	Cessna 207

Source: Air taxi operators currently serving the Nanwalek and Port Graham Airports

The estimated number of operations conducted at the Nanwalek and Port Graham Airports in 2008 are shown in the following table.

Table 2: Estimated 2008 Operations for Separate Facilities

Airport	Operations
Nanwalek	6,075
Port Graham	6,097
TOTAL	**12,172**

2. Forecast Use

High, moderate, and low growth rates for air traffic at Nanwalek were estimated in the Nanwalek Airport Site Reconnaissance Study. The growth rates were estimated using trend-line analysis developed from examination of historic growth trends, interviews with air carriers, community representatives, and knowledgeable parties.

A moderate growth rate of 2% was forecast for peak operations activity. This 2% growth rate was applied to 2008 base year operations for a single airport serving the two communities. A slightly higher number of base year operations at the proposed airport was assumed than the number of 2008 operations that were reported for the individual Nanwalek and Port Graham Airports.

Table 3: Base Year and Forecast Operations for Single Airport Serving Both Communities

ARC	Base Year (2008)	0-5 Years	6-10 Years	11-20 Years
A-I	6,100	6,735	7,435	9,064

C. Rationale for Proposed Development

1. ARC

The proposed airfield surfaces will meet A-I design standards to accommodate the design aircraft during the planning period.

2. Airport and Terminal Navaids

Runway lighting will be installed at the proposed airport. Precision Approach Path Indicators (PAPIs) and runway end identifier lights (REILs) will be installed to aid pilots during nighttime and marginal weather operations.

3. Wind Coverage

Recent wind data was gathered from an existing weather station near Port Graham. The station is located at 59˚20'48" N and 151˚50'30" W, approximately 3,000 feet southeast of the proposed runway. The data indicates that wind speeds are almost always less than 10.5 knots, with prevailing winds from the southeast. The direction of prevailing winds is likely due to the alignment of the valley and terrain that surrounds Port Graham. Crosswind coverage provided by the proposed runway will be greater than 95%.

4. Runway

The Alaskan Aviation System Plan adopted a minimum runway length of 3,300 feet for Community Class airports in Alaska. This is the proposed runway length for the new airport. The runway width will be 60 feet. The runway safety area will be 3,780 feet by 120 feet.

5. Taxiway

The taxiway connector between the runway and apron will be 25 feet wide with a 49-foot-wide taxiway safety area to meet A-I design standards.

6. Apron

The proposed apron will be located 270 feet from the proposed runway centerline. The apron will be 300 feet by 300 feet to accommodate based and transient aircraft. There will be two lease lots, and an additional lot will be designated for the snow removal equipment building (SREB). A rotating beacon will be mounted on the SREB. The building restriction line will be set 460 feet from the runway centerline to allow building heights of 30 feet above the primary surface of the runway. A lighted wind cone and segmented circle will be located next to the apron.

7. Access

Access to the runway from both communities will be provided by a gravel road.

8. Part 77Airport Airspace

There will be extensive terrain and tree penetrations to the transitional, horizontal, and conical surfaces.

D. Property Status

Approximately 187 acres of land will need to be acquired: 55 acres for the road and 132 acres for the airport. Both private and public lands will be impacted. Some parcels are on Native allotments.

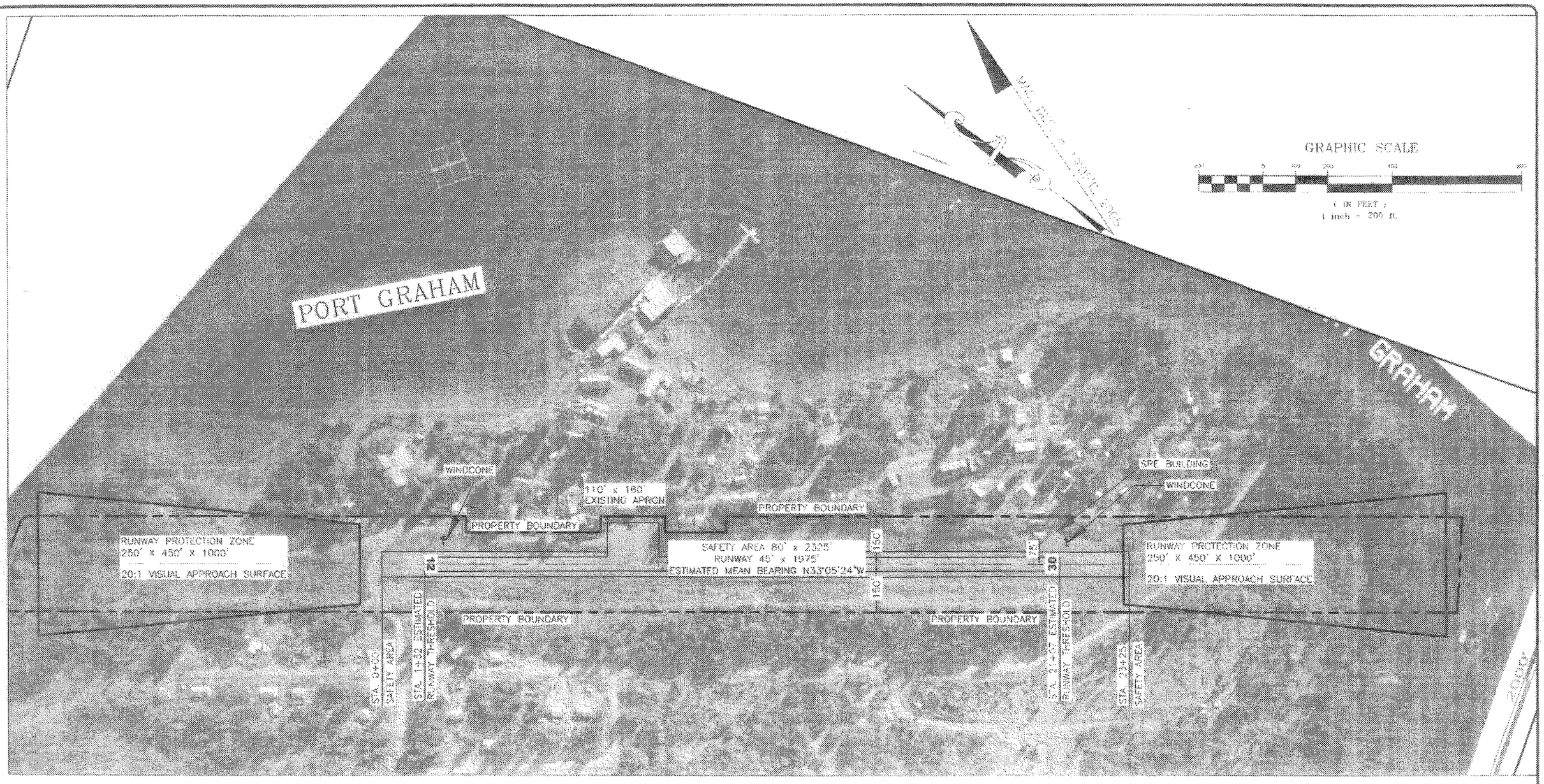
E. Rationale for Non-Standard Conditions and/or Modifications to Standards

The Port Graham landfill and sewage lagoon are located 3,200 feet from the southeast end of the proposed runway. This distance is considered incompatible under FAA runway separation standards. Waste disposal facilities within 5,000 feet of a runway used by piston-type aircraft present a potential aircraft bird-strike hazard. The landfill, operated by the Kenai Peninsula Borough (KPB), is almost full, and the KPB anticipates a new landfill will be built in the near term. If the separation between the runway and relocated landfill is less than 5,000 feet, a letter of non-objection from the FAA would be required stating that this does not present a hazard.

The FAA issued a letter of non-objection in April 1996 to the Alaska Area Native Health Service for construction of the existing liquid waste (sludge) treatment and disposal facility. Issuance of the non-objection was based on the assumption that the airport would ultimately be relocated and the minimum separation distance would be met.

F. Estimated Costs (CIP)

The entire project is estimated to cost approximately $40 million.



NOTES:

BASE PHOTO IS AN UNCONTROLLED AREA PHOTO FROM AEROMAP TAKEN 8-18-02

STATIONING IS PROVIDED FOR REFERENCE TO DISTANCES ONLY.

ALL BEARINGS AND DISTANCES ARE APPROXIMATE.

THE ACTUAL OFA/OFZ ARE THE SAME WIDTH AS THE RUNWAY SAFETY.

RWY END THRESHOLD SITING SURFACE, OFA, OFZ AND PART 77 SURFACE PENETRATIONS.

PROPERTY BOUNDARY IS BASED ON PORT GRAHAM AIRPORT PROPERTY PLAN DATED 01-16-1976 REVISED 09-09-77

PROPERTY INTEREST IS A 30.46 ACRE PATENT ADA NO. 10143 TRACT J ACQUIRED 4/13/62.

BUILDING DATA TABLE

ID No.	DESCRIPTION	STATION/ OFFSET	TOP ELEV (MSL)	OBSTRUCT MARKING
1	SINGLE SLOPE SHED	23+60 / 75'	1 [illegible]	NONE

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

PORT GRAHAM AIRPORT
PORT GRAHAM, ALASKA
AIRPORT LAYOUT PLAN

AIRPORT LAYOUT PLAN EXISTING

DATE: 09/14/2005

SHEET: 2 OF 3



P:\Projects\D59127\Concept\DCP-NWLK.dwg JUL 26 2006 08:08:37 (MBAUER) ISSUE:scr SCALE: AS SHOWN

DOWL ENGINEERS

Airport Issues
NANWALEK AIRPORT
SITE RECONNAISSANCE
Nanwalek, Alaska

FIGURE 3

APPENDIX C

Section 106 and Public and Agency Coordination

Page

Section 106 Government-to-Government Consultation
- Government-to-Government Letters, 6/12/2008 1
- Section 106 Initiation Letters, 6/28/2010....7
- Section 106 Findings Letters, 7/22/2011 14

Public and Agency Correspondence
- Public Pre-Scoping (2008-2009)....42
- Public Involvement Summary (2008-2009)....56
- Public Scoping Comment and Response Summary, 2010....140
- Agency Scoping Comment and Response Summary, 2010....147
- Letter from National Marine Fisheries Service, 3/2/2010 149
- Telephone Record with Sherry Glahn, Port Graham Village Council, 10/21/2010 151
- Scoping Summary Report, 2011....152

U.S. Department
of Transportation

**Federal Aviation
Administration**

AIRPORTS DIVISION

FAA Alaskan Region
222 W. 7th Avenue, Box 14
Anchorage, Alaska
99513-7587

June 12, 2008

Wally Kvasnikoff
Native Village of Nanwalek
P.O. Box 8028
Nanwalek, AK 99603-8028

Dear Mr. Kvasnikoff,

Nanwalek and Port Graham Airport Planning Study, Government-to-Government Consultation Initiation

The Federal Aviation Administration (FAA) in cooperation with the owner and operator of the Nanwalek and Port Graham Airports, the Alaska Department of Transportation and Public Facilities (ADOT&PF) is initiating the Nanwalek and Port Graham Airport Environmental Study.

Purpose of Government-to-Government Consultation
The primary purpose of government-to-government consultation as described in Federal Executive Order 13175 "Consultation and Coordination with Indian Tribal Governments" and FAA's Order 1210.20 "American Indian and Alaska Native Tribal Consultation Policy and Procedures" is to ensure that Federally Recognized Tribes are given the opportunity to provide meaningful and timely input regarding proposed FAA actions that uniquely or significantly affect Tribes.

Consultation Initiation
With this letter, the FAA is seeking input on concerns that uniquely or significantly affect your Tribe related to planned and proposed airport improvements. Early identification of Tribal concerns will allow the FAA and the airport owner and operator to consider ways to avoid and minimize potential impacts to Tribal resources and practices as project planning and alternatives are developed and refined. We would be pleased to discuss details of the proposed project with you.

Project Information
The purpose of this phase of the project is to conduct environmental studies, and preliminary engineering as part of the planning analysis for a future airport site. An Airport Layout Plan (ALP) and Environmental Study (ES) will also be produced.

The purpose of the overall project is to, provide a safe and efficient airport that meets ADOT & PF and FAA Airport Planning and Design standards for the communities of Nanwalek and Port Graham (USGS Seldovia B-5 SW, Township 10S, Ranges 15W and 16W, Sections 32,33,35, and 36).

During a Site Reconnaissance Study, finalized in November 2006, seven alternatives for airport improvements and airport relocations were identified (Figure1). Copies of the document were mailed to your office and discussions took place among tribal members, DOT & PF, Dowl Engineers and FAA.

As a result of this study, discussions with the tribal governments and community representatives of Nanwalek and Port Graham it was recommended that a new shared airport be developed for both communities. Alternative B, a shared airport located east of Port Graham and Alternative C, a shared airport between Port Graham and Nanwalek were recommended for further analysis. Both these alternatives include development of a road to connect the two communities to a shared airport. The study also recommended discussing Alternative D in more detail with the communities. This alternative would realign the Nanwalek Airport in its current location.

The scope of this environmental study includes wetland delineation, topographic and geological assessments, eagle nest survey, and Historical and Archeological survey. The last public meeting on April 10, 2008, various resource agencies were present to participate in the public discussion. In this meeting FAA, ADOT & PF and resource agencies reviewed the airport alternatives, considered and answered several of your most immediate concerns related to the alternatives not considered for further analysis. Attached are the meeting notes from this meeting. The final report, which would include the ES, the ALP, preliminary engineering, and a summary of weather data, is expected to be completed by June 2009.

We look forward to receiving your input on the environmental studies on resources of traditional, cultural or religious importance to the tribe.

Confidentiality

We understand that you may have concerns regarding the confidentiality of information on areas or resources of religious, traditional and cultural importance to the Tribe. We would be happy to discuss these concerns and develop procedures to ensure the confidentiality of such information is maintained.

FAA Contact Information

If you wish to provide comments related to this proposed project, please contact Gabriel Mahns, Central Region Planner, at the address above, at 907-271-3665, or by e-mail at gabriel.mahns@faa.gov; or please feel free to contact me directly.

Airport Owner and Operator Contact Information

In addition, you may wish to include the Airport owner and operator, ADOT&PF, in your response so that they may be aware of your comments. The Airport owner and operator's point of contact for this project is:

Morgan Merritt, ADOT&PF
Transportation Engineer

PO Box 196900, MS-2525
Anchorage, AK 99519-6900
morgan.merritt@alaska.gov
(907)269-0614

Project Consultation Options Form

Your timely response will greatly assist us in incorporating your concerns into project planning and the environmental field work and analysis planned for the summer and fall of 2008. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to the FAA within thirty days of your receipt of this correspondence.

Sincerely,

James W. Lomen, P.E.
Deputy Manager
Airports Division

Enclosures:
Tribal Consultation Options form
Figure 1
Nanwalek & Port Graham April 2008 Meeting Notes

Cc:
Morgan Merritt, ADOT&PF, PO Box 196900, MS-2525, Anchorage, AK 99519-6900
Jerry Reuhle, ADOT&PF Regional Environmental Coordinator PO Box 196900, MS-2525, Anchorage, AK 99519-6900
Kristen Hansen, DOWL Engineers, 4041 B Street, Anchorage, AK 99503

U.S. Department
of Transportation

**Federal Aviation
Administration**

AIRPORTS DIVISION

FAA Alaskan Region
222 W. 7th Avenue, Box 14
Anchorage, Alaska
99513-7587

June 12, 2008

Mr. Patrick Norman
Native Village of Port Graham
P.O. Box 5510
Port Graham, AK 99603-5570

Dear Mr. Norman,

Nanwalek and Port Graham Airport Planning Study, Government-to-Government Consultation Initiation

The Federal Aviation Administration (FAA) in cooperation with the owner and operator of the Nanwalek and Port Graham Airports, the Alaska Department of Transportation and Public Facilities (ADOT&PF) is initiating the Nanwalek and Port Graham Airport Environmental Study.

Purpose of Government-to-Government Consultation
The primary purpose of government-to-government consultation as described in Federal Executive Order 13175 "Consultation and Coordination with Indian Tribal Governments" and FAA's Order 1210.20 "American Indian and Alaska Native Tribal Consultation Policy and Procedures" is to ensure that Federally Recognized Tribes are given the opportunity to provide meaningful and timely input regarding proposed FAA actions that uniquely or significantly affect Tribes.

Consultation Initiation
With this letter, the FAA is seeking input on concerns that uniquely or significantly affect your Tribe related to planned and proposed airport improvements. Early identification of Tribal concerns will allow the FAA and the airport owner and operator to consider ways to avoid and minimize potential impacts to Tribal resources and practices as project planning and alternatives are developed and refined. We would be pleased to discuss details of the proposed project with you.

Project Information
The purpose of this phase of the project is to conduct environmental studies, and preliminary engineering as part of the planning analysis for a future airport site. An Airport Layout Plan (ALP) and Environmental Study (ES) will also be produced.

The purpose of the overall project is to, provide a safe and efficient airport that meets ADOT & PF and FAA Airport Planning and Design standards for the communities of Nanwalek and Port Graham (USGS Seldovia B-5 SW, Township 10S, Ranges 15W and 16W, Sections 32,33,35, and 36).

During a Site Reconnaissance Study, finalized in November 2006, seven alternatives for airport improvements and airport relocations were identified (Figure1). Copies of the document were mailed to your office and discussions took place among tribal members, DOT & PF, Dowl Engineers and FAA.

As a result of this study, discussions with the tribal governments and community representatives of Nanwalek and Port Graham it was recommended that a new shared airport be developed for both communities. Alternative B, a shared airport located east of Port Graham and Alternative C, a shared airport between Port Graham and Nanwalek were recommended for further analysis. Both these alternatives include development of a road to connect the two communities to a shared airport. The study also recommended discussing Alternative D in more detail with the communities. This alternative would realign the Nanwalek Airport in its current location.

The scope of this environmental study includes wetland delineation, topographic and geological assessments, eagle nest survey, and Historical and Archeological survey. The last public meeting on April 11, 2008 FAA, ADOT & PF reviewed the airport alternatives, considered and answered several of your most immediate concerns related to the alternatives not considered for further analysis. Attached are the meeting notes of this meeting. The final report, which would include the ES, the ALP, preliminary engineering, and a summary of weather data, is expected to be completed by June 2009.

We look forward to receiving your input on the environmental studies on resources of traditional, cultural or religious importance to the tribe.

Confidentiality

We understand that you may have concerns regarding the confidentiality of information on areas or resources of religious, traditional and cultural importance to the Tribe. We would be happy to discuss these concerns and develop procedures to ensure the confidentiality of such information is maintained.

FAA Contact Information

If you wish to provide comments related to this proposed project, please contact Gabriel Mahns, Central Region Planner, at the address above, at 907-271-3665, or by e-mail at gabriel.mahns@faa.gov; or please feel free to contact me directly.

Airport Owner and Operator Contact Information

In addition, you may wish to include the Airport owner and operator, ADOT&PF, in your response so that they may be aware of your comments. The Airport owner and operator's point of contact for this project is:

Morgan Merritt, ADOT&PF
Transportation Engineer
PO Box 196900, MS-2525
Anchorage, AK 99519-6900

morgan.merritt@alaska.gov
(907)269-0614

Project Consultation Options Form

Your timely response will greatly assist us in incorporating your concerns into project planning and the environmental field work and analysis planned for the summer and fall of 2008. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to the FAA within thirty days of your receipt of this correspondence.

Sincerely,

James W. Lomen, P.E.
Deputy Manager
Airports Division

Enclosures:

Tribal Consultation Options form
Figure 1
Nanwalek & Port Graham April 2008 Meeting Notes

Cc:
Morgan Merritt, ADOT&PF, PO Box 196900, MS-2525, Anchorage, AK 99519-6900
Jerry Reuhle, ADOT&PF Regional Environmental Coordinator PO Box 196900, MS-2525, Anchorage, AK 99519-6900
Kristen Hansen, DOWL Engineers, 4041 B Street, Anchorage, AK 99503

#52250

STATE OF ALASKA

SEAN PARNELL, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND CONSTRUCTION
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0542
FAX: (907) 243-6927

In Reply Refer To:
State Project 52250

June 28, 2010

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 a shared airport in between the villages of Nanwalek and Port Graham, Alaska (Figures 1 and 2). An access road would also be constructed. The airport and access road would be located in Sections 31 and 32, Township 10S, Range 15W and Sections 35 and 36 in Township 10S, Range 16W (USGS Seldovia B-5 and B-6).

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.

Background
The purpose of the project is to provide a safer and more reliable airport for the communities of Nanwalek and Port Graham. Currently, both communities have air strips; however the runway lengths do not meet FAA standards. Neither of the existing air strip locations are suitable for runway extensions, due to terrain and community locations.

Relocation of the existing airports was explored in site reconnaissance studies, which evaluated seven other potential locations (Figure 3). After consultation with the communities, a shared airport at Romanoff Point was chosen as the only build alternative to be carried forward for further analysis in the NEPA document.

Project Description
The project consists of a new 3,300-foot long runway, a 270-foot long taxiway, and a 300-foot by 200-foot apron. A 3.5-mile airport access road would be constructed that would connect the two communities. Currently, neither community is accessible by road, but the communities are linked to each other by a trail. The proposed action would require acquisitions of portions of Native Allotments and village corporation lands. Pending approval of the action, funding, and successful land acquisition, construction could begin as early as 2014.

Study Area
The study area for this project is shown on Figure 4 and includes a 100 foot buffer of the airport and access road footprint. The study area was reduced from a 1,000 foot buffer to a 100 foot buffer in 2009 because the 100 foot buffer is sufficient to capture potential effects of the project footprint. The Area of Potential Effect (APE) will be defined after comments are received from your agency and other consulting parties.

Identification Efforts
A literature search indicated that 12 cultural resource surveys have taken place prior to 2008 in the general project area. As a result, 16 historic or prehistoric sites had been recorded in the state's Alaska Heritage Resources Survey (AHRS). These sites are generally along the coast, adjacent to salmon streams, or near the two villages.

The nearby AHRS sites are: SEL-003, SEL-018, SEL-027, SEL-161, SEL-166, SEL-170, SEL-229, SEl-230, SEL-231, SEL-232, SEL-238, SEL-239, SEL-243, SEL-244, SEL-289, and SEL-290, see enclosed report for more details. None of these sites are in the direct footprint of the proposed project. Our archaeological consultant, Cultural Resource Consultants LLC (CRC), conducted a survey of the project area in 2009 and found one additional site (see enclosed CRC Cultural Resource Survey). Based on their review, it appears the project may have an adverse effect on the Port Graham-Nanwalek Civilian Conservation Corps (CCC) Trail (SEL-348). We will submit our formal findings of affect to your office after we receive comments from the various consulting parties on this initiation of consultation letter. Other parties being consulted during this Section 106 Initiation effort include the Native Village of Nanwalek, English Bay Corporation, the Native Village of Port Graham, Port Graham Corporation, Chugach Alaska Corporation, and Chugachmuit.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-269-0539, or by e-mail at brian.elliott@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,

Brian Elliott
Regional Environmental Manager

Enclosures:
Figures 1-5
Office of History and Archaeology Coversheet
Cultural Resource Consultants LLC Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska

cc w/ enclosures:
Gabriel Mahns, FAA Project Manager
Laurie Mulcahy, DOT&PF, Cultural Resources Manager

cc w/o enclosures:
Morgan Merritt, P.E., DOT&PF Central Region, Project Manager
Dan Golden, DOT&PF Central Region, Environmental Analyst

#52250

STATE OF ALASKA

SEAN PARNELL, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND CONSTRUCTION
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0542
FAX: (907) 243-6927

In Reply Refer To:
State Project 52250

June 29, 2010

See Distribution List

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to construct a shared airport in between the villages of Nanwalek and Port Graham, Alaska (Figures 1 and 2). An access road would also be constructed. The airport and access road would be located in Sections 31 and 32, Township 10S, Range 15W and Sections 35 and 36 in Township 10S, Range 16W (USGS Seldovia B-5 and B-6).

For purposes of the National Historic Preservation Act, we are initiating this consultation to assist us in identifying places that may be of traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe may be impacted by the proposed project so that we may try to avoid impacts. We would be pleased to discuss with you any confidential concerns you may identify and discuss project details.

Background
The purpose of the project is to provide a safer and more reliable airport for the communities of Nanwalek and Port Graham. Currently, both communities have air strips; however the runway lengths do not meet FAA standards. Neither of the existing air strip locations are suitable for runway extensions, due to terrain and community locations.

Relocation of the existing airports was explored in site reconnaissance studies, which evaluated seven other potential locations (Figure 3). After consultation with the communities, a shared airport at Romanoff Point was chosen as the only build alternative to be carried forward for further analysis in the NEPA document.

Project Description
The project consists of a new 3,300-foot long runway, a 270-foot long taxiway, and a 300-foot by 200-foot apron. A 3.5-mile airport access road would be constructed that would connect the two communities. Currently, neither community is accessible by road, but the communities are linked to each other by a trail. The proposed action would require acquisitions of portions of Native Allotments and village corporation lands. Pending approval of the action, funding, and successful land acquisition, construction could begin as early as 2014.

Study Area
The study area for this project is shown on Figure 4 and includes a 100 foot buffer of the airport and access road footprint. The study area was reduced from a 1,000 foot buffer to a 100 foot

buffer in 2009 because the 100 foot buffer is sufficient to capture potential effects of the project footprint. The Area of Potential Effect (APE) will be defined after comments are received from the consulting parties.

Identification Efforts
A literature search indicated that 12 cultural resource surveys have taken place prior to 2008 in the general project area. As a result, 16 historic or prehistoric sites had been recorded in the state's Alaska Heritage Resources Survey (AHRS). These sites are generally along the coast, adjacent to salmon streams, or near the two villages.

The nearby AHRS sites are: SEL-003, SEL-018, SEL-027, SEL-161, SEL-166, SEL-170, SEL-229, SEl-230, SEL-231, SEL-232, SEL-238, SEL-239, SEL-243, SEL-244, SEL-289, and SEL-290, see enclosed report for more details. None of these sites are in the direct footprint of the proposed project. Our archaeological consultant, Cultural Resource Consultants LLC (CRC), conducted a survey of the project area in 2009 and found one additional site (see enclosed CRC Cultural Resource Survey). Based on their review, it appears the project may have an adverse effect on the Port Graham-Nanwalek Civilian Conservation Corps (CCC) Trail (SEL-348). We will submit our formal findings of affect to your office after we receive comments from the various consulting parties on this initiation of consultation letter.

Parties being consulted during this Section 106 Initiation effort include the Native Village of Nanwalek, English Bay Corporation, Native Village of Port Graham, Port Graham Corporation, Chugachmuit, Chugach Alaska Corporation, and the State Historic Preservation Office.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-269-0539, or by e-mail at brian.elliott@alaska.gov. Your timely response will greatly assist us in incorporating your concerns into project development. However, please note that to receive consideration your comments must be received within thirty days of your receipt of this correspondence.

Sincerely,

Brian Elliott
Regional Environmental Manager

Enclosures:
Figures 1-5
Office of History and Archaeology Coversheet
Cultural Resource Consultants LLC Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska

cc w/ enclosures:
Gabriel Mahns, FAA Project Manager
Laurie Mulcahy, DOT&PF, Cultural Resources Manager

cc w/o enclosures:
Morgan Merritt, P.E., DOT&PF Central Region, Project Manager
Dan Golden, DOT&PF Central Region, Environmental Analyst

Distribution List:

Native Village of Nanwalek
Mr. Wally Kvasnikoff, Chief
P.O. Box 8028
Nanwalek, AK 99603-8028

English Bay Corporation
Mr. Don Emmil, President
1637 Stanton Ave.
Anchorage, AK 99508

Native Village of Port Graham
Mr. Patrick Norman, Chief
P.O. Box 5510
Port Graham, AK 99603-5570

Port Graham Corporation
Mr. Walter Meganack, President
P.O. Box 5569
Port Graham, AK 99603

Chugach Alaska Corporation
Mr. Barney Uhart, President
3800 Centerpoint Drive, Ste. 601
Anchorage, AK 99503

#52250

STATE OF ALASKA

SEAN PARNELL, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND CONSTRUCTION
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0542
FAX: (907) 243-6927

In Reply Refer To:
State Project 52250

June 29, 2010

Mr. Patrick Anderson, Executive Director
Chugachmuit
1840 Bragaw Street, Suite 110
Anchorage, Alaska 99508-3463

Dear Mr. Anderson:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to construct a shared airport in between the villages of Nanwalek and Port Graham, Alaska (Figures 1 and 2). An access road would also be constructed. The airport and access road would be located in Sections 31 and 32, Township 10S, Range 15W and Sections 35 and 36 in Township 10S, Range 16W (USGS Seldovia B-5 and B-6).

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.

Background
The purpose of the project is to provide a safer and more reliable airport for the communities of Nanwalek and Port Graham. Currently, both communities have air strips; however the runway lengths do not meet FAA standards. Neither of the existing air strip locations are suitable for runway extensions, due to terrain and community locations.

Relocation of the existing airports was explored in site reconnaissance studies, which evaluated seven other potential locations (Figure 3). After consultation with the communities, a shared airport at Romanoff Point was chosen as the only build alternative to be carried forward for further analysis in the NEPA document.

Project Description
The project consists of a new 3,300-foot long runway, a 270-foot long taxiway, and a 300-foot by 200-foot apron. A 3.5-mile airport access road would be constructed that would connect the two communities. Currently, neither community is accessible by road, but the communities are linked to each other by a trail. The proposed action would require acquisitions of portions of Native Allotments and village corporation lands. Pending approval of the action, funding, and successful land acquisition, construction could begin as early as 2014.

Study Area
The study area for this project is shown on Figure 4 and includes a 100 foot buffer of the airport and access road footprint. The study area was reduced from a 1,000 foot buffer to a 100 foot

buffer in 2009 because the 100 foot buffer is sufficient to capture potential effects of the project footprint. The Area of Potential Effect (APE) will be defined after comments are received from the consulting parties.

Identification Efforts
A literature search indicated that 12 cultural resource surveys have taken place prior to 2008 in the general project area. As a result, 16 historic or prehistoric sites had been recorded in the state's Alaska Heritage Resources Survey (AHRS). These sites are generally along the coast, adjacent to salmon streams, or near the two villages.

The nearby AHRS sites are: SEL-003, SEL-018, SEL-027, SEL-161, SEL-166, SEL-170, SEL-229, SEl-230, SEL-231, SEL-232, SEL-238, SEL-239, SEL-243, SEL-244, SEL-289, and SEL-290, see enclosed report for more details. None of these sites are in the direct footprint of the proposed project. Our archaeological consultant, Cultural Resource Consultants LLC (CRC), conducted a survey of the project area in 2009 and found one additional site (see enclosed CRC Cultural Resource Survey). Based on their review, it appears the project may have an adverse effect on the Port Graham-Nanwalek Civilian Conservation Corps (CCC) Trail (SEL-348). We will submit our formal findings of affect to your office after we receive comments from the various consulting parties on this initiation of consultation letter.

Parties being consulted during this Section 106 Initiation effort include the Native Village of Nanwalek, English Bay Corporation, Native Village of Port Graham, Port Graham Corporation, Chugachmuit, Chugach Alaska Corporation, and the State Historic Preservation Office.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-269-0539, or by e-mail at brian.elliott@alaska.gov. Your timely response will greatly assist us in incorporating your concerns into project development. However, please note that to receive consideration your comments must be received within thirty days of your receipt of this correspondence.

Sincerely,

Brian Elliott
Regional Environmental Manager

Enclosures:
Figures 1-5
Office of History and Archaeology Coversheet
Cultural Resource Consultants LLC Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska

cc w/ enclosures:
Gabriel Mahns, FAA Project Manager
Laurie Mulcahy, DOT&PF, Cultural Resources Manager

cc w/o enclosures:
Morgan Merritt, P.E., DOT&PF Central Region, Project Manager
Dan Golden, DOT&PF Central Region, Environmental Analyst

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

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

In Reply Refer To:
State Project 52250
ATTENTION: This finding contains 1 DOE

July 22, 2011

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
550 W. 7th Avenue, Suite 1310
Anchorage, AK 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 a shared airport and access road in between the communities of Nanwalek and Port Graham (Nanwalek and Port Graham Airport and Access Road Project [project]). The proposed project would be located in Sections 31 and 32, Township 10S, Range 15W and Sections 35 and 36, Township 10S, Range 16W (United States Geological Survey Quadrangle Seldovia B-5 and B-6); Figures 1 and 2. Pursuant to 36 CFR 800.4(d)(2) and 800.5(d)(2), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF, on behalf of the FAA, finds an adverse effect on historic properties by the proposed project.

The purpose and need of the proposed project is to provide a safer and more reliable airport for the communities of Nanwalek and Port Graham. Currently, both communities have air strips; however, the runway lengths do not meet FAA standards. Neither of the existing air strip locations is suitable for runway extensions due to terrain and community locations.

Relocation of the existing airports was explored in site reconnaissance studies, which evaluated seven other potential locations. After consultation with the communities, a shared airport at Romanoff Point was chosen as the only build alternative to be carried forward for further analysis in the National Environmental Policy Act (NEPA) document.

Project Description

The proposed project would consist of constructing a new 3,300-foot long by 60-foot wide runway, 3,780-foot long by 120-foot wide runway safety area, a 25-foot wide taxiway, and a 60,000-square foot apron. This has changed from the initiation letter sent on June 28, 2010 that stated a 75-foot wide runway would be constructed. A 3.5-mile long by 22.5-foot wide airport access road would be constructed that would connect the two communities. Currently, neither

community is accessible by road, but the communities are linked to each other by two walking trails, one of which is impassible. The proposed project would require acquisitions of portions of native allotments and village corporation lands. Pending approvals of the proposed project, including NEPA document and permit acquisitions, funding, and property acquisition, construction could begin as early as 2014. Pre-NEPA approvals are also required such as Revocable Use Permits (RUP) from the Bureau of Indian Affairs (BIA) for geotechnical and survey work on native allotments.

Area of Potential Effect

The communities of Port Graham and Nanwalek are located on the southwestern end of the Kenai Peninsula near the entrance to Kachemak Bay off Cook Inlet. The villages are approximately three air miles apart and have been connected over the years by two trails, the Homer Electric Association (HEA) Trail, which is also sometimes called the "walking trail," and the now relatively unused Port Graham–Nanwalek Civilian Conservation Corps Trail (CCC Trail).

The original study area, surveyed for cultural resources in 2008 and 2009, consisted of the proposed access road 200-foot right-of-way (ROW) and the proposed airport property with a surrounding 1,000-foot wide buffer. The project design was later refined and with more accurate topographic information the Area of Potential Effect (APE) was later identified in the fall of 2009 to include all areas that might require ground-disturbing work (Figure 4). The APE consists of the proposed access road ROW and airport property with a surrounding 100-foot wide buffer. The APE provides enough room for potential alignment shifts and minor changes to the project footprint during final design.

Identification Efforts

Cultural Resource Consultants LLC (CRC) conducted the cultural resources study for the study area, (the *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska* (November 2010) is enclosed). The pre-survey literature search, limited to the immediate Nanwalek area and the southwest coast of Port Graham Bay, yielded information on 16 sites within 0.75 mile of the proposed project area (Figure 3). All sites are either along the ocean coast or adjacent to salmon streams. These Alaska Heritage Resources Survey (AHRS) sites are:

- SEL-003, the remains of the Russian American Company post, Alexandrovsk Redoubt, located under the existing Nanwalek runway on the spit just south of Nanwalek in English Bay, roughly five miles south of the entrance to Kachemak Bay, on the east shore of Cook Inlet;
- SEL-018, the Saints Sergius and Herman of Valaam Church, within the village of Nanwalek;
- SEL-027, the Port Graham Village Cannery Site, located on the south shore of Port Graham, which contains a prehistoric component, as well as the historic cannery component;
- SEL-161, the Moonin Midden, located on the Sergius Moonin Allotment just west northwest of Port Graham Village;
- SEL-166, the Anahonak Midden, located near the head Port Graham Bay, about 2 miles southwest of Port Graham Village;
- SEL-170, the location of a partial human cranium, found north of Nanwalek and west of Russian Point;

- SEL-229, a campsite, roughly 0.5 mile southeast of Nanwalek on the English Bay River;
- SEL-230, site Area #2 Logging Unit, on the west bank of the English Bay River, upstream from the lagoon;
- SEL-231, a largely unknown, sub-surface site of ash and charcoal, on a beach ridge on the east shore of English Bay lagoon;
- SEL-232, a small midden on the south shore of English Bay Lagoon;
- SEL-238, the Sarjus Kvasnikoff Fire Cracked Rock Site, located at the outlet of the "second lake" on the English Bay River;
- SEL-239, the English Bay River Falls Site, near the "first lake" on the English Bay River;
- SEL-243, the English Bay River ATV Trail Crossing, roughly 1.5 mi. upstream from Nanwalek on the English Bay River;
- SEL-244, a site, located above the east shore of English Bay Lagoon, with possible stained soils and an isolated bifacial point;
- SEL-289, a grave located on Elias Romanoff's Native Allotment; and
- SEL-290, the location of graves thought to be near the old cannery in Port Graham.

Proposed Airport

The portion of the project APE that includes the proposed airport lies to the south of the proposed access road was surveyed during the 2008 field season (Figure 4). The topography of this area is irregular, with dense stands of spruce, and an understory of ferns, berries, alders and devils club. Several wetland areas are also within the APE. No cultural sites were found within the proposed airport property.

Proposed Access Road

The proposed route of the access road between Nanwalek and Port Graham traverses a largely undeveloped strip of land between the two villages. The ground is very irregular and densely vegetated, with a combination of tall spruce, devil's club, salmonberry, ferns, and some grasses. Little of the APE in the vicinity of this route was considered high sensitivity for cultural resources due to a high degree of landscape slope, lack of anadromous fish streams, and large distance from known cultural resources along the coast. Those few areas that were within the high sensitivity parameters were surveyed.

A variety of cultural remains identified in the vicinity of the proposed access road route provided evidence of use of the area during the past 50 years. These include stumps, an unused aluminum water pipe line, and the HEA power line and associated access trail.

The stumps appear to be from fairly recent logging that began during the 1960s and continued through the 1980s. The pipe line crosses the proposed access road east of the stream flowing from the Port Graham reservoir. This pipe is part of the water system that carried water from the reservoir to Port Graham in the 1980s.

A single overhead power line was originally constructed by HEA between 1968 and 1973. It runs through the trees, which provide its support, along the southwest side of the proposed runway, and also intersects with the proposed access road in at least three places (Figure 2). The power line has an associated access trail that runs along near it, but not always under or next to it. This access trail was used for a number of years as both an all-terrain vehicle (ATV) and foot trail by residents of Port Graham and Nanwalek.

Determination of Eligibility
Port Graham-Nanwalek CCC Trail (SEL-348)

CRC's survey documented the CCC Trail (Figure 4). The trail which may have been in existence as early as 1897 was upgraded to its current size in 1937 by the CCC and was maintained for approximately 40 years. It is now overgrown with vegetation in places and its original CCC bridges have deteriorated or have been slightly modified.

CRC's recommendation:
CRC recommended that the CCC Trail is likely eligible for the National Register of Historic Places (National Register) under Criteria A and D, with a period of significance between 1937, when the trail was constructed, and the early 1980s, when trail maintenance ceased and it was no longer used on a regular basis. The Port Graham–Nanwalek CCC Trail has changed little since it was built and retains most of its seven aspects of historic integrity. The CCC Trail is in its original location, its setting is intact, it still has the essential features expressive of its design and function, and these features are visible enough to convey their significance.

Criterion A: Association with events that have made a significant contribution to the broad patterns of history.

The CCC Trail is over 70 years old at this time, and was used throughout most of the twentieth century. It is associated with the development of the communities of Port Graham and Nanwalek, and with the cannery period in the region. CCC work on the trail demonstrates the variety of projects the agency undertook to provide employment to Alaska Natives in south-central Alaska during the Great Depression of the 1930s. The CCC Trail is one of the few, if any, that still exist in south-central Alaska. The trail's long history and function as a connecting route between Port Graham and Nanwalek are significant enough to qualify under Criterion A for association with local, regional, and national events.

Criterion D: Having yielded, or having the potential to yield, information important in prehistory or history.

The CCC Trail and its bridges were built by the Alaska Forest Service, and the bridges represent a design type and time period that are poorly documented and of which there are few extant examples. Further documentation could provide information on the comparability of the bridge designs to Bureau of Public Roads or Alaska Road Commission bridge designs, and reveal construction techniques and type of wood chosen for use. The CCC Trail has the ability to provide information about period design and land use patterns of the Alutiiq on the southern Kenai Peninsula. Native trails in Alaska are often undocumented and as systems of communication and transportation, have the potential to answer questions about the organization of trade, intergroup relations, and land-use patterns. Such trails are known to represent human shaping and use of the environment during the early twentieth century on the Kenai Peninsula, but are also traces of earlier use. Trails can often answer questions and lead to new ones about how, why, and when people moved on the landscape.

DOT&PF's recommendation:
DOT&PF agrees that the CCC Trail is eligible for the National Register under Criterion A at local and regional levels; however DOT&PF disagrees with CRC's recommendation that the CCC Trail is eligible under Criterion D. It is DOT&PF's opinion that Criterion D is more

appropriately applied to archaeological properties and that this criterion generally does not apply to bridges (or trails), although in rare instances it could apply to an unusual or technologically significant bridge for which no plans or other documentation survives. DOT&PF's opinion also coincides with conclusions of the *A Context For Common Historic Bridge Types*, prepared for the National Cooperative Highway Research Program (October 2005) (page 1-7).

This is a hard-packed dirt track trail with 19 log bridges constructed through a spruce-hemlock forest, crossing drainages and streams, and marshes. CRC indicates that the bridges are of a timber stringer-type design which was typical for CCC projects during that time, and the timber is of local spruce and hemlock. The stringer bridges along the CCC Trail vary in length depending on the drainage crossing. There is no indication that there are any associated surface or subsurface cultural remains along the trail corridor.

DOT&PF believes this bridge design to have a relatively low level of significance. Generally, timber stringers are a common bridge type prevalent throughout the country and standard for trails; they can also be found on low-trafficked roads. Because of the structure's simplicity and ready available materials, the timber bridge continues to be used to the present day.

Typical character defining features are longitudinal beams (or stringers) and the bridge piles (or supports). The timber stringers support a wood plank or log deck. The stringer ends rest on a vertical support (or abutment), which for this trail are logs. The bridges along this CCC Trail have no railings. DOT&PF does not agree that further evaluation of this simple bridge type will yield important information pertaining to its design. The type of wood used for the CCC Trail bridges is local material and the terrain which does not appear challenging does not rise to the level that requires the development of alternative construction techniques. Furthermore, with the absence of associated cultural resources along the trail corridor DOT&PF is not certain how further archaeological investigations of the trail could yield information important to answer questions about the organization of trade, intergroup relations, and land-use patterns.

FAA's determination:
FAA agrees with DOT&PF's recommendation and has determined that the Port Graham-Nanwalek CCC Trail (SEL-348) is eligible for the National Register under Criterion A at local and regional levels.

Other Cultural Resource Sites

CRC's recommendation:
Other cultural remains noted during the survey for the proposed project were modern garbage in the airport runway and apron areas; and recent logging stumps, a water intake pipe, the HEA trail and overhead power line. The logging-related stumps are not likely eligible for listing in the National Register. They might be worthy of note as a type of culturally modified tree (CMT), and evidence of cultural activity during recent years, but individual or even small groups of CMTs are generally not considered significant enough to be eligible for the National Register (Bittner 1991). The water intake pipe, and the HEA trail and overhead power line are less than 50 years old. They are not fragile resources, and do not represent extraordinary events; therefore, they are also not likely eligible for listing in the National Register.

FAA's determination:
FAA agrees with CRC's recommendation and has determined that the other cultural remains identified during the survey are not eligible for the National Register.

Finding of Effect
Based on CRC's research and field study, the only historic site that may be affected by the proposed project is the CCC Trail (SEL-348). Approximately 3,443 feet of the CCC Trail, including six log bridges (13 through 18), are contained within the proposed road ROW between Port Graham and Nanwalek, in the western half of the study area (Figure 4). The proposed road crosses the CCC Trail three times. Construction plans for the proposed 22-foot wide road include cutting and filling to create a more even grade than current topography. The majority of the proposed road would have 2:1 cut and fill slopes, but along steep cliffs a rock catchment design with 0.5:1 cut slopes is proposed.

CRC recommends that cutting and filling within the portion of the access road study area that coincides with the CCC Trail would likely erase all evidence of the trail and six of its bridges in this vicinity, and will disconnect the undisturbed sections of trail. The proposed construction will dramatically alter the trail's integrity. As a result, the access road as proposed would have an adverse effect on the CCC Trail.

FAA's finding:
FAA agrees with CRC's recommendation and finds that this project has an adverse effect on the Port Graham-Nanwalek CCC Trail (SEL-348).

Consulting Parties:
Other parties being consulted during this Section 106 Finding effort include the Native Village of Nanwalek, English Bay Corporation, the Native Village of Port Graham, Port Graham Corporation, Chugach Alaska Corporation, Bureau of Indian Affairs, and Chugachmuit, to determine their interest in participating in consultation for the resolution of the adverse effects and in the development of a Memorandum of Agreement (MOA).

Once we receive your response, we will consult with your office to identify mitigation measures as needed to offset the adverse effects of this project. Please direct your concurrence or comments to me at the address above, by telephone at 907-269-0539, or by e-mail at brian.elliott@alaska.gov. For this purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

Brian Elliott

Brian Elliott
Regional Environmental Manager

Enclosures:
Figures 1-4
Office of History and Archaeology Coversheet
Cultural Resource Consultants LLC (CRC). 2010. *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska*. November 2010.

References:

Bittner, Judith E. 1991. Letter to John Hildebrand, Department of Transportation and Public Facilities, Anchorage. Copy on file, Alaska Department of Natural Resources, Office of History and Archaeology, Anchorage.

cc w/ enclosures:

Gabriel Mahns, FAA, Project Manager
Patti Sullivan, FAA, Environmental Program Manager
Laurie Mulcahy, DOT&PF Statewide, Cultural Resources Manager
Valerie Gomez, DOT&PF Central Region, Cultural Resource Specialist

cc w/o enclosures:

Morgan Merritt, P.E., DOT&PF Central Region, Project Manager
Dan Golden, DOT&PF Central Region, Environmental Analyst

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

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

In Reply Refer To:
State Project 52250
ATTENTION: This finding contains 1 DOE

July 22, 2011

See Distribution List

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to construct a shared airport and access road in between the communities of Nanwalek and Port Graham (Nanwalek and Port Graham Airport and Access Road Project [project]). The proposed project would be located in Sections 31 and 32, Township 10S, Range 15W and Sections 35 and 36, Township 10S, Range 16W (United States Geological Survey Quadrangle Seldovia B-5 and B-6); Figures 1 and 2. Pursuant to 36 CFR 800.4(d)(2) and 800.5(d)(2), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF, on behalf of the FAA, finds an adverse effect on historic properties by the proposed project.

The purpose and need of the proposed project is to provide a safer and more reliable airport for the communities of Nanwalek and Port Graham. Currently, both communities have air strips; however, the runway lengths do not meet FAA standards. Neither of the existing air strip locations is suitable for runway extensions due to terrain and community locations.

Relocation of the existing airports was explored in site reconnaissance studies, which evaluated seven other potential locations. After consultation with the communities, a shared airport at Romanoff Point was chosen as the only build alternative to be carried forward for further analysis in the National Environmental Policy Act (NEPA) document.

Project Description

The proposed project would consist of constructing a new 3,300-foot long by 60-foot wide runway, 3,780-foot long by 120-foot wide runway safety area, a 25-foot wide taxiway, and a 60,000-square foot apron. This has changed from the initiation letter sent on June 28, 2010 that stated a 75-foot wide runway would be constructed. A 3.5-mile long by 22.5-foot wide airport access road would be constructed that would connect the two communities. Currently, neither community is accessible by road, but the communities are linked to each other by two walking trails, one of which is impassible. The proposed project would require acquisitions of portions of native allotments and village corporation lands. Pending approvals of the proposed project, including NEPA document and permit acquisitions, funding, and property acquisition, construction could begin as early as 2014. Pre-NEPA approvals are also required such as

Revocable Use Permits (RUP) from the Bureau of Indian Affairs (BIA) for geotechnical and survey work on native allotments.

Area of Potential Effect

The communities of Port Graham and Nanwalek are located on the southwestern end of the Kenai Peninsula near the entrance to Kachemak Bay off Cook Inlet. The villages are approximately three air miles apart and have been connected over the years by two trails, the Homer Electric Association (HEA) Trail, which is also sometimes called the "walking trail," and the now relatively unused Port Graham–Nanwalek Civilian Conservation Corps Trail (CCC Trail).

The original study area, surveyed for cultural resources in 2008 and 2009, consisted of the proposed access road 200-foot right-of-way (ROW) and the proposed airport property with a surrounding 1,000-foot wide buffer. The project design was later refined and with more accurate topographic information the Area of Potential Effect (APE) was later identified in the fall of 2009 to include all areas that might require ground-disturbing work (Figure 4). The APE consists of the proposed access road ROW and airport property with a surrounding 100-foot wide buffer. The APE provides enough room for potential alignment shifts and minor changes to the project footprint during final design.

Identification Efforts

Cultural Resource Consultants LLC (CRC) conducted the cultural resources study for the study area, (the *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska* (November 2010) is enclosed). The pre-survey literature search, limited to the immediate Nanwalek area and the southwest coast of Port Graham Bay, yielded information on 16 sites within 0.75 mile of the proposed project area (Figure 3). All sites are either along the ocean coast or adjacent to salmon streams. These Alaska Heritage Resources Survey (AHRS) sites are:

- SEL-003, the remains of the Russian American Company post, Alexandrovsk Redoubt, located under the existing Nanwalek runway on the spit just south of Nanwalek in English Bay, roughly five miles south of the entrance to Kachemak Bay, on the east shore of Cook Inlet;
- SEL-018, the Saints Sergius and Herman of Valaam Church, within the village of Nanwalek;
- SEL-027, the Port Graham Village Cannery Site, located on the south shore of Port Graham, which contains a prehistoric component, as well as the historic cannery component;
- SEL-161, the Moonin Midden, located on the Sergius Moonin Allotment just west northwest of Port Graham Village;
- SEL-166, the Anahonak Midden, located near the head Port Graham Bay, about 2 miles southwest of Port Graham Village;
- SEL-170, the location of a partial human cranium, found north of Nanwalek and west of Russian Point;
- SEL-229, a campsite, roughly 0.5 mile southeast of Nanwalek on the English Bay River;
- SEL-230, site Area #2 Logging Unit, on the west bank of the English Bay River, upstream from the lagoon;
- SEL-231, a largely unknown, sub-surface site of ash and charcoal, on a beach ridge on the east shore of English Bay lagoon;

- SEL-232, a small midden on the south shore of English Bay Lagoon;
- SEL-238, the Sarjus Kvasnikoff Fire Cracked Rock Site, located at the outlet of the "second lake" on the English Bay River;
- SEL-239, the English Bay River Falls Site, near the "first lake" on the English Bay River;
- SEL-243, the English Bay River ATV Trail Crossing, roughly 1.5 mi. upstream from Nanwalek on the English Bay River;
- SEL-244, a site, located above the east shore of English Bay Lagoon, with possible stained soils and an isolated bifacial point;
- SEL-289, a grave located on Elias Romanoff's Native Allotment; and
- SEL-290, the location of graves thought to be near the old cannery in Port Graham.

Proposed Airport

The portion of the project APE that includes the proposed airport lies to the south of the proposed access road was surveyed during the 2008 field season (Figure 4). The topography of this area is irregular, with dense stands of spruce, and an understory of ferns, berries, alders and devils club. Several wetland areas are also within the APE. No cultural sites were found within the proposed airport property.

Proposed Access Road

The proposed route of the access road between Nanwalek and Port Graham traverses a largely undeveloped strip of land between the two villages. The ground is very irregular and densely vegetated, with a combination of tall spruce, devil's club, salmonberry, ferns, and some grasses. Little of the APE in the vicinity of this route was considered high sensitivity for cultural resources due to a high degree of landscape slope, lack of anadromous fish streams, and large distance from known cultural resources along the coast. Those few areas that were within the high sensitivity parameters were surveyed.

A variety of cultural remains identified in the vicinity of the proposed access road route provided evidence of use of the area during the past 50 years. These include stumps, an unused aluminum water pipe line, and the HEA power line and associated access trail.

The stumps appear to be from fairly recent logging that began during the 1960s and continued through the 1980s. The pipe line crosses the proposed access road east of the stream flowing from the Port Graham reservoir. This pipe is part of the water system that carried water from the reservoir to Port Graham in the 1980s.

A single overhead power line was originally constructed by HEA between 1968 and 1973. It runs through the trees, which provide its support, along the southwest side of the proposed runway, and also intersects with the proposed access road in at least three places (Figure 2). The power line has an associated access trail that runs along near it, but not always under or next to it. This access trail was used for a number of years as both an all-terrain vehicle (ATV) and foot trail by residents of Port Graham and Nanwalek.

Determination of Eligibility

Port Graham-Nanwalek CCC Trail (SEL-348)

CRC's survey documented the CCC Trail (Figure 4). The trail which may have been in existence as early as 1897 was upgraded to its current size in 1937 by the CCC and was

maintained for approximately 40 years. It is now overgrown with vegetation in places and its original CCC bridges have deteriorated or have been slightly modified.

CRC's recommendation:
CRC recommended that the CCC Trail is likely eligible for the National Register of Historic Places (National Register) under Criteria A and D, with a period of significance between 1937, when the trail was constructed, and the early 1980s, when trail maintenance ceased and it was no longer used on a regular basis. The Port Graham–Nanwalek CCC Trail has changed little since it was built and retains most of its seven aspects of historic integrity. The CCC Trail is in its original location, its setting is intact, it still has the essential features expressive of its design and function, and these features are visible enough to convey their significance.

Criterion A: Association with events that have made a significant contribution to the broad patterns of history.

The CCC Trail is over 70 years old at this time, and was used throughout most of the twentieth century. It is associated with the development of the communities of Port Graham and Nanwalek, and with the cannery period in the region. CCC work on the trail demonstrates the variety of projects the agency undertook to provide employment to Alaska Natives in south-central Alaska during the Great Depression of the 1930s. The CCC Trail is one of the few, if any, that still exist in south-central Alaska. The trail's long history and function as a connecting route between Port Graham and Nanwalek are significant enough to qualify under Criterion A for association with local, regional, and national events.

Criterion D: Having yielded, or having the potential to yield, information important in prehistory or history.

The CCC Trail and its bridges were built by the Alaska Forest Service, and the bridges represent a design type and time period that are poorly documented and of which there are few extant examples. Further documentation could provide information on the comparability of the bridge designs to Bureau of Public Roads or Alaska Road Commission bridge designs, and reveal construction techniques and type of wood chosen for use. The CCC Trail has the ability to provide information about period design and land use patterns of the Alutiiq on the southern Kenai Peninsula. Native trails in Alaska are often undocumented and as systems of communication and transportation, have the potential to answer questions about the organization of trade, intergroup relations, and land-use patterns. Such trails are known to represent human shaping and use of the environment during the early twentieth century on the Kenai Peninsula, but are also traces of earlier use. Trails can often answer questions and lead to new ones about how, why, and when people moved on the landscape.

DOT&PF's recommendation:
DOT&PF agrees that the CCC Trail is eligible for the National Register under Criterion A at local and regional levels; however DOT&PF disagrees with CRC's recommendation that the CCC Trail is eligible under Criterion D. It is DOT&PF's opinion that Criterion D is more appropriately applied to archaeological properties and that this criterion generally does not apply to bridges (or trails), although in rare instances it could apply to an unusual or technologically significant bridge for which no plans or other documentation survives. DOT&PF's opinion also coincides with conclusions of the *A Context For Common Historic Bridge Types*, prepared for the National Cooperative Highway Research Program (October 2005) (page 1-7).

This is a hard-packed dirt track trail with 19 log bridges constructed through a spruce-hemlock forest, crossing drainages and streams, and marshes. CRC indicates that the bridges are of a timber stringer-type design which was typical for CCC projects during that time, and the timber is of local spruce and hemlock. The stringer bridges along the CCC Trail vary in length depending on the drainage crossing. There is no indication that there are any associated surface or subsurface cultural remains along the trail corridor.

DOT&PF believes this bridge design to have a relatively low level of significance. Generally, timber stringers are a common bridge type prevalent throughout the country and standard for trails; they can also be found on low-trafficked roads. Because of the structure's simplicity and ready available materials, the timber bridge continues to be used to the present day.

Typical character defining features are longitudinal beams (or stringers) and the bridge piles (or supports). The timber stringers support a wood plank or log deck. The stringer ends rest on a vertical support (or abutment), which for this trail are logs. The bridges along this CCC Trail have no railings. DOT&PF does not agree that further evaluation of this simple bridge type will yield important information pertaining to its design. The type of wood used for the CCC Trail bridges is local material and the terrain which does not appear challenging does not rise to the level that requires the development of alternative construction techniques. Furthermore, with the absence of associated cultural resources along the trail corridor DOT&PF is not certain how further archaeological investigations of the trail could yield information important to answer questions about the organization of trade, intergroup relations, and land-use patterns.

FAA's determination:
FAA agrees with DOT&PF's recommendation and has determined that the Port Graham-Nanwalek CCC Trail (SEL-348) is eligible for the National Register under Criterion A at local and regional levels.

Other Cultural Resource Sites

CRC's recommendation:
Other cultural remains noted during the survey for the proposed project were modern garbage in the airport runway and apron areas; and recent logging stumps, a water intake pipe, the HEA trail and overhead power line. The logging-related stumps are not likely eligible for listing in the National Register. They might be worthy of note as a type of culturally modified tree (CMT), and evidence of cultural activity during recent years, but individual or even small groups of CMTs are generally not considered significant enough to be eligible for the National Register (Bittner 1991). The water intake pipe, and the HEA trail and overhead power line are less than 50 years old. They are not fragile resources, and do not represent extraordinary events; therefore, they are also not likely eligible for listing in the National Register.

FAA's determination:
FAA agrees with CRC's recommendation and has determined that the other cultural remains identified during the survey are not eligible for the National Register.

Finding of Effect
Based on CRC's research and field study, the only historic site that may be affected by the proposed project is the CCC Trail (SEL-348). Approximately 3,443 feet of the CCC Trail, including six log bridges (13 through 18), are contained within the proposed road ROW between Port Graham and Nanwalek, in the western half of the study area (Figure 4). The proposed road crosses the CCC Trail three times. Construction plans for the proposed 22-foot wide road include cutting and filling to create a more even grade than current topography. The majority of the proposed road would have 2:1 cut and fill slopes, but along steep cliffs a rock catchment design with 0.5:1 cut slopes is proposed.

CRC recommends that cutting and filling within the portion of the access road study area that coincides with the CCC Trail would likely erase all evidence of the trail and six of its bridges in this vicinity, and will disconnect the undisturbed sections of trail. The proposed construction will dramatically alter the trail's integrity. As a result, the access road as proposed would have an adverse effect on the CCC Trail.

FAA's finding:
FAA agrees with CRC's recommendation and finds that this project has an adverse effect on the Port Graham-Nanwalek CCC Trail (SEL-348).

Consulting Parties:
Other parties being consulted during this Section 106 Finding effort include the State Historic Preservation Officer, Native Village of Nanwalek, English Bay Corporation, the Native Village of Port Graham, Port Graham Corporation, Chugach Alaska Corporation, Bureau of Indian Affairs, and Chugachmuit, to determine their interest in participating in consultation for the resolution of the adverse effects and in the development of a Memorandum of Agreement (MOA).

Once we receive your response, we will consult with your office to identify mitigation measures as needed to offset the adverse effects of this project. Please direct your concurrence or comments to me at the address above, by telephone at 907-269-0539, or by e-mail at brian.elliott@alaska.gov. For this purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

Brian Elliott

Brian Elliott
Regional Environmental Manager

Enclosures:
Figures 1-4
Office of History and Archaeology Coversheet
Cultural Resource Consultants LLC (CRC). 2010. *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska*. November 2010.

References:

Bittner, Judith E. 1991. Letter to John Hildebrand, Department of Transportation and Public Facilities, Anchorage. Copy on file, Alaska Department of Natural Resources, Office of History and Archaeology, Anchorage.

cc w/ enclosures:

Gabriel Mahns, FAA, Project Manager
Patti Sullivan, FAA, Environmental Program Manager
Laurie Mulcahy, DOT&PF Statewide, Cultural Resources Manager
Valerie Gomez, DOT&PF Central Region, Cultural Resource Specialist

cc w/o enclosures:

Morgan Merritt, P.E., DOT&PF Central Region, Project Manager
Dan Golden, DOT&PF Central Region, Environmental Analyst

Distribution List:

Native Village of Nanwalek
Mr. Wally Kvasnikoff, Chief
P.O. Box 8028
Nanwalek, AK 99603-8028

English Bay Corporation
Mr. Don Emmil, President
1637 Stanton Ave.
Anchorage, AK 99508

Native Village of Port Graham
Mr. Patrick Norman, Chief
P.O. Box 5510
Port Graham, AK 99603-5570

Port Graham Corporation
Mr. Walter Meganack, President
P.O. Box 5569
Port Graham, AK 99603

Chugach Alaska Corporation
Mr. Barney Uhart, President
3800 Centerpoint Drive, Ste. 601
Anchorage, AK 99503

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
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

In Reply Refer To:
State Project 52250
ATTENTION: This finding contains 1 DOE

July 22, 2011

Mr. Ricky Hoff
Regional Archeologist
Bureau of Indian Affairs
3601 C Street, Suite 1100
Anchorage, AK 99503-5947

Dear Mr. Huff:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to construct a shared airport and access road in between the communities of Nanwalek and Port Graham (Nanwalek and Port Graham Airport and Access Road Project [project]). The proposed project would be located in Sections 31 and 32, Township 10S, Range 15W and Sections 35 and 36, Township 10S, Range 16W (United States Geological Survey Quadrangle Seldovia B-5 and B-6); Figures 1 and 2. Pursuant to 36 CFR 800.4(d)(2) and 800.5(d)(2), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF, on behalf of the FAA, finds an adverse effect on historic properties by the proposed project.

The purpose and need of the proposed project is to provide a safer and more reliable airport for the communities of Nanwalek and Port Graham. Currently, both communities have air strips; however, the runway lengths do not meet FAA standards. Neither of the existing air strip locations is suitable for runway extensions due to terrain and community locations.

Relocation of the existing airports was explored in site reconnaissance studies, which evaluated seven other potential locations. After consultation with the communities, a shared airport at Romanoff Point was chosen as the only build alternative to be carried forward for further analysis in the National Environmental Policy Act (NEPA) document.

Project Description

The proposed project would consist of constructing a new 3,300-foot long by 60-foot wide runway, 3,780-foot long by 120-foot wide runway safety area, a 25-foot wide taxiway, and a 60,000-square foot apron. This has changed from the initiation letter sent on June 28, 2010 that stated a 75-foot wide runway would be constructed. A 3.5-mile long by 22.5-foot wide airport access road would be constructed that would connect the two communities. Currently, neither

community is accessible by road, but the communities are linked to each other by two walking trails, one of which is impassible. The proposed project would require acquisitions of portions of native allotments and village corporation lands. Pending approvals of the proposed project, including NEPA document and permit acquisitions, funding, and property acquisition, construction could begin as early as 2014. Pre-NEPA approvals are also required such as Revocable Use Permits (RUP) from your office for geotechnical and survey work on native allotments.

Area of Potential Effect

The communities of Port Graham and Nanwalek are located on the southwestern end of the Kenai Peninsula near the entrance to Kachemak Bay off Cook Inlet. The villages are approximately three air miles apart and have been connected over the years by two trails, the Homer Electric Association (HEA) Trail, which is also sometimes called the "walking trail," and the now relatively unused Port Graham–Nanwalek Civilian Conservation Corps Trail (CCC Trail).

The original study area, surveyed for cultural resources in 2008 and 2009, consisted of the proposed access road 200-foot right-of-way (ROW) and the proposed airport property with a surrounding 1,000-foot wide buffer. The project design was later refined and with more accurate topographic information the Area of Potential Effect (APE) was later identified in the fall of 2009 to include all areas that might require ground-disturbing work (Figure 4). The APE consists of the proposed access road ROW and airport property with a surrounding 100-foot wide buffer. The APE provides enough room for potential alignment shifts and minor changes to the project footprint during final design.

Identification Efforts

Cultural Resource Consultants LLC (CRC) conducted the cultural resources study for the study area, (the *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska* (November 2010) is enclosed). The pre-survey literature search, limited to the immediate Nanwalek area and the southwest coast of Port Graham Bay, yielded information on 16 sites within 0.75 mile of the proposed project area (Figure 3). All sites are either along the ocean coast or adjacent to salmon streams. These Alaska Heritage Resources Survey (AHRS) sites are:

- SEL-003, the remains of the Russian American Company post, Alexandrovsk Redoubt, located under the existing Nanwalek runway on the spit just south of Nanwalek in English Bay, roughly five miles south of the entrance to Kachemak Bay, on the east shore of Cook Inlet;
- SEL-018, the Saints Sergius and Herman of Valaam Church, within the village of Nanwalek;
- SEL-027, the Port Graham Village Cannery Site, located on the south shore of Port Graham, which contains a prehistoric component, as well as the historic cannery component;
- SEL-161, the Moonin Midden, located on the Sergius Moonin Allotment just west northwest of Port Graham Village;
- SEL-166, the Anahonak Midden, located near the head Port Graham Bay, about 2 miles southwest of Port Graham Village;
- SEL-170, the location of a partial human cranium, found north of Nanwalek and west of Russian Point;

- SEL-229, a campsite, roughly 0.5 mile southeast of Nanwalek on the English Bay River;
- SEL-230, site Area #2 Logging Unit, on the west bank of the English Bay River, upstream from the lagoon;
- SEL-231, a largely unknown, sub-surface site of ash and charcoal, on a beach ridge on the east shore of English Bay lagoon;
- SEL-232, a small midden on the south shore of English Bay Lagoon;
- SEL-238, the Sarjus Kvasnikoff Fire Cracked Rock Site, located at the outlet of the "second lake" on the English Bay River;
- SEL-239, the English Bay River Falls Site, near the "first lake" on the English Bay River;
- SEL-243, the English Bay River ATV Trail Crossing, roughly 1.5 mi. upstream from Nanwalek on the English Bay River;
- SEL-244, a site, located above the east shore of English Bay Lagoon, with possible stained soils and an isolated bifacial point;
- SEL-289, a grave located on Elias Romanoff's Native Allotment; and
- SEL-290, the location of graves thought to be near the old cannery in Port Graham.

Proposed Airport

The portion of the project APE that includes the proposed airport lies to the south of the proposed access road was surveyed during the 2008 field season (Figure 4). The topography of this area is irregular, with dense stands of spruce, and an understory of ferns, berries, alders and devils club. Several wetland areas are also within the APE. No cultural sites were found within the proposed airport property.

Proposed Access Road

The proposed route of the access road between Nanwalek and Port Graham traverses a largely undeveloped strip of land between the two villages. The ground is very irregular and densely vegetated, with a combination of tall spruce, devil's club, salmonberry, ferns, and some grasses. Little of the APE in the vicinity of this route was considered high sensitivity for cultural resources due to a high degree of landscape slope, lack of anadromous fish streams, and large distance from known cultural resources along the coast. Those few areas that were within the high sensitivity parameters were surveyed.

A variety of cultural remains identified in the vicinity of the proposed access road route provided evidence of use of the area during the past 50 years. These include stumps, an unused aluminum water pipe line, and the HEA power line and associated access trail.

The stumps appear to be from fairly recent logging that began during the 1960s and continued through the 1980s. The pipe line crosses the proposed access road east of the stream flowing from the Port Graham reservoir. This pipe is part of the water system that carried water from the reservoir to Port Graham in the 1980s.

A single overhead power line was originally constructed by HEA between 1968 and 1973. It runs through the trees, which provide its support, along the southwest side of the proposed runway, and also intersects with the proposed access road in at least three places (Figure 2). The power line has an associated access trail that runs along near it, but not always under or next to it. This access trail was used for a number of years as both an all-terrain vehicle (ATV) and foot trail by residents of Port Graham and Nanwalek.

Determination of Eligibility
Port Graham-Nanwalek CCC Trail (SEL-348)

CRC's survey documented the CCC Trail (Figure 4). The trail which may have been in existence as early as 1897 was upgraded to its current size in 1937 by the CCC and was maintained for approximately 40 years. It is now overgrown with vegetation in places and its original CCC bridges have deteriorated or have been slightly modified.

CRC's recommendation:
CRC recommended that the CCC Trail is likely eligible for the National Register of Historic Places (National Register) under Criteria A and D, with a period of significance between 1937, when the trail was constructed, and the early 1980s, when trail maintenance ceased and it was no longer used on a regular basis. The Port Graham–Nanwalek CCC Trail has changed little since it was built and retains most of its seven aspects of historic integrity. The CCC Trail is in its original location, its setting is intact, it still has the essential features expressive of its design and function, and these features are visible enough to convey their significance.

Criterion A: Association with events that have made a significant contribution to the broad patterns of history.

The CCC Trail is over 70 years old at this time, and was used throughout most of the twentieth century. It is associated with the development of the communities of Port Graham and Nanwalek, and with the cannery period in the region. CCC work on the trail demonstrates the variety of projects the agency undertook to provide employment to Alaska Natives in south-central Alaska during the Great Depression of the 1930s. The CCC Trail is one of the few, if any, that still exist in south-central Alaska. The trail's long history and function as a connecting route between Port Graham and Nanwalek are significant enough to qualify under Criterion A for association with local, regional, and national events.

Criterion D: Having yielded, or having the potential to yield, information important in prehistory or history.

The CCC Trail and its bridges were built by the Alaska Forest Service, and the bridges represent a design type and time period that are poorly documented and of which there are few extant examples. Further documentation could provide information on the comparability of the bridge designs to Bureau of Public Roads or Alaska Road Commission bridge designs, and reveal construction techniques and type of wood chosen for use. The CCC Trail has the ability to provide information about period design and land use patterns of the Alutiiq on the southern Kenai Peninsula. Native trails in Alaska are often undocumented and as systems of communication and transportation, have the potential to answer questions about the organization of trade, intergroup relations, and land-use patterns. Such trails are known to represent human shaping and use of the environment during the early twentieth century on the Kenai Peninsula, but are also traces of earlier use. Trails can often answer questions and lead to new ones about how, why, and when people moved on the landscape.

DOT&PF's recommendation:
DOT&PF agrees that the CCC Trail is eligible for the National Register under Criterion A at local and regional levels; however DOT&PF disagrees with CRC's recommendation that the

CCC Trail is eligible under Criterion D. It is DOT&PF's opinion that Criterion D is more appropriately applied to archaeological properties and that this criterion generally does not apply to bridges (or trails), although in rare instances it could apply to an unusual or technologically significant bridge for which no plans or other documentation survives. DOT&PF's opinion also coincides with conclusions of the *A Context For Common Historic Bridge Types*, prepared for the National Cooperative Highway Research Program (October 2005) (page 1-7).

This is a hard-packed dirt track trail with 19 log bridges constructed through a spruce-hemlock forest, crossing drainages and streams, and marshes. CRC indicates that the bridges are of a timber stringer-type design which was typical for CCC projects during that time, and the timber is of local spruce and hemlock. The stringer bridges along the CCC Trail vary in length depending on the drainage crossing. There is no indication that there are any associated surface or subsurface cultural remains along the trail corridor.

DOT&PF believes this bridge design to have a relatively low level of significance. Generally, timber stringers are a common bridge type prevalent throughout the country and standard for trails; they can also be found on low-trafficked roads. Because of the structure's simplicity and ready available materials, the timber bridge continues to be used to the present day.

Typical character defining features are longitudinal beams (or stringers) and the bridge piles (or supports). The timber stringers support a wood plank or log deck. The stringer ends rest on a vertical support (or abutment), which for this trail are logs. The bridges along this CCC Trail have no railings. DOT&PF does not agree that further evaluation of this simple bridge type will yield important information pertaining to its design. The type of wood used for the CCC Trail bridges is local material and the terrain which does not appear challenging does not rise to the level that requires the development of alternative construction techniques. Furthermore, with the absence of associated cultural resources along the trail corridor DOT&PF is not certain how further archaeological investigations of the trail could yield information important to answer questions about the organization of trade, intergroup relations, and land-use patterns.

FAA's determination:
FAA agrees with DOT&PF's recommendation and has determined that the Port Graham-Nanwalek CCC Trail (SEL-348) is eligible for the National Register under Criterion A at local and regional levels.

Other Cultural Resource Sites

CRC's recommendation:
Other cultural remains noted during the survey for the proposed project were modern garbage in the airport runway and apron areas; and recent logging stumps, a water intake pipe, the HEA trail and overhead power line. The logging-related stumps are not likely eligible for listing in the National Register. They might be worthy of note as a type of culturally modified tree (CMT), and evidence of cultural activity during recent years, but individual or even small groups of CMTs are generally not considered significant enough to be eligible for the National Register (Bittner 1991). The water intake pipe, and the HEA trail and overhead power line are less than 50 years old. They are not fragile resources, and do not represent extraordinary events; therefore, they are also not likely eligible for listing in the National Register.

FAA's determination:
FAA agrees with CRC's recommendation and has determined that the other cultural remains identified during the survey are not eligible for the National Register.

Finding of Effect
Based on CRC's research and field study, the only historic site that may be affected by the proposed project is the CCC Trail (SEL-348). Approximately 3,443 feet of the CCC Trail, including six log bridges (13 through 18), are contained within the proposed road ROW between Port Graham and Nanwalek, in the western half of the study area (Figure 4). The proposed road crosses the CCC Trail three times. Construction plans for the proposed 22-foot wide road include cutting and filling to create a more even grade than current topography. The majority of the proposed road would have 2:1 cut and fill slopes, but along steep cliffs a rock catchment design with 0.5:1 cut slopes is proposed.

CRC recommends that cutting and filling within the portion of the access road study area that coincides with the CCC Trail would likely erase all evidence of the trail and six of its bridges in this vicinity, and will disconnect the undisturbed sections of trail. The proposed construction will dramatically alter the trail's integrity. As a result, the access road as proposed would have an adverse effect on the CCC Trail.

FAA's finding:
FAA agrees with CRC's recommendation and finds that this project has an adverse effect on the Port Graham-Nanwalek CCC Trail (SEL-348).

Consulting Parties:
Other parties being consulted during this Section 106 Finding effort include the State Historic Preservation Officer, Native Village of Nanwalek, English Bay Corporation, the Native Village of Port Graham, Port Graham Corporation, Chugach Alaska Corporation, and Chugachmuit to determine their interest in participating in consultation for the resolution of the adverse effects and in the development of a Memorandum of Agreement (MOA).

Once we receive your response, we will consult with your office to identify mitigation measures as needed to offset the adverse effects of this project. Please direct your concurrence or comments to me at the address above, by telephone at 907-269-0539, or by e-mail at brian.elliott@alaska.gov. For this purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

Brian Elliott

Brian Elliott
Regional Environmental Manager

Enclosures:
Figures 1-4
Office of History and Archaeology Coversheet
Cultural Resource Consultants LLC (CRC). 2010. *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska*. November 2010.

References:

Bittner, Judith E. 1991. Letter to John Hildebrand, Department of Transportation and Public Facilities, Anchorage. Copy on file, Alaska Department of Natural Resources, Office of History and Archaeology, Anchorage.

cc w/ enclosures:

Gabriel Mahns, FAA, Project Manager
Patti Sullivan, FAA, Environmental Program Manager
Laurie Mulcahy, DOT&PF Statewide, Cultural Resources Manager
Valerie Gomez, DOT&PF Central Region, Cultural Resource Specialist

cc w/o enclosures:

Morgan Merritt, P.E., DOT&PF Central Region, Project Manager
Dan Golden, DOT&PF Central Region, Environmental Analyst

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
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

In Reply Refer To:
State Project 52250
ATTENTION: This finding contains 1 DOE

July 22, 2011

Mr. Patrick Anderson, Executive Director
Chugachmuit
1840 Bragaw Street, Suite 110
Anchorage, Alaska 99508-3463

Dear Mr. Anderson:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to construct a shared airport and access road in between the communities of Nanwalek and Port Graham (Nanwalek and Port Graham Airport and Access Road Project [project]). The proposed project would be located in Sections 31 and 32, Township 10S, Range 15W and Sections 35 and 36, Township 10S, Range 16W (United States Geological Survey Quadrangle Seldovia B-5 and B-6); Figures 1 and 2. Pursuant to 36 CFR 800.4(d)(2) and 800.5(d)(2), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF, on behalf of the FAA, finds an adverse effect on historic properties by the proposed project.

The purpose and need of the proposed project is to provide a safer and more reliable airport for the communities of Nanwalek and Port Graham. Currently, both communities have air strips; however, the runway lengths do not meet FAA standards. Neither of the existing air strip locations is suitable for runway extensions due to terrain and community locations.

Relocation of the existing airports was explored in site reconnaissance studies, which evaluated seven other potential locations. After consultation with the communities, a shared airport at Romanoff Point was chosen as the only build alternative to be carried forward for further analysis in the National Environmental Policy Act (NEPA) document.

Project Description

The proposed project would consist of constructing a new 3,300-foot long by 60-foot wide runway, 3,780-foot long by 120-foot wide runway safety area, a 25-foot wide taxiway, and a 60,000-square foot apron. This has changed from the initiation letter sent on June 28, 2010 that stated a 75-foot wide runway would be constructed. A 3.5-mile long by 22.5-foot wide airport access road would be constructed that would connect the two communities. Currently, neither community is accessible by road, but the communities are linked to each other by two walking

trails, one of which is impassible. The proposed project would require acquisitions of portions of native allotments and village corporation lands. Pending approvals of the proposed project, including NEPA document and permit acquisitions, funding, and property acquisition, construction could begin as early as 2014. Pre-NEPA approvals are also required such as Revocable Use Permits (RUP) from the Bureau of Indian Affairs (BIA) for geotechnical and survey work on native allotments.

Area of Potential Effect

The communities of Port Graham and Nanwalek are located on the southwestern end of the Kenai Peninsula near the entrance to Kachemak Bay off Cook Inlet. The villages are approximately three air miles apart and have been connected over the years by two trails, the Homer Electric Association (HEA) Trail, which is also sometimes called the "walking trail," and the now relatively unused Port Graham–Nanwalek Civilian Conservation Corps Trail (CCC Trail).

The original study area, surveyed for cultural resources in 2008 and 2009, consisted of the proposed access road 200-foot right-of-way (ROW) and the proposed airport property with a surrounding 1,000-foot wide buffer. The project design was later refined and with more accurate topographic information the Area of Potential Effect (APE) was later identified in the fall of 2009 to include all areas that might require ground-disturbing work (Figure 4). The APE consists of the proposed access road ROW and airport property with a surrounding 100-foot wide buffer. The APE provides enough room for potential alignment shifts and minor changes to the project footprint during final design.

Identification Efforts

Cultural Resource Consultants LLC (CRC) conducted the cultural resources study for the study area, (the *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska* (November 2010) is enclosed). The pre-survey literature search, limited to the immediate Nanwalek area and the southwest coast of Port Graham Bay, yielded information on 16 sites within 0.75 mile of the proposed project area (Figure 3). All sites are either along the ocean coast or adjacent to salmon streams. These Alaska Heritage Resources Survey (AHRS) sites are:

- SEL-003, the remains of the Russian American Company post, Alexandrovsk Redoubt, located under the existing Nanwalek runway on the spit just south of Nanwalek in English Bay, roughly five miles south of the entrance to Kachemak Bay, on the east shore of Cook Inlet;
- SEL-018, the Saints Sergius and Herman of Valaam Church, within the village of Nanwalek;
- SEL-027, the Port Graham Village Cannery Site, located on the south shore of Port Graham, which contains a prehistoric component, as well as the historic cannery component;
- SEL-161, the Moonin Midden, located on the Sergius Moonin Allotment just west northwest of Port Graham Village;
- SEL-166, the Anahonak Midden, located near the head Port Graham Bay, about 2 miles southwest of Port Graham Village;
- SEL-170, the location of a partial human cranium, found north of Nanwalek and west of Russian Point;
- SEL-229, a campsite, roughly 0.5 mile southeast of Nanwalek on the English Bay River;

- SEL-230, site Area #2 Logging Unit, on the west bank of the English Bay River, upstream from the lagoon;
- SEL-231, a largely unknown, sub-surface site of ash and charcoal, on a beach ridge on the east shore of English Bay lagoon;
- SEL-232, a small midden on the south shore of English Bay Lagoon;
- SEL-238, the Sarjus Kvasnikoff Fire Cracked Rock Site, located at the outlet of the "second lake" on the English Bay River;
- SEL-239, the English Bay River Falls Site, near the "first lake" on the English Bay River;
- SEL-243, the English Bay River ATV Trail Crossing, roughly 1.5 mi. upstream from Nanwalek on the English Bay River;
- SEL-244, a site, located above the east shore of English Bay Lagoon, with possible stained soils and an isolated bifacial point;
- SEL-289, a grave located on Elias Romanoff's Native Allotment; and
- SEL-290, the location of graves thought to be near the old cannery in Port Graham.

Proposed Airport

The portion of the project APE that includes the proposed airport lies to the south of the proposed access road was surveyed during the 2008 field season (Figure 4). The topography of this area is irregular, with dense stands of spruce, and an understory of ferns, berries, alders and devils club. Several wetland areas are also within the APE. No cultural sites were found within the proposed airport property.

Proposed Access Road

The proposed route of the access road between Nanwalek and Port Graham traverses a largely undeveloped strip of land between the two villages. The ground is very irregular and densely vegetated, with a combination of tall spruce, devil's club, salmonberry, ferns, and some grasses. Little of the APE in the vicinity of this route was considered high sensitivity for cultural resources due to a high degree of landscape slope, lack of anadromous fish streams, and large distance from known cultural resources along the coast. Those few areas that were within the high sensitivity parameters were surveyed.

A variety of cultural remains identified in the vicinity of the proposed access road route provided evidence of use of the area during the past 50 years. These include stumps, an unused aluminum water pipe line, and the HEA power line and associated access trail.

The stumps appear to be from fairly recent logging that began during the 1960s and continued through the 1980s. The pipe line crosses the proposed access road east of the stream flowing from the Port Graham reservoir. This pipe is part of the water system that carried water from the reservoir to Port Graham in the 1980s.

A single overhead power line was originally constructed by HEA between 1968 and 1973. It runs through the trees, which provide its support, along the southwest side of the proposed runway, and also intersects with the proposed access road in at least three places (Figure 2). The power line has an associated access trail that runs along near it, but not always under or next to it. This access trail was used for a number of years as both an all-terrain vehicle (ATV) and foot trail by residents of Port Graham and Nanwalek.

Determination of Eligibility
Port Graham-Nanwalek CCC Trail (SEL-348)

CRC's survey documented the CCC Trail (Figure 4). The trail which may have been in existence as early as 1897 was upgraded to its current size in 1937 by the CCC and was maintained for approximately 40 years. It is now overgrown with vegetation in places and its original CCC bridges have deteriorated or have been slightly modified.

CRC's recommendation:
CRC recommended that the CCC Trail is likely eligible for the National Register of Historic Places (National Register) under Criteria A and D, with a period of significance between 1937, when the trail was constructed, and the early 1980s, when trail maintenance ceased and it was no longer used on a regular basis. The Port Graham–Nanwalek CCC Trail has changed little since it was built and retains most of its seven aspects of historic integrity. The CCC Trail is in its original location, its setting is intact, it still has the essential features expressive of its design and function, and these features are visible enough to convey their significance.

Criterion A: Association with events that have made a significant contribution to the broad patterns of history.

The CCC Trail is over 70 years old at this time, and was used throughout most of the twentieth century. It is associated with the development of the communities of Port Graham and Nanwalek, and with the cannery period in the region. CCC work on the trail demonstrates the variety of projects the agency undertook to provide employment to Alaska Natives in south-central Alaska during the Great Depression of the 1930s. The CCC Trail is one of the few, if any, that still exist in south-central Alaska. The trail's long history and function as a connecting route between Port Graham and Nanwalek are significant enough to qualify under Criterion A for association with local, regional, and national events.

Criterion D: Having yielded, or having the potential to yield, information important in prehistory or history.

The CCC Trail and its bridges were built by the Alaska Forest Service, and the bridges represent a design type and time period that are poorly documented and of which there are few extant examples. Further documentation could provide information on the comparability of the bridge designs to Bureau of Public Roads or Alaska Road Commission bridge designs, and reveal construction techniques and type of wood chosen for use. The CCC Trail has the ability to provide information about period design and land use patterns of the Alutiiq on the southern Kenai Peninsula. Native trails in Alaska are often undocumented and as systems of communication and transportation, have the potential to answer questions about the organization of trade, intergroup relations, and land-use patterns. Such trails are known to represent human shaping and use of the environment during the early twentieth century on the Kenai Peninsula, but are also traces of earlier use. Trails can often answer questions and lead to new ones about how, why, and when people moved on the landscape.

DOT&PF's recommendation:
DOT&PF agrees that the CCC Trail is eligible for the National Register under Criterion A at local and regional levels; however DOT&PF disagrees with CRC's recommendation that the CCC Trail is eligible under Criterion D. It is DOT&PF's opinion that Criterion D is more

appropriately applied to archaeological properties and that this criterion generally does not apply to bridges (or trails), although in rare instances it could apply to an unusual or technologically significant bridge for which no plans or other documentation survives. DOT&PF's opinion also coincides with conclusions of the *A Context For Common Historic Bridge Types*, prepared for the National Cooperative Highway Research Program (October 2005) (page 1-7).

This is a hard-packed dirt track trail with 19 log bridges constructed through a spruce-hemlock forest, crossing drainages and streams, and marshes. CRC indicates that the bridges are of a timber stringer-type design which was typical for CCC projects during that time, and the timber is of local spruce and hemlock. The stringer bridges along the CCC Trail vary in length depending on the drainage crossing. There is no indication that there are any associated surface or subsurface cultural remains along the trail corridor.

DOT&PF believes this bridge design to have a relatively low level of significance. Generally, timber stringers are a common bridge type prevalent throughout the country and standard for trails; they can also be found on low-trafficked roads. Because of the structure's simplicity and ready available materials, the timber bridge continues to be used to the present day.

Typical character defining features are longitudinal beams (or stringers) and the bridge piles (or supports). The timber stringers support a wood plank or log deck. The stringer ends rest on a vertical support (or abutment), which for this trail are logs. The bridges along this CCC Trail have no railings. DOT&PF does not agree that further evaluation of this simple bridge type will yield important information pertaining to its design. The type of wood used for the CCC Trail bridges is local material and the terrain which does not appear challenging does not rise to the level that requires the development of alternative construction techniques. Furthermore, with the absence of associated cultural resources along the trail corridor DOT&PF is not certain how further archaeological investigations of the trail could yield information important to answer questions about the organization of trade, intergroup relations, and land-use patterns.

FAA's determination:
FAA agrees with DOT&PF's recommendation and has determined that the Port Graham-Nanwalek CCC Trail (SEL-348) is eligible for the National Register under Criterion A at local and regional levels.

Other Cultural Resource Sites

CRC's recommendation:
Other cultural remains noted during the survey for the proposed project were modern garbage in the airport runway and apron areas; and recent logging stumps, a water intake pipe, the HEA trail and overhead power line. The logging-related stumps are not likely eligible for listing in the National Register. They might be worthy of note as a type of culturally modified tree (CMT), and evidence of cultural activity during recent years, but individual or even small groups of CMTs are generally not considered significant enough to be eligible for the National Register (Bittner 1991). The water intake pipe, and the HEA trail and overhead power line are less than 50 years old. They are not fragile resources, and do not represent extraordinary events; therefore, they are also not likely eligible for listing in the National Register.

FAA's determination:
FAA agrees with CRC's recommendation and has determined that the other cultural remains identified during the survey are not eligible for the National Register.

Finding of Effect
Based on CRC's research and field study, the only historic site that may be affected by the proposed project is the CCC Trail (SEL-348). Approximately 3,443 feet of the CCC Trail, including six log bridges (13 through 18), are contained within the proposed road ROW between Port Graham and Nanwalek, in the western half of the study area (Figure 4). The proposed road crosses the CCC Trail three times. Construction plans for the proposed 22-foot wide road include cutting and filling to create a more even grade than current topography. The majority of the proposed road would have 2:1 cut and fill slopes, but along steep cliffs a rock catchment design with 0.5:1 cut slopes is proposed.

CRC recommends that cutting and filling within the portion of the access road study area that coincides with the CCC Trail would likely erase all evidence of the trail and six of its bridges in this vicinity, and will disconnect the undisturbed sections of trail. The proposed construction will dramatically alter the trail's integrity. As a result, the access road as proposed would have an adverse effect on the CCC Trail.

FAA's finding:
FAA agrees with CRC's recommendation and finds that this project has an adverse effect on the Port Graham-Nanwalek CCC Trail (SEL-348).

Consulting Parties:
Other parties being consulted during this Section 106 Finding effort include the State Historic Preservation Officer, Native Village of Nanwalek, English Bay Corporation, the Native Village of Port Graham, Port Graham Corporation, Chugach Alaska Corporation, and the Bureau of Indian Affairs, to determine their interest in participating in consultation for the resolution of the adverse effects and in the development of a Memorandum of Agreement (MOA).

Once we receive your response, we will consult with your office to identify mitigation measures as needed to offset the adverse effects of this project. Please direct your concurrence or comments to me at the address above, by telephone at 907-269-0539, or by e-mail at brian.elliott@alaska.gov. For this purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

Brian Elliott

Brian Elliott
Regional Environmental Manager

Enclosures:
Figures 1-4
Office of History and Archaeology Coversheet
Cultural Resource Consultants LLC (CRC). 2010. *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska*. November 2010.

References:

Bittner, Judith E. 1991. Letter to John Hildebrand, Department of Transportation and Public Facilities, Anchorage. Copy on file, Alaska Department of Natural Resources, Office of History and Archaeology, Anchorage.

cc w/ enclosures:

Gabriel Mahns, FAA, Project Manager
Patti Sullivan, FAA, Environmental Program Manager
Laurie Mulcahy, DOT&PF Statewide, Cultural Resources Manager
Valerie Gomez, DOT&PF Central Region, Cultural Resource Specialist

cc w/o enclosures:

Morgan Merritt, P.E., DOT&PF Central Region, Project Manager
Dan Golden, DOT&PF Central Region, Environmental Analyst

Public Pre-Scoping (2008-2009)
Comment and Response Summary

Name/Affiliation	Phase of Project	Method of Submittal	Comment/Question	Response
Port Graham Community Member	Pre-Scoping	Written comment form - April 10 & 11, 2008.	Keep moving forward!	Acknowledged.
Port Graham Community Member	Pre-Scoping	Written comment form - April 10 & 11, 2008.	It is our land!	Acknowledged.
Port Graham Community Member	Pre-Scoping	Written comment form - April 10 & 11, 2008.	Please go on with plan C for safety and future changes with population growth to allow newer and larger aircraft to support both villages. Our elders would like to see this before they die.	Acknowledged.
Port Graham Community Member	Pre-Scoping	Written comment form - April 10 & 11, 2008.	We are excited for this and hope that it goes on in the future that is. We in Port Graham are ready for this change.	Acknowledged.
Anonymous Community Member	Pre-Scoping	Written comment form - April 10 & 11, 2008.	I will be happy if you get started, not just talk.	Acknowledged.
Anonymous Community Member	Pre-Scoping	Written comment form - April 10 & 11, 2008.	We would love to see this airport built between the villages.	Acknowledged.
Nanwalek Community Member	Pre-Scoping	Written comment form - April 10 & 11, 2008.	Alternative C - My concern is the distance from Nanwalek and the airport. If we have an emergency 2.5 miles seems a long way for an elder to travel on a Honda.	Acknowledged.
Nanwalek Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	Is a shared airport between the two communities your goal?	The State of Alaska Department of Transportation and Public Facilities (DOT&PF) and the Federal Aviation Administration's (FAA) goal is to construct one shared airport for the communities of Nanwalek and Port Graham.
Nanwalek Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	There were concerns about potential effects on both villages' water sources that could result from an airport built between Nanwalek and Port Graham.	The project team will take this into account during environmental and engineering studies.
Nanwalek Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	There were concerns expressed about medivac procedures for a shared airport located some distance from the communities.	It has been two years since the project team spoke with the medivac operators as part of the Nanwalek Airport Site Reconnaissance Study. The project team will contact them again as well as the local emergency response personnel and discuss how medivac operations would be handled at the sites recommended for further study.
Nanwalek Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	What will be the road engineering specifications?	The access road will be designed to meet standard DOT&PF engineering requirements.

Public Pre-Scoping (2008-2009)
Comment and Response Summary

Name/Affiliation	Phase of Project	Method of Submittal	Comment/Question	Response
Nanwalek Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	The community noted the location of Alternative B was too far to travel for Nanwalek residents. Could Alternative C be located closer to Nanwalek?	The project engineers will look at this possibility. It will depend on the terrain.
Nanwalek Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	Could the existing site be built up on poles, like a dock, to avoid damage caused by waves?	That method has never been used for an airport and it would not solve other issues, including the need for a longer runway and existing obstructions on both ends.
Nanwalek Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	The air taxi operators commented that the existing set-up at the Nanwalek Airport (planes parked on the runway) is not ideal or safe, but they do the best they can. There needs to be an apron where planes can park.	An apron would be constructed at the new airport that would meet FAA standards.
Nanwalek Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	Will DOT&PF continue to maintain both airports while this Study is underway?	The DOT&PF's current plan is to continue maintaining both airports until a new one is built. This might be reconsidered if conditions change.
Port Graham Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	For the next public meeting, the community suggested holding one meeting for the two towns. Those who could not travel to the town where the meeting is held could participate by video conference.	Acknowledged.
Port Graham Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	There were concerns expressed about possible effects on the Port Graham water supply if an airport were built between the two villages. The closer the runway can be moved towards Romanoff Point and farther away from the Port Graham water source, the better.	The team will consider the water source in its evaluation of options. It may be possible to design the access road to pass below the water source.
Port Graham Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	Fog is a concern at the Three-Mile Airport site, and fog and turbulence are concerns at the Romanoff Point site.	The project team will discuss the recommended alternatives with the air taxi pilots again as they evaluate the two sites. They will also be installing weather equipment in the Port Graham vicinity to collect weather data.
Port Graham Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	There was an old road connecting Port Graham and Nanwalek (different from the current trail). It is likely grown over, but is worth looking at during the airport and road siting study. The road followed the beach for approximately two miles then headed up the hill.	The project team will consider the former road as a possible airport access road.
Port Graham Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	There were concerns about getting medivac patients to the new airport.	The project team will contact the medivac operators and local emergency response personnel to discuss how medivac operations would be handled at the sites recommended for further study.

Public Pre-Scoping (2008-2009)
Comment and Response Summary

Name/Affiliation	Phase of Project	Method of Submittal	Comment/Question	Response
Port Graham Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	Who would be responsible for maintaining the access road?	The DOT&PF would maintain an airport access road from the last house in each town to the airport, and would likely contract out maintenance of the road to the communities.
Port Graham Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	Port Graham community members said they are aware that some Nanwalek residents are not in favor of a shared airport. The majority of Port Graham residents at the public meeting are in favor of a shared airport. If both communities had gotten together earlier they would already have an airport at a lower cost than it will currently cost to construct a shared airport.	This is true. Also, funding for airport projects is limited, with over 250 Alaska airports competing for approximately $210 million in available Federal funds. In the State's evaluation process to allocate airport funds to communities, the total project cost is divided by the number of residents to determine the cost of the project per person; the less costly per person the better. A shared airport will greatly decrease the cost per person and likely increase the chances of a new airport being funded.
Port Graham Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	What are the next steps with this project?	The project team will come back to the area this summer to do preliminary engineering and environmental fieldwork. Environmental work includes Bald Eagle nest surveys, wetlands delineation, hazardous materials site identification, historical and archeological studies, and weather data collection. A draft report of findings will be available in late 2008 or early 2009. There will be another public meeting to discuss the report results. After the report has been finalized, the project team could continue with next stages of the project discussed in the presentation, if funding is approved.
Port Graham Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	What is the status of Bald Eagles?	Though they were recently delisted as an endangered species, the project team still must consider them in their environmental studies and gather data on their nests. They will also be protected under the Bald Eagle Protection Act.
Port Graham Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	There was a comment in favor of picking a site quickly so the project team can speed up the timeframe to complete a new airport. Is there a deadline to pick a new site?	There is no deadline. The environmental document will serve as the decision document for a new airport site.
Port Graham Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	What if one community does not want a new shared airport after the Study is complete?	DOT&PF is sticking to the commitment to built one safe reliable airport for both communities.
Port Graham Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	There were concerns about the weather monitoring equipment being placed in a location that would provide accurate readings. Putting the equipment at the dock (where there is power) was suggested as a good location.	Acknowledged.

Public Pre-Scoping (2008-2009)
Comment and Response Summary

Name/Affiliation	Phase of Project	Method of Submittal	Comment/Question	Response
Port Graham Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	The community mentioned the access road may provide the opportunity to open up businesses near the airport.	Acknowledged.
Port Graham Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	Concerns were expressed about DOT&PF, not tribal members, owning lease lots at the proposed airport and realizing the economic benefits of these lots.	Lease lots would be part of the State-owned and operated airport, and the State would have the responsibility of leasing the lots. Lessees would have an opportunity to earn money from lots they lease, as long as the lots are used for aviation-related purposes.
Port Graham Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	Early spring and late summer are the best times to have public meetings in the communities.	Acknowledged.
Port Graham Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	Port Graham would like a new airport and the Council offered to help in whatever way they can to move the project forward.	Acknowledged.
Port Graham Community Member	Pre-Scoping	Verbal comment made at April 10 & 11, 2008 public meetings.	Port Graham community members are willing to travel to Nanwalek for the next public meeting.	Acknowledged.
Port Graham Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	The project should document the amount of wetlands to be filled.	This will be included in the environmental document.
Port Graham Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	The project should address how to minimize affects on the communities' water sources.	The project will do its best minimize impacts on the water sources. One way to do this is to locate the aircraft parking apron away from the water source. Another way is to locate the road so that water near the road does not drain to the water sources. Other methods will be identified during the project design.
Port Graham Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	The 3 Mile site is too far from the communities.	Acknowledged.
Port Graham Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	Consideration should be given to having adequate gravel sources for ice control on the roads in winter.	Acknowledged.
Port Graham Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	The best location for a grader would be in one of the communities so the grader operator can get to the airport.	Acknowledged.
Port Graham Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	Port Graham would like to relocate its landfill near the Mile 3 site, but is waiting for this study to be completed first.	Acknowledged.
Port Graham Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	Potential for some fog at the Romanoff Point site.	A weather study is looking into this.
Port Graham Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	What are the Right of Way widths for the airport and road?	These still need to be determined. The steepness of slopes can affect road right of way width.

Public Pre-Scoping (2008-2009)
Comment and Response Summary

Name/Affiliation	Phase of Project	Method of Submittal	Comment/Question	Response
Port Graham Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	A council member said that her father had donated some of the runway approach land to the State for the airport.	Acknowledged.
Port Graham Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	Can local hire be required for the construction?	No, but DOT&PF sometimes requires contractors to hold a preconstruction meeting in the community to give community members an opportunity to inform the contractor of potential employees and services available locally.
Port Graham Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	What happens to the existing airports after a new airport is built?	DOT&PF will investigate that and report back at the January public meeting.
Port Graham Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	Interest in the gravel sources and whether a royalty would be paid.	Often DOT&PF will purchase gravel rights with any land purchased for roads or airports. If the gravel source is outside the road or airport right of way, then a royalty would be applicable.
Port Graham Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	How would timber harvest be handled by the contractor?	Typically this is up to the contractor. The DOT&PF would not want to add requirements for timber harvest methods and timeframes to the contract if they would add to contractor costs of project delays. The contractor may choose to work side deals with others for timber harvest however.
Port Graham Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	Social impacts from connecting the communities by road are an unknown; some may be positive and some may be negative.	This will be evaluated in the environmental assessment.
Port Graham Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	Where would State responsibility for road maintenance begin?	Typically after the last home on an existing road.
Port Graham Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	How will geotechnical drilling rigs access the site?	That is not clear right now. The heavy brush and steep terrain will be a challenge.
Port Graham Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	Will new access agreements be needed for survey and geotechnical work? Will there be compensation for tree loss.	New agreements would be needed. It would be our hope to get those agreements this winter so work can continue next summer. Normally compensation is not provided, but we can check whether tree loss would be an exception.
Port Graham Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	Interest in having access to all environmental studies.	These studies will be available to the public, and public meetings will be held.

Public Pre-Scoping (2008-2009)
Comment and Response Summary

Name/Affiliation	Phase of Project	Method of Submittal	Comment/Question	Response
Port Graham Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	Would be interest in meeting with community leaders and elders in Anchorage at the November Providers Conference.	Good suggestion. We would be happy to give you an update then.
Port Graham Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	Port Graham would like to meet informally with Nanwalek sometime in the fall/early winter, to talk about the airport and road connection.	Acknowledged.
Port Graham Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	Can you provide comment sheets for those not at this meeting?	DOWL will provide comment sheets with a drawing of the alternative that will be studied further (likely to be the Romanoff site).
Port Graham Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	What is the project schedule?	This draft study will be completed by the end of the year. We will hold a public meeting in January. It's possible that DOT&PF will rank the project for funding in January or February. Resolutions of support from each community would help raise the project's priority. Further engineering and environmental studies could continue in 2009 and 2010. Land could be acquired in 2011. If everything went perfectly construction could begin in 2012 or 2013, and would take about 2 years.
Nanwalek Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	The 3 Mile site road access passes through the Port Graham watershed.	Acknowledged.
Nanwalek Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	Will the airport/road change the waterfalls along the coast?	We will try to keep water flowing in its current courses to the extent we can.
Nanwalek Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	Has a decision about the alternative already been made?	We will be recommending to DOT&PF upper management that the Romanoff Point alternative be studied further in the environmental studies this fall. However, no final decisions about which alternative to build will be made until an environmental assessment is completed sometime in the next 2 years or so.
Nanwalek Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	Can you move the airport site closer to Nanwalek?	The site depicted is as close as to Nanwalek as practical, given terrain constraints. We looked at quite a few other options closer to Nanwalek, but none were feasible.
Nanwalek Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	It is a waste to study the 3 Mile site.	Acknowledged.
Nanwalek Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	3 Mile is too far for medivac service.	Acknowledged.
Nanwalek Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	3 Mile's longer road access will mean higher maintenance costs and greater safety concerns for travelers.	Acknowledged.

Public Pre-Scoping (2008-2009)
Comment and Response Summary

Name/Affiliation	Phase of Project	Method of Submittal	Comment/Question	Response
Nanwalek Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	Can local hire be required for the construction?	No, but DOT&PF sometimes requires contractors to hold a preconstruction meeting in the community to give community members an opportunity to inform the contractor of potential employees and services available locally. There will also be housing, food and other service needs of construction workers. DOWL may also need some local assistance during the study phase.
Nanwalek Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	What is the purpose of the meeting in January?	It will be a public meeting to cover the results of both the engineering and environmental studies.
Nanwalek Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	The project could require a large amount of material.	Yes it will. We may need to investigate some sources outside of the project site, especially for higher quality gravel used for surfacing the road and airport.
Nanwalek Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	What is the project schedule?	This draft study will be completed by the end of the year. We will hold a public meeting in January. It's possible that DOT&PF will rank the project for funding in January or February. Resolutions of support from each community would help raise the project's priority. Further engineering and environmental studies could continue in 2009 and 2010. Land could be acquired in 2011. If everything went perfectly construction could begin in 2012 or 2013, and would take about 2 years.
Nanwalek Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	Nanwalek's issues of road maintenance, water source impacts, and medivac access are similar to Port Graham's issues.	Acknowledged.
Nanwalek Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	The geology study will need to consider whether the steep slopes are stable enough for a road.	Geological borings will be fully analyzed to determine stability.
Nanwalek Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	A future map should show the right of way needed overlaid on a native allotment map.	This map will be prepared.
Nanwalek Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	Please send comment sheets with a map of the alternative to be studied to the communities.	DOWL will provide comment sheets with a drawing of the alternative that will be studied further (likely to be the Romanoff site).
Nanwalek Council Member	Pre-Scoping	Verbal comment made at council briefings on August 27 and 28, 2008.	Nanwalek is also interested in an update at the Providers Conference in November.	This will be considered.

Public Pre-Scoping (2008-2009)
Comment and Response Summary

Name/Affiliation	Phase of Project	Method of Submittal	Comment/Question	Response
CHAP Manager	Pre-Scoping	Written comment submitted in 2008.	The Romanoff Point alternative makes for safe transport and care of patients. It also will allow road access between the two health clinics which can be very beneficial in an emergency situation.	Acknowledged.
Homer Community Member	Pre-Scoping	Written comment submitted in 2008.	This option will require expensive road construction to access it.	Acknowledged.
Homer Community Member	Pre-Scoping	Written comment submitted in 2008.	I worry that the proposed option will not provide a safe, reliable and efficient airport.	The proposed alternative will be the most safe, reliable and efficient airport.
Homer Community Member	Pre-Scoping	Written comment submitted in 2008.	What guarantee is there that the road will be built?	If both communities support the shared airport an access road would be built as part of the project.
Homer Community Member	Pre-Scoping	Written comment submitted in 2008.	Can it be maintained, even in a winter with heavy snow? It is tempting to say if it ain't broke don't fix it. I hope your next visit includes a site tour in the snow.	Proper equipment needed to maintain the airport and access road would be available.
Homer Community Member	Pre-Scoping	Written comment submitted in 2008.	With the current economic picture, where will the funds come from?	FAA and the State of Alaska would be funding the project.
Homer Community Member	Pre-Scoping	Written comment submitted in 2008.	Will it have lights for use at night?	Lights would be pilot activated when needed.
Homer Community Member	Pre-Scoping	Written comment submitted in 2008.	What will the maintenance and upkeep costs be?	Maintenance costs are unknown at this point of project design.
Homer Community Member	Pre-Scoping	Written comment submitted in 2008.	How often does the fog happen? Has these been any studies on this?	This is unknown. Studies have not been performed to evaluate fog specifically.
Port Graham Community Member	Pre-Scoping	Written comment submitted in 2008.	I would like to see that the Port Graham/Nanwalek watershed is protected. Our water service to our dams is protected and safe. Utilize the watershed plan, it does not impact our drinking water supply and water quality is preserved.	The project team will take this into account during environmental and engineering studies. The project will do its best minimize impacts on the water sources. One way to do this is to locate the aircraft parking apron away from the water source. Another way is to locate the road so that water near the road does not drain to the water sources. Other methods will be identified during the project design.
Port Graham Community Member	Pre-Scoping	Written comment submitted in 2008.	Ensure of watershed/supply is protected and safe. I recommend to the DOT&PF that mining is limited so that it does not impact our drinking water supply. Move the runway northwest from the current site closer to Nanwalek and ensure there is a 400 foot buffer zone as required in the watershed council management plan.	The project team will take this into account during environmental and engineering studies. The project will do its best minimize impacts on the water sources. One way to do this is to locate the aircraft parking apron away from the water source. Another way is to locate the road so that water near the road does not drain to the water sources. Other methods will be identified during the project design.

Public Pre-Scoping (2008-2009)
Comment and Response Summary

Name/Affiliation	Phase of Project	Method of Submittal	Comment/Question	Response
Port Graham Community Member	Pre-Scoping	Written comment submitted in 2008.	Protect our watersheds and wetlands. Find ways to decrease impacts to the area where the airport goes.	The project team will take this into account during environmental and engineering studies. The project will do its best minimize impacts on the water sources. One way to do this is to locate the aircraft parking apron away from the water source. Another way is to locate the road so that water near the road does not drain to the water sources. Other methods will be identified during the project design.
Anonymous Community Member	Pre-Scoping	Written comment submitted in 2008.	Look at impacts to habitat, wildlife and wetlands.	This will be covered in the environmental document.
Anonymous Community Member	Pre-Scoping	Written comment submitted in 2008.	I was told that land can be acquired without permission from the landowner. That is disrespectful.	Within the proposed project area an agreement would need to be established from all Native Allotment owners prior to construction.
Anonymous Community Member	Pre-Scoping	Written comment submitted in 2008.	Who will retain the maintenance contract?	DOT&PF would continue to contract out maintenance.
Anonymous Community Member	Pre-Scoping	Written comment submitted in 2008.	Will there be impacts from tourism or people coming through?	It is not anticipated that additional flights would occur as a result of the proposed project.
Nanwalek Community Member	Pre-Scoping	Written comment submitted in 2008.	Make sure that communities are aware of any and all changes.	DOWL will keep the communities informed.
Nanwalek Community Member	Pre-Scoping	Written comment submitted in 2008.	I prefer the Romanoff Point alternative.	Acknowledged.
Nanwalek Community Member	Pre-Scoping	Written comment submitted in 2008.	Send more information to the Nanwalek High School Class.	DOWL will provide the school with more information.
Port Graham Community Member	Pre-Scoping	Verbal comment received at March 17, 2009 meeting.	What would happen to land at the current airport sites?	Land would revert to the village corporations with the exception of a few parcels that were originally acquired from private individuals. These parcels would likely be sold (by auction).

Public Pre-Scoping (2008-2009)
Comment and Response Summary

Name/Affiliation	Phase of Project	Method of Submittal	Comment/Question	Response
Port Graham Community Member	Pre-Scoping	Verbal comment received at March 17, 2009 meeting.	I am concerned that a portion of the airport is located within the Port Graham watershed and that the project should not have negative effects on Port Graham's water quality and quantity. The airport be shifted away from the water shed. I would like DOWL HKM to provide a cost estimate to shift the airport away from the watershed.	DOWL HKM agreed to provide a cost estimate to shift the airport away from the watershed, but that the costs of removal from the watershed would cause the project to be nonfundable. DOT&PF further explained how projects compete for funding and the consequence of moving the airport towards Nanwalek would increase the cost of the project to the extent that it would unlikely be funded. Proper engineering/design could protect the water source and the airport design affects on the water source would be reviewed and approved by agencies, including EPA, DEC and the USACE, all who have an interest in protecting the water source. There are state laws that affect how close you can build to a water source. There are many projects that have been built closer to a water source without negative consequences.
Port Graham Community Member	Pre-Scoping	Verbal comment received at March 17, 2009 meeting.	Several community members suggested not building in the water source was a "safer" alternative than trusting in good engineering.	Acknowledged.
Port Graham Community Member	Pre-Scoping	Verbal comment received at March 17, 2009 meeting.	It was noted that the water source runs dry occasionally during "really dry years" when the hatchery is running. It was suggested that the airport project might be able to increase the supply of water to the reservoir. Someone asked whether the current reservoir should be deepened. A prior study by URS was noted.	It is not feasible to increase water to the reservoir.
Port Graham Community Member	Pre-Scoping	Verbal comment received at March 17, 2009 meeting.	A community member suggested alternatives might include looking into drilling a well for an alternate water source or relocating the dam above the airport.	The proposed project would not relocate the reservoir, but would take every measure possible to minimize impacts to the reservoir.
Port Graham Community Member	Pre-Scoping	Verbal comment received at March 17, 2009 meeting.	A community member asked that water quality be tested and monitored during construction.	Water would be carefully monitored by the contractor and project engineer.
Port Graham Community Member	Pre-Scoping	Verbal comment received at March 17, 2009 meeting.	It was suggested that DOWL HKM provide examples of watershed protection used elsewhere.	Acknowledged.
Port Graham Community Member	Pre-Scoping	Verbal comment received at March 17, 2009 meeting.	It was requested that the team do more to assess the true impact of the airport on the watershed, as fuels could be spilled during construction and operation of the runway.	Part of minimization efforts include construction of vegetated ditches that would filter runway runoff.

Public Pre-Scoping (2008-2009)
Comment and Response Summary

Name/Affiliation	Phase of Project	Method of Submittal	Comment/Question	Response
Port Graham Community Member	Pre-Scoping	Verbal comment received at March 17, 2009 meeting.	A concern was noted about clearing trees in the runway protection zone, if this is in the watershed.	Every effort to minimize impacts to the watershed will be taken. Slope stabilization efforts will be put in place where tree clearing is required.
Port Graham Community Member	Pre-Scoping	Verbal comment received at March 17, 2009 meeting.	It was noted that Indian Roads (BIA) money has been slated to improve the Three-Mile road, from the dump area of Port Graham as far as possible with a budget of $1M. Rodney Kinney is the engineer.	DOWL HKM will contact this individual.
Port Graham Community Member	Pre-Scoping	Verbal comment received at March 17, 2009 meeting.	A community member stated he has tried to get FAA to install a weather station at the existing airport, but has not been successful.	It has been discussed that a webcam may be available to install.
Port Graham Community Member	Pre-Scoping	Verbal comment received at March 17, 2009 meeting.	A community member noted the Soil Conservation Service has completed vegetation and wetland mapping of the Port Graham area.	DOWL HKM will look into this.
Port Graham Community Member	Pre-Scoping	Verbal comment received at March 17, 2009 meeting.	A community member questioned whether air taxis have reviewed the current site and DOWL HKM's ceiling data.	DOWL HKM has provided the information to Homer Air but not Smokey Bay, but plans to talk to both companies.
Port Graham Community Member	Pre-Scoping	Verbal comment received at March 17, 2009 meeting.	The Three-Mile site would be better.	The access road to the Three-Mile site would go through the Port Graham watershed and would have greater risk to the watershed than the Romanoff Point site.
Port Graham Community Member	Pre-Scoping	Verbal comment received at March 17, 2009 meeting.	Could you shift the project to the west, away from the watershed?	This area has been carefully looked at by DOWL HKM and it has tall hills to cut down and deep valleys to fill. Moving it completely out of the watershed would be prohibitively expensive and would cause it not to be funded. The deep fills could also be unstable, making the runway susceptible to sloughing away and becoming unusable.
Port Graham Village Council Member	Pre-Scoping	Verbal comment received at March 17, 2009 meeting.	I have concerns about a fuel spill on the airport and about the affect of airport dust on the water source.	The apron, where the greatest risk of a fuel spill would be, is located outside the watershed. The access road is also located outside the watershed. Even a worst case spill from a grader on the runway would be far from the water reservoir, would be required to be cleaned up by DOT&PF, and would not leave the airport property. The airport would have a spill response plan and would have spill containment supplies in the Snow Removal Equipment Building. DOT&PF has been providing dust control on its gravel runways.
Port Graham Community Member	Pre-Scoping	Verbal comment received at March 17, 2009 meeting.	I am concerned about private lease lot development on the airport.	Space for lease lots for a terminal building, snow removal building and a private hangar lot are typically provided.

Public Pre-Scoping (2008-2009)
Comment and Response Summary

Name/Affiliation	Phase of Project	Method of Submittal	Comment/Question	Response
Port Graham Community Member	Pre-Scoping	Verbal comment received at March 17, 2009 meeting.	The Council asked the project team to provide more information on the costs and risks of shifting the runway away from the watershed as well as how it could protect the watershed if the airport is built at the proposed site, and to present case studies of similar situations. They asked the project team to talk to ANTHC and DEC about the potential effects on the water source. Vivian, Fran and Wes Breedlove (reservoir operator) are the best contacts about the water source in Port Graham.	DOT&PF asked the council to approve a community resolution of support for the project by May, to increase its chances of construction funding and to encourage DOT&PF to continue spending money on planning and environmental studies.
Nanwalek Community Member	Pre-Scoping	Verbal comment received at March 18, 2009 meeting.	The council requested that a sample community resolution be sent to them, and they may revise it and add any council concerns to the resolution.	DOWL HKM provided Village Council with this document.
Nanwalek Community Member	Pre-Scoping	Verbal comment received at March 18, 2009 meeting.	Several members of the community stated that the airport should be located closer to Nanwalek (exactly half way between the two villages).	Moving the airport closer to Nanwalek would result in reduced safety (because of hills at the end of the runway), larger fill quantities, the deep fills would potentially be unstable, and a higher cost (from $20 to $60 million more than the estimated $40 million), which would cause the project to be too expensive to fund. He noted that as the price goes up, the Three-Mile site farther from Nanwalek becomes more attractive. The Romanoff Point site is as close as we can get to Nanwalek with a cost estimate that can be funded.
Nanwalek Community Member	Pre-Scoping	Verbal comment received at March 18, 2009 meeting.	Members of the community suggested that other funding should be investigated to build a more expensive airport.	Acknowledged.
Nanwalek Community Member	Pre-Scoping	Verbal comment received at March 18, 2009 meeting.	It was noted that weather is worse in Port Graham and that having a airport closer to Nanwalek would improve ability to land. Community members voiced their concern regarding cross winds from winds coming off the mountain and suggested that the project team have further conversations with the local pilots.	Weather studies showed that the ceiling heights near Port Graham do not significantly limit ability to fly. A DOT&PF representative said wind studies have been completed using wind data from a site near Port Graham. DOWL HKM will make further contacts with the air taxis about the wind/weather at the proposed site.
Nanwalek Community Member	Pre-Scoping	Verbal comment received at March 18, 2009 meeting.	With a bigger airport with lighting, navigation aids and clear approaches, bigger planes could land in poorer weather conditions than today.	Acknowledged.
Nanwalek Community Member	Pre-Scoping	Verbal comment received at March 18, 2009 meeting.	It was suggested that it may be cheaper to move the airport rather than relocating a watershed.	It is unlikely that the watershed would need to be relocated. She also noted it would be unlikely that a watershed relocation project would cost more than $20 to $60 million, but the project team would look further into costs in the next phase.

Public Pre-Scoping (2008-2009)
Comment and Response Summary

Name/Affiliation	Phase of Project	Method of Submittal	Comment/Question	Response
Nanwalek Community Member	Pre-Scoping	Verbal comment received at March 18, 2009 meeting.	I am disappointed that the communities have not been notified about the proposed site until this meeting.	The site study was just completed, and the purpose of this meeting was to inform the communities of the results and get their input. The project team could send monthly e-mail updates to a contact person in each community if they would like.
Nanwalek Community Member	Pre-Scoping	Verbal comment received at March 18, 2009 meeting.	Good road maintenance will be important to be sure medivacs can get to the airport. Who will handle road maintenance?	Probably local residents under contract to DOT&PF.
Nanwalek Community Member	Pre-Scoping	Verbal comment received at March 18, 2009 meeting.	Will guard rails be provided for steeper areas?	Yes.
Nanwalek Community Member	Pre-Scoping	Verbal comment received at March 18, 2009 meeting.	What is the cost and source of the fill?	It will mostly come from the site of the airport and road, and we estimated a cost of $15/yard to move and place the fill. A geotechnical study is planned this summer to confirm if the materials on site will work for fill and to determine stability of steeper sloped areas.
Nanwalek Community Member	Pre-Scoping	Verbal comment received at March 18, 2009 meeting.	How will blasting affect the Nanwalek watershed?	Blasting will be likely. The road will be below the watershed. The contractor will use best management practices to minimize affects on streams during blasting and will install culverts to prevent streams from washing over the road.
Nanwalek Community Member	Pre-Scoping	Verbal comment received at March 18, 2009 meeting.	Are there fish streams that will be crossed?	No.
Nanwalek Community Member	Pre-Scoping	Verbal comment received at March 18, 2009 meeting.	It was noted that the North Pacific Housing Authority has completed geotechnical analysis on Nanwalek Hill.	DOWL HKM will look into this.
Nanwalek Community Member	Pre-Scoping	Verbal comment received at March 18, 2009 meeting.	The council requested that a sample community resolution be sent to them, and they may revise it and add any council concerns to the resolution.	DOWL HKM provided the Village Council with the document.
Chugachmiut Health Practitioner	Pre-Scoping	Teleconference January 9, 2009	My number-one concern is getting a patient to a hospital, and I support a new airport that would result in improved service.	Acknowledged.
Chugachmiut Health Practitioner	Pre-Scoping	Teleconference January 9, 2009	A lighted runway would improve ability to conduct medivac flights after dark.	Acknowledged.

Public Pre-Scoping (2008-2009)
Comment and Response Summary

Name/Affiliation	Phase of Project	Method of Submittal	Comment/Question	Response
Chugachmiut Health Practitioner	Pre-Scoping	Teleconference January 9, 2009	A longer runway could allow for bigger planes to land and transport patients directly to Anchorage. Currently, Homer Air transports patients to Homer, where they are met by moved to another plane to take them to Anchorage. This switch generally ranges from uncomfortable to extremely painful for patients.	Acknowledged.
Chugachmiut Health Practitioner	Pre-Scoping	Teleconference January 9, 2009	A road between the two villages would allow health aides to travel from one village to the other if a clinic were understaffed.	Acknowledged.
Port Graham Resident and EMT Volunteer Ambulance Driver	Pre-Scoping	Teleconference January 12, 2009	I do not see any problem with the proposed airport.	Acknowledged.
Port Graham Resident and EMT Volunteer Ambulance Driver	Pre-Scoping	Teleconference January 12, 2009	In terms of driving medivac patients to the airport, I would just need to know the plane's estimated time of arrival at the airport, and he'll make sure the patient is at the airport on time to meet the plane (which will have to fly over from Anchorage or Homer).	Acknowledged.
Port Graham Resident and EMT Volunteer Ambulance Driver	Pre-Scoping	Teleconference January 12, 2009	If an airport were built between the two villages, Jeff estimates it would take no more than 15 minutes to travel from Port Graham to the proposed airport.	Acknowledged.

Nanwalek and Port Graham Airport Project
Public Involvement Summary 2008 and 2009

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), conducted a public involvement outreach program for the Nanwalek and Port Graham Airport Project. The objective of the project is to provide a safe, reliable, and efficient airport for the communities of Nanwalek and Port Graham. This summary covers the public involvement conducted in 2008 and 2009 for this project. During this time frame, two large public meetings were held, plus additional briefings were given to the Nanwalek and Port Graham Tribal Councils, community elders, landowners and other community leaders.

2008 Public Meetings

The project team held a public meeting for the Nanwalek community on Thursday, April 10, 2008 at the Robert Kvasnikoff Community Hall, Nanwalek, Alaska, beginning at 2:00 p.m. and for the Port Graham community on Friday, April 11, 2008 at the Community Center, Port Graham, Alaska, beginning at 2:00 p.m.

This phase of the airport project included environmental and preliminary engineering studies of potential airport sites and road access. The meetings were held to discuss project purpose and need, review the findings of prior Nanwalek and Port Graham Airport studies, discuss the next steps, and take public comments and questions. A total of 40 people signed in at the Nanwalek meeting and 23 signed in at the Port Graham meeting.

A flyer inviting the public to the meeting was mailed to residents of Nanwalek and Port Graham as well as government and resource agency staff and interested parties. The public meeting was advertised in the *Homer Tribune* on April 2 and April 9, 2008, in the *Peninsula Clarion* on April 1 and April 10, 2008 and in the *Homer News* on April 3 and April 10, 2008. A PSA was sent to KBBI radio station to announce the two meetings during their broadcasts.

A presentation explaining the project, the potential alignments and their analysis and a draft schedule was given at the meeting. Representatives from the DOT&PF project team were available to discuss the project and answer questions. A handout was distributed at the meeting that summarized the project and gave guidance on how to comment on the project. Meeting materials follow after this summary.

Other 2008 Meetings

Update meetings were held for Nanwalek and Port Graham Tribal Councils on August 27 and 28, 2008. These meetings gave an overview of the work conducted to date, the engineering analysis of the alternatives and a future project schedule. The agenda and notes from the meetings follow after this summary.

On December 4, 2008, a small round-table discussion meeting was held in Anchorage for community leaders from Nanwalek and Port Graham. The purpose of the meeting was to update the community leaders on the airport project while they were in town for the native providers Conference. The agenda, sign-in-sheet, a list of tasks and comments received are attached to this summary.

2009 Public Meetings

The project team held a public meeting for the Port Graham community on Tuesday, March 17, 2009, at the Community Center, Port Graham, Alaska, beginning at 1:00 p.m., and for the Nanwalek community on Wednesday, March 18, 2009 at the Robert Kvasnikoff Community Hall, Nanwalek, Alaska, beginning at 1:00 p.m.

The meetings were held to present updates to community members on the status of the project, discuss the findings from the Preliminary Engineering and Environmental Studies, discuss the next steps and take public comments and answer questions. A total of 56 people signed in at the Nanwalek meeting and 19 signed in at the Port Graham meeting.

A postcard inviting the public to the meeting was mailed to residents of Nanwalek and Port Graham as well as government and resource agency staff and interested parties. The public meeting was advertised in the *Homer Tribune* on March 4 and 11, 2009, in the *Homer News* on March 3 and March 11, 2009, and the *Peninsula Clarion* on March 10, 2009.

A presentation explaining the project, a review of the project purpose, progress to date, discussion of the findings from the Preliminary Engineering, the environmental studies, and the next steps and schedule was given at the meeting. Representatives from the DOT&PF project team were available to discuss the project and answer questions. Comment sheets were distributed at the meeting. Meeting materials follow after this summary.

D59127.PI Summary 2008-2009.MLS.0810

ATTACHMENT

2008 and 2009 Pre-Scoping Meeting Materials

Nanwalek & Port Graham Airport

DOWL Engineers

2 Public Meetings

4041 B Street
Anchorage, Alaska 99503

Nanwalek & Port Graham AIRPORT

Public Meetings

2 Public Meetings

#1 Thursday, April 10, 2008 • 2:00 p.m.

Robert Kvasnikoff Community Hall, Nanwalek, Alaska

#2 Friday, April 11, 2008 • 2:00 p.m.

Community Center, Port Graham, Alaska

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) and their consultant, DOWL Engineers, invite you to attend public meetings to discuss the Nanwalek & Port Graham Airport project. The purpose of the project is to provide a safe, reliable, and efficient airport for the communities of Nanwalek and Port Graham. This phase of the airport project will include environmental and preliminary engineering studies of potential airport sites and road access.

Two meetings will be held. The first will take place in Nanwalek at 2:00 p.m. on April 10th. The second will take place in Port Graham at 2:00 p.m. on April 11th. Project staff will:

- Discuss project purpose and need;
- Review findings of prior Nanwalek and Port Graham Airport studies;
- Discuss the next steps; and
- Take public comments and questions.

The project alternatives considered in Phase I are shown on the reverse side of this notice. All alternatives have been evaluated using the following criteria:

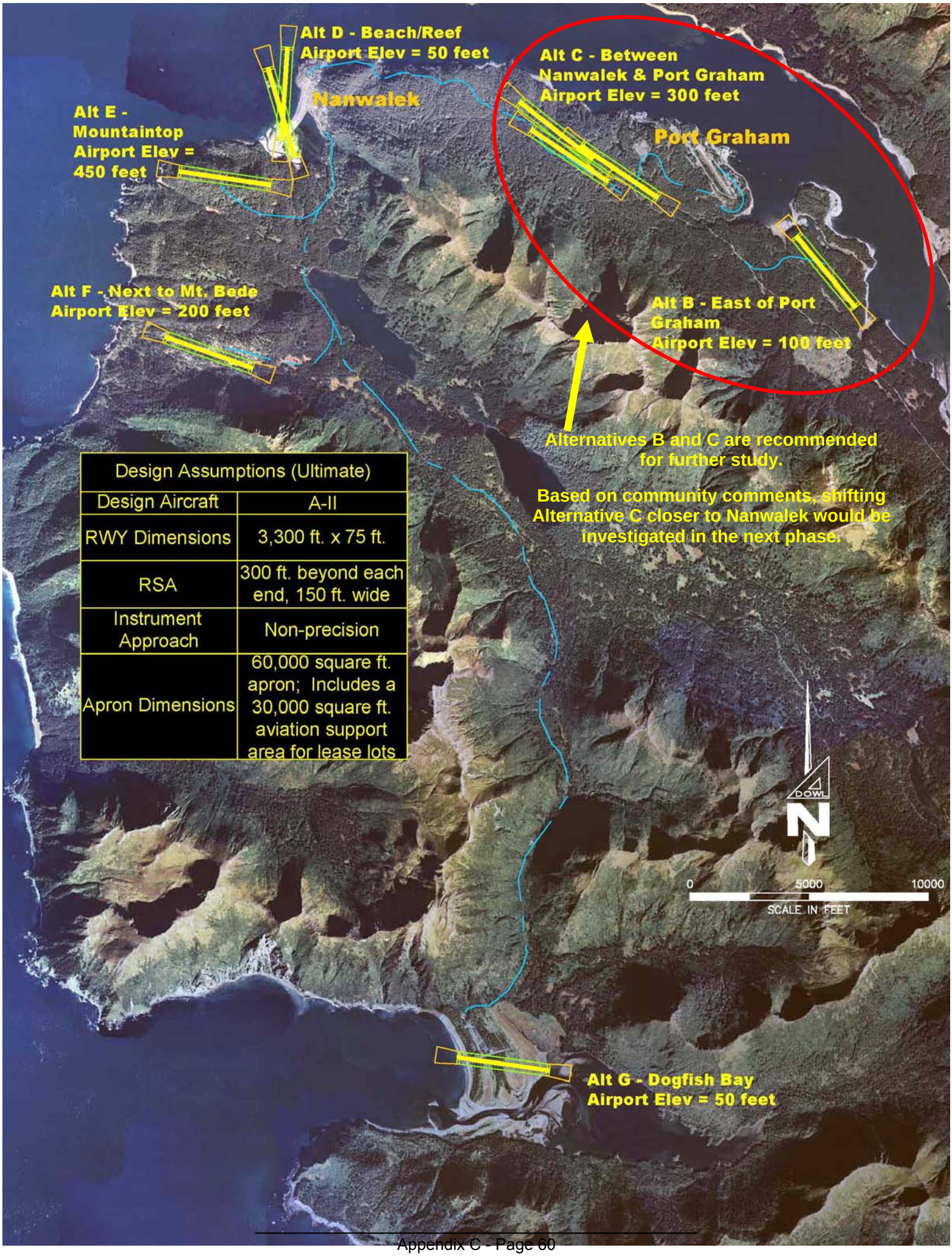
- Safety and reliability of air service
- Potential environmental impacts
- Costs
- Community considerations
- Community considerations
- Time to complete project

For more information or to submit comments, please contact:

Tom Middendorf, DOWL Engineers
4041 B Street, Anchorage, Alaska 99503
E-mail: *tmiddendorf@dowl.com* • Telephone: (907) 562-2000 • Fax: (907) 563-3953

Special Needs:

Individuals with a hearing impairment may contact DOT&PF Central Region Planning through Alaska Relay at (800) 770-8973. DOT&PF is able to offer, upon request, reasonable accommodations for special needs related to other disabilities.


Alt D - Beach/Reef
Airport Elev = 50 feet
Nanwalek
Alt C - Between
Nanwalek & Port Graham
Airport Elev = 300 feet
Port Graham
Alt E -
Mountaintop
Airport Elev =
450 feet
Alt F - Next to Mt. Bede
Airport Elev = 200 feet
Alt B - East of Port
Graham
Airport Elev = 100 feet
Alternatives B and C are recommended for further study.
Based on community comments, shifting Alternative C closer to Nanwalek would be investigated in the next phase.
Design Assumptions (Ultimate)
Design Aircraft | A-II
RWY Dimensions | 3,300 ft. x 75 ft.
RSA | 300 ft. beyond each end, 150 ft. wide
Instrument Approach | Non-precision
Apron Dimensions | 60,000 square ft. apron; Includes a 30,000 square ft. aviation support area for lease lots
DOWL
N
0
5000
10000
SCALE IN FEET
Alt G - Dogfish Bay
Airport Elev = 50 feet

Nanwalek & Port Graham AIRPORT

2 PUBLIC MEETINGS

Thursday, April 10, 2008 • 2:00 p.m.
Robert Kvasnikoff Community Hall • Nanwalek, Alaska

Friday, April 11, 2008 • 2:00 p.m.
Community Center • Port Graham, Alaska

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) and their consultant, DOWL Engineers, invite you to attend public meetings to discuss the Nanwalek & Port Graham Airport project. The purpose of the project is to provide a safe, reliable, and efficient airport for the communities of Nanwalek and Port Graham. This phase of the airport project will include environmental and preliminary engineering studies of potential airport sites and road access.

Individuals with a hearing impairment may contact DOT&PF Central Region Planning through Alaska Relay at (800) 770-8973. DOT&PF is able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

For more information or to submit comments, please contact:

Tom Middendorf, DOWL Engineers
4041 B Street, Anchorage, Alaska 99503
E-mail: ***tmiddendorf@dowl.com***
Telephone: (907) 562-2000 • **Fax:** (907) 563-3953

KBBI or KDLL COMMUNITY CALENDAR

Area: Kenai Peninsula Area

**Please use text boxes in upper form only

Kill Date: 11 April 2008

Who: The State of Alaska Department of Transportation and their consultant, DOWL Engineers

What: Invite you to attend a public meeting – 2 opportunities

When:
Weekday
Date/Time

#1 Thursday, April 10, 2008 at 2:00 p.m.
#2 Friday, April 11, 2008 at 2:00 p.m.

Where:

#1 @ Robert Kvasnikoff Community Hall, Nanwalek
#2 @ Community Center, Port Graham

Details:
Max
20 words

To discuss the Nanwalek & Port Graham Airport Project

For more information call:

Tom Middendorf, DOWL Engineers
(907) 562-2000 tmiddendorf@dowl.com

For internal use only

DAY	DATE	TIME	INITIALS

DAY	DATE	TIME	INITIALS

Nanwalek & Port Graham AIRPORT

Public Meeting

Nanwalek
- April 10, 2008
- 2:00 p.m.
- Robert Kvasnikoff Community Hall

Port Graham
- April 11, 2008
- 2:00 p.m.
- Community Center

Nanwalek & Port Graham AIRPORT

Agenda

- Introductions
- Project and Meeting Purpose
- Results of Previous Port Graham & Nanwalek Studies
- Discussion with Environmental Agencies
- Next Steps/Project Schedule
- Contact Information

Purpose

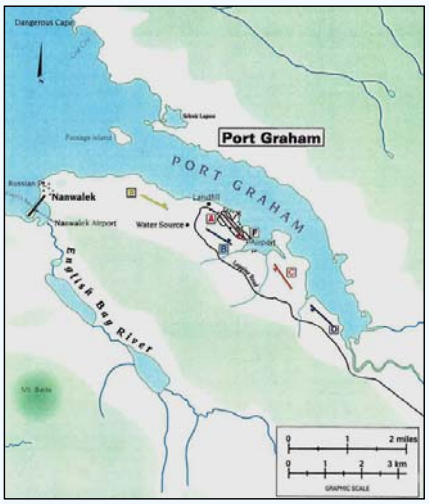
- Project Purpose
  - Provide a safe, reliable, and efficient airport for Nanwalek and Port Graham
- Meeting Purpose
  - Review past work, present next steps, and take community comments and questions

Recap of Past Progress

- Port Graham Airport Reconnaissance Study
  - Completed 1998
- Nanwalek Airport Reconnaissance Study
  - Completed 2006
- Study for Shared Airport
  - Work began in early 2008
- Public Meetings for Shared Airport
  - April 2008

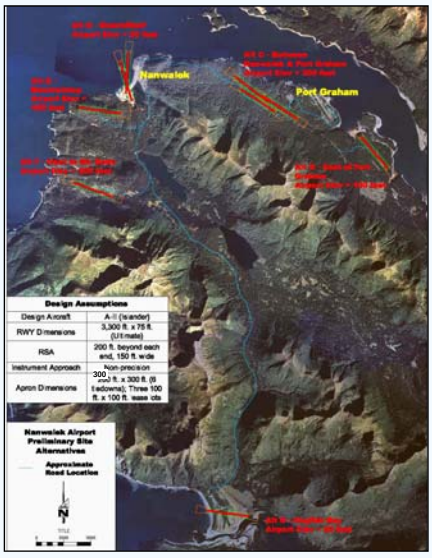
Port Graham Airport Study – 1998

- Alternative A
  - Reconstruct existing airport
- Alternative B
  - Relocate airport ~ 1,650 ft from existing airport
- Alternative C
  - Construct new airport 1 mile southeast of existing airport
- Alternative D
  - Relocate airport ~ 1.2 miles southeast of existing airport
- Alternative E
  - Relocate airport 1 mile northwest of existing airport
- Alternative F
  - No-build alternative



Nanwalek Airport Study – 2006

- Alt. A - “Do nothing”
- Alt. B - East of Port Graham
- Alt. C - Between Nanwalek and Port Graham
- Alt. D - Nanwalek Beach/Reef Area
- Alt. E - Mountain Top
- Alt. F - Next to Mt. Bede
- Alt. G - Dogfish Bay



Alternatives Evaluation - Nanwalek Airport Study

- Evaluation Criteria
  - Safe and reliable air service
  - Environmental impacts
  - Community issues
  - Costs
  - Timeframe to obtain new airport

Dismissed Alternatives – Nanwalek Airport Study

- Alternative A - “Do nothing”
  - Obstructions on both ends
  - Cannot support instrument approach
  - Dangerous crosswinds, downdrafts, and turbulence
  - Too short
  - Expensive to maintain; storms close airport
- Alternative D - Nanwalek Beach/Reef Area
  - Only one clear approach
  - Cannot support instrument approach
  - Dangerous crosswinds, downdrafts, and turbulence
  - Numerous environmental issues
  - Potential negative effects on subsistence & commercial fishing
  - Conflicts with sewage outfall pipe and discharge
  - Prohibitively high construction and maintenance costs
  - Longer timeframe to complete than Alternatives B and C

Dismissed Alternatives – Nanwalek Airport Study

- Alternatives E, F, and G (summarized together)
  - Ranked unfavorable by air taxi operators
  - Only one clear approach
  - Cannot support instrument approach
  - Turbulence and wind issues
  - Long access with avalanche potential
  - Prohibitively high construction and maintenance costs
  - Longer timeframe for new airport than Alternatives B and C

Alts Recommended for Further Study – Nanwalek Airport Study

- Alternatives B and C recommended for further analysis
  - Best meet the need to improve the safety and reliability of air service
  - Fewer environmental impacts and environmentally feasible
  - Have lower costs and are financially feasible
  - Shorter timeframe for new airport
- Disadvantages of Alternatives B and C
  - Higher elevation of Alt. C could result in fog/snow issues
  - Alt. B requires farther travel for Nanwalek residents than some of the other alternatives
  - Alt. C requires travel for both communities
  - Difficulty in acquiring native allotment properties
  - Some potential environmental impacts

What we heard during Nanwalek Study

- Nanwalek Residents
  - Concerned about disadvantages of Alts. B and C
  - Would like to include Alt. D in future evaluations
  - Would like to meet with permitting agencies to discuss Alternative D
- Port Graham Residents
  - Concerned about effects of Alt. C on community watershed
  - Would like project team to listen to and consider Nanwalek's concerns

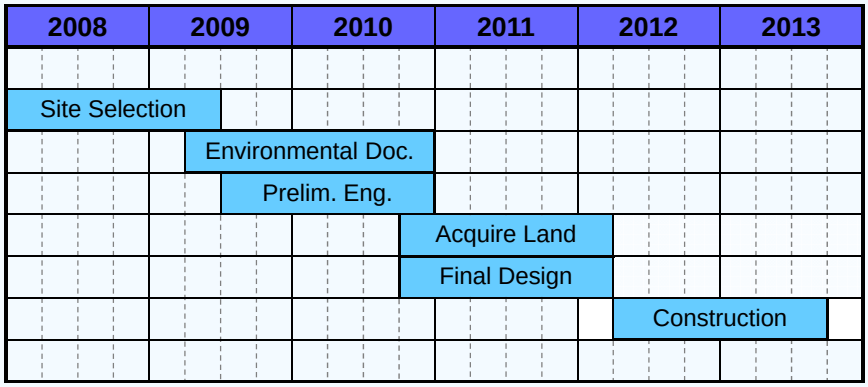
Summary of Comments - Nanwalek Study

- Air Taxi Operators
  - Alternatives B and C are the preferred alternatives
  - Alternatives A, D, E, F and G are unfavorable
- Homer Electric Association
  - Supports Alt. C
  - Would aid in the maintenance of power lines
- Medivac operators
  - Support Alt. C
  - Elevation above waves (concerns about storms washing out current runway)
  - Helps centralize operations between the two communities
- Staff who completed local wastewater discharge/sludge disposal study
  - Construction in bay would likely have serious impacts on discharge from outfall pipe

Summary of Agency Comments – Nanwalek Study

- Coastal/marine alternative (D) would be difficult to permit due to U.S. Corps permitting requirements
- Permitting for coastal/marine alternative (D) only possible if uplands alternatives are not technically feasible and/or reasonable (cost, technology, logistics, meets project purpose)

Tentative Project Schedule – Planning to Construction



- Schedule is dependent on funding
- Assumes no major roadblocks

Environmental Permitting Agencies

- Agencies Attending April 10 Meeting
  - U.S. Army Corps of Engineers
  - DNR Office of Habitat Management & Permitting
  - U.S. Fish and Wildlife Service
  - Environmental Protection Agency
  - National Marine Fisheries Service

Andy Mitzel - U.S. Army Corps of Engineers

Jurisdictional Determinations

- *Section 10 of the Rivers & Harbors Act*
  - Affect the course, location, condition, or capacity of Navigable Waters. (Section 10 RHA) Section 10 of the Rivers & Harbors Act
- *Section 404 of the Clean Water Act*
  - Place fill into Waters of the U.S., including wetlands. (Section 404 CWA)

Lee McKinley – DNR Office of Habitat Management & Permitting

- Mission: To protect Alaska's valuable fish & wildlife resources and their habitats as Alaska's population and economy continue to expand.

- AS 41.14.840 - Fish Passage
- AS 41.14.870 - Fish Habitat
- Alaska Coastal Management Plan Review

Lynnda Kahn – U.S. Fish and Wildlife Service

Phil North –
Environmental Protection Agency

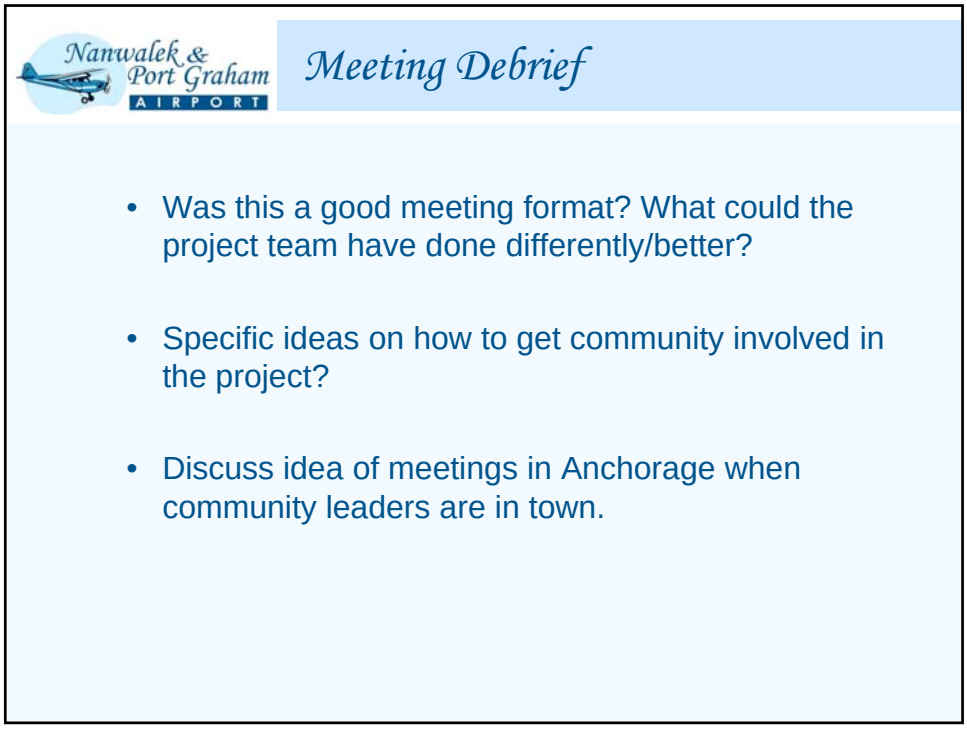
Brian Lance –
National Marine Fisheries Service

Next Steps/Site Selection Schedule

• Move forward with evaluation of Alternatives B and C	• April 2008
• Public Meetings	• April 10 and 11, 2008
• Preliminary Engineering	• May – August 2008
• Environmental Field Work	• June – September 2008
• Draft Report of Engineering and Environmental Work	• December 2008
• Additional Public Meetings	• January 2009 *(tentative)*
• Final Report of Engineering and Environmental Work	• June 2009

Contact Information

- **Tom Middendorf, Project Manager**
  DOWL Engineers
  4041 B Street
  Anchorage, AK 99503
  Phone: (907) 562-2000 • Email: tmiddendorf@dowl.com
- **Morgan Merritt, Project Manager**
  Alaska Department of Transportation & Public Facilities
  P.O. Box 196900
  Anchorage, AK 99519
  Phone: (907) 269-0614 • Email: morgan.merritt@alaska.gov
- **Community Contacts**
  - Wally Kvasnikoff: 281-2274
  - Pat Norman: 284-2227


Nanwalek & Port Graham AIRPORT
Meeting Debrief
• Was this a good meeting format? What could the project team have done differently/better?
• Specific ideas on how to get community involved in the project?
• Discuss idea of meetings in Anchorage when community leaders are in town.



Public Meetings
April 10, 2008

SIGN IN SHEET

PLEASE PRINT

NAME	ADDRESS	E-MAIL	TELEPHONE
Tom Middendorf	DOWL Engineers 4041 B St. Anchorage	tmiddendorf at dowl.com	562-2000
Melissa Hetrick	Nanwalek AK PO Box 8069	stickwitu@yahoo.com	No phone
M. David McComack	Box 8062 Nanwalek AK, 99603	vpsomccomack@ak.net	281-2274
Wally Kvasnikoff	P.O. Box 8029 Nanwalek, AK 99603	wallyandnina@yahoo.com	281-2274 (work) 281-2288 (Home)
Elias Romanoff	Box 8014 Nanwalek, AK 99607		
Patricia M McComack	PO Box 8062 Nanwalek AK 99603	this2kiss2@yahoo.com	281-2275 (H)
Kathy S. Brewster	P.O. Box 8008 NANWALEK AK 99603		281-2207
Irene Tamape	P.O. Box 8030 Nanwalek AK 99603		281-2213
Tatianna Active	P.O. Box 8026 Nanwalek, AK 99603	pancuag@yahoo.com	
Alice Greene	P.O. Box 8057 Nanwalek AK 99603		(907) 281-2274 Daytime
Natalie Kvasnikoff	P.O. Box 8010 Nanwalek AK, 99605		(907) 281-2226
Michael Jimmy	P.O Box 8025 Nanwalek AK, 99603	Michealjimmy2003@yahoo.com	
Gwen B. Kvasnikoff	POB 8073 Nanwalek, AK 99603	Nanwalek@yahoo.com.	907-281-2274
Cheryl Schweigert	Box 797 Soldotna, AK 99669	cschweigert@kpbsd.k12.ak.us	281-2210
Preston Kvasnikoff	P.O. Box Nanwalek AK 99603	the_plow_98@hotmail.com	281-2276
Peter J. Ukatish	P.O. Box Nanwalek AK 99605	rodger_9@yahoo.com	(907) 281-2276
Peter L Ukatish	PO Box 8053 Nan AK 99603		
Helen D. Ukatish	P.O. Box 8053		
Michael V. Kvasnikoff Jr.	P.O. Box 8062 Nanwalek AK 99603	Sodotally@Yahoo.com	(907) 281-2275
MORGAN MERRITT			269-0614



Public Meetings
April 10, 2008

SIGN IN SHEET

PLEASE PRINT

NAME	ADDRESS	E-MAIL	TELEPHONE
NAN LLEWELLYN	DOWL Engineers, 4041 B St, Anchorage AK	nllewellyn@dowl.com	562-2000
Carol Kvasnikoff	PO Box 8006, Nanwalek, AK 99603	c-kvasnikoff@yahoo.com	281-2229
CHRIS HEADS	SAME AS ABOVE	WHEADS1@HOTMAIL.COM	—
Deb Moseley	Smokey Bay Air 7100 Kachemak Dr. Homer, AK 99603	deb_moseley@hotmail.com	907-399-1890
DAVE SPENCE	KENAI PENINSULA Borough School Dist.	dspence@kpbsd.k12.ak.us	714-8875
Kelly Yeaton	Box 8028, Nanwalek AK 99603	kla-yeaton@yahoo.com	281-2274
Nancy Yeaton	P.O. Box 8009, " " "	nancyy@chugachmiut.org	281-2303
Charles Sink	1840 Bragaw St., Suite 110, Anc. AK 99508	charlie@chugachmiut.org	907.562.4155
Cliff Dumont	PO Box Nanwalek AK 99603	akcathy@yahoo.com	907-281-2275
Chris Anahonak	Nanwalek AK 99603		907-281-2317
Elizabeth Evans	P.O. Box 8075 Nanwalek, AK 99603	beyonce_evans09@yahoo.com	907-281-2236
Vanessa Stanley	P.O. Box 8074 Nanwalek, AK 99603	bubbles_8469@yahoo.com	907-281-2262
ROBERTA SJOBLOM	P.O. Box 8052 NANWALEK AK 99603	robloom03@yahoo.com	907-281-2243
DARYL Kreun	PO Box 8042 Nanwalek, AK 99603	djkreun@hotmail.com	907-281-2223
Mandy Romanoff	PO Box 3059 Nanwalek AK 99603	mandy_romanoff@yahoo.com	907-281-2333
Vladimir Moonin	P.O Box 8015 Nanwalek AK 99603	vmoonin@yahoo.com	907-281-2235
Gus Ukatish	P.O. Box 8013 Nanwalek AK 99603	gus_ukatish@yahoo.com	907-281-2355
Travis Greene	P.O. Box 8057 Nanwalek AK 99603	t_cg21@yahoo.com	907-281-2245
Michael Kvasnikoff	P.O. Box 8062 Nanwalek AK 99603	Sodotally@yahoo.com	907-281-2275
FR Sergie Active	POBx 8026 Nanwalek AK 9960S	nanwalekap@starband.net	907-281-2274



Public Meetings
April 11, 2008

SIGN IN SHEET

PLEASE PRINT

NAME	ADDRESS	E-MAIL	TELEPHONE
Brandie Hofmeister	4041 B Street	bhofmeister@dowl.com	562-2000
WALLACE MOONIN			(907) 284-2290
William Malchoff	Box [illegible] Port Graham	vivmalchoff@yahoo	2842214
Lubá Anahonak	P.O. Box 5506 Port Graham	Lubá-Anahonak yahoo.	284-2241
Richard Moonin	P.O. Box 5525 PORT GRAHAM		284-2290
Lillian E. Isaas	2221 Muldoon Rd. #45 ANCH. AK 99504	leisaas@hotmail.com	907 748-6903
KAREN MOONIN	PO Box 5556, PGM 99603	kmoonin@hotmail.com	284-2209
Becky Norman	Box 5565 Port Graham, 99603	bnorman@hotmail.com	284-2216
Lydia McMullen	Box 5514 Port Graham 99603	tyme 2 fly — lydia @yahoo.com	284-2327
Jeff McMullen	SAME	tyme 2 fly — jeff @ yahoo.com	284-2327
Melinda Kamluck	POBox 5557 Port Graham AK 99603	NONE	284-2270
Ephim Kamluck Sr.	POBox 5557 Port Graham AK 99603	Isaac Moonin	284-22-75
PETER ANAHONAK	PORT Graham AK		284-1240
THOMAS SAUNDERS	PO BOX 5525 Port Graham		
Flora Saunders	" "		
Charlie Sink	1840 Bragaw St., Ste. 110 Anchorage 99508	charlie@chugachmiut.org	907.562.4155
Francis Norman	Box5509 Port Graham, Alaska 99603	francis907@hotmail.com	284-2227
Deborah McMullen	Box 5529 "	ddm_outbound@yahoo.com	284-2228
Jennie V Kamluck	P.O. Box Port Graham AK 99603		284-2221
Harriette McGahan	P.O. Box 5553 Port Graham AK 99603 5553		284-2235
MARTIN NORMAN	Box 5574 Port Graham AK 99603	NORMANWM60@Yahoo.com	284-2244
Melvin Malchoff	" 5567 Port Graham AK 99603	mdm@yahoo.com	284-2265
Walter Meganack	P.O. Box 5549 " " "	jr@pgdcorp.com	284-2249

Public Meetings
April 10 & 11, 2008

Project Comment Form

We want to be sure that we consider your comments and suggestions as we develop this project. Please take a few minutes to give us your thoughts. Thank you for taking the time to give us your input.

Comments: Keep moving Forward!

Please Provide (Optional):

Name: WALTER MEGANUCK

Check One ○ I want to get project updates. Please add my name to your project mailing list.

Address: _____

City: _____ State: _____ Zip: _____

● I want to get project updates. Please add my name to your project e-mail list.

E-Mail: jr@pgdcorp.com

Nanwalek & Port Graham AIRPORT

Public Meetings
April 10 & 11, 2008

Project Comment Form

We want to be sure that we consider your comments and suggestions as we develop this project. Please take a few minutes to give us your thoughts. Thank you for taking the time to give us your input.

Comments:

<ALT C> It is Wallace, Lillian, Lars (ELDERS)
RICHARD MOONIA. It is our land.

RICHARD MOONIA
P.O. BOX 5525
PORT GRAHAM, AK 99603
HOME (907) 284-2290

Please Provide (Optional):

Name: _____

Check One ❍ I want to get project updates. Please add my name to your project mailing list.

Address: _____

City: _____ State: _____ Zip: _____

❍ I want to get project updates. Please add my name to your project e-mail list.

E-Mail: _____

Nanwalek & Port Graham AIRPORT

Public Meetings
April 10 & 11, 2008

Project Comment Form

We want to be sure that we consider your comments and suggestions as we develop this project. Please take a few minutes to give us your thoughts. Thank you for taking the time to give us your input.

Comments: Please go on with "Plan C" for safety and future changes with population growth and newer aircraft and larger aircraft to support BOTH villages. Our elders would like to see this before they die — Me too!

Please Provide (Optional):

Name: Lydia McMullen - Environmentally Comm. Member PC

Check One ❍ I want to get project updates. Please add my name to your project mailing list.

Address: _____

City: _____ State: _____ Zip: _____

❍ I want to get project updates. Please add my name to your project e-mail list.

E-Mail: tyme2_lydia@yahoo.com

Nanwalek & Port Graham AIRPORT

Public Meetings
April 10 & 11, 2008

Project Comment Form

We want to be sure that we consider your comments and suggestions as we develop this project. Please take a few minutes to give us your thoughts. Thank you for taking the time to give us your input.

Comments: We are excited for this And hope that It goes on. In the near future that is. We here in Port Graham Are ready for this change

Please Provide (Optional):

Name: Jeff McMullen A. Port MANAGER Port Graham

Check One ☒ I want to get project updates. Please add my name to your project mailing list.

Address:

City: State: Zip:

☒ I want to get project updates. Please add my name to your project e-mail list.

E-Mail: tyme2fly_jeff@yahoo.com

Public Meetings
April 10 & 11, 2008

Project Comment Form

We want to be sure that we consider your comments and suggestions as we develop this project. Please take a few minutes to give us your thoughts. Thank you for taking the time to give us your input.

Comments:

Will Ill be happy
if you get started
not just Talking
I might we dead by then

Please Provide (Optional):

Name: _____

Check One ❍ I want to get project updates. Please add my name to your project mailing list.

Address: _____

City: _____ State: _____ Zip: _____

❍ I want to get project updates. Please add my name to your project e-mail list.

E-Mail: _____

Nanwalek & Port Graham AIRPORT

Public Meetings
April 10 & 11, 2008

Project Comment Form

We want to be sure that we consider your comments and suggestions as we develop this project. Please take a few minutes to give us your thoughts. Thank you for taking the time to give us your input.

Comments:

We would love to see this airport built between the Village, at least before I die ☺

Please Provide (Optional):

Name: _____

Check One ❍ I want to get project updates. Please add my name to your project mailing list.

Address: _____

City: _____ State: _____ Zip: _____

❍ I want to get project updates. Please add my name to your project e-mail list.

E-Mail: _____

Public Meetings
April 10 & 11, 2008

Project Comment Form

We want to be sure that we consider your comments and suggestions as we develop this project. Please take a few minutes to give us your thoughts. Thank you for taking the time to give us your input.

Comments:

Alt C = My concern is the distance from Nanwalek and the airport if we have an emergency medivac 2½ miles seems like a long distance for an elder to travel on a honda.

Please Provide (Optional):

Name: Glen & Kvasnikoff

Check One ☒ I want to get project updates. Please add my name to your project mailing list.

Address: POB 8028

City: Nanwalek State: AK Zip: 99603

☐ I want to get project updates. Please add my name to your project e-mail list.

E-Mail: Nanwalek@yahoo.com & Tikhon_man@hotmail.com

NANWALEK AND PORT GRAHAM AIRPORT

APRIL 10 AND 11, 2008

PUBLIC MEETING NOTES

Nanwalek Public Meeting

The following comments were made during a luncheon with village elders and the public meeting held in Nanwalek on April 10, 2008. Approximately 35 members of the public attended the public meeting. Tom Middendorf with DOWL Engineers gave a PowerPoint Presentation (attached). Several agency representatives spoke briefly and answered questions regarding building a runway out into English Bay. The meeting was part of the Nanwalek and Port Graham Airport Study. *Project staff's comments and questions are shown in italics.*

- There were concerns about potential effects on both villages' water sources that could result from an airport built between Nanwalek and Port Graham.

  The project team will take this into account during environmental and engineering studies.

- Is a shared airport between the two communities your goal?

  The State of Alaska Department of Transportation and Public Facilities (DOT&PF) and the Federal Aviation Administration's (FAA) goal is to construct one shared airport for the communities of Nanwalek and Port Graham.

- There were concerns expressed about medivac procedures for a shared airport located some distance from the communities.

  It has been two years since the project team spoke with the medivac operators as part of the Nanwalek Airport Site Reconnaissance Study. The project team will contact them again as well as the local emergency response personnel and discuss how medivac operations would be handled at the sites recommended for further study.

- What will be the road engineering specifications?

  The access road will be designed to meet standard DOT&PF engineering requirements.

- The community noted the location of Alternative B was too far to travel for Nanwalek residents.

- Could Alternative C be located closer to Nanwalek?

  The project engineers will look at this possibility. It will depend on the terrain.

- Could the existing site be built up on poles, like a dock, to avoid damage caused by waves?

  That method has never been used for an airport and it would not solve other issues, including the need for a longer runway and existing obstructions on both ends.

- The air taxi operators commented that the existing set-up at the Nanwalek Airport (planes parked on the runway) is not ideal or safe, but they do the best they can. There needs to be an apron where planes can park.

- Will DOT&PF continue to maintain both airports while this Study is underway?

  The DOT&PF's current plan is to continue maintaining both airports until a new one is built. This might be reconsidered if conditions change.

- Environmental permitting agency representatives in attendance reconfirmed comments made by their respective agencies in the Nanwalek Airport Site Reconnaissance Study that they would have difficulty permitting Alternative D due to its significant environmental impacts, as upland alternatives are available.

- For the next public meeting, the community suggested holding one meeting for the two towns. Those who could not travel to the town where the meeting is held could participate by video conference.

Port Graham Public Meeting

Tom Middendorf with DOWL Engineers gave a PowerPoint Presentation (attached). The following is a summary of the discussion between the project team and the Port Graham Village Council members and comments and questions during the Public Meeting held in Port Graham on April 11, 2008. Approximately 25 members of the public attended the public meeting. Project staff's comments and questions are shown in italics.

- It was decided the Alternative C would be referred to as the Romanof Point Alternative and Alternative B would be referred to as the Three-Mile Alternative.

- *Gabriel Mahns with the FAA pointed out a wide swath of trees would have to be cleared for a new airport site – enough to provide a runway safety area and clear approaches off both runway ends.*

- There were concerns expressed about possible effects on the Port Graham water supply if an airport were built between the two villages. The closer the runway can be moved towards Romanof Point and farther away from the Port Graham water source, the better.

  The team will consider the water source in its evaluation of options. It may be possible to design the access road to pass below the water source.

- Fog is a concern at the Three-Mile Airport site, and fog and turbulence are concerns at the Romanof Point site.

  The project team will discuss the recommended alternatives with the air taxi pilots again as they evaluate the two sites. They will also be installing weather equipment in the Port Graham vicinity to collect weather data.

- There was an old road connecting Port Graham and Nanwalek (different from the current trail). It is likely grown over, but is worth looking at during the airport and road siting study. The road followed the beach for approximately two miles then headed up the hill.

  The project team will consider the former road as a possible airport access road.

- There were concerns about getting medivac patients to the new airport.

  The project team will contact the medivac operators and local emergency response personnel to discuss how medivac operations would be handled at the sites recommended for further study.

- Who would be responsible for maintaining the access road?

  The DOT&PF would maintain an airport access road from the last house in each town to the airport, and would likely contract out maintenance of the road to the communities.

- Port Graham community members said they are aware that some Nanwalek residents are not in favor of a shared airport. The majority of Port Graham residents at the public meeting are in favor of a shared airport.

- If both communities had gotten together earlier they would already have an airport at a lower cost than it will currently cost to construct a shared airport.

  This is true. Also, funding for airport projects is limited, with over 250 Alaska airports competing for approximately $210 million in available Federal funds. In the State's evaluation process to allocate airport funds to communities, the total project cost is divided by the number of residents to determine the cost of the project per person; the less costly per person the better. A shared airport will greatly decrease the cost per person and likely increase the chances of a new airport being funded.

- What are the next steps with this project?

  The project team will come back to the area this summer to do preliminary engineering and environmental fieldwork. Environmental work includes Bald Eagle nest surveys, wetlands delineation, hazardous materials site identification, historical and archeological studies, and weather data collection. A draft report of findings will be available in late 2008 or early 2009. There will be another public meeting to discuss the report results. After the report has been finalized, the project team could continue with next stages of the project discussed in the presentation, if funding is approved.

- What is the status of Bald Eagles?

  Though they were recently delisted as an endangered species, the project team still must consider them in their environmental studies and gather data on their nests.

- *Rights of entry to access Native allotments are needed to complete this Study. The project team clarified that at this time they only want permission to access the allotments and conduct environmental studies. They do not want to purchase land at this time. The project team is working with Chugachmiut and BIA to gather written permission to access lands and conduct studies. DOT&PF has obtained permission to access some allotments; still need permission from many more people.*

  The DOT&PF would pay fair market value for any land it would purchase several years from now, after the appropriate studies are complete. The State does not intend to do any condemnation (taking) of Native allotments or Native corporation lands.

  Trading land between allotment owners and the village corporation may be an option to pursue.

  Charlie Sink with Chugachmiut clarified the State may not need to purchase entire allotments; just the portions affected by the airport and access road may be needed.

  DOT&PF considers Nanwalek among the highest priorities for a new airport and Port Graham also needs a new airport. It is the goal of the State to build one shared airport for the two villages. In order to get a new, safe airport built, it is important that everyone cooperates.

- There was a comment in favor of picking a site quickly so the project team can speed up the timeframe to complete a new airport.

- Is there a deadline to pick a new site?

  There is no deadline. The environmental document will serve as the decision document for a new airport site.

- What if one community does not want a new shared airport after the Study is complete?

  DOT&PF is sticking to the commitment to built one safe reliable airport for both communities.

- There were concerns about the weather monitoring equipment being placed in a location that would provide accurate readings. Putting the equipment at the dock (where there is power) was suggested as a good location.

- The community mentioned the access road may provide the opportunity to open up businesses near the airport.

- Concerns were expressed about DOT&PF, not tribal members, owning lease lots at the proposed airport and realizing the economic benefits of these lots.

  Lease lots would be part of the State-owned and operated airport, and the State would have the responsibility of leasing the lots. Lessees would have an opportunity to earn money from lots they lease, as long as the lots are used for aviation-related purposes.

- There was discussion about having a shelter at the airport.

- Early spring and late summer are the best times to have public meetings in the communities.
- Port Graham would like a new airport and the Council offered to help in whatever way they can to move the project forward.
- Port Graham community members are willing to travel to Nanwalek for the next public meeting.

Attachments: PowerPoint Presentation
Sign-in sheets
Comments

D59127A.April 10 and 11 Pub Mtg Notes.NL.050508.mas

AGENDA & ACTION ITEMS

Meeting with Nanwalek & Port Graham Community Leaders

Nanwalek & Port Graham Airport

December 4, 2008

---

1. INTRODUCTIONS

2. PROJECT OVERVIEW AND STATUS

- Work completed to-date
- Summary of August meetings with village leaders
- Status of Gov-to-Gov letter

3. NEXT STEPS/PROJECT SCHEDULE

- Draft Reports
  - Preliminary Engineering and Environmental Analysis
  - Executive Summary will be available for public review in advance of the upcoming public meeting
- Public Meeting
  - Tentatively scheduled for February, 2009
  - What dates work for Nanwalek and Port Graham residents?
  - One meeting in Nanwalek for both communities
    - Based on prior discussion with both communities
    - Video link
    - Letters of support
- Review of overall schedule leading up to construction
- Planned work in 2009

4. FOLLOW-UP ITEMS FROM 12-04-08 MEETING

Follow-Up Item	Who
Resend Gov-to-Gov letters to communities.	Brandie
Review communities' wetlands plan; make sure airport project is in compliance with plan.	Brandie
Follow up with Charlie on ROE status with allotment in question; and also if new ROE forms are needed to do survey and geotech work.	Tom
Ask Morgan how airport project ranks in priority compared to other DOT&PF projects. Report back to communities by the public meeting if not sooner.	Tom
Update schedule graphic to include previous work (Recon Study and public meetings)	Nan
Clarify airport alternatives graphic by the next public meeting (currently confusion about tree-clearing in the RPZs).	Nan
Get resolution examples from Judy Chapman; send to Charlie and Wanda (ask Wanda to 'cc me when resolution examples are emailed to communities).	Nan
Work with Wanda to determine next public meeting date and location. Have a back-up meeting date in mind.	Tom / Nan
Email Wanda Morgan, Judy, Gabriel, Brandie, Brian and Tom's February availability.	Nan
Email Violet Yeaton (Port Graham) and James Kvasnikoff (Nanwalek) and find out video-conferencing capabilities of each community.	Nan
Ask Morgan who will pay the airfare for residents traveling to the next public meeting if the decision is to have one public meeting in either Port Graham or Nanwalek. Let Wanda know.	Tom/ Nan
Get a copy of Wanda's meeting minutes.	Nan
Confirm if the alternative is spelled "Romanoff Point" or "Romanof Point"	Nan

Attached: Sign-in sheet
Schedule

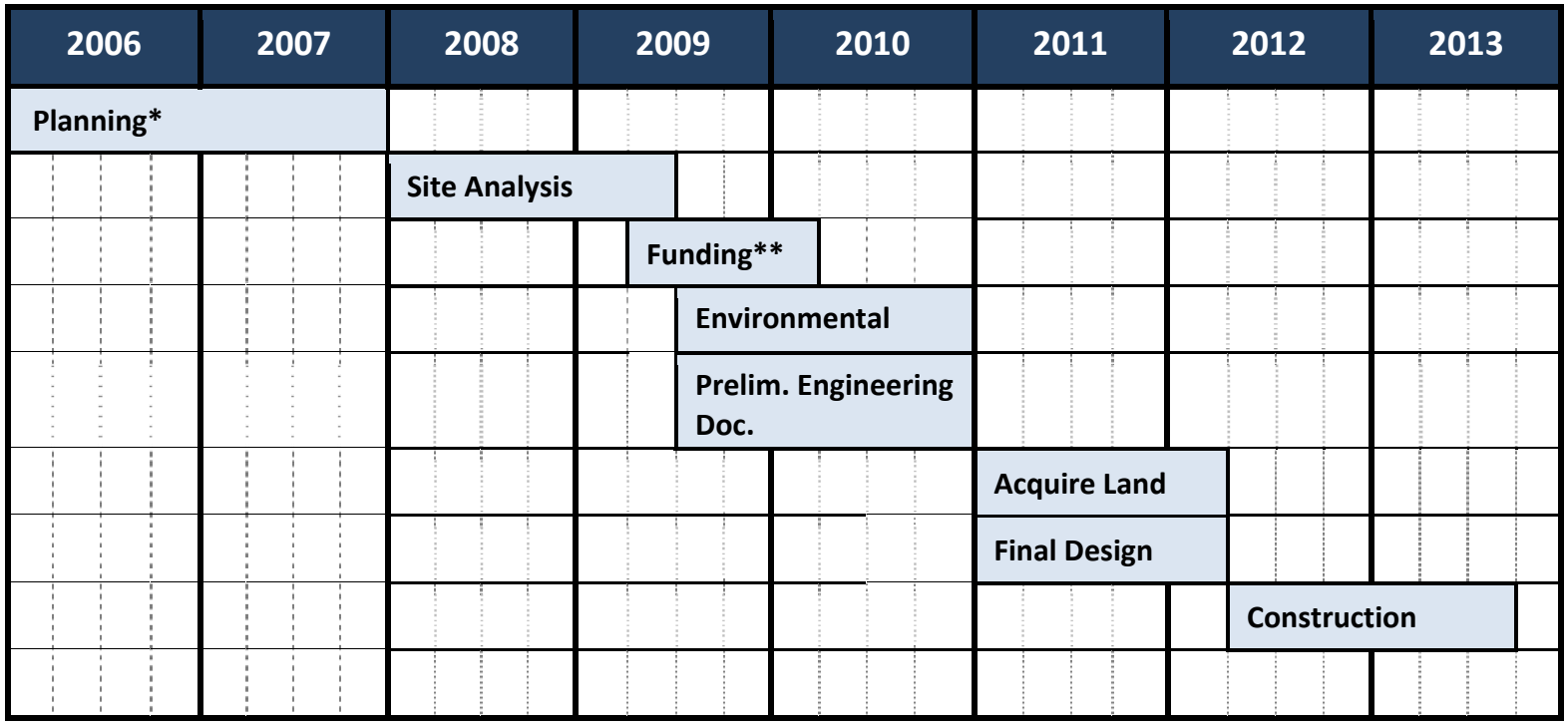
Meeting with Nanwalek & Port Graham Community Leaders

December 4, 2008

* return to Nan Llewellyn DOWL HKM

Name	Community	Telephone Number
Nan Llewellyn	Anchorage	562-2000
Wanda Kwasnikoff		334-0116
Francis Norman	Port Graham	284-2227
Herman Mooniin Jr.	Port Graham	284-2209
Violet Yaska	Port Graham	284-2227
Jasper Blair	Anchorage DOT	269-0605
Judy Chapman	DOT+PF	269-0519
Charles Sink	Chugachmiut	562-4155
Margaret Meganack	WA	786-6372
Ephim H. Mooniin Sr	Nancoalek	281-2235
Jerry Demos	"	281-2274
Elmer Mooneal	CHUGACHMIUT	562-4155
AJ Larson	"	"
Larissa Jimmy	Nanwalek IRA	
Walter Meganack	Port Graham	284-2249

Tentative Project Schedule – Planning to Construction



* Planning refers to the Nanwalek Airport Reconnaissance Study. The Port Graham Airport Reconnaissance Study was completed in 1998.

** Letters of support from communities will increase chances of funding.

Notes

The schedule is dependent on funding.

The schedule assumes no major roadblocks.

Nanwalek & Port Graham Airport

Council Update Meetings

8/27 & 8/28

1. **Project Status**

- Presented proposed alternatives (3 Mile and Romanof Point) at communities/agencies meetings in April, 08
- Completed engineering evaluation of alternatives and road access
- Obtained rights of entry to access the sites
- Installed weather monitoring equipment (ceiling, visibility)
- Evaluated wind data
- Completed bald eagle survey and preliminary environmental overview
- Environmental field work (wetlands, hazardous materials, archeological resources) week of September 22
- Report and public meeting in January/February

2. **Purpose of Update**

- Present refined airport and road alternatives
- Select alternative to be evaluated in environmental field work

3. **Engineering Evaluation**

4. **Next Steps**

- Date/location for public meeting?

Nanwalek and Port Graham Airport
Council Briefings Notes
August 27 and 28, 2008

Port Graham Council Briefing

The following comments were made during the meeting held in Port Graham on August 27 (sign in sheet attached). Morgan Merritt of DOT&PF opened the meeting and gave a project update. Tom Middendorf and Brian Hanson of DOWL Engineers presented an update on what has been accomplished since the last meeting and presented the engineering analysis of alternatives. They noted the environmental work to be completed in late September will be only for one road and airport alternative. Morgan noted that the airport alternative he will recommend to DOT&PF management staff is the Romanof Point alternative, between Port Graham and Nanwalek.

Comments made by Council Members and others are summarized below. *Project staff's responses are shown in italics.*

- The project should document the amount of wetlands to be filled. *Yes it will.*
- The project should address how to minimize affects on the communities' water sources. *Morgan noted that we will try to minimize impacts on the water sources. One way to do this is to locate the aircraft parking apron away from the water source. Another way is to locate the road so that water near the road does not drain to the water sources. Other methods will be identified during the project design.*
- The 3 Mile site is too far from the communities.
- Consideration should be given to having adequate gravel sources for ice control on the roads in winter.
- Comment that the best location for a grader would be in one of the communities so the grader operator can get to the airport.
- Port Graham would like to relocate its landfill near the Mile 3 site, but is waiting for this study to be completed first.
- Potential for some fog at the Romanof Point site. *A weather study is looking into this.*
- What are the Right of Way widths for the airport and road? *These still need to be determined. The steepness of slopes can affect road right of way width.*
- What happens to the existing airports after a new airport is built? *DOT&PF will investigate that and report back at the January public meeting.*
- A council member said that her father had donated some of the runway approach land to the State for the airport.
- Can local hire be required for the construction? *No, but DOT&PF sometimes requires contractors to hold a preconstruction meeting in the community to give community members an opportunity to inform the contractor of potential employees and services available locally.*

- Interest in the gravel sources and whether a royalty would be paid. *Often DOT&PF will purchase gravel rights with any land purchased for roads or airports. If the gravel source is outside the road or airport right of way, then a royalty would be applicable.*
- How would timber harvest be handled by the contractor? *Typically this is up to the contractor. The DOT&PF would not want to add requirements for timber harvest methods and timeframes to the contract if they would add to contractor costs of project delays. The contractor may choose to work side deals with others for timber harvest however.*
- Social impacts from connecting the communities by road are an unknown; some may be positive and some may be negative.
- Where would State responsibility for road maintenance begin? *Typically after the last home on an existing road.*
- How will geotechnical drilling rigs access the site? *That is not clear right now. The heavy brush and steep terrain will be a challenge.*
- Will new access agreements be needed for survey and geotechnical work? Will there be compensation for tree loss. *New agreements would be needed.* It *would be our hope to get those agreements this winter so work can continue next summer. Normally compensation is not provided, but we can check whether tree loss would be an exception.*
- Interest in having access to all environmental studies. *Yes these studies would be available to the public, and public meetings will be held.*
- Would be interest in meeting with community leaders and elders in Anchorage at the November Providers Conference. *Good suggestion. We would be happy to give you an update then.*
- Port Graham would like to meet informally with Nanwalek sometime in the fall/early winter, to talk about the airport and road connection.
- Can you provide comment sheets for those not at this meeting? *DOWL will provide comment sheets with a drawing of the alternative that will be studied further (likely to be the Romanof site).*
- What is the project schedule? *This draft study will be completed by the end of the year. We will hold a public meeting in January. It's possible that DOT&PF will rank the project for funding in January or February. Resolutions of support from each community would help raise the project's priority. Further engineering and environmental studies could continue in 2009 and 2010. Land could be acquired in 2011. If everything went perfectly construction could begin in 2012 or 2013, and would take about 2 years.*

Nanwalek Council Briefing

The following comments were made during the meeting held in Nanwalek on August 28 (sign in sheet attached). Morgan Merritt of DOT&PF opened the meeting and gave a project update. Tom Middendorf and Brian Hanson of DOWL Engineers presented an update on what has been accomplished since the last meeting and presented the engineering analysis of alternatives. They noted the environmental work to be completed in late September will be only for one road and airport alternative. Tom also reported on comments made by Port Graham the day before. Morgan noted that the airport alternative he will recommend to DOT&PF management staff is the Romanof Point alternative, between Port Graham and Nanwalek.

Comments made by Council Members and others are summarized below. *Project staff's responses are shown in italics.*

- The 3 Mile site road access passes through the Port Graham watershed. *Yes it does.*
- Will the airport/road change the waterfalls along the coast? *We will try to keep water flowing in its current courses to the extent we can.*
- Has a decision about the alternative already been made? *We will be recommending to DOT&PF upper management that the Romanof Point alternative be studied further in the environmental studies this fall. However, no final decisions about which alternative to build will be made until an environmental assessment is completed sometime in the next 2 years or so.*
- Can you move the airport site closer to Nanwalek? *The site depicted is as close as to Nanwalek as practical, given terrain constraints. We looked at quite a few other options closer to Nanwalek, but none were feasible.*
- It is a waste to study the 3 Mile site.
- 3 Mile is too far for medivac service.
- 3 Mile's longer road access will mean higher maintenance costs and greater safety concerns for travelers.
- Can local hire be required for the construction? *No, but DOT&PF sometimes requires contractors to hold a preconstruction meeting in the community to give community members an opportunity to inform the contractor of potential employees and services available locally. There will also be housing, food and other service needs of construction workers. DOWL may also need some local assistance during the study phase.*
- What is the purpose of the meeting in January? *It will be a public meeting to cover the results of both the engineering and environmental studies.*
- The project could require a large amount of material. *Yes it will. We may need to investigate some sources outside of the project site, especially for higher quality gravel used for surfacing the road and airport.*
- What is the project schedule? *This draft study will be completed by the end of the year. We will hold a public meeting in January. It's possible that DOT&PF will rank the project for funding in January or February. Resolutions of support from each community would help raise the project's priority. Further engineering and environmental studies*

could continue in 2009 and 2010. Land could be acquired in 2011. If everything went perfectly construction could begin in 2012 or 2013, and would take about 2 years.

- Nanwalek's issues of road maintenance, water source impacts, and medivac access are similar to Port Graham's issues.
- The geology study will need to consider whether the steep slopes are stable enough for a road. *Yes it will.*
- A future map should show the right of way needed overlaid on a native allotment map. *Yes we will prepare this map.*
- Please send comment sheets with a map of the alternative to be studied to the communities. *DOWL will provide comment sheets with a drawing of the alternative that will be studied further (likely to be the Romanof site).*
- Nanwalek is also interested in an update at the Providers Conference in November.

Attachments: Handout
Sign-in sheets

Item	Three Mile Alternative	Romanof Point Alternative
Engineering Considerations:		
Airport Fill Quantities	Approximately 500,000 cubic yards of fill	
Length of Road	Approximately 6 miles of road	Approximately 3 miles of road
Construction Costs	Cost of airport construction similar	
Airport/Road Maintenance Costs	Higher year-round maintenance costs (longer road)	Lower year-round maintenance costs
Other Considerations:		
Terrain Obstructions	Fewer obstructions	Approach obstructions
Approaches	Northwest approach would be over the community of Port Graham	Southeast approach would have terrain penetrations
Environmental Considerations:		
Air Quality	Both alternatives would decrease dust in villages	
Biotic Resources	Both alternatives would impact existing wildlife habitat	
	Access road may cross anadromous stream	No anticipated impacts
Coastal Zone Management	Project would have to comply with applicable enforceable policies	
Compatible Land Use	Purchase of portions of up to 15 native allotments	Would require purchase of portions of up to 8 native allotments
Construction	Both alternatives would have minor impacts to air, water, noise	
Environmental Justice	Both alternatives would benefit low-income and minority populations	
Floodplains	Both alternatives may impact small drainages with unmapped floodplains	
Historical and Archeological	More likely to have cultural resources	Less likely to have cultural resources
Solid Waste	N/A	Port Graham Landfill may be within 5,000 feet of the proposed airport
Water Quality/Watershed	Airport would not be located within Port Graham watershed; road would cross watershed	Airport and road would be located within Port Graham watershed
Wetlands	May impact more wetlands	May impact less wetlands
Weather/Winds	Fewer visibility/snow issues	More visibility/snow issues
Community Considerations:		

WE WANT TO HEAR YOUR COMMENTS AND QUESTIONS

Please take a few minutes to write down and send us any comments or questions you may have regarding the project. A figure showing the airport alternatives and possible road alignments is included on the reverse side of this form.

Please submit your comments and questions by December 31, 2008.

The Romanoff Point alternative makes for safe transport + care of patients. It also will allow road access between the two health clinics which can be very beneficial in an emergency situation.

* Please send notification of February meeting.

Thank you for taking the time to share your thoughts.

Return your comments to: Tom Middendorf ▪ *tmiddendorf@dowhkm.com*

DOWL HKM ▪ 4041 B Street ▪ Anchorage, Alaska 99503 ▪ 907-562-2000

Name (***optional***): Sue Steward; CHAP Manager

Address (***optional***): P.O. Box 2088
Seward, AK 99664

E-Mail (***optional***): Sue@Chugachmiut.org

DOWL HKM
Nanwalek & Port Graham Airport
4041 B Street
Anchorage, Alaska 99503

UNITED STATES POSTAGE PITNEY BOWES
02 1P $ 000.42⁰
0002194222 NOV 13 2008
MAILED FROM ZIP CODE 99503

Please Correct.

~~CINDY NIMMO~~ Sue Steward
~~MNSC, ENP~~, CHUGACHMIUT, CHAP
~~DIRECTOR~~
PO BOX 2088
SEWARD, AK 99664

99664+2088 B002

November 26, 2008

DOWL HKM
Nanwalek & Port Graham Airport
4041 B Street
Anchorage, Alaska 99503

Re: In response to request for comments.

In my humble view, this option will require very expensive road construction to access it. What guarantee is there that road will be built?. Can it be maintained, even in a winter with heavy snows?. The security of the Nanwalek Village , and the Port Graham Village absolutely depends on this. That is the beauty of the current airstrips that exist. They aren't perfect, but they have been safely used all these years. It is a temptation to say, "it ain't broke, don't fix it!" Also, with the current economic picture, where will all the funds come from to construct this? And, if this is indeed constructed, will it also have lights for use at night? What will the maintenance and upkeep costs be?

They recently advised that the selected site is subject to fog, when the other two existing airstrips are clear. How often does this happen? Has there been any study to determine this?

Since the next meeting is planned for February 2009, which is usually a good snow month, I hope the visit includes a tour of the proposed site. I commend the department for wanting to provide a safe, reliable and efficient airport, but I worry that what is proposed will not provide that. What exists has, even with limitations.

Thank you for listening.

Milli Martin

Milli Martin
P.O. Box 2652
Homer, AK 99603
907-235-6652
Email: millimom@xyz.net

WE WANT TO HEAR YOUR COMMENTS AND QUESTIONS

Please take a few minutes to write down and send us any comments or questions you may have regarding the project. A figure showing the airport alternatives and possible road alignments is included on the reverse side of this form.

Please submit your comments and questions by December 31, 2008. If the airport between the Villages is selected.

I would like to see that the Port Graham / Nanwalek watershed is protected! Our water source to our dams is protected & safe. ~~Follow~~ to utilize the Port Graham/Nanwalek Watershed plan. It does not impact our drinking water supply. Water quality is ~~not~~ preserved.

Thank you for taking the time to share your thoughts.

Return your comments to: Tom Middendorf ■ *tmiddendorf@dowhkm.com*

DOWL HKM ■ 4041 B Street ■ Anchorage, Alaska 99503 ■ 907-562-2000

Name (***optional***): Francis Norman

Address (***optional***): P.O. Box 5509
Port Graham, Alaska 99603

E-Mail (***optional***): francis907@hotmail.com

DOWL HKM
Nanwalek & Port Graham Airport
4041 B Street
Anchorage, Alaska 99503

WE WANT TO HEAR YOUR COMMENTS AND QUESTIONS

Please take a few minutes to write down and send us any comments or questions you may have regarding the project. A figure showing the airport alternatives and possible road alignments is included on the reverse side of this form.

Please submit your comments and questions by December 31, 2008.

Ensure Watershed / supply is protected and safe in PG/Nanwalek. Recommend to DOT that runway is situated so that it does not impact drinking water supply. Move runway North west from current site, slightly closer to Nanwalek - Ensure a 400 ft buffer zone ~~from~~ as specified in PG/Nan Watershed Council management plan.

Thank you for taking the time to share your thoughts.

Return your comments to: Tom Middendorf ■ *tmiddendorf@dowhkm.com*

DOWL HKM ■ 4041 B Street ■ Anchorage, Alaska 99503 ■ 907-562-2000

Name (***optional***): Violet Yeaton

Address (***optional***): P. O. Box 5568
Port Graham, AK 99603

E-Mail (***optional***): vyeaton@yahoo.com

DOWL HKM
Nanwalek & Port Graham Airport
4041 B Street
Anchorage, Alaska 99503

WE WANT TO HEAR YOUR COMMENTS AND QUESTIONS

Please take a few minutes to write down and send us any comments or questions you may have regarding the project. A figure showing the airport alternatives and possible road alignments is included on the reverse side of this form.

Please submit your comments and questions by December 31, 2008.

Would like to have our watersheds + wetlands protected. Find ways to decrease impact on the area where airport goes.

Thank you for taking the time to share your thoughts.

Return your comments to: Tom Middendorf ■ *tmiddendorf@dowhkm.com*

DOWL HKM ■ 4041 B Street ■ Anchorage, Alaska 99503 ■ 907-562-2000

Name (***optional***): Herman Moonin Jr

Address (***optional***): Box 5556
Port Graham AK

E-Mail (***optional***): hmoonin@yka.com

DOWL HKM
Nanwalek & Port Graham Airport
4041 B Street
Anchorage, Alaska 99503

WE WANT TO HEAR YOUR COMMENTS AND QUESTIONS

Please take a few minutes to write down and send us any comments or questions you may have regarding the project. A figure showing the airport alternatives and possible road alignments is included on the reverse side of this form.

Please submit your comments and questions by December 31, 2008.

Enviroment ~ looking @ impacts ~ Natural habitat ~ wetlands ~ wildlife
LAND ACCESS ~ It was said the land can be aquired
Wout Permission of land-owner ~ that is dis-respectful
M.O.A. w/ rules & regs ~ village enforcement?
Water sources ~ water sheds
Contracts ~ who will retain the maintanence contracts
Impacts w/ tourism or people comming through

Thank you for taking the time to share your thoughts.

Return your comments to: Tom Middendorf ■ *tmiddendorf@dowhkm.com*

DOWL HKM ■ 4041 B Street ■ Anchorage, Alaska 99503 ■ 907-562-2000

Name (***optional***): _____

Address (***optional***): _____

_____

E-Mail (***optional***): _____

DOWL HKM
Nanwalek & Port Graham Airport
4041 B Street
Anchorage, Alaska 99503

WE WANT TO HEAR YOUR COMMENTS AND QUESTIONS

Please take a few minutes to write down and send us any comments or questions you may have regarding the project. A figure showing the airport alternatives and possible road alignments is included on the reverse side of this form.

Please submit your comments and questions by December 31, 2008.

Make sure both communities are aware of any and all changes updated I personally would choose the Romanoff Point Alternative.

Thank you for taking the time to share your thoughts.

Return your comments to: Tom Middendorf ■ *tmiddendorf@dowhkm.com*

DOWL HKM ■ 4041 B Street ■ Anchorage, Alaska 99503 ■ 907-562-2000

Name (***optional***): Larissa Jimmy

Address (***optional***): P.O. Box 8025
Nanwalek AK 99603

E-Mail (***optional***): larissajimmy@yahoo.com

DOWL HKM
Nanwalek & Port Graham Airport
4041 B Street
Anchorage, Alaska 99503

WE WANT TO HEAR YOUR COMMENTS AND QUESTIONS

Please take a few minutes to write down and send us any comments or questions you may have regarding the project. A figure showing the airport alternatives and possible road alignments is included on the reverse side of this form.

Please submit your comments and questions by December 31, 2008.

Romanoff was not spelled right

Thank you for taking the time to share your thoughts.

Return your comments to: Tom Middendorf ■ *tmiddendorf@dowhkm.com*

DOWL HKM ■ 4041 B Street ■ Anchorage, Alaska 99503 ■ 907-562-2000

Name (***optional***): Alyssa Romanoff

Address (***optional***): P.O. Box 8034
Nanwalek, AK 99603

E-Mail (***optional***): alyssa_romanoff@yahoo.com

DOWL HKM
Nanwalek & Port Graham Airport
4041 B Street
Anchorage, Alaska 99503

WE WANT TO HEAR YOUR COMMENTS AND QUESTIONS

Please take a few minutes to write down and send us any comments or questions you may have regarding the project. A figure showing the airport alternatives and possible road alignments is included on the reverse side of this form.

Please submit your comments and questions by December 31, 2008.

Can you please send more information for The Nanwalek High ~~Sch~~ School class ☺

Thank you for taking the time to share your thoughts.

Return your comments to: Tom Middendorf ■ *tmiddendorf@dowhkm.com*

DOWL HKM ■ 4041 B Street ■ Anchorage, Alaska 99503 ■ 907-562-2000

Name (***optional***): Jade Huntsman

Address (***optional***): 420 Blueberry St. P.O. Box 8025
Nanwalek AK 99603

E-Mail (***optional***):

DOWL HKM
Nanwalek & Port Graham Airport
4041 B Street
Anchorage, Alaska 99503

Nanwalek & Port Graham Airport

2 Public Meetings

DOWL HKM
4041 B Street
Anchorage, Alaska 99503

Nanwalek & Port Graham AIRPORT

Public Meeting #2

Meeting will be offered twice!

Tuesday, March 17, 2009 • 1:00 p.m.

Community Center, Port Graham, Alaska

Wednesday, March 18, 2009 • 1:00 p.m.

Robert Kvasnikoff Community Hall, Nanwalek, Alaska

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) and their consultant, DOWL HKM, invite you to attend Public Meeting #2 to discuss the proposed Nanwalek and Port Graham Airport. The purpose of the project is to provide a safe, reliable, and efficient airport for the communities of Nanwalek and Port Graham.

The purpose of the meetings is to:

- Update community members on the status of the project
- Discuss findings from the Preliminary Engineering and Environmental Studies
- Discuss the next steps
- Take public comments and answer questions

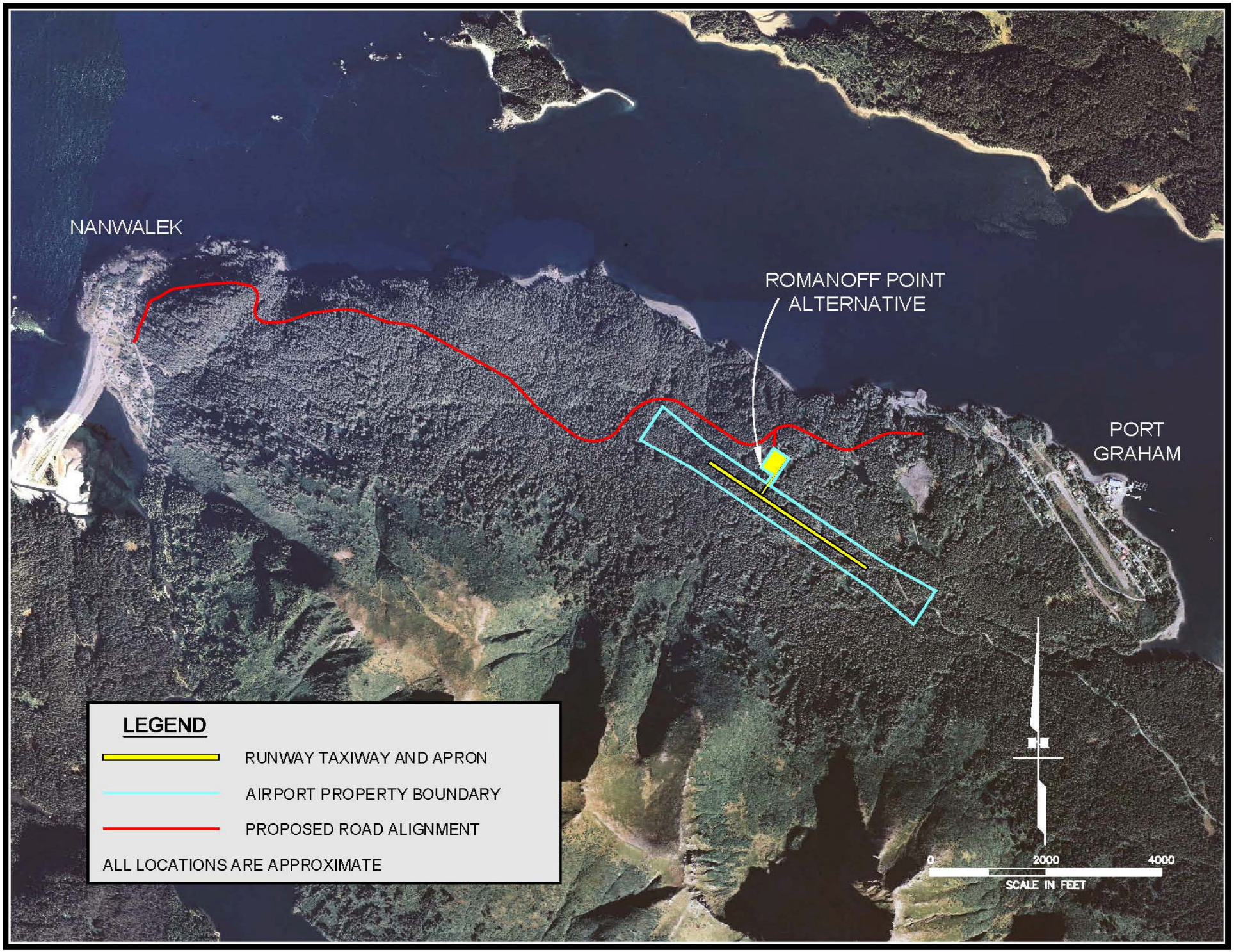
The Executive Summaries of the Preliminary Environmental and Engineering Reports will be available for review at the Nanwalek IRA Council Office and at the Port Graham Village Council Office. The public is encouraged to review the documents prior to the public meetings.

For more information or to submit comments, please contact:

Tom Middendorf, DOWL HKM
4041 B Street, Anchorage, Alaska 99503
E-mail: *tmiddendorf@dowlhkm.com* ● Telephone: (907) 562-2000 ● Fax: (907) 563-3953

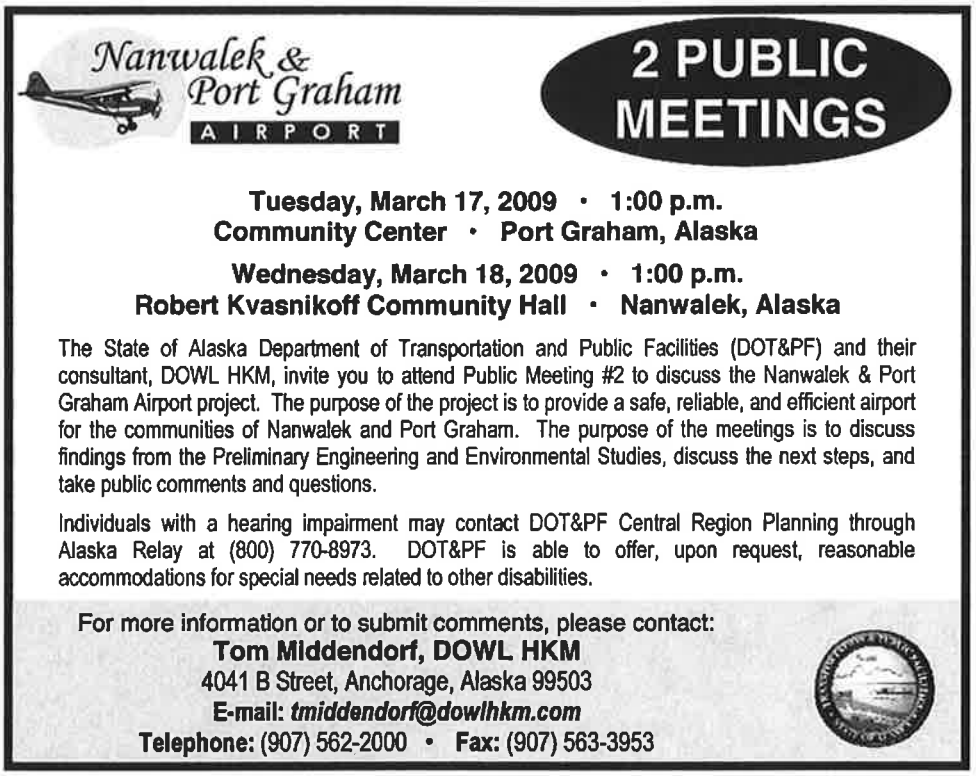
Special Needs:

Individuals with a hearing impairment may contact DOT&PF Central Region Planning through Alaska Relay at (800) 770-8973. DOT&PF is able to offer, upon request, reasonable accommodations for special needs related to other disabilities.


NANWALEK
ROMANOFF POINT
ALTERNATIVE
PORT
GRAHAM
LEGEND
RUNWAY TAXIWAY AND APRON
AIRPORT PROPERTY BOUNDARY
PROPOSED ROAD ALIGNMENT
ALL LOCATIONS ARE APPROXIMATE
0
2000
4000
SCALE IN FEET

HOMER TRIBUNE PROOF SHEET

To:	**DOWL**	**Pub.**	**3/4 & 3/11/09**
From:	**Elizabeth**	**Cost:**	**$282**
Subject:	**Display ad**	**Terms:**	**Bill**
Size:	**3x4**	**Email:**	**nllewellyn@dowlhkm.com**



Nanwalek & Port Graham AIRPORT

2 PUBLIC MEETINGS

Tuesday, March 17, 2009 • 1:00 p.m.
Community Center • Port Graham, Alaska

Wednesday, March 18, 2009 • 1:00 p.m.
Robert Kvasnikoff Community Hall • Nanwalek, Alaska

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) and their consultant, DOWL HKM, invite you to attend Public Meeting #2 to discuss the Nanwalek & Port Graham Airport project. The purpose of the project is to provide a safe, reliable, and efficient airport for the communities of Nanwalek and Port Graham. The purpose of the meetings is to discuss findings from the Preliminary Engineering and Environmental Studies, discuss the next steps, and take public comments and questions.

Individuals with a hearing impairment may contact DOT&PF Central Region Planning through Alaska Relay at (800) 770-8973. DOT&PF is able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

For more information or to submit comments, please contact:
Tom Middendorf, DOWL HKM
4041 B Street, Anchorage, Alaska 99503
E-mail: ***tmiddendorf@dowlhkm.com***
Telephone: (907) 562-2000 • **Fax:** (907) 563-3953

PROOF

Sign here

I understand that my signature above indicates that I have proofread the attached layout for **SPELLING, COST, SIZE, DATES, CONTENT AND DESIGN**, and accept responsibility for all production costs based on this proof.

** This proof is a contract for services for the above ad and for the above listed commitment dates. By signing or responding to the proof, you agree to payment and the contract obligation.*

PLEASE RETURN BEFORE 5 P.M. FRIDAY

Print quality is not guaranteed when the ad is self produced or camera ready

*Any re-created design, layout or original artwork in this document is property of the Homer Tribune, and may not be used in any other publication without prior consent.

435 E. Pioneer Ave., Homer AK 99603
(907) 235-3714 FAX: 235-3716 Email: production@homertribune.com

PUBLISHER'S AFFIDAVIT

UNITED STATES OF AMERICA,
STATE OF ALASKA } **ss:**

Denise Reece being first duly sworn, on oath deposes and says:

That I am and was at all times here in this affidavit mentions, Supervisor of Legals of the Peninsula Clarion, a newspaper of general circulation and published at Kenai, Alaska, that the

Public Meetings

a printed copy of which is hereto annexed was published in said paper one each and every day for one successive and consecutive day in the issues on the following dates:

March 10, 2009

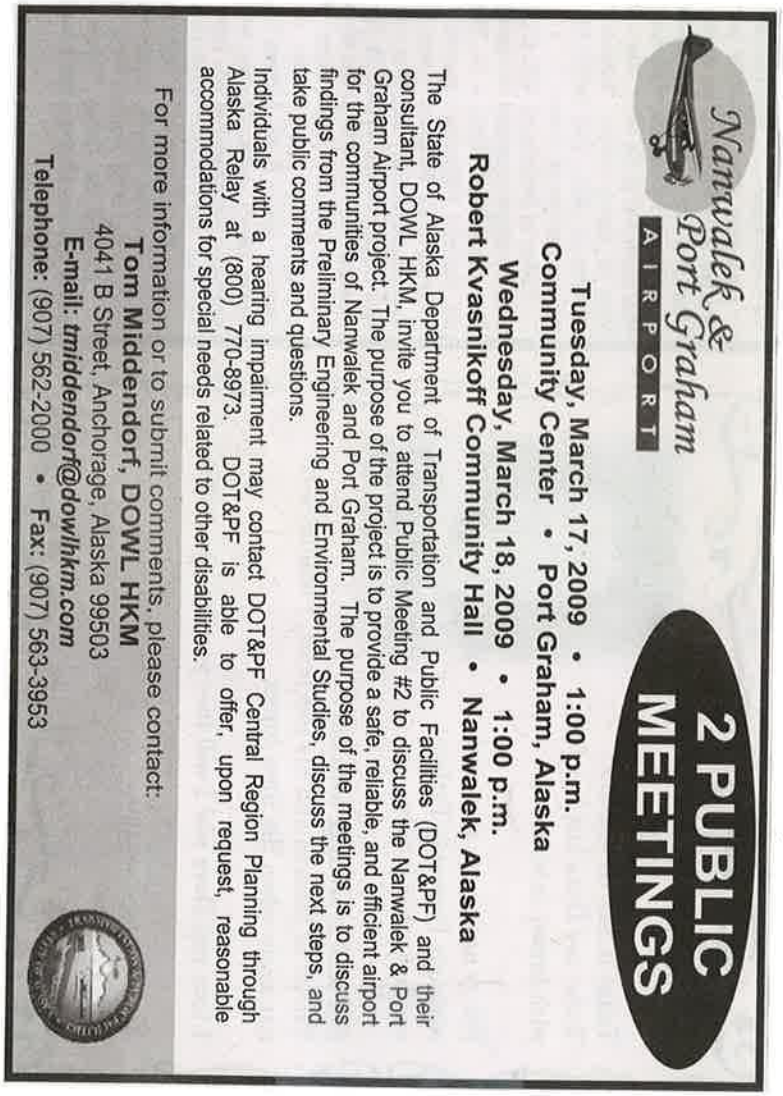
X Denise Reece

SUBSCRIBED AND SWORN to me before this 13th day of March, 2009

Jane Russell

NOTARY PUBLIC in favor for the State of Alaska.

My Commission expires 26-Aug-12



Nanwalek & Port Graham AIRPORT

2 PUBLIC MEETINGS

Tuesday, March 17, 2009 • 1:00 p.m.
Community Center • Port Graham, Alaska

Wednesday, March 18, 2009 • 1:00 p.m.
Robert Kvasnikoff Community Hall • Nanwalek, Alaska

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) and their consultant, DOWL HKM, invite you to attend Public Meeting #2 to discuss the Nanwalek & Port Graham Airport project. The purpose of the project is to provide a safe, reliable, and efficient airport for the communities of Nanwalek and Port Graham. The purpose of the meetings is to discuss findings from the Preliminary Engineering and Environmental Studies, discuss the next steps, and take public comments and questions.

Individuals with a hearing impairment may contact DOT&PF Central Region Planning through Alaska Relay at (800) 770-8973. DOT&PF is able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

For more information or to submit comments, please contact:
Tom Middendorf, DOWL HKM
4041 B Street, Anchorage, Alaska 99503
E-mail: *tmiddendorf@dowlhkm.com*
Telephone: (907) 562-2000 • Fax: (907) 563-3953



Nanwalek & Port Graham AIRPORT

2 PUBLIC MEETINGS

Tuesday, March 17, 2009 • 1:00 p.m.
Community Center • Port Graham, Alaska

Wednesday, March 18, 2009 • 1:00 p.m.
Robert Kvasnikoff Community Hall • Nanwalek, Alaska

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) and their consultant, DOWL HKM, invite you to attend Public Meeting #2 to discuss the Nanwalek & Port Graham Airport project. The purpose of the project is to provide a safe, reliable, and efficient airport for the communities of Nanwalek and Port Graham. The purpose of the meetings is to discuss findings from the Preliminary Engineering and Environmental Studies, discuss the next steps, and take public comments and questions.

Individuals with a hearing impairment may contact DOT&PF Central Region Planning through Alaska Relay at (800) 770-8973. DOT&PF is able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

For more information or to submit comments, please contact:

Tom Middendorf, DOWL HKM
4041 B Street, Anchorage, Alaska 99503
E-mail: ***tmiddendorf@dowlhkm.com***
Telephone: (907) 562-2000 • **Fax:** (907) 563-3953

Nanwalek & Port Graham AIRPORT

Public Meetings
March 17 and 18, 2009

SIGN IN SHEET

PLEASE PRINT

NAME	ADDRESS	E-MAIL	TELEPHONE
Francis Norman	PO Box 5509 Port Graham, AK 99603	francis907@hotmail.com	284-2227
Stella Meganack	P.O. Box 5526 Port Graham, AK 99603		2
JENNIE KAMLUCK	P.O. BOX 5541 PORT GRAHAM AK 99603		284-2221
Richard Moonin	P.O. Box 5525 Port Graham	richard_moonin@yahoo.com	(907) 284-2290
WALLACE MOONIN	P.O. BOX 5525 PORT GRAHAM		(907) 284-2290
Herman Moonin Jr	PO Box 5563 Port Graham	hmoonin@yahoo.com	907 284-2209
Melvin Malchoff	P.O. Box 5567 Port GRAHAM		284-2265
JOHN N. MOONIN	P.O. Box 5505 Port GRAHAM, AK		284-2237
Lydia McMullen	P.O. Box 5514 Port Graham, AK	tyme2fly—lydia@yahoo.com	284-2327
Demetri Tanape	PO Box 5552 Port Graham AK		284-2333
HANK Meganack	P.O. Box 5502 Port Graham AK		284-2231
Kasea Meganack	P.O. Box 5572, Port Graham AK.	—— —— ——	284-2252
Randy Norman	1200 Bluffview Dr Anchorage AK		351 9068
Pat Norman	Box 5509 Port Graham	pnormanjcd Hotmail.com	284-2227
Jeff McMullen	Box 5514 Port Graham, AK	tyme2fly—yahoo Lydia	284-2327

Port Graham 3/17

Public Meetings
March 17 and 18, 2009

Nanwalek & Port Graham AIRPORT

SIGN IN SHEET

PLEASE PRINT

NAME	ADDRESS	E-MAIL	TELEPHONE
Walter Meganack	P.O. Box 5549 Port Graham	jr@pgdcorp.com	907-284-2249
Bobbi Svenmanillen	P.C. Box 5502 Port Graham, AK 99603	chookiness06-23-08@yahoo.com	907 284 2323
Isaac Moonin	P.O. BOX 5504 Port Graham		907-284-2324

3/17 Port Graham

Public Meetings
March 17 and 18, 2009

Nanwalek & Port Graham AIRPORT

SIGN IN SHEET

PLEASE PRINT

NAME	ADDRESS	E-MAIL	TELEPHONE
MARTIN NORMAN	Box 5574 Port Graham	NORMAN @ m 60 @ Yahoo.com	284-2244

Nanwalek & Port Graham AIRPORT

Public Meetings
March 17 and 18, 2009

SIGN IN SHEET

PLEASE PRINT

NAME	ADDRESS	E-MAIL	TELEPHONE
Mike Jimmy	P.O. box 8025	michealjimmy2003@yahoo.com	N/A
Timothy Ukatish	P.O. box 8032	Nanwalekbbarty@Yahoo.com	(907) 281-2242
Samuel Swenning	P.O. box 8055	Samuel Swenning@Yahoo.com	281-2203
Daniel Active	P.O. box 8026	Dan_Active@Yahoo.com	(907) 281-2258
Antone Ukatish	P.O. box 8032	SuuPaq_deadsexy23@Yahoo.com	(907) 281-2242
John Romanoff	P.O. Box 8034	John_Romanoff54@Yahoo.com	(907) 281-2276
Xavier Romanoff	P.O. Box 8034	NA	(907) 281-2276
Meagan Smith	P.O. Box 8007		907-281-2227
Ephimia Meonin-Wilson	P.O. Box 8032	ephimia2002@yahoo.com	907-281-2242
Gus Ukatish	P.O. Box 8013	impossible109@yahoo.com	(907)-281-2355
Pauline V. Demas	P.O. Box 8048		907-281-2240
Vanessa Stanley	P.O. Box 8074	boona_nutz101@yahoo.com	(907) 281-2242
Katie Bynagar	P.O. Box 8007		907-281-2209
Mandy Romanoff	P.O Box 8059		
Britney Anahonak	P.O. Box 8051	Boo-chk@yahoo.com	907-281-2282
Ambrosia Tanape	P.O. Box 8066	Ambrosia_Tanap2001	907-281-2225
Karen Anahonak	P.O. box 8051	Karenanahonak@yahoo.com	(907) 281-2282
Shoshana	P.O. Box 8068	Shanie-ger12007@Yahoo.com	
Christopher Kvasnikoff	P.O. Box 8006		(907) 281-2229
Alyssa Romanoff	P.O. Box 8034	alyssa-romanoff@yahoo.com	(907) 281-2276
Jade Huntsman	P.O. Box 8025	jadehuntsman@yahoo.com	No phone
Vladimir Moonin	P.O. Box 8015	Vmoonin@yahoo.com	(907) 281-2235
Micheal Kvasnikoff	P.O. Box 8062	legioncairre99@yahoo.com	(907) 281-2275

3/18 Nanwalek

Public Meetings
March 17 and 18, 2009

Nanwalek & Port Graham AIRPORT

SIGN IN SHEET

PLEASE PRINT

NAME	ADDRESS 99603	E-MAIL	TELEPHONE
Carol Kvasnikoff	POBox 8026 Nanwalek, Ak 99603	C-Kvasnikoff@yahoo.com	907-281-2229
Nancy Yaton	P.O. Box 8009 NANWALEK	liita-54@yahoo.com	907-281-2399
James Kvasnikoff	Box 8006 Nanwalek AK	jameskvas@yahoo.com	907-281-2229
Jeff EVANS	P.O. Box 8021 Nanwalek AK		281-2390
Priscilla Evans	P.O. Box 8021, Nanwalek, AK	priscillajevans@yahoo	281-2390
Natalie Kvasnikoff	P.O. Box 8010 Nanwalek AK 99603		281-2226
Daryl Kreun	PO Box 8042 Nanwalek 99603	djkreun@hotmail.com	281-2223
Milli MARTIN	PO Box 2652 HOMER 99603	millimom@xyz.net	235-6652
GABRIEL MAHNS		GABRIEL.MAHNS@FAA.GOV	271-3665
ANN EVANS	P.O. Box 8027 NANWALEK 99603		281-2221
Alma Moonin	Nanwalek AK		
David McComack	Box 8062 Nanwalek 99603	VPSOMCCOMACK@AK.NET	281-2275
Larisse Jimmy	P.O. Box 8025	~~Nanwalek Council Member~~	no phone
Irene Tanape	PO Box 8030 Nanwalek AK		281-2213
Beth McComack	8062 "	this2kiss2@yahoo.com	2275
Eugenia Moonin	Fox & Crow Box 8045 Nanwalek AK 99603	evmoonin@yahoo.com	281-2266
Melanie Moonin	P.O. Box 8054 NanwalekAK 99603	mellmel22bj@yahoo.com	281-2224
Cybill Berestoff	P.O. Box 8011 Nanwalek AK 99603		281-2390
William Moonin	P.O. Box 8011 NanwalekAK 99603	Megaga@Yahoo.Com	281-2390
FR Sergie Active	Box 8026 Nanwalek, AK 99603	~~Kvkvtash@yahoo.com~~	281-2274
Sally Ash	Box 8016 " "	~~kvkvtash~~KAKVASH@yahoo.	281-2230
Maurice J. Kvasnikoff	P.O. Box 8056 Nanwalek, AK 99603	MOEKIN-Scooby@Yahoo.com	N/A
Johnny Moonin			281-2224

3/18 Nanwalek

Public Meetings
March 17 and 18, 2009

Nanwalek & Port Graham AIRPORT

SIGN IN SHEET

PLEASE PRINT

NAME	ADDRESS	E-MAIL	TELEPHONE
Ephim H. Mooniin	P.O. Box 8015 Nanwalek	ephimhm49@gmail.com	
WALLY KVASNIKOFF	P.O. Box 8029 " "	wallyandnina@yahoo.com	
Nick Tanape	Box 8003 " "		281-2205
LUKAS MOONIN	Box 8009 " "		281 2399
Terry Kvasnikoff	Box 8022		281-2226
Eloise Hoffsmeier	Box 8068 Nanwalek	elamen00@yahoo.com	281-2204
Jerry Demas	P.O Box 8048 " AK 99603	jld@worldnet.att.net	281-2274
DON EMMAL	1637 STANTON, ANC - 99508	" " "	301-6190
George Cook	Box 8015 Nanwalek	saga_soup08@yahoo.com	281-2235
Alex Hetrick	P.O Box 8061 Nanwalek AK 99603	hoobboob9@yahoo.com	

3/18 Nanwalek

Public Meetings
March 17 and 18, 2009

Nanwalek & Port Graham AIRPORT

SIGN IN SHEET

PLEASE PRINT

NAME	ADDRESS	E-MAIL	TELEPHONE
Preston Kvasnikoff	P.O. Box 8010	the-playa-9820@yahoo.com	907-281-2276
Angeline Evans	P.O Box 8002	Angeline-e@dayaroo	907-281-2233
Tania Romanoff	P.O. Box 8034	tania-romanoff45@yahoo.com	(907) 281-2276
Elaina Peterson	P.O. Box 8074	wow-cool-nails@yahoo.com	(907) 281-2262

Nanwalek & Port Graham AIRPORT

Public Meetings

Port Graham
- March 17, 2009
- 1:00 p.m.
- Community Center

Nanwalek
- March 18, 2009
- 1:00 p.m.
- Robert Kvasnikoff Community Hall

Nanwalek & Port Graham AIRPORT

Agenda

- Introductions
- Review Project Purpose, Progress To-Date
- Discuss Findings from Preliminary Engineering and Environmental Studies
- Next Steps and Schedule
- Contact Information
- Questions/Comments

Project Purpose

Provide a safe, reliable, and efficient airport for Nanwalek and Port Graham





Recap of Past Progress

- Port Graham Airport Reconnaissance Study
  - Completed in 1998
- Nanwalek Airport Reconnaissance Study
  - Completed in 2006
- Nanwalek & Port Graham Airport Study
  - Started work in early 2008; finish summer 2009
- Meetings for Shared Airport
  - Public Meeting #1, April 2008
  - Visited communities & updated leaders on project, August 2008
  - Met with Community Leaders in Anchorage, December 2008
  - Public Meeting #2, March 2009

IOU's From Past Meetings

- Medevac operations
  - Interviewed health aides, EMT's, and Chugachmiut personnel:
    - 100% in support of a new airport
    - New facility would be a big improvement over conditions at existing airports
    - Airport lighting would allow for nighttime medevac flights
    - Longer runway would mean direct medevac flights to Anchorage
    - EMT's confident they can transport patients in timely fashion to meet medevac flights
- What will happen to existing airports land after new airport is built?
- Effect of new airport on watersheds
  - Will be discussed during update on engineering work

Written Comments

- "Keep moving forward!"
- "Please go on with Plan C (between Nanwalek and Port Graham) for safety and future changes with population growth and newer aircraft and larger aircraft to support BOTH villages. Our elders would like to see this before they die – Me too!"
- "Alternative C – It is our land."
- "I will be happy if you get started, not just talking. I might be dead by then."
- "We are excited for this and hope that it goes on. In the near future that is. We here in Port Graham are ready for this change."
- "Alt C – My concern is the distance from Nanwalek and the airport if we have an emergency medivac. 2 ½ miles seems like a long distance for an elder to travel on a Honda."
- "We would like to see this airport built between the villages, at least before I die."

Preliminary Engineering Study- Sites Considered

- Three-Mile Alternative
  - 3 road-miles southeast of Port Graham and 6 road-miles southeast of Nanwalek
  - Dropped from further consideration due to community concerns about travel time
- Romanoff Point Alternative
  - 11 sites evaluated in this area
  - Recommended site is approximately 3 road-miles east of Nanwalek and 1 road-mile west of Port Graham
  - Estimated cost: $40 million

Airport & Road Layout

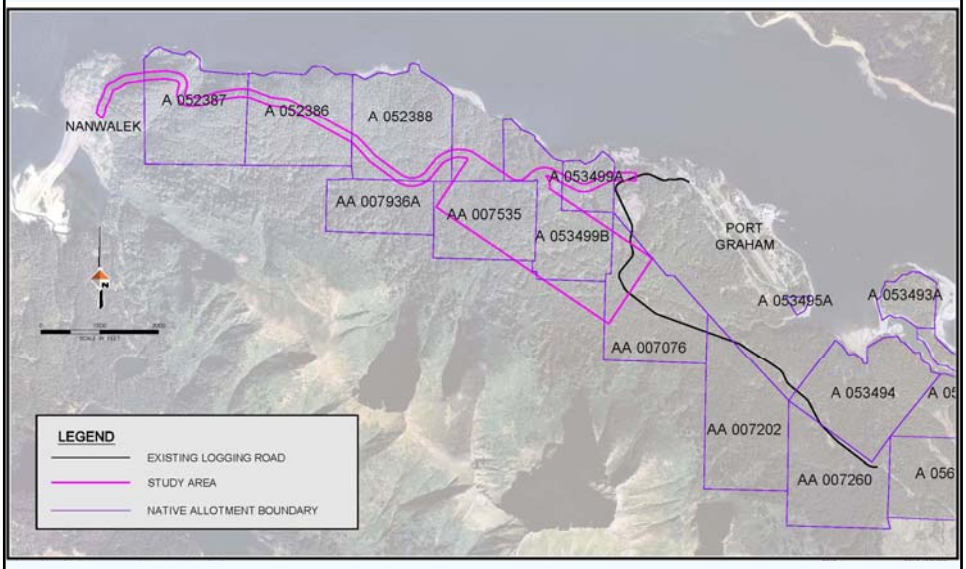
- Evaluation Criteria:
  - Reliability of air service
  - Clear runway approaches
  - Safety
  - Environmental impacts
  - Community input
  - Cut and fill quantities
  - Location of watersheds
  - Costs

Preliminary Weather Data

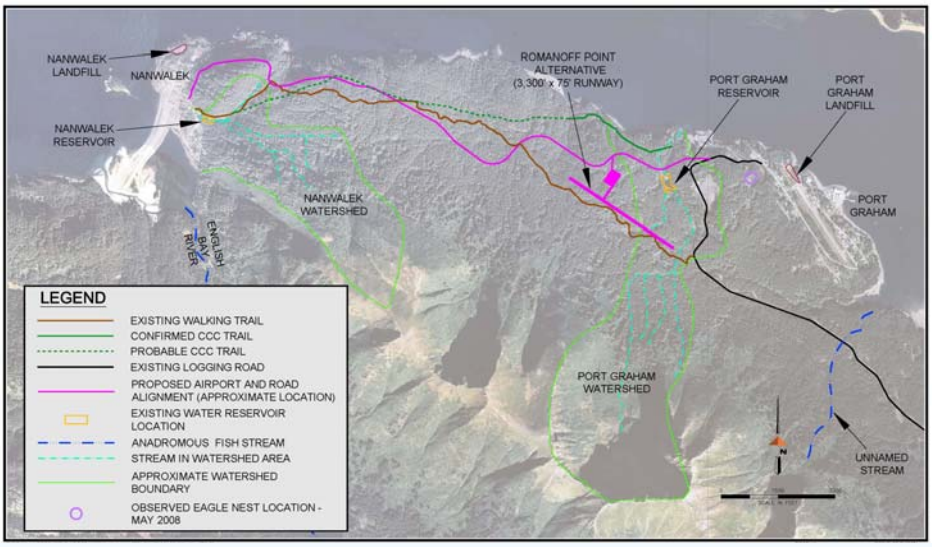
- Ceiling and visibility monitors installed in Port Graham
- Data from June-December 2008 has been analyzed
  - Data collection will continue through May 2009
- Typical ceiling is > 1500 feet
- Proposed airport elevation is 300 feet
- Ceiling only causes IFR conditions 4% of time
  - These IFR conditions occur during storms that lasts 1-2 days
- VFR approach possible even on most cloudy days
- Potential problem with condensation on visibility sensor

* A detailed graph is available for those interested in seeing results of the weather analysis.

Romanoff Point Alternative- Study Area



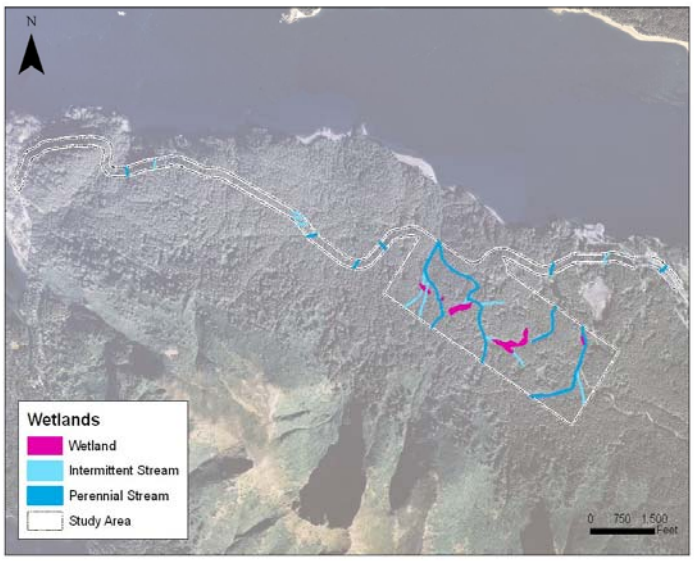
Preliminary Environmental Study



Preliminary Environmental Study

- Environmental work completed in 2008:
  - Eagle Nest Survey
  - Wetland Delineation
  - Environmental Site Assessment
  - Historical and Cultural Resource Evaluation
  - Limited additional field work this summer to fill in some gaps
- Desktop review of other environmental resources
  - Air, water, noise quality
  - Threatened/Endangered Species
  - Coastal Zone

Wetland Delineation



Ideal Project Schedule – Planning to Construction

2006	2007	2008	2009	2010	2011	2012	2013
Planning*							
		Site Analysis					
			Funding**				
			Environmental Studies				
			Engineering Study				
					Acquire Land		
					Final Design		
						Construction	

* Refers to Nanwalek Airport Study. Port Graham Airport Study was completed in 1998.

** Letters of support from communities will increase chances of funding.

Notes

Schedule dependent on funding.

The schedule assumes no major roadblocks.

Next Steps

Current Phase

• Community Comments on Draft Report	• **May 2009**
• Community Resolutions on New Airport	• **May 2009**
• Finish Environmental Field Work & Final Reports	• **Summer 2009**

Next Phase

• Survey & Mapping, Geotechnical Study	• **Summer/Fall 2009**
• Environmental Assessment & Engineering Analysis	• **Summer 2009 – Summer 2010**
• Public Meetings	• **Summer 2009 – Spring 2010**
• Funding Proposed	• **January 2010**
• Final Reports	• **Fall 2010**

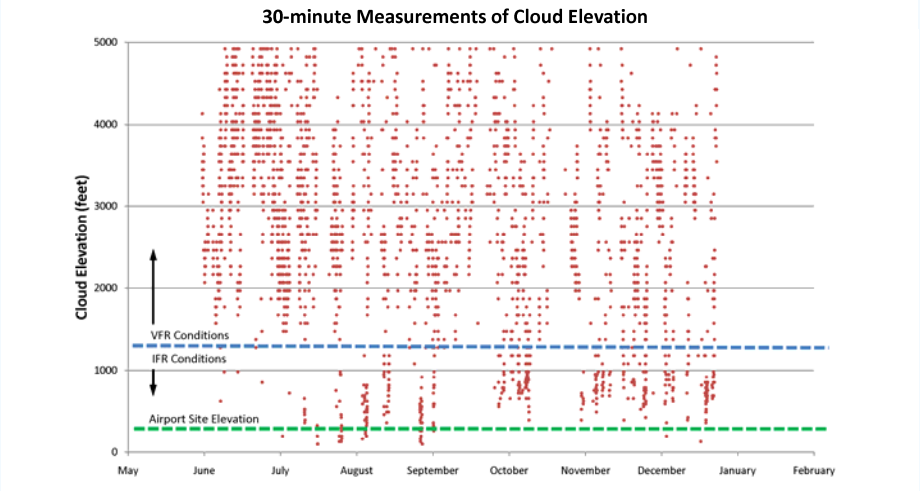
Contact Information

- **Tom Middendorf, Project Manager**
  DOWL HKM
  4041 B Street
  Anchorage, AK 99503
  Phone: (907) 562-2000 • Email: tmiddendorf@dowlhkm.com
- **Morgan Merritt, Project Manager**
  Alaska Department of Transportation & Public Facilities
  P.O. Box 196900
  Anchorage, AK 99519
  Phone: (907) 269-0614 • Email: morgan.merritt@alaska.gov
- **Community Contacts**
  - Wally Kvasnikoff: 281-2274
  - Pat Norman: 284-2227

Are there any questions or comments?

Thank you for coming to the meeting.

Preliminary Weather Data: Ceiling



Nanwalek and Port Graham Airport

Public Meeting Notes

March 17, 2009 Port Graham Meeting

On March 17, 2009, DOT&PF and DOWL HKM held the second Public Meeting for the Nanwalek and Port Graham Airport project in Port Graham. Tom Middendorf, Brandie Hofmeister, and Brian Hanson of DOWL HKM gave a presentation using the slides from the attached PowerPoint. Approximately 20 members of the public attended the public meeting.

The following is a summary of comments and questions from the Public Meeting No. 2 in Port Graham and the update provided by the project team to the Port Graham Village Council later in the evening. *Project staff's comments and questions are shown in italics.*

- What would happen to land at the current airport sites? Pat Norman asked for a map which shows the parcels at the current airport site.

  Judy Chapman explained that land would revert to the village corporations with the exception of a few parcels that were originally acquired from private individuals. These parcels would likely be sold (by auction).

- Pat Norman stated that he was concerned that a portion of the airport is located within the Port Graham watershed and that the project should not have negative effects on Port Graham's water quality and quantity. He suggested the airport be shifted away from the water shed. He asked DOWL HKM to provide a cost estimate to shift the airport away from the watershed.

  DOWL HKM agreed to provide a cost estimate to shift the airport away from the watershed, but that the costs to remove it from the watershed would cause the project to be non-fundable.

  Judy Chapman with DOT&PF further explained how projects compete for funding and that the consequence of moving the airport towards Nanwalek would increase the cost of the project to the extent that it would unlikely be funded.

  DOWL HKM indicated that proper engineering/design could protect the water source.

  DOWL HKM also noted that the airport design affects on the water source would have to be reviewed and approved by agencies, including EPA, DEC and the USACE, all who have an interest in protecting the water source. There are state laws that affect how close you can build to a water source. There are many projects that have been built closer to a water source without negative consequences.

- Several community members suggested not building in the water source was a "safer" alternative than trusting in good engineering.

- It was noted that the water source runs dry occasionally during "really dry years" when the hatchery is running. It was suggested that the airport project might be able to increase the supply of water to the reservoir. Someone asked whether the current reservoir should be deepened. A prior study by URS was noted (DOWL HKM has a copy).

- Charlie Sink with Chugachmint suggested alternatives might include looking into drilling a well for an alternate water source or relocating the dam above the airport.

- A community member asked that water quality be tested and monitored during construction.

  DOWL HKM responded that water would be carefully monitored by the contractor and project engineer.

  Yes, the project team will do this in the next phase.

- It was suggested that DOWL HKM provide examples of watershed protection used elsewhere.

- It was requested that the team do more to assess the true impact of the airport on the watershed, as fuels could be spilled during construction and operation of the runway.

- A concern was noted about clearing trees in the runway protection zone, if this is in the watershed.

- It was noted that Indian Roads (BIA) money has been slated to improve the Three-Mile road, from the dump area of Port Graham as far as possible with a budget of $1M. Rodney Kinney is the engineer.

  DOWL HKM agreed to contact him.

- A community member stated he has tried to get FAA to install a weather station at the existing airport, but has not been successful.

- A community member noted the Soil Conservation Service has completed vegetation and wetland mapping of the Port Graham area.

  DOWL HKM will check into this.

- A community member questioned whether air taxis have reviewed the current site and DOWL HKM's ceiling data.

  DOWL HKM noted we had provided the information to Homer Air but not Smokey Bay, and that we will talk to both of them.

Later that evening the project team talked to the Port Graham Village Council. Morgan Merritt of DOT&PF participated in the project update by teleconference.

- There was discussion about considering the level of risk of constructing in the watershed compared to other types of risk that already exist, such as the impacts to the watershed of the use of the existing trail between the communities.

- There was discussion about whether the Three-Mile site would be better.

  Morgan noted the access road to the Three-Mile site would go through the Port Graham watershed and would have greater risk to the watershed than the Romanoff Point site.

- There was discussion about shifting the project to the west, away from the watershed.

  Morgan noted this area had been carefully looked at by DOWL HKM and it has tall hills to cut down and deep valleys to fill. Moving it completely out of the watershed would be prohibitively expensive and would cause it not to be funded. The deep fills could also be unstable, making the runway susceptible to sloughing away and becoming unusable.

- There were concerns expressed about a fuel spill on the airport and about the affect of airport dust on the water source.

  Morgan noted the apron, where the greatest risk of a fuel spill would be, is located outside the watershed. The access road is also located outside the watershed. Even a worst case spill from a grader on the runway would be far from the water reservoir, would be required to be cleaned up by DOT&PF, and would not leave the airport property. DOWL HKM noted the airport would have a spill response plan and would have spill containment supplies in the Snow Removal Equipment Building. DOT&PF has been providing dust control on its gravel runways.

- Pat Norman expressed concerns about private lease lot development on the airport.

  Morgan noted that space for lease lots for a terminal building, snow removal building and a private hangar lot are typically provided.

- The Council asked the project team to provide more information on the costs and risks of shifting the runway away from the watershed as well as how it could protect the watershed if the airport is built at the proposed site, and to present case studies of similar situations. They asked the project team to talk to ANTHC and DEC about the potential effects on the water source. Vivian, Fran and Wes Breedlove (reservoir operator) are the best contacts about the water source in Port Graham.

  Morgan asked the council to approve a community resolution of support for the project by May, to increase its chances of construction funding and to encourage DOT&PF to continue spending money on planning and environmental studies.

- The council requested that a sample community resolution be sent to them, and they may revise it and add any council concerns to the resolution.

ACTION ITEMS

Action Item	Who	When
Send Port Graham a sample community resolution	Tom Middendorf	ASAP
Send DOT&PF a resolution of support for project	Port Graham Council	May, 2009
Contact air taxis about weather data	Nan Llewellyn	When *Draft Weather Analysis Report* Complete
Send Pat Norman a map of the parcels at the current airport	Judy Chapman	ASAP
Provide Port Graham case studies of construction in watershed and examples of engineering controls which help avoid/minimize/mitigation water quality impacts, and consult with applicable agencies	Project Team	Part of next phase
Provide a cost estimate for shifting the airport away from the watershed	Brian Hanson	May, 2009
Contact Rodney Kinney about BIA road	Brian Hanson	Part of next phase
Contact Soil Conservation Service about soil/wetlands mapping	Brandie Hofmeister	Part of next phase

Attachments: PowerPoint Presentation

D59127A.Port Graham Mtg Notes.031809.NRL.040209.tla

Nanwalek and Port Graham Airport

Public Meeting Notes

March 18, 2009 Nanwalek Meeting

On March 18, 2009, DOT&PF and DOWL HKM held the second Public Meeting for the Nanwalek and Port Graham Airport project in Nanwalek. Tom Middendorf, Brandie Hofmeister, and Brian Hanson of DOWL HKM gave a presentation using the slides from the attached PowerPoint. Approximately 60 members of the public attended the public meeting. *Project staff's comments and questions are shown in italics.*

- Several members of the community stated that the airport should be located closer to Nanwalek (exactly half way between the two villages).

  Brian Hanson explained that moving the airport closer to Nanwalek would result in reduced safety (because of hills at the end of the runway), larger fill quantities, the deep fills would potentially be unstable, and a higher cost (from $20 to $60 million more than the estimated $40 million), which would cause the project to be too expensive to fund. He noted that as the price goes up, the Three-Mile site farther from Nanwalek becomes more attractive. The Romanoff Point site is as close as we can get to Nanwalek with a cost estimate that can be funded.

- Members of the community suggested that other funding should be investigated to build a more expensive airport.

- It was noted that weather is worse in Port Graham and that having a airport closer to Nanwalek would improve ability to land. Community members voiced their concern regarding cross winds from winds coming off the mountain and suggested that the project team have further conversations with the local pilots.

  Brian Hanson explained that the weather studies showed that the ceiling heights near Port Graham do not significantly limit ability to fly. Brian said wind studies have been completed using wind data from a site near Port Graham. We will make further contacts with the air taxis about the wind/weather at the proposed site.

  Gabriel Mahns suggested that with a bigger airport with lighting, navigation aids and clear approaches, bigger planes could land in poorer weather conditions than today.

- It was suggested that it may be cheaper to move the airport rather than relocating a watershed.

  Brandie Hofmeister stated she thought it is unlikely that the watershed would need to be relocated. She also noted it would be unlikely that a watershed relocation project would cost more than $20 to $60 million, but the project team would look further into costs in the next phase.

- James Kavasnikoff expressed disappointment that the communities have not been notified about the proposed site until this meeting.

  Tom Middendorf explained that the site study was just completed, and the purpose of this meeting was to inform the communities of the results and get their input. He offered that the project team could send monthly e-mail updates to a contact person in each community.

- Good road maintenance will be important to be sure medivacs can get to the airport. Who will handle road maintenance?

  Probably local residents under contract to DOT&PF.

- Will guard rails be provided for steeper areas?

  Yes

- What is the cost and source of the fill?

  It will mostly come from the site of the airport and road, and we estimated a cost of $15/yard to move and place the fill. A geotechnical study is planned this summer to confirm if the materials on site will work for fill and to determine stability of steeper sloped areas.

- How will blasting affect the Nanwalek watershed?

  Blasting will be likely. The road will be below the watershed. The contractor will use best management practices to minimize affects on streams during blasting and will install culverts to prevent streams from washing over the road.

- Are there fish streams that will be crossed?

  No

- It was noted that the North Pacific Housing Authority has completed geotechnical analysis on Nanwalek Hill.

  DOWL HKM will follow up.

- *Judy and Tom asked the council to approve a community resolution of support for the project by May, to increase its chances of construction funding and to encourage DOT&PF to continue spending money on planning and environmental studies.*

  The council requested that a sample community resolution be sent to them, and they may revise it and add any council concerns to the resolution.

ACTION ITEMS

Action Item	Who	When
Send Port Graham a sample community resolution after DOT&PF reviews and approves it	Nan Llewellyn	ASAP
Send DOT&PF a resolution of support for project	Nanwalek Council	May, 2009
Contact air taxis about weather data.	Nan Llewellyn	ASAP
Send monthly project updates to communities	Nan Llewellyn	Ongoing
Contact North Pacific Housing Authority for geotechnical information	Maria Kampsen	Next phase
Look into cost of moving watershed	Brian Hanson	Next phase

Attachments: PowerPoint Presentation

D59127A.Nanwalek Mtg Notes.031809.NRL.040209.tla

DOWL HKM

MEETING NOTES

Date:	1-09-09
Project/Number:	Nanwalek and Port Graham Airport, D59127A
Subject:	Phone Call by Nan to Agnes Miller, Chugachmiut Health Practitioner
Purpose of call:	The project team has an IOU to Port Graham and Nanwalek residents to contact health staff to discuss how medevac operations would be handled at a new airport. Vivian Malchoff with the Port Graham Village office recommended Nan talk to Agnes, who has worked as a health aide for years.

Nan Llewellyn talked to Agnes Miller, Port Graham resident and health aide at both the Port Graham and Nanwalek health clinics about her thoughts on the proposed Nanwalek & Port Graham Airport. Agnes '100% supports a new airport.' She requested that her name not be directly linked to her statements. Nan assured her no names would be used in future reports. The following is a summary the conversation.

- Agnes primarily works as a health aide in the Port Graham clinic, but will help out at the Nanwalek clinic if they are short-staffed.

- Agnes has organized several medevac flights. She described the process for medevac flights from Nanwalek and Port Graham:
    - Local EMT volunteers transport patient to airport via ambulance. Both villages have 2 ambulance trucks in good condition.
    - Agnes arranges for a helicopter through the Alaska Native Medical Center (ANMC) in Anchorage to pick up patient. ANMC contracts with Lifeguard to do medevac flights.
    - If helicopter is unavailable to transport patient to the ANMC, Homer Air will pick up patient and take them to Homer, where the patient is transferred to a different plane to take them to the ANMC.

- For nighttime medevac operations, both villages possess portable lights that several villagers are trained to put up along runway edges. Homer Air generally will not go into Nanwalek at night, regardless of the portable runway edge lights, but will land in Port Graham after dark.

- Agnes has had difficulty getting the Lifeguard helicopter to travel to the villages recently and has relied on Homer Air quite a bit. She said Andy with Homer Air is fantastic.

- Not having a road between the two villages makes Agnes's job difficult. She cited a case where a patient in Nanwalek was having pregnancy complications and needed to be flown to the ANMC. It was after dark, and Homer Air wasn't able to land in Nanwalek. They told Agnes if she could get the patient to Port Graham, they would pick her up. The water was too choppy to take a

boat, so she was not able to transport the patient to Port Graham. The patient ended up having a miscarriage.

- Agnes had the following thoughts on the proposed joint-use airport.
    - Her number-one concern is getting a patient to a hospital, and she supports a new airport that would result in improved service.
    - A lighted runway would improve ability to conduct medevac flights after dark.
    - A longer runway could allow for bigger planes to land and transport patients directly to Anchorage. Currently, Homer Air transports patients to Homer, where they are met by moved to another plane to take them to Anchorage. This switch generally ranges from uncomfortable to extremely painful for patients.
    - A road between the two villages would allow health aides to travel from one village to the other if a clinic were understaffed.

- Agnes recommended talking to Jeff McMullen, who runs the Port Graham Airport, and also volunteers as an EMT and drives the ambulance.

DOWL HKM

MEETING NOTES

Date:	1-12-09
Project/Number:	Nanwalek and Port Graham Airport, D59127A
Subject:	Phone Call by Nan to Jeff McMullen, Port Graham resident and EMT volunteer, ambulance driver. Jeff also maintains existing Port Graham airport.
Purpose of call:	The project team has an IOU to Port Graham and Nanwalek residents to contact health staff to discuss how medevac operations would be handled at a new airport.

Nan Llewellyn talked to Jeff McMullen (Port Graham resident who maintains the existing Port Graham airport, volunteers as an EMT and drives the ambulance) about his thoughts on the proposed Nanwalek & Port Graham Airport.

Jeff is excited about a new airport. Assuming the access road is well-maintained, the runway is lit, and the runway length is longer than the runway at the existing Port Graham Airport, he does not see any problem with the proposed airport. It will be a big improvement over the existing Port Graham and Nanwalek airports.

In terms of driving medevac patients to the airport, Jeff (who drives the ambulance) just needs to know the plane's estimated time of arrival at the airport, and he'll make sure the patient is at the airport on time to meet the plane (which will have to fly over from Anchorage or Homer). If an airport were built between the two villages, Jeff estimates it would take no more than 15 minutes to travel from Port Graham to the proposed airport.

Public Scoping
Comment and Response Summary

Name/Affiliation	Phase of Project	Method of Submittal	Comment/Question	Response
Port Graham Tribal Council Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A Tribal Council Member made a statement about the hill above the landfill that was examined by USGS and was determined to be potentially unstable in an earthquake.	The project team has not performed geotechnical surveys yet, but this will be completed later in the project study.
Port Graham Tribal Council Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A Tribal Council Member added that because the soils in that area are suspected to be unsteady houses have not been built there.	Until geotechnical soils testing are completed, soils in the area can only be visually observed. Complete test drilling will be performed after Chugachmuit helps gain access to property from allotment owners and Nanwalek, sometime in 2011.
Port Graham Tribal Council Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A Tribal Council Member requested a compactor or heavy roller for the existing airport to use especially after a storm when the runway is soft.	This request will be passed on to DOT&PF.
Port Graham Tribal Council Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A Tribal Council Member asked how long it would take to get from Nanwalek to the proposed runway.	The road will be approximately three miles from Nanwalek to the apron and could potentially be a 10 minute drive or less. While it is not a short walk from Nanwalek, the site is much closer that the Three-Mile Alternative which is three miles beyond Port Graham.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member had a question about the beginning of the access road. She stated the drawings show houses directly below where the beginning of the road would be and wanted to know what impacts she could expect to houses including what assurances would be provided should any damage occur.	The road will be approximately 150 feet away from the houses. The DOT&PF will construct it in a way that minimizes impacts to homes, such as limiting blasting near homes. While damage is unlikely, DOT&PF will be responsible for any damage to a home that could potentially occur from project work. Until geotechnical testing and design are completed the details of construction techniques for road construction will not be known.
Port Graham Tribal Council Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A Tribal Council Member questioned if the road would be one or two lanes.	It will be two lanes.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member expressed the need for dust palliative placed on the current Port Graham airport apron.	DOT&PF airport maintenance explained the Port Graham airport is scheduled for D1 gravel this summer and that should help.
Port Graham Tribal Council Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A Tribal Council Member questioned if the dust palliative would affect the berries.	The dust palliative used is not harmful to human health.

Name/Affiliation	Phase of Project	Method of Submittal	Comment/Question	Response
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member questioned what dust control measures would be used.	There is an existing dust control program for airports and the Port Graham runway was sprayed with dust palliative last summer (this should last three to five years). New and improved dust control palliatives are regularly being introduced and tried, and that there are strict controls to ensure they are not harmful to human health. The dust palliative will probably not be used on the road as it is very expensive. The proposed airport is planned farther from Port Graham than the current airport, which will help to reduce dust in the community.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member explained this year the dust has been very bad after planes takeoff.	Acknowledged.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member stated the Kenai Peninsula Borough is working on a dust control containing calcium chloride.	Acknowledged.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member had a concern with dust and emissions getting into the water reservoir from aircraft landings and take-offs. There was also a concern with lead getting into the water reservoir.	Lead emissions monitoring equipment would not be installed as part of the proposed project.
Port Graham Tribal Council Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A Tribal Council Member asked about the protection of Nanwalek drinking water.	The airport access road was purposefully routed below Nanwalek water source so it would not be affected.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member requested that when the vegetated ditches are implemented that no invasive plants are brought in.	DOT&PF agreed and explained that seeding is regulated by contract.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member stated Port Graham agreed to support the proposed site if the watershed is protected, as a way to support Nanwalek desire for a conveniently located airport.	Acknowledged.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member stated that individuals may have local knowledge of specific areas that they use for medicinal plants, etc.	The project team will request information from the public and will incorporate into the EA.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member suggested that local and traditional knowledge should be included in the environmental assessment.	The project team will request information from the public and will incorporate into the EA.

Public Scoping
Comment and Response Summary

Name/Affiliation	Phase of Project	Method of Submittal	Comment/Question	Response
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member stated that Port Graham has an environmental committee.	Acknowledged.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member asked if monitoring equipment could be installed to record the lead emissions levels released by aircraft.	Lead emissions monitoring equipment would not be installed as part of the proposed project.
Tribal Council Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A Tribal Council Member asked if a fence would be put up this year.	If there is local support a fence may be installed during airport construction. DOT&PF normally does not usually construct fences at small airports as part of an airport projects.
Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member had a question of whether there would be a waiting area on the side of the runway.	An apron area with a snow removal equipment building and potentially a construction contractor's office (about 10 by 20-foot minimum) that could be left as a waiting area, could be an option if one of the communities agrees to take over responsibility for the building.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member asked who would own the runway.	DOT&PF would own the runway and funding would come jointly from DOT&PF and FAA.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member asked if there would be an automated weather indicator at the proposed airport.	This option will be investigated.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member asked if there would be bathrooms at the proposed airport.	Bathrooms are not planned unless one of the communities decides to install one in the contractor's office.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member questioned whether the site had been evaluated for aircraft safety due to terrain, wind, and the location of the proposed runway.	The project team considered safety as a primary factor in siting and looked a dozens of options based on minimizing terrain conflicts. The project team examined wind direction and weather ceilings using data collected at Port Graham by DOWL HKM and others. The project team consulted with the air taxis serving the airports and is comfortable that the proposed site is safe and will also improve reliability of air service.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member asked if the project team would be collecting weather data from local aircraft pilots.	Local aircraft pilots do not keep daily weather data, they only keep information FAA requires, such as passenger and cargo data. However, we have shared our findings with them and received feedback that the site is acceptable.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member had a concern with the line of sight on curves along the airport access road and possibility of ATV or vehicle accidents.	The airport access road alignment contains gentle curves and are developed according to strict road design standards of the Federal Highway Administration.

Name/Affiliation	Phase of Project	Method of Submittal	Comment/Question	Response
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member questioned marsh areas along the airport access road and if the road would sink.	The airport and road design includes enough fill to prevent sinking. Some areas will be excavated and fill placed to prevent sinking.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member asked when talks with the native allotment owners would commence and what will happen if there's opposition.	Native allotment owner discussions will commence after EA process, probably in 2011. DOT&PF will work with Chugachmuit and native allotment owners at that time. Later this year, Chugachmuit will be obtaining allotment holder permission to complete geotechnical drilling and survey for the design phase of the project.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member asked if public access would be allowed onto native allotments when the proposed airport access road is built.	Public access will not be granted on native allotments. If trespassing occurs it could be elevated to the Alaska State Troopers and the BIA.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member had a question if the project team would be working with BIA regarding the native allotments.	DOT&PF will work with Chugachmuit who would then work with BIA.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member asked if the proposed project would still happen if Nanwalek does not submit a letter of support and if the project was built would it only be a Port Graham airport.	Nanwalek will benefit the greatest from this project as their airport has significant safety issues. If Nanwalek does not submit a letter of support the project score would rank lower for funding reasons, and this could delay the project, but would not necessarily prevent the proposed airport from being constructed. Native allotments required for the proposed project right-of-way could be an aspect that could prevent the project from being constructed.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member stated that the Three Mile Alternative was preferred for the Port Graham community if the airport was not to be used by both communities. If Nanwalek opposes the project can the airport be moved to the Port Graham's preferred alternative at Three Mile?	The current logging road that would be used for the Three Mile Alternative already goes through the watershed and would be used for the Three Mile Alternative access road increasing vehicle emissions and sediment load to the watershed. The Three Mile Alternative is three miles from Port Graham and would require a shelter since it is farther from Port Graham than the current proposed airport. Since the access road to the Three Mile Alternative would be a greater drive to the airport there would be a greater possibility of vehicle or ATV accidents. Even if the proposed airport location was moved, the access road from Nanwalek would still go through the Port Graham watershed.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member asked if the existing trail would still be used once the airport access road is built.	Once the airport is built, it will eliminate much of the trail on the Port Graham end because the airport would be built over the top of the existing trail. Also, the airport access road will be in much better condition than the existing trail, so there will be less reason to use the trail.

Public Scoping
Comment and Response Summary

Name/Affiliation	Phase of Project	Method of Submittal	Comment/Question	Response
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member commented that some environmental concerns may be seen along the trail from long term use.	These areas have been looked at by the project team. This may be a good reason to use a fence or other type of protection to reduce use of this trail.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member had a question about what happened to the previous reports.	Comments will be incorporated into the final EA and the reports will be completed by the end of the year.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member asked when construction would begin.	2013 is the earliest construction would begin if all phases (environmental, funding, land acquisition, and design happen without delays.) It is more likely that construction will commence after 2013.
Representative's Aide	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	Katie Koester (Office of Representative Seaton) stated that a webcam could be requested for the proposed airport through Representative Seaton's office.	Acknowledged.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member noted their support for the project and that they would like to see it get moving.	Acknowledged.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member asked what would happen to the land at the current airport sites and asked for a map which shows parcels at the current airport site.	A member of the project team explained that the land would revert to the village corporations with the exception of a few parcels that were originally acquired from private individuals. These parcels would likely be sold (by auction).
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member stated that he was concerned that a portion of the airport is located within the Port Graham watershed and that the project should not have negative effects on Port Graham's water quality and quantity. He suggested the airport be shifted away from the watershed. He asked DOWL HKM to provide a cost estimate to shift the airport away from the watershed.	DOWL HKM agreed to provide a cost estimate to shift the airport away from the watershed, but that the costs to remove it from the watershed would cause the project to be non-fundable. A representative from DOT&PF further explained how projects compete for funding and that the consequence of moving the airport towards Nanwalek would increase the cost of the project to the extent that it would unlikely be funded. DOWL HKM indicated that proper engineering and design could protect the water source and also noted that the airport design effects on the water source would have to be reviewed and approved by agencies, including EPA, DEC and the USACE, all who have an interest in protecting the water source. There are state laws that affect how close you can build to a water source and there are many projects that have been built closer to a water source without negative consequences.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	Several community members suggested not building in the water source was a "safer" alternative than trusting in good engineering.	Acknowledged.

Public Scoping
Comment and Response Summary

Name/Affiliation	Phase of Project	Method of Submittal	Comment/Question	Response
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member suggested looking into an alternative that might include drilling a well for an alternate water source or relocating the dam above the airport.	Acknowledged.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member asked that water quality be tested and monitored during construction.	The water will be carefully monitored by the contractor and project engineer during construction.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member stated that the water source runs dry occasionally during "really dry years" when the hatchery is running.	Acknowledged.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member suggested the airport project might be able to increase the supply of water to the reservoir.	Acknowledged.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member suggested that DOWL HKM provide examples of watershed protection used elsewhere.	Acknowledged.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member requested that the team do more to assess the true impact of the airport on the watershed, as fuels could be spilled during construction and operation of the runway.	All efforts to minimize impacts to the watershed will be taken. vegetated ditches would be constructed on the sides of the runway to filter runway runoff.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member had a concern regarding clearing trees in the runway protection zone, if this is in the watershed.	Acknowledged.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member noted that Indian Roads (BIA) money has been slated to improve the Three-Mile Road, from the dump area of Port Graham as far as possible with a budget of $1 million.	Acknowledged. DOWL HKM will contact the engineer.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member stated he had tried to get FAA to install a weather station at the existing airport, but has not been successful.	Acknowledged.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member noted the Soil Conservation Service has completed vegetation and wetland mapping of the Port Graham area.	Acknowledged. DOWL HKM will check into this.

Public Scoping
Comment and Response Summary

Name/Affiliation	Phase of Project	Method of Submittal	Comment/Question	Response
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member asked if air taxis have reviewed the current site and the ceiling data presented.	It was noted that the information has been provided to Homer Air but not Smokey Bay. However, an effort will be made to discuss this matter with both air services again.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	Community members expressed concern about a fuel spill on the airport and about the effects of airport dust on the water source.	The apron was noted, where the greatest risk of a fuel spill would be, is located outside of the watershed. The access road is also located outside the watershed. Even a worst case spill from a grader on the runway would be far from the water reservoir, would be required to be cleaned up by DOT&PF, and would not leave the airport property. DOWL HKM noted the airport would have a spill response plan and would have spill containment supplies in the Snow Removal Equipment Building. DOT&PF has been providing dust control on its gravel runways.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	A community member expressed concerns about private lease lot development on the airport.	It was noted that space for lease lots for a terminal building, snow removal building and a private hangar lot are typically provided.
Port Graham Village Council	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	The Council asked the project team to provide more information on the costs and risks of shifting the runway away from the watershed as well as how it could protect the watershed if the airport is built at the proposed site, and to present case studies of similar situations. They asked the project team to talk to ANTHC and DEC about the potential effects on the water source.	It was asked that the Council approve a community resolution of support for the project by May 2009 to increase its chances of construction funding and to encourage DOT&PF to continue spending money on planning and environmental studies.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	Community members discussed shifting the project to the west, away from the watershed.	It was noted that this area had been carefully looked at and it has tall hills to be cut down and deep valleys to fill. Moving it completely out of the watershed would be prohibitively expensive and would cause it not to be funded. The deep fills could also be unstable, making the runway susceptible to sloughing away and becoming unusable.
Port Graham Community Member	Scoping	Verbal comment made at public scoping meeting July 7, 2010.	Community members discussed whether the Three-Mile site would be better.	It was noted that the access road to the Three-Mile site would go through the Port Graham watershed and would have greater risk to the watershed than the Romanoff Point site.

Agency Scoping
Comment and Response Summary

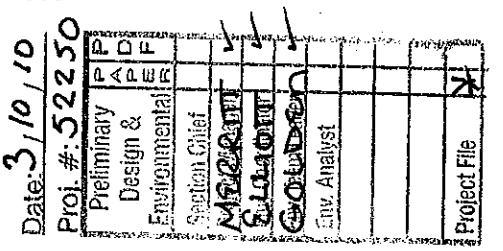
Name/Affiliation	Phase of Project	Method of Submittal	Comment/Question	Response
USFWS	Scoping	E-mail	USFWS has concerns with the latest alternative and how the runway, taxiway & apron, and proposed road alignment may affect anadromous and/or resident fish streams.	Site reconnaissance and local knowledge confirm no anadromous or resident fish present.
USFWS	Scoping	E-mail	Properly sized culverts will need to be installed under the road in areas that warrant such, e.g. to maintain hydrologic connectivity and/or fish passage.	All streams and drainages that flow within the area of the proposed airport and access road would be placed in properly sized culverts.
USFWS	Scoping	E-mail	It appears there will have to be extensive clearing done for the project and USFWS would like to see that minimized to the greatest extent possible. The migratory bird vegetation clearing guidance should be adhered to when clearing is ultimately performed, e.g. no clearing between May 1st to July 15th. In addition, if any eagle nests are within 1/4 mile of the proposed project components, USFWS will need to discuss the potential for obtaining an eagle "disturbance" or "take" permit.	Acknowledged bird nesting window.
USFWS	Scoping	E-mail	USFWS also strongly encourages the Villages to consider reclamation of existing airport sites, to the extent practicable.	Reclamation of the existing airport sites is under discussion.
USFWS	Scoping	E-mail	The January 25, 2010 Agency Scoping Document incorrectly mentions Spectacled eider habitat. This should be changed to Steller's eider.	Acknowledged.
USFWS	Scoping	E-mail	USFWS would like to know about the abundance/availability of hemlocks in the area and extent of potential impacts associated with project construction.	Site reconnaissance confirmed no hemlocks present.
USFWS	Scoping	E-mail	USFWS would like to see this habitat preserved wherever practicable.	Acknowledged.
USFWS	Scoping	E-mail	There appear to be 2 streams in the watershed of concern, e.g. one near the end of the proposed runway and the other that looks like it will be directly impacted by the runway. Where exactly do these streams go and do they have any fish in them at all, e.g. resident or otherwise?	Site reconnaissance and local knowledge confirm no anadromous or resident fish present. There is only one stream that flows into the Port Graham Reservoir.
USFWS	Scoping	E-mail	Do the elevations slope away from the runway in this area? USFWS would have concerns with run-off from the airport facilities getting into these streams and causing water quality issues.	Water quality from runway runoff would be maintained with bio-filtration using 18 inches of topsoil, vegetation seeding, and cobbles.
USFWS	Scoping	E-mail	What will happen to the existing walking trail, especially where it's alignment is closest to the newly proposed runway?	The existing walking trail would be replaced by the airport access road.

Agency Scoping
Comment and Response Summary

Name/Affiliation	Phase of Project	Method of Submittal	Comment/Question	Response
USFWS	Scoping	E-mail	Will landfill areas be relocated or remain in same place as they currently exist?	Port Graham plans to move their landfill after the airport is built to Mile 3 of the logging road.
ADF&G	Scoping	Teleconference	If ADFG determines that any streams contain fish then any activity that may affect fish passage would need a permit.	Site reconnaissance and local knowledge confirm no anadromous or resident fish present.
ADF&G	Scoping	Teleconference	If fish are found while placing culverts mitigation and assessment of upstream habitat value must occur; in addition, culverts must be designed to accommodate fish passage. The maps Mr. McKinley consulted show steep terrain and unlikely fish habitat with no cataloged anadromous streams in the project area.	The culverts would be designed large enough to allow fish passage, although site reconnaissance and local knowledge confirm no anadromous or resident fish present.
ADF&G	Scoping	Teleconference	ADFG may be able to accompany a project team member in the field and set minnow traps if time and budget allows, but this is not a requirement.	Acknowledged.

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
National Marine Fisheries Service
P.O. Box 21668
Juneau, Alaska 99802-1668

March 2, 2010



Brian Elliot
Environmental Manager
Alaska Department of Transportation and Public Facilities
4111 Aviation Avenue
P.O. Box 196900
Anchorage, Alaska 99519-6900

Re: Nanwalek Port Graham Airport Agency Scoping – Request for Comments Project No. 52250

Attn: Dan Golden

Dear Mr. Elliot:

The National Marine Fisheries Service (NMFS) has reviewed the above referenced document from the Alaska Department of Transportation and Public Facilities (ADOT&PF) requesting input on the proposed Nanwalek and Port Graham airport project. The purpose of the proposed project is to provide a safer and more reliable airport for these communities. Currently, both communities have runways that do not meet Federal Aviation Administration standards.

A reconnaissance study by ADOT&PF identified several options for building a new shared airstrip. Initially, the alternative favored by Nanwalek (Alternative D, adjacent to town) would have included building a runway that extended into English Bay. NMFS was concerned because this alternative would have required substantial subtidal fill and loss of productive marine habitat, including extensive kelp beds. NMFS first shared these concerns with ADOT&PF and residents of the village of Nanwalek during a meeting held on April 19, 2006. As a result of that meeting NMFS provided information on living marine resources, including EFH in the area and recommended that Nanwalek and Port Graham consider the shared airport alternative (Romanof Point Alternative).

NMFS subsequently attended an April 10, 2008 public meeting in Nanwalek to discuss our recommendations on the available alternatives and answer questions on potential impacts to living marine resources, including Essential Fish Habitat (EFH). The meeting was productive, with a mutual exchange of concerns and cooperative problem solving. After consultation with the residents of Nanwalek and Port Graham, ADOT&F selected the Romanof Point Alternative, as the only build alternative carried forward for further analysis in the Environmental Assessment. NMFS supports this location as there are no impacts to living marine resources, including EFH.

NMFS is pleased the two communities have decided on a location for a new, shared airport that avoids the impacts to our trust resources associated with the English Bay site. NMFS also appreciates the opportunity for early coordination afforded by ADOT&PF on this project and the cooperation of the village of Nanwalek. Brian Lance is the contact for this project and can be reached at 907-271-1301 or by e-mail at: brian.lance@noaa.gov.

Sincerely,

Robert D. Mecum (Acting)

for James W. Balsiger, Ph.D.
Administrator, Alaska Region

cc:
UFWS- Lynnda_Kahn@fws.gov
EPA- Phil.North@epamail.epa.gov
ADFG- lee.mckinley@alaska.gov
Patrick Norman - portgrahamcorp@aol.com
Wally Kvasnikoff - nanwalek@yahoo.com
ADOT – dan.golden@noaa.gov ← ?
morgan.merritt@alaska.gov

DOWL HKM

TELEPHONE RECORD

Date:	10.21.10	
With:	Sherry Glahn, Environmental Technician, Port Graham Village Council	
Noted by:	Kacy Hillman, Environmental Specialist, DOWL HKM	
Project:	Nanwalek and Port Graham Airport	
Subject:	Environmental Assessment - landfill and subsistence	
Project No.:	1123.59127.03	
Time:	3:33 PM	Phone No.: 907-284-2227

Kacy Hillman called Sherry Glahn at the Port Graham Village Council Office to ask clarification about Port Graham's proposed new landfill and possible areas of subsistence use within the proposed airport and access road area.

Ms. Glahn responded that the proposed landfill would be constructed upon completion of the proposed airport and access road. The current specified location of the proposed landfill would be at Mile 3 of the logging road. This area is approximately where the curve in the logging road is and would be closer to the new proposed airport than the current landfill is.

Ms. Glahn is not aware of any subsistence uses within the proposed airport or access road area. This area is composed of private property (Native Allotments) and personal use of this area is discouraged.

SCOPING SUMMARY REPORT
NANWALEK AND PORT GRAHAM AIRPORT PROJECT
NANWALEK AND PORT GRAHAM, ALASKA

DOT&PF Project No. 52250

Prepared for:

United States Department of Transportation
Federal Aviation Administration
222 West 7th Avenue
Anchorage, Alaska 99513-7587

On behalf of the sponsor:

State of Alaska Department of Transportation and Public Facilities
Central Region
P.O. Box 196900
Anchorage, Alaska 99519-6900

Prepared by:

DOWL HKM
4041 B Street
Anchorage, Alaska 99503
(907) 562-2000

February 2011

TABLE OF CONTENTS

Page

1.0 INTRODUCTION 1
1.1 General 1
1.2 Project Team 2
1.3 Scoping Method 2
1.3.1 Mailing List of Potentially Affected Interests 2
1.3.2 Meeting Announcement 3
1.3.3 Advertisements 3
1.3.4 Other Meeting Announcements 3
1.3.5 Project Comment Form 3

2.0 PUBLIC SCOPING 4
2.1 Public Scoping Meeting 4
2.2 Documentation of Public Comments 4

3.0 AGENCY SCOPING 8
3.1 Agency Scoping 8
3.2 Project Website for Agency Communication 8
3.3 Documentation of Agency Scoping Comments 8
3.4 Agency Scoping Comment Summary 8

4.0 SUMMARY 10

FIGURES

Figure 1: Project Location Map 1

APPENDICES

Appendix A ..... Meeting Announcements
Appendix B ..... Public Meeting Advertisements
Appendix C ..... Other Meeting Announcements
Appendix D ..... Comment Form
Appendix E ..... Presentation
Appendix F ..... Sign-in-Sheets and Notes
Appendix G ..... Public Comments
Appendix H ..... Agency Scoping Letter
Appendix I ..... Agency Distribution List
Appendix J ..... Agency Scoping Website Pages
Appendix K ..... Agency Scoping Comments

LIST OF ACRONYMS

ADF&G ..... Alaska Department of Fish and Game
DOT&PF ..... State of Alaska Department of Transportation and Public Facilities
FAA ..... Federal Aviation Administration
NMFS ..... National Marine Fisheries Service
USFWS ..... United States Fish and Wildlife Service

1.0 INTRODUCTION

1.1 General

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), has initiated the Nanwalek and Port Graham Airport project. The purpose of the project is to provide a safe, reliable, and efficient airport for the communities of Nanwalek and Port Graham. The purpose of the scoping meetings was to discuss proposed airport alignment, discuss watershed analysis and mitigation, discuss the Environmental Assessment, and take public comments and questions.

The process of gathering information from the public and agencies on the purpose and need for a project, potential alternatives, and possible issues and concerns that need to be addressed during the environmental review and design, is called "scoping." This report, with its appendices, summarizes the public and agency scoping methods used, identifies issues and concerns, and lists comments received to date. Comments were received from a variety of stakeholders (or interested parties) including local residents, resource agency representatives, and interested organizations.

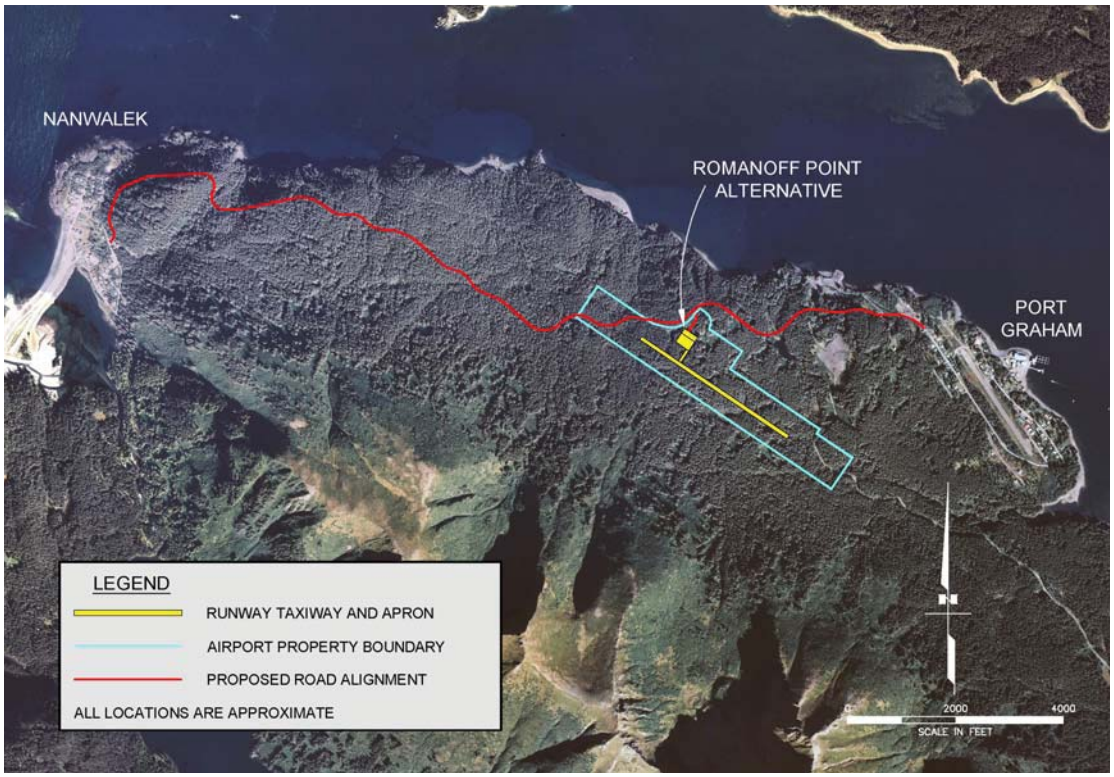


Figure 1: Project Location Map

1.2 Project Team

The project team for this project is listed below.

Contracting Agency

DOT&PF

- Joselyn Biloon
- Morgan Merritt
- Judy Chapman

Prime Consultant

DOWL HKM

- Tom Middendorf, Project Manager
- Brian Hanson, Project Engineer
- Brad Melocik, Hydrologist
- Joe Christopher, Environmental Specialist
- Kacy Hillman, Environmental Specialist

1.3 Scoping Method

The following methods were used to inform the public and local, state, and federal resource agencies about the project, its objectives, and the environmental and design processes:

- Public Scoping Meetings (in Port Graham and Nanwalek)
- Agency Scoping Letter and Website
- Flyers
- PowerPoint Presentations

1.3.1 Mailing List of Potentially Affected Interests

Three mailing lists have been developed for the project. They include a general public list for Nanwalek, one for Port Graham, and an agency/officials list. The general public list was assembled by identifying all residents within the communities of Nanwalek and Port Graham and adding to it those persons, who, through the course of advertisements and scoping, showed an interest in this project or had expressed an interest in previous projects in this area. The

agencies/officials list includes local, state, and federal resource agencies and officials who might have an interest or concern, environmental or otherwise, in the project.

In addition to the mailing list, a public and agency e-mail distribution list has also been created. The e-mail list contains approximately 57 e-mail addresses and the meeting invitation was also e-mailed to this list.

1.3.2 Meeting Announcement

A meeting announcement flyer was developed and sent to the mailing lists to announce the public scoping meeting. The announcement contained a project and meeting overview along with project contact information. Copies of the meeting announcement are included in Appendix A.

1.3.3 Advertisements

Advertisements notifying the public of the potential for wetland and floodplain involvement, and the date and time of the public scoping meeting appeared in the Peninsula Clarion on June 23 and July 6, 2010, and the Homer Tribune on June 23 and June 30, 2010. A copy of the public meeting advertisements is included in Appendix B.

1.3.4 Other Meeting Announcements

A PSA was sent to the local radio station KBBI to announce the upcoming meetings through the week preceding the meetings.

The meeting announcement was also sent on June 23, 2010, to “What’s up!” an e-mail newsletter distributed through Alaska that announces upcoming events and meetings. Copies of these notices are included in Appendix C.

1.3.5 Project Comment Form

A project comment form was passed out at the Port Graham public scoping meeting and was also sent to the Nanwalek community to solicit public comments. The form included an area to add contact information for those that wished to be added to the project mailing and e-mail lists. A copy of the comment form is included in Appendix D.

2.0 PUBLIC SCOPING

2.1 Public Scoping Meeting

A public scoping meeting was held in Port Graham at the Community Center on Wednesday, July 7, 2010, at 10 a.m. The Nanwalek scoping meeting was planned for the same day at 3 p.m., but was cancelled at the request of Alma Moonin, the Nanwalek IRA Tribal Administrator that day. All meeting materials presented at Port Graham meeting (such as the presentation, maps, and comments forms) were also hand delivered to the Nanwalek Tribal Council. A teleconference meeting was scheduled for July 19, 2010, for the Nanwalek community and was announced via the Tribal Council.

The public scoping meeting in Port Graham began at 10 a.m. Community members signed in and met with the project staff one-on-one to discuss individual issues and concerns. Project staff also gave a presentation about the project. A copy the presentation used for the public scoping meeting and teleconference is included in Appendix E.

The following topics were covered in the presentation:

- Introductions/Scoping Meeting Purpose
- Project Status/Schedule
- Airport and Road Alignment Changes
- Watershed Analysis and Mitigation
- Environmental Assessment
- Next Steps

At the conclusion of the presentation, time was allowed for public questions and concerns. The meeting sign-in-sheets and notes for the Port Graham meeting and notes from the Nanwalek teleconference are included in Appendix F. Approximately 32 people, not including project team members, attended the Port Graham scoping meeting.

2.2 Documentation of Public Comments

All written and verbal public comments received as of August 2010 have been reviewed and are included in Appendix G. Comments received have also been paraphrased and listed below. The list attempts to group the comments into common issues and concerns.

Soils

- A Tribal Council Member made a statement about the hill above the landfill that was examined by USGS and was determined to be potentially unstable in an earthquake.
- Another Tribal Council Member added that because the soils in that area are suspected to be unsteady houses have not been built there.
- A Tribal Council Member requested a compactor or heavy roller for the existing airport to use, especially after a storm when the runway is soft.
- A Tribal Council Member asked how long it would take to get from Nanwalek to the proposed runway.

Access Road

- A community member had a question about the beginning of the access road. She stated the drawings show houses directly below where the beginning of the road would be and wanted to know what impacts she could expect to houses including what assurances would be provided should any damage occur.
- A Tribal Council Member questioned if the road would be one or two lanes.

Dust

- A Tribal Council Member questioned if the dust palliative would affect the berries.
- A community member questioned what dust control measures would be used.
- A community member explained this year the dust has been very bad after planes takeoff.
- A community member stated the Kenai Peninsula Borough is working on a dust control containing calcium chloride.
- A community member had a concern with dust and emissions getting into the water reservoir from aircraft landings and take-offs. There was also a concern with lead getting into the water reservoir.

Environmental Resources

- A Tribal Council Member asked about the protection of Nanwalek's drinking water.

- A community member requested that when the vegetated ditches are implemented that no invasive plants are brought in.
- A community member stated Port Graham agreed to support the proposed site if the watershed is protected, as a way to support Nanwalek's desire for a conveniently located airport.
- A community member stated that individuals may have local knowledge of specific areas that they use for medicinal plants, etc.
- A community member suggested that local and traditional knowledge should be included in the environmental assessment.
- A community member stated that Port Graham has an environmental committee.
- A community member asked if monitoring equipment could be installed to record the lead emissions levels released by aircraft.

Airport/Runway Design

- A Tribal Council Member asked if a fence would be put up this year.
- A community member had a question of whether there would be a waiting area on the side of the runway.
- A community member asked who would own the runway.
- A community member asked if there would be an automated weather indicator at the proposed airport.
- A community member asked if there would be bathrooms at the proposed airport.
- A community member questioned whether the site had been evaluated for aircraft safety due to terrain, wind, and the location of the proposed runway.
- A community member asked if the project team would be collecting weather data from local aircraft pilots.
- A community member had a concern with the line of sight on curves along the airport access road and possibility of ATV or vehicle accidents.

- A community member questioned marsh areas along the airport access road and if the road would sink.

Native Allotments

- A community member asked when talks with the native allotment owners would commence and what will happen if there is opposition.
- A community member asked if public access would be allowed onto native allotments when the proposed airport access road is built.
- A community member had a question if the project team would be working with Borough if Indian Affairs regarding the native allotments.

Potential Opposition to Project

- A community member asked if the proposed project would still happen if Nanwalek does not submit a letter of support and if the project was built would it only be a Port Graham airport.
- A community member stated that the Three Mile Alternative was preferred for the Port Graham community if the airport was not to be used by both communities. If Nanwalek opposes the project can the airport be moved to the Port Graham's preferred alternative at Three Mile?

Trails

- A community member asked if the existing trail would still be used once the airport access road is built.
- A community member commented that some environmental concerns may be seen along the trail from long-term use.

General Questions/Comments

- A community member had a question about what happened to the previous reports.
- A community member asked when construction would begin.
- Katie Koester (Office of Representative Seaton) stated that a webcam could be requested for the proposed airport through Representative Seaton's office.

- A community member noted their support for the project and that they would like to see it get moving.

3.0 AGENCY SCOPING

3.1 Agency Scoping

Letters to initiate the agency scoping period were mailed and e-mailed out on January 25, 2010. The agency scoping period ran through February 26, 2010. A copy of the e-mail/letter is attached as Appendix H. A copy of the mailing/e-mail distribution list is included in Appendix I.

3.2 Project Website for Agency Communication

A project website (http://www.dowlhkm.com/projects/nanwalekportgrahamairport/) was developed that contained a list of questions specific to each agency and allowed them to submit comments through the website. Copies of the project website pages are included in Appendix J.

3.3 Documentation of Agency Scoping Comments

All written agency comments received have been reviewed. The following is a summary of the agency comments received through July 2010. A copy of each comment can be found in Appendix K. The project received written correspondence from the following persons and agencies:

- Lee McKinley - Alaska Department of Fish and Game (ADF&G)
- Lynnda Kahn - United States Fish and Wildlife Service (USFWS)
- Robert D. Mecum - National Oceanic and Atmospheric Administration, National Marine Fisheries Service (NMFS)

3.4 Agency Scoping Comment Summary

Mr. McKinley noted that:

- If ADF&G determines that any streams contain fish then any activity that may affect fish passage would need a permit.
- If fish are found while placing culverts mitigation and assessment of upstream habitat value must occur; in addition, culverts must be designed to accommodate fish passage.

The maps Mr. McKinley consulted show steep terrain and unlikely fish habitat with no cataloged anadromous streams in the project area.

- ADF&G may be able to accompany a project team member in the field and set minnow traps if time and budget allows, but this is not a requirement.

Ms. Kahn noted that:

- USFWS has concerns with the latest alternative and how the runway, taxiway and apron, and proposed road alignment may affect anadromous and/or resident fish streams.
- Properly sized culverts will need to be installed under the road in areas that warrant such (e.g., to maintain hydrologic connectivity and/or fish passage).
- It appears there will have to be extensive clearing done for the project and USFWS would like to see that minimized to the greatest extent possible. The migratory bird vegetation clearing guidance should be adhered to when clearing is ultimately performed (e.g., no clearing between May 1 through July 15). In addition, if any eagle nests are within a quarter mile of the proposed project components, USFWS will need to discuss the potential for obtaining an eagle "disturbance" or "take" permit.
- USFWS also strongly encourages the villages to consider reclamation of existing airport sites, to the extent practicable.
- The January 25, 2010, Agency Scoping Document incorrectly mentions Spectacled Eider habitat. This should be changed to Steller's Eider.
- USFWS would like to know about the abundance/availability of hemlocks in the area and extent of potential impacts associated with project construction.
- USFWS would like to see this habitat preserved wherever practicable.
- There appear to be two streams in the watershed of concern (e.g., one near the end of the proposed runway and the other that looks like it will be directly impacted by the runway). Where exactly do these streams go and do they have any fish in them at all (e.g., resident or otherwise)?

- Do the elevations slope away from the runway in this area? USFWS would have concerns with run-off from the airport facilities getting into these streams and causing water quality issues.
- What will happen to the existing walking trail, especially where its alignment is closest to the newly proposed runway?
- Will landfill areas be relocated or remain in same place as they currently exist?
- USFWS would like to know what is being proposed for the existing runway/airport facilities in Port Graham.

Mr. Mecum noted that:

- Both communities have runways that do not meet FAA standards.
- DOT&PF previously identified several options for a new shared airstrip, initially with Nanwalek favoring Option D with a runway extending into English Bay. NMFS was concerned, as this option would require substantial fill and loss of productive marine habitat. We shared these concerns with DOT&PF and recommended that Nanwalek and Port Graham consider the shared airport alternatives (Romanoff Point).
- NMFS supports the Romanoff Point alternative as the selected alternative as there are no impacts to living marine resources, including essential fish habitat.

4.0 SUMMARY

The above public and agency comments provide valuable insight into the issues to be resolved during the project. All comments will be reviewed and addressed, as the environmental document is prepared.

APPENDIX A

Meeting Announcements

Nanwalek & Port Graham AIRPORT

Public Scoping Meeting

Meeting will be offered twice!

Wednesday, July 7, 2010 • 10:00 a.m.

Community Center, Port Graham, Alaska

Wednesday, July 7, 2010 • 3:00 p.m.

Robert Kvasnikoff Community Hall, Nanwalek, Alaska

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) and their consultant, DOWL HKM, invite you to attend the Public Scoping Meeting to discuss the proposed Nanwalek and Port Graham Airport. The purpose of the project is to provide a safe, reliable, and efficient airport for the communities of Nanwalek and Port Graham.

The purpose of the meetings is to:

- Update community members on the status of the project
- Discuss proposed airport alignment
- Discuss watershed analysis and mitigation
- Discuss the Environmental Assessment
- Take public comments and answer questions

For more information or to submit comments, please contact:

Tom Middendorf, DOWL HKM
4041 B Street, Anchorage, Alaska 99503
E-mail: *tmiddendorf@dowlhkm.com* • Telephone: (907) 562-2000 • Fax: (907) 563-3953

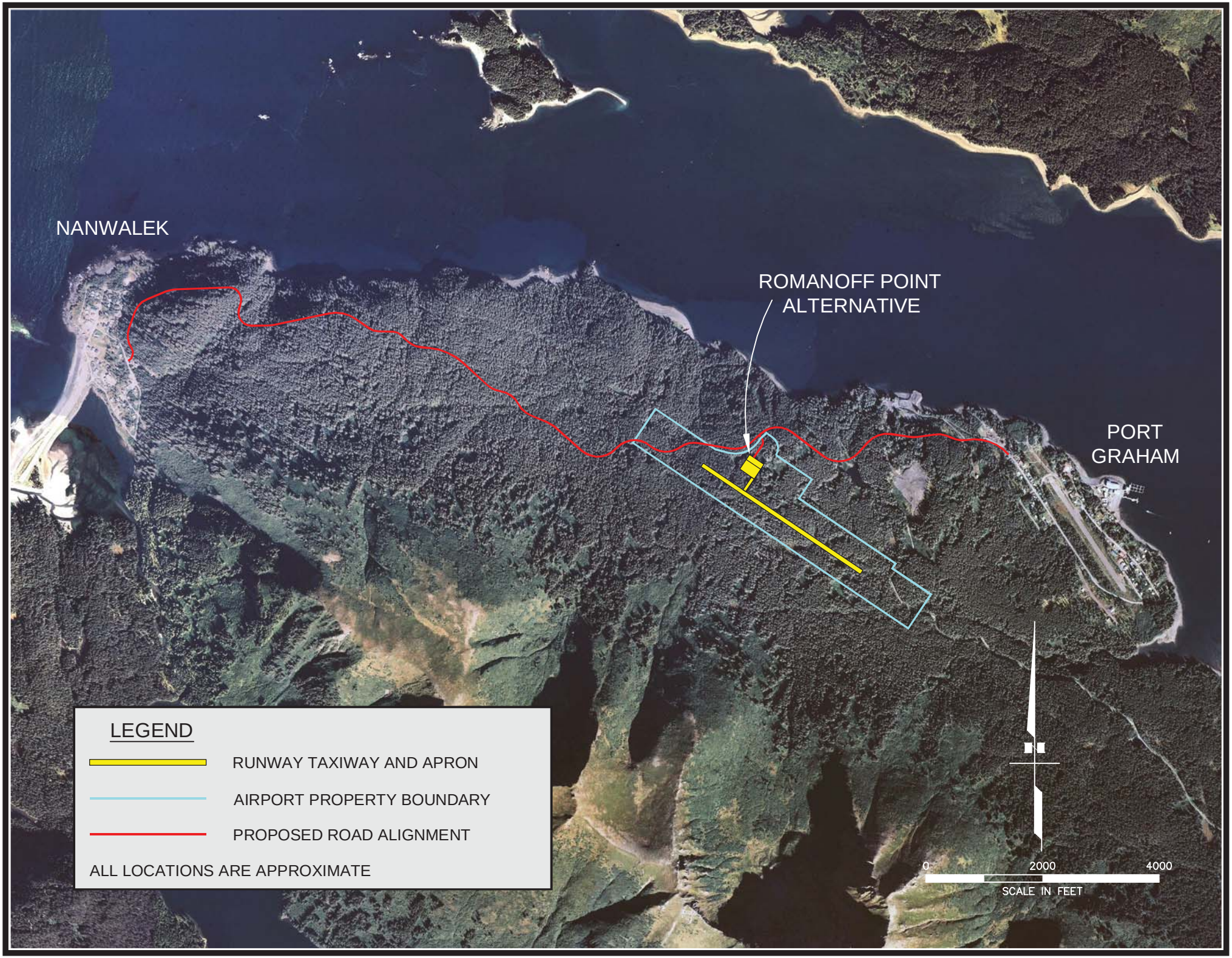
Special Needs:

Individuals with a hearing impairment may contact DOT&PF Central Region Planning through Alaska Relay at (800) 770-8973. DOT&PF is able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

Nanwalek & Port Graham Airport

2 Public Meetings

DOWL HKM
4041 B Street
Anchorage, Alaska 99503



P:\Projects\D59127\ENV\DCP-NWLK-A.dwg JUN 15 2010 08:36:08 (BRH)

Hillman, Kacy

From: Hillman, Kacy
Sent: Monday, June 21, 2010 11:21 AM
To: 'pnormanvc@hotmail.com'; 'francis907@hotmail.com'; 'vyeaton@yahoo.com'; 'vivmalchoff@yahoo.com'; 'nanwalek@yahoo.com'; 'wallyandnina@yahoo.com'; 'morgan.merritt@alaska.gov'; 'judy.chapman@alaska.gov'; Middendorf, Thomas; 'Charlie@Chugachmiut.org'; 'gabriel.mahns@faa.gov'; 'bill.mendenhall@alaska.gov'; 'Sabrina@Chugachmiut.org'; 'millimom@xyz.net'; 'kwhitmore@HomerElectric.com'; 'sue@chugachmiut.org'; 'leo_g_ash@yahoo.com'; 'homerair@alaska.net'; 'dspence@kpbsd.k12.ak.us'; 'linda.yarborough@gmail.com'; 'joselyn.biloon@alaska.gov'; 'claire@smokeybayair.com'; 'dee.hanson@alaskaairmen.org'; 'carl.high@alaska.gov'; 'seabright@alaska.net'; Reception
Subject: Nanwalek & Port Graham Airport - Public Scoping Meetings
Attachments: image001.gif; Public Scoping Meeting Flyer_sml.pdf

Categories: Reference

Hello All,
Please see the attached invitation for the upcoming Nanwalek and Port Graham Airport Public Scoping Meetings.

Public Scoping Meetings Announcement

The State of Alaska Department of Transportation and Public Facilities is holding a Public Scoping Meeting for the Nanwalek and Port Graham Airport project on Wednesday, July 7, 2010. This meeting will take place in Port Graham at the Community Center and in Nanwalek at the Robert Kvasnikoff Community Hall. **Please join us at our public scoping meeting.** The purpose of the meetings is to update community members on the status of the project, discuss proposed airport alignment, discuss watershed analysis and mitigation, discuss the Environmental Assessment, and take public comments and answer questions.

Public Scoping Meetings

Port Graham
Community Center
Wednesday, July 7, 2010 at 10:00 a.m.

Nanwalek
Robert Kvasnikoff Community Hall
Wednesday, July 7, 2010 at 3:00 p.m.

For more information or to submit a comment, please contact Tom Middendorf at (907) 562-2000 or tmiddendorf@dowlhkm.com.

Best Regards,

Kacy D. Hillman
Environmental Specialist

DOWL HKM
(907) 562-2000 | Fax (907) 563-3953 | 4041 B Street | Anchorage, Alaska 99503 | www.dowlhkm.com

Inspiration I Innovation I Integrity

This e-mail including attached files is confidential. Its transmission is solely as an accommodation for the benefit of the recipient. The recipient bears the responsibility for checking its accuracy against corresponding originally signed documents provided by DOWL HKM. If you received this e-mail in error, its use is prohibited, please destroy it immediately.

Please consider the environment before printing.

Reception please file to 1123.59127.03

Hillman, Kacy

From: Hillman, Kacy
Sent: Monday, June 21, 2010 4:35 PM
To: 'dick.mylius@alaska.gov'; 'richard.thompson@alaska.gov'; 'james.king@alaska.gov'; 'lee.mckinley@alaska.gov'; 'stefanie.ludwig@alaska.gov'; 'christine.ballard@alaska.gov'; 'taunnie.boothby@alaska.gov'; 'william.ashton@alaska.gov'; 'michael.daigneault@alaska.gov'; 'rhuffman@ak.blm.gov'; 'Christine@crrcalaska.org'; 'north.phil@epa.gov'; 'lmweb@borough.kenai.ak.us'; 'GWilliams@borough.kenai.ak.us'; 'ddemmal@aol.com'; 'nanwalek@yahoo.com'; 'allyandnina@yahoo.com'; 'priscillajevans@yahoo.com'; 'jameskvas@yahoo.com'; 'kyeaton@starband.net'; 'HCD.Anchorage@noaa.gov'; 'olen@nprha.com'; 'portgrahamcorp@aol.com'; 'pnormanvc@hotmail.com'; 'yeaton@yahoo.com'; 'regpagemaster@poa02.usace.army.mil'; 'Andy.Mitzel@usace.army.mil'; 'ann_rappoport@fws.gov'; 'lynnda_kahn@fws.gov'
Cc: 'gabriel.mahns@faa.gov'; 'bruce.greenwood@faa.gov'; 'Merritt, Morgan (DOT)'; 'Golden, Daniel T (DOT)'; Middendorf, Thomas; Hansen, Kristen; 'Reception'; Mendenhall, William H (DOT)
Subject: Nanwalek & Port Graham Airport - Public Scoping Meeting
Attachments: image001.gif; Public Scoping Meeting Flyer_sml.pdf

Hello All,
Please see the attached invitation for the upcoming Nanwalek and Port Graham Airport Public Scoping Meetings.

Public Scoping Meetings Announcement

The State of Alaska Department of Transportation and Public Facilities is holding a Public Scoping Meeting for the Nanwalek and Port Graham Airport project on Wednesday, July 7, 2010. This meeting will take place in Port Graham at the Community Center and in Nanwalek at the Robert Kvasnikoff Community Hall. **Please join us at our public scoping meeting.** The purpose of the meetings is to update community members on the status of the project, discuss proposed airport alignment, discuss watershed analysis and mitigation, discuss the Environmental Assessment, and take public comments and answer questions.

Public Scoping Meetings

Port Graham
Community Center
Wednesday, July 7, 2010 at 10:00 a.m.

Nanwalek
Robert Kvasnikoff Community Hall
Wednesday, July 7, 2010 at 3:00 p.m.

For more information or to submit a comment, please contact Tom Middendorf at (907) 562-2000 or tmiddendorf@dowlhkm.com.

Best Regards,

Kacy D. Hillman
Environmental Specialist

DOWL HKM
(907) 562-2000 | Fax (907) 563-3953 | 4041 B Street | Anchorage, Alaska 99503 | www.dowlhkm.com

Inspiration I Innovation I Integrity

This e-mail including attached files is confidential. Its transmission is solely as an accommodation for the benefit of the recipient. The recipient bears the responsibility for checking its accuracy against corresponding originally signed documents provided by DOWL HKM. If you received this e-mail in error, its use is prohibited, please destroy it immediately.

Please consider the environment before printing.

Reception please file to 1123.59127.03

Nanwalek & Port Graham Airport

2 Public Meetings

DOWL HKM
4041 B Street
Anchorage, Alaska 99503

Nanwalek & Port Graham AIRPORT

Public Scoping Meeting

Meeting will be offered twice!

Wednesday, July 7, 2010 • 10:00 a.m.
Community Center, Port Graham, Alaska

Wednesday, July 7, 2010 • 3:00 p.m.
Robert Kvasnikoff Community Hall, Nanwalek, Alaska

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) and their consultant, DOWL HKM, invite you to attend the Public Scoping Meeting to discuss the proposed Nanwalek and Port Graham Airport. The purpose of the project is to provide a safe, reliable, and efficient airport for the communities of Nanwalek and Port Graham.

The purpose of the meetings is to:

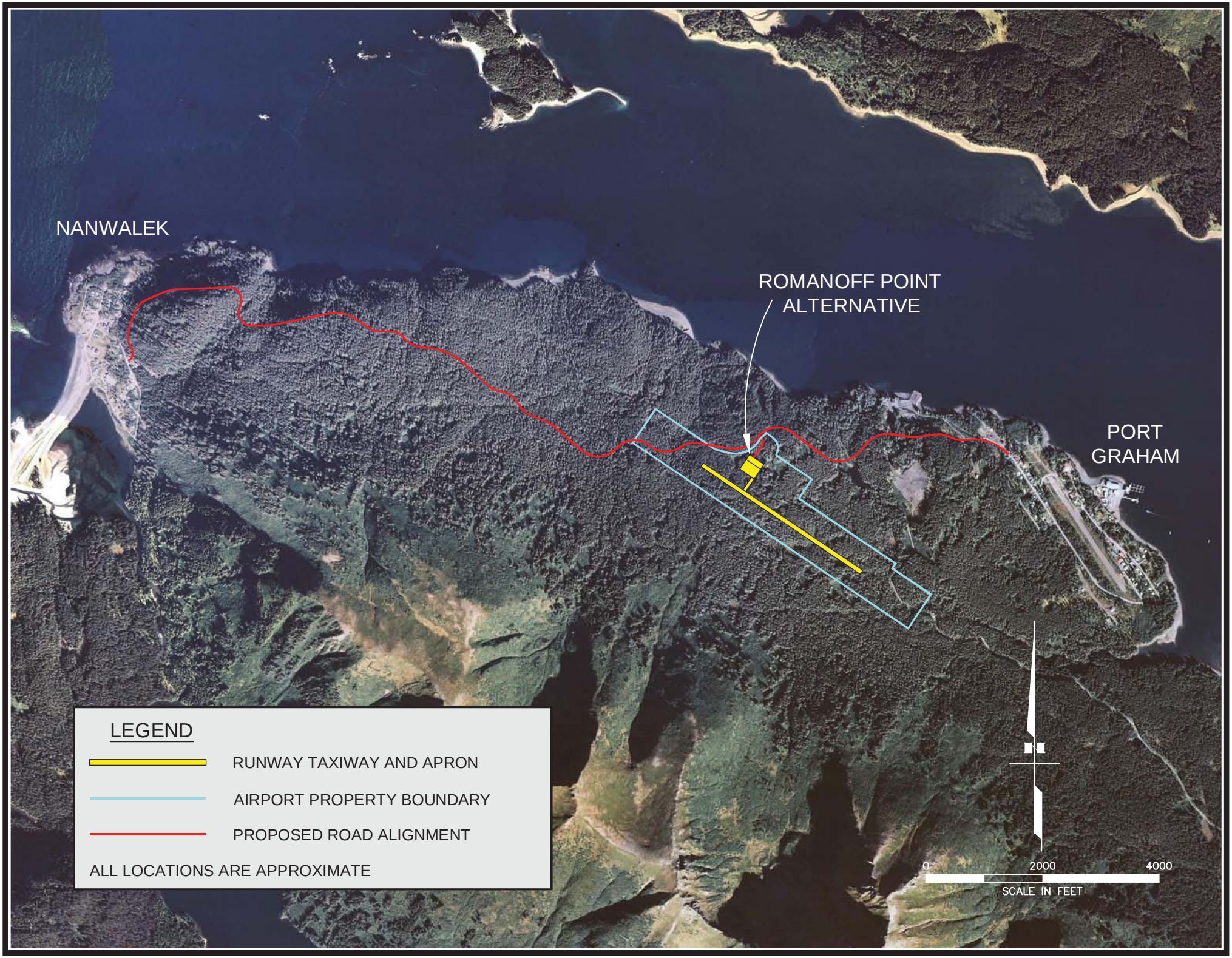
- Update community members on the status of the project
- Discuss proposed airport alignment
- Discuss watershed analysis and mitigation
- Discuss the Environmental Assessment
- Take public comments and answer questions

For more information or to submit comments, please contact:

Tom Middendorf, DOWL HKM
4041 B Street, Anchorage, Alaska 99503
E-mail: *tmiddendorf@dowlhkm.com* • Telephone: (907) 562-2000 • Fax: (907) 563-3953

Special Needs:

Individuals with a hearing impairment may contact DOT&PF Central Region Planning through Alaska Relay at (800) 770-8973. DOT&PF is able to offer, upon request, reasonable accommodations for special needs related to other disabilities.



P:\Projects\D59127\ENV\DCP-NWLK-A.dwg JUN 15 2010 08:36:08

APPENDIX B

Public Meeting Advertisements

Nanwalek & Port Graham AIRPORT

2 PUBLIC MEETINGS

Wednesday, July 7, 2010 • 10:00 a.m.
Community Center • Port Graham, Alaska

Wednesday, July 7, 2010 • 3:00 p.m.
Robert Kvasnikoff Community Hall • Nanwalek, Alaska

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) and their consultant, DOWL HKM, invite you to attend the Public Scoping Meeting to discuss the Nanwalek & Port Graham Airport project. The purpose of the project is to provide a safe, reliable, and efficient airport for the communities of Nanwalek and Port Graham. The purpose of the meetings is to discuss proposed airport alignment, discuss watershed analysis and mitigation, discuss the Environmental Assessment, and take public comments and questions.

Individuals with a hearing impairment may contact DOT&PF Central Region Planning through Alaska Relay at (800) 770-8973. DOT&PF is able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

For more information or to submit comments, please contact:

Tom Middendorf, DOWL HKM
4041 B Street, Anchorage, Alaska 99503
E-mail: *tmiddendorf@dowlhkm.com*
Telephone: (907) 562-2000 • Fax: (907) 563-3953

HOMER TRIBUNE

Affidavit of Publication

Comes now, Elizabeth DeArmoun,
being duly sworn in, says that the following:

Kenai Peninsula/Pt. Graham Dope Meetings,
of which a true copy has been attached, has been published 2 week(s) in the Homer Tribune, a weekly paper of general circulation, published in the city of Homer, Alaska, and that the date of the first paper containing said legal, was June 23, 2010 and the last day was June 30, 2010.

Elizabeth DeArmoun

Notary Public)
State of Alaska) SS.
Third Judicial District)

SWORN AND SUBSCRIBED to before me this 23rd **day of** August, **2010.**

NOTARY PUBLIC: Maria Anderson

SEAL OF THE TRIAL COURTS OF THE STATE OF ALASKA THIRD JUDICIAL DISTRICT

MY COMMISSION EXPIRES: 11/9/12

435 E. Pioneer Ave. • Homer, AK 99603
(907) 235-3714 • FAX: 235-3716

HOMER TRIBUNE

Affidavit of Publication

Comes now, Elizabeth DeArmond,
being duly sworn in, says that the following:

Legal #1130.60447.01 -,
of which a true copy has been attached, has been published 3 week(s) in the Homer Tribune, a weekly paper of general circulation, published in the city of Homer, Alaska, and that the date of the first paper containing said legal, was June 30, 2010 and the last day was July 14, 2010.

Notary Public)
State of Alaska) SS.
Third Judicial District)

SWORN AND SUBSCRIBED to before me this 23rd day of AUGUST, 2010.

NOTARY PUBLIC: Maria Anderson

MY COMMISSION EXPIRES: w/pc

SEAL OF THE TRIAL COURTS FOR THE THIRD JUDICIAL DISTRICT STATE OF ALASKA

435 E. Pioneer Ave. • Homer, AK 99603
(907) 235-3714 • FAX: 235-3716

PUBLISHER'S AFFIDAVIT

UNITED STATES OF AMERICA,
STATE OF ALASKA } ss:

Denise Reece being first duly sworn, on oath deposes and says:

That I am and was at all times here in this affidavit mentions, Supervisor of Legals of the Peninsula Clarion, a newspaper of general circulation and published at Kenai, Alaska, that the

Public Meetings

a printed copy of which is hereto annexed was published in said paper one each and every day for two successive and consecutive days in the issues on the following dates:

June 23, 2010

July 6, 2010

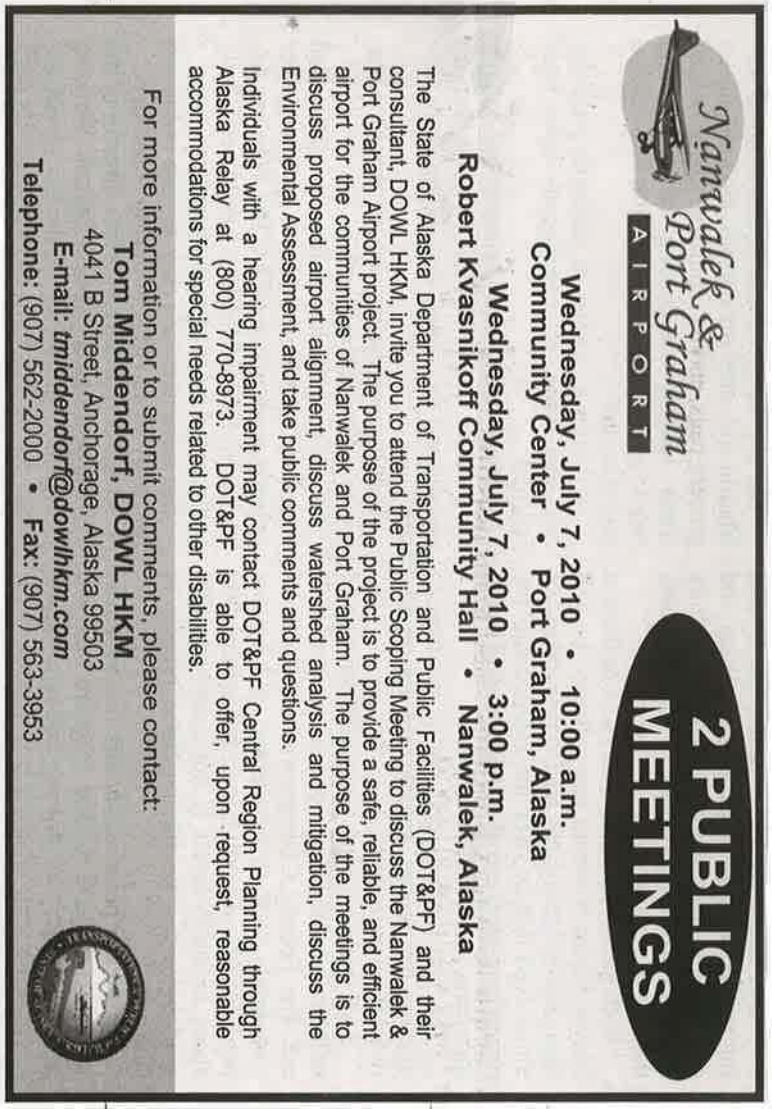
X Denise Reece

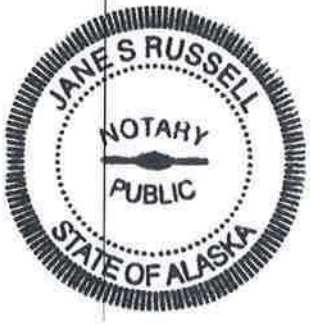
SUBSCRIBED AND SWORN to me before this 9th day of July, 2010

Jane Russell

NOTARY PUBLIC in favor for the State of Alaska.

My Commission expires 26-Aug-12





APPENDIX C

Other Meeting Announcements

****Mark items that are new in this issue.**

What's Up

June 23, 2010

Compiled Weekly by Peg Tileston
On behalf of the Alaska Women's Environmental Network (AWEN), Alaska Center for the Environment (ACE), and Alaska Conservation Alliance (ACA)

WORKSHOPS, SEMINARS, TRAINING, WEBINARS, WEBCASTS, STATEWIDE EVENTS & TELECONFERENCES

June 20 - 26

ALASKA WEEDS AWARENESS WEEK - The most cost effective option for dealing with invasive plants involves detecting species as they are establishing and responding rapidly to their presence. To achieve this, interested citizens and participating agencies must work collaboratively to eliminate the threat of invasive plant species in Alaska. **COOPERATIVE EXTENSION SERVICE** has publications available to assist you with identifying, preventing their establishment and controlling these invaders. For more information, contact Ashley Grant, Invasive Plants Instructor, at 907-796-6315 or email asgrant@alaska.edu.

June 28 & 29

The **INVASIVE WEEDS CURRICULUM WORKSHOP** is available for 20 registered participants at the Eagle River Nature from 10 a.m. to 4 p.m. Learn about the new curriculum from experts **KATIE SPELLMAN, CHRIS VILLANO** and **BLAINE SPELLMAN**. This 2-day workshop, sponsored by the Alaska Center for Coastal Studies and the US Forest Service, is designed for teachers and other educators, and will cover plant I.D., invasion ecology, and methods of controlling invasive plants. You will leave armed with hands-on activities, free goodies, and experiments to try with your students. The workshop may be taken for continuing education credit for a brokered fee. Limited to the first 20 participants who register and pay a $20 refundable deposit at 694-2108. Free to educators; $5 parking per day for non-members.

June 30 (TELECONFERENCE SEMINAR)

DISPELLING the MYTH of "THE DOSE MAKES THE POISON" – THE NEW SCIENCE of HOW HERBICIDES AFFECT HEALTH and the ENVIRONMENT: A CASE STUDY of GLYPHOSATE and the ALASKA RAILROAD will be held from 9 to 10 Alaska Time as part of the Alaska Collaborative on Health and the Environment statewide teleconference seminar series. New scientific evidence shows that a core assumption of toxicology, "the dose makes the poison," is inadequate as a basis for regulatory standards to protect human health. Mounting evidence shows that pesticides have interactive effects and adverse health effects at extremely low levels—below EPA allowable levels. Alaskans have consistently voiced strong opposition to the use of herbicides by the Alaska Railroad and have successfully prevented the Railroad from spraying herbicides since 1982. Despite nearly three decades of public opposition, the Alaska Department of Environmental Conservation granted the Alaska Railroad Corporation a permit in April of this year allowing them to spray the harmful pesticide glyphosate along sections of track between Seward and Indian. Join the discussion of the current science of low-dose effects of glyphosate, the status of the EPA's review of the chemical, and why communities throughout Alaska oppose herbicide use along the railroad. Also explore what policy changes are necessary to protect public health. SPEAKERS: **DR. WARREN PORTER**, Professor of Zoology and Environmental Toxicology at the University of Wisconsin at Madison; **JAY FELDMAN** (invited), executive director of Beyond Pesticides; and **NICHELLE HARRIOT**, Research Associate,Beyond Pesticides. For more information, or to join this FREE call and receive the dial-up

the process of reviewing and finalizing the preliminary plans for the proposed project that includes reviewing utility conflicts, drainage issues, material site access, environmental field work, and preliminary design. Comments are requested on information on resources in the study area that may be affected by the project including historic properties and wetlands. For further information regarding the Open House, or if you would like to submit comments outside the Open House, you can contact Steve Barney, P.E., Engineering Manager, at (907) 451-2293 or email steven.barney@alaska.gov. Project information is available at http://dot.alaska.gov/nreg/glenn-rehab/.

****July 7**
PORT GRAHAM & NANWALEK - Public Scoping Meetings will be held at **10am at the Community Center in Port Graham** and **3pm at the Robert Kvasnikoff Community Hall in Nanwalek** to discuss the **NANWALEK AND PORT GRAHAM AIRPORT PROJECT**. The purpose of the project is to provide a safe, reliable, and efficient airport for the communities of Nanwalek and Port Graham. The purpose of the meetings is to discuss proposed airport alignment, discuss watershed analysis and mitigation, discuss the Environmental Assessment, and take public comments and questions. For more information or to submit comments, please contact: Tom Middendorf at 907-562-2000, fax 907-563-3953, or email tmiddendorf@dowlhkm.com.

****July 7**
FAIRBANKS - **JESSIE PETERSON**, local issues and energy coordinator for the Northern Alaska Environmental Center, will discuss **ENERGY INNOVATION: ALASKA'S PATH ON A SUSTAINABLE FUTURE** at 7pm in the Schaible Auditorium. Alaska is at an energy crossroads. We have the option of either staying with the past, relying heavily on fossil fuels, or being innovative leaders who are ready to transition to a sustainable energy future. FREE For more information, contact (907) 474-7021, (866) 404-7021 toll free, (907) 474-5297 fax or email summer@uaf.edu.

ITEMS OF INTEREST

****LEADERSHIP ANCHORAGE NOW ACCEPTING APPLICATIONS** for the 2010-2011 online. Go to http://www.akhf.org/programs/leadership/leadership_applications.html for the application, session schedule, and program frequently asked questions. As applications are received, interviews will be scheduled, with the final **application deadline August 20**. The program year begins with an overnight retreat in late September. Leadership Anchorage is a nationally recognized, rigorous program for adults. Leadership Anchorage is designed to introduce the "emerging leaders" of non-profit, neighborhood, and ethnic organizations to accomplished professionals and civic leaders in Anchorage and Alaska. Our goal is to make sure these emerging voices are heard and are at the table in the mix of Anchorage decision-making. After 13 years, more than 240 graduates, and recognition as one of the top civic leadership programs in the country, the program continues to grow and expand its reach. Program participants over nine months experience a two-day retreat and nine rigorous, full-day sessions (mostly on Saturdays). These sessions include speaker presentations from established leaders in the community, readings in the humanities and on leadership as well as group dynamic learning exercises designed to facilitate the development of critical leadership skill sets. The cornerstones of LA's curriculum are a one-on-one mentor ship program, and a community service group project. The goal: more effective community leadership with a wider and more diverse network of connections. For further information,contact Jim MacKenzie at 907-272-5324, Cell: 907-575-8755, Fax: 907-272-3979, or jmackenzie@akhf.org or go to http://www.akhf.org/programs/leadership/leadership_main.html & http://www.akhistorycourse.org/

Check out **BULLFROG FILMS**, a leading US publisher/distributor of independent documentaries on the environment and social justice issues. http://www.bullfrogfilms.com/. Our Sustainability DVD titles: http://www.bullfrogfilms.com/subjects/sustainability.html. Our Sustainable Agriculture titles:

EMAIL to calendar@kbbi.org

KBBI or KDLL Community Calendar *Station:* **KBBI**
Kill Date: **July 8, 2010**

Who: Alaska Department of Transportation and Public Facilities and their consultant, DOWL HKM

What: Public scoping meetings held to discuss the Nanwalek and Port Graham Airport Project.
Day: Wednesday
Date: July 7
Time: 10:00 AM in Port Graham & 3:00 PM in Nanwalek

Where: Port Graham Community Center (Port Graham) & Robert Kvasnikoff Community Hall (Nanwalek)

For information call: Tom Middendorf at DOWL HKM, by phone 907.562.2000, fax 907.563.3953, or email tmiddendorf@dowlhkm.com.

(And please let us know how to pronounce names if there might be a question.)

For internal use only – aired:

EMAIL to calendar@kbbi.org

Date	Initial		Date	Initial

Questions? Call KBBI AT 907-235-7721, Fax 907-235-2357

APPENDIX D

Comment Form

Environmental Assessment
Public Scoping

COMMENT FORM

June 2010

Your input is an important element in the scoping phase of this project. To help us consider your views and suggestions, please write them down on this sheet and mail to our address, which is preprinted on the back of this form. Please write legibly (printing is appreciated) and you may attach additional sheets if necessary. Your comments can also be submitted via email; to nanwalekportgraham@dowlhkm.com.

Name (PLEASE PRINT): _____

Address: _____

City, State, Zip Code: _____

Telephone: _____

Email (Optional): _____

☐ **Please add my name to the project mailing list. I wish to receive information in the mail.**

☐ **Please add my name and email address to the list. I wish to receive information by electronic mail.**

COMMENTS:

Note: To mail, fold page in half along the dashed line on the back of this sheet so that the address shows. Tape shut and affix a standard first class postage stamp.

Thank you for your participation!

- - - - - - - - - - - - - - - - FOLD HERE - - - - - - - - - - - - - - - -

Place a
First
Class
Postage
Stamp

Tom Middendorf
DOWL HKM
4041 B Street
Anchorage, Alaska 99503

APPENDIX E

Presentation

Nanwalek & Port Graham AIRPORT

Public Scoping Meetings

Port Graham

- July 7, 2010
- 10:00 a.m.
- Community Center

Nanwalek

- July 7, 2010
- 3:00 p.m.
- Robert Kvasnikoff Community Hall

Agenda

- Introductions/Scoping Meeting Purpose
- Project Status/Schedule
- Airport & Road Alignment Changes
- Watershed Analysis & Mitigation
- Environmental Assessment
- Next Steps
- Contact Information
- Questions/Comments

Project Purpose

Provide a safe, reliable, and efficient airport for Nanwalek and Port Graham.

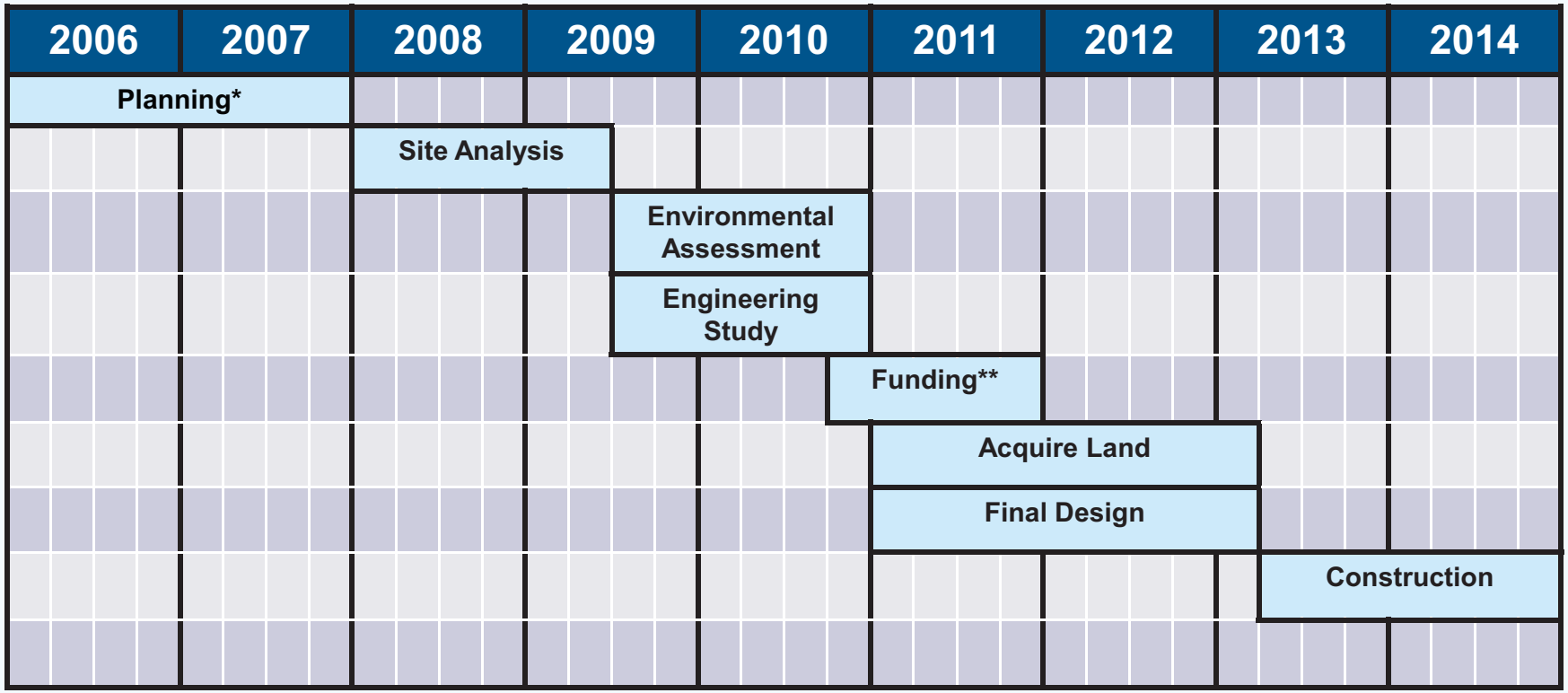




Recap of Past Progress

• Port Graham Airport Reconnaissance Study	• 1998
• Nanwalek Airport Reconnaissance Study	• 2006
• Nanwalek & Port Graham Airport Study	• 2009
• Aerial Photography	• Fall 2009
• Engineering/Environmental Field Work	• Spring/Summer 2010

Project Status & Schedule



* Original Port Graham Airport Study was completed in 1998.

** Letters of support from communities will increase chances of funding.

Notes

Schedule dependent on funding.

The schedule assumes no major roadblocks.

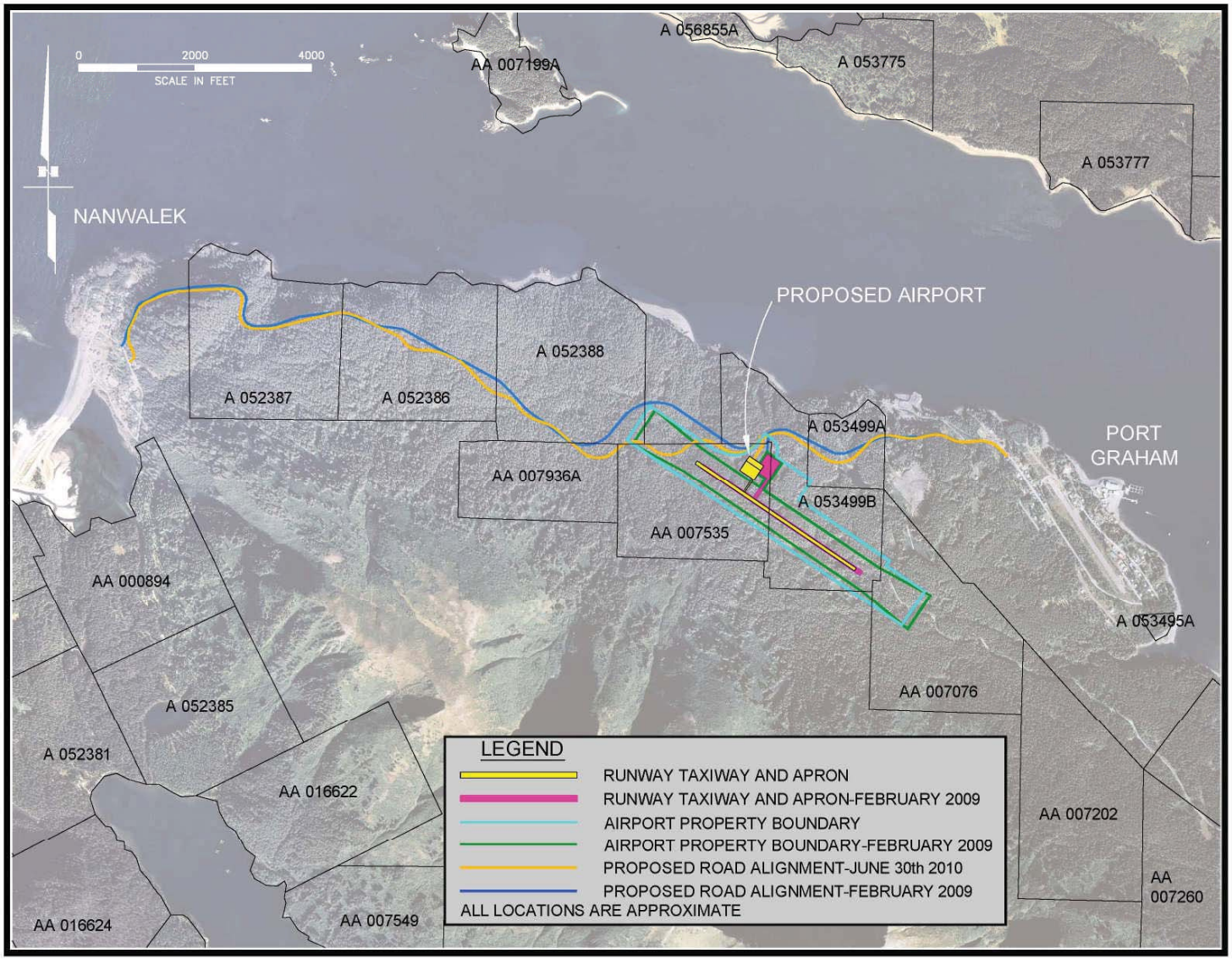
Airport & Road Criteria

- In 2009, evaluated Three-Mile Alternative and 11 sites between Nanwalek and Port Graham
- Recommended Romanoff Point site with access road
- In 2010, the airport and road were refined based on:
  - Safety
  - Clear runway approaches
  - Location of watersheds
  - Environmental impacts
  - Location of historical trails
  - Community input
  - Cut and fill quantities
  - Costs

Airport & Road Alignment Changes

- Shifted runway 120 feet toward Nanwalek
- Minor road shifts
- Shifted start of road in Nanwalek
- Culvert under taxiway
- Evaluated capturing additional drainage
- Revised alignment based on better LIDAR data
- Raise runway for clear approaches over terrain
- Improved reservoir access
- Updated road cost: 17 million
- Updated airport cost: 13 million

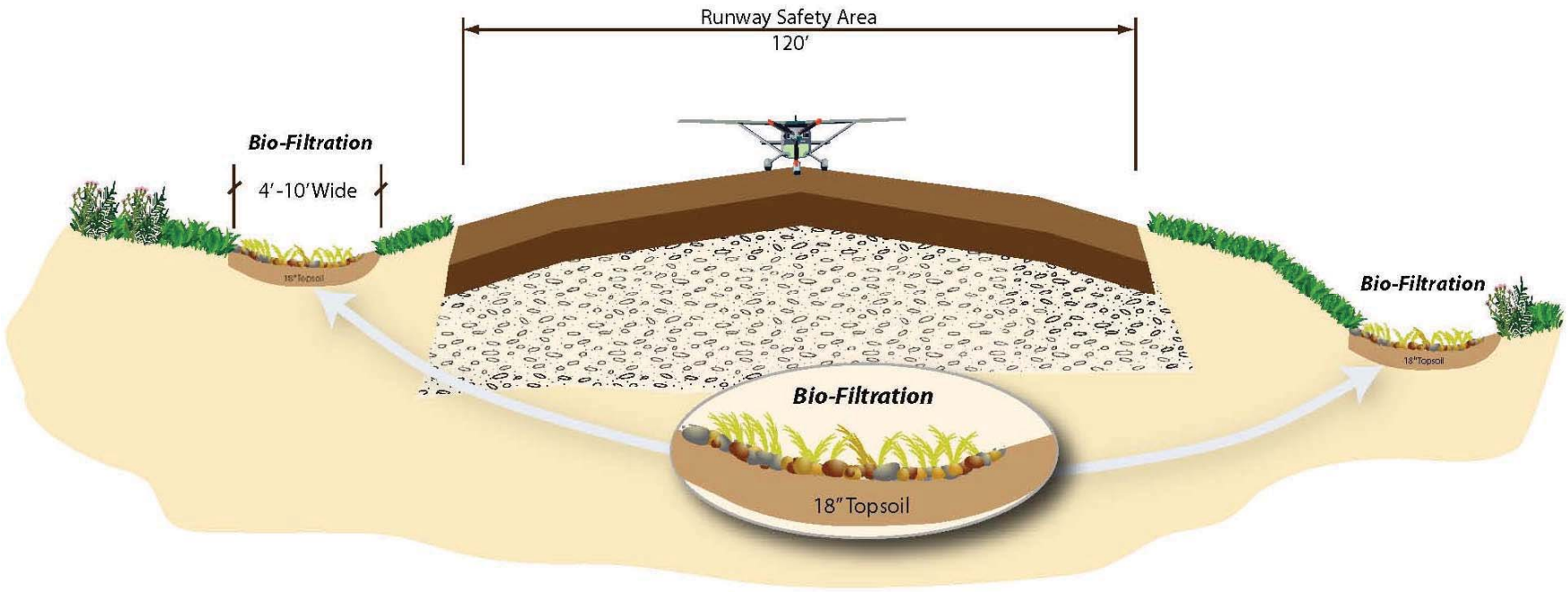
Airport & Road Alignment Changes



Watershed Analysis & Mitigation

- Watershed Mapping and Analysis
- Conclusions:
  - Primary watershed issue is existing trail use
  - Airport/road project to eliminate that issue by providing new road below water reservoir
  - Proposed airport/road will not reduce water supply
  - Proposed airport/road will not degrade (and may improve) water quality
- Mitigation Concepts:
  - Biofiltration
  - Spill response
  - Sediment control during construction
- ANTHC and DEC comments on the project/mitigation

Bio-Filtration



Bioswale



Culvert Before & After





Road Before & After

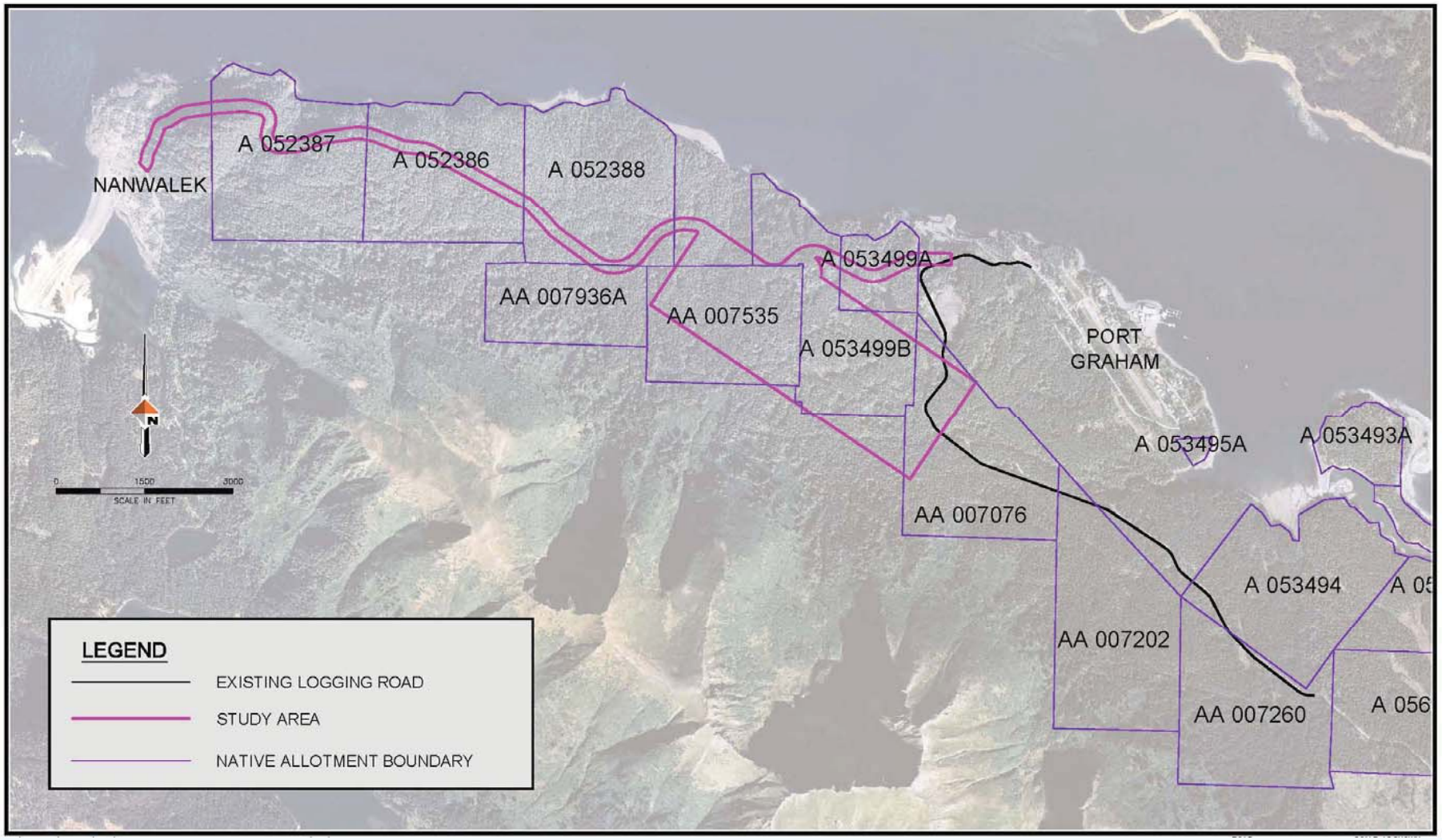




NEPA

- National Environmental Policy Act (NEPA)
  - National environmental policy
  - Requires consideration of environmental values in project decisions
  - Considers environmental, social, economic, and technical factors

Study Area

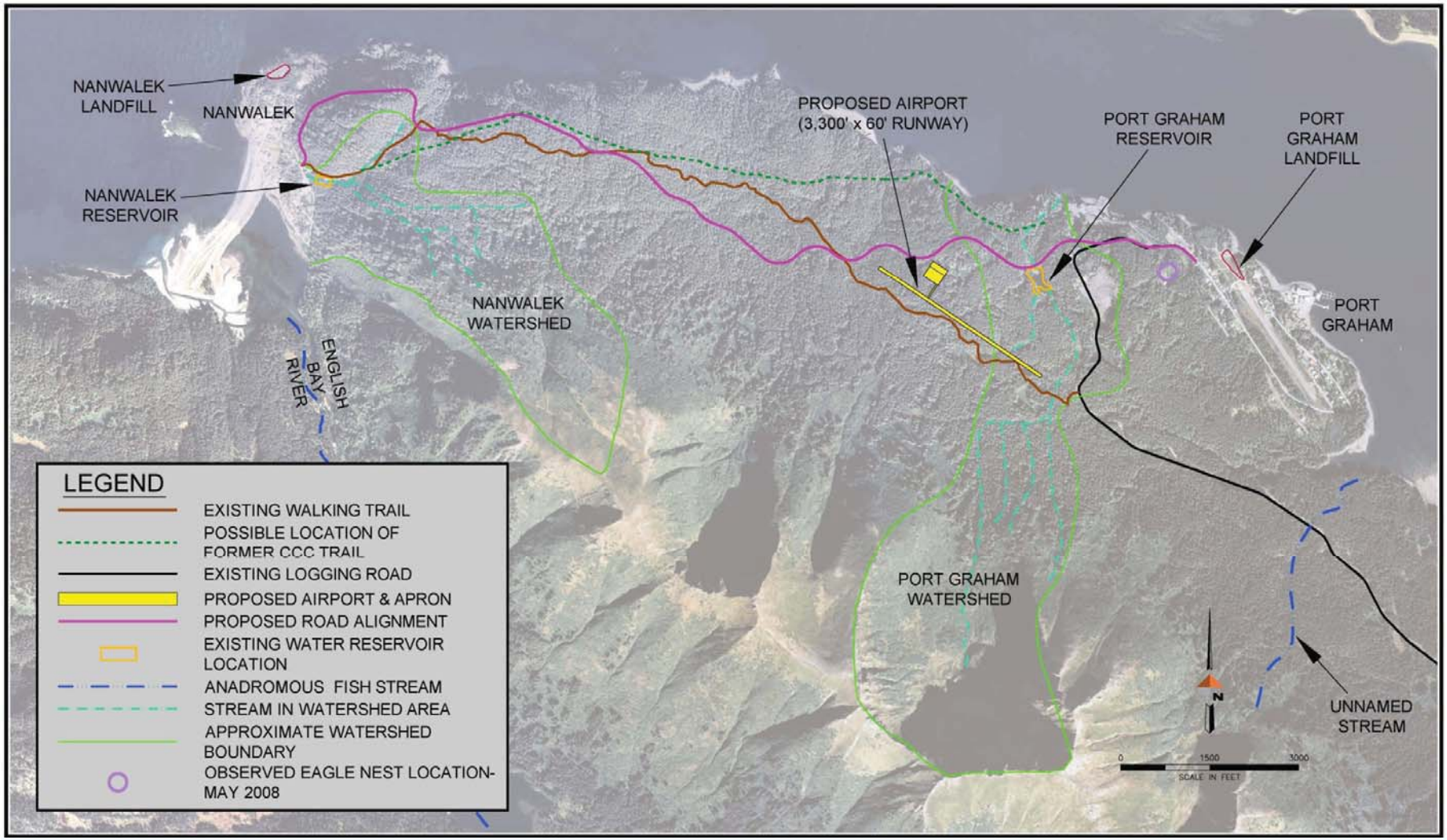

NANWALEK
A 052387
A 052386
A 052388
A 053499A
AA 007936A
AA 007535
A 053499B
PORT
GRAHAM
A 053495A
A 053493A
AA 007076
A 053494
AA 007202
AA 007260
A 056
0
1500
3000
SCALE IN FEET
LEGEND
EXISTING LOGGING ROAD
STUDY AREA
NATIVE ALLOTMENT BOUNDARY

Nanwalek & Port Graham Airport Environmental Assessment Issues



- Wetlands
- Bald Eagle nests
- Historic Trail
- Water Quality
- Native Allotment Acquisition

Preliminary Environmental Study



Next Steps

• Engineering/Environmental Field Work	• **Spring/Summer 2010**
• Public Scoping Meetings	• **July 7, 2010**
• Finish Environmental Field Work & Final Reports	• **Summer/Fall 2010**
• Draft Environmental Assessment & Engineering Analysis	• **December 2010**
• Environmental Assessment Public Meeting	• **January/February 2011**
• Funding (Nanwalek Resolution Needed)	• **2010-2011**
• Geotechnical, Survey, Land Acquisition	• **2011-2012**

Contact Information

- **Tom Middendorf, Project Manager**
  DOWL HKM
  4041 B Street
  Anchorage, AK 99503
  Phone: (907) 562-2000 • Email: tmiddendorf@dowlhkm.com

- **Morgan Merritt, Project Manager**
  Alaska Department of Transportation & Public Facilities
  P.O. Box 196900
  Anchorage, AK 99519
  Phone: (907) 269-0614 • Email: morgan.merritt@alaska.gov

- **Community Contacts**
  - Wally Kvasnikoff: 281-2274
  - Pat Norman: 284-2227

Nanwalek & Port Graham AIRPORT

Are there any questions or comments?

Thank you for coming to the meeting.

APPENDIX F

Sign-in-Sheets and Notes

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PUBLIC SCOPING MEETING

SIGN IN SHEET

PROJECT NAME: Nanwalek and Port Graham Airport Public Scoping Meeting **DATE: July 7, 2010**

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
KATHY McDONOUGH	KMCDONOUGH@homerelectric.com	235-3387	F	W
JOE GALLAGHER	JGALLAGHER@homerelectric.com	283-2324	M	W
Stella Meganack	PGVC			
Melvin Malchoff	PGVC		M	Aleut
Harriett McGhan	P.O. Box 5553 Port Graham, AK 99603	284-2235	F	Aleut
Heather Joseph	P.O. Box 5536 Port Graham AK 99603		F	Aleut

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

effective: December 2004

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PUBLIC SCOPING MEETING

SIGN IN SHEET

PROJECT NAME: Nanwalek and Port Graham Airport Public Scoping Meeting **DATE: July 7, 2010**

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Darlene Anahonak	P.O Box 5533 Port Graham, AK 99603		F	AN
Katie Koester / office of Rep. Seaton	345 W. Sterling Hwy Homer	235-2921	F	
Violet Yeaton / PGVC Env. Progs.	P.O. Box 5568 PG	284-2227	F	
MORGAN MERRITT	DOT ANCHORAGE	269-0614	M	
JUDY CHAPMAN	DOT ANCH PLANNING	269-0519	F	
CHARLIE SINK	CHUGACHMIUT	562-4155	M	W

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

effective: December 2004

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

PROJECT NAME: Nanwalek and Port Graham Airport Public Scoping Meeting **DATE: July 7, 2010**

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Tom Middendorf (DOWL HKM)	4041 B Street Anchorage, AK			
Brian Hanson "	"			
Brad Melocik "	"			
Joe Christopher "	"			
Kacy Hillman "	"			

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PUBLIC SCOPING MEETING

SIGN IN SHEET

PROJECT NAME: Nanwalek and Port Graham Airport Public Scoping Meeting **DATE: July 7, 2010**

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Joselyn Biloon	DOT PLANNING	269 0508		W
Karl L. Horst	DOT M+O (Soldotna)		M	W
DAVE SPENCE	139 E. PARK, Soldotna KPBSD dspence@kpbsd.k12.ak.us	714-8820	M	
Bill Mendenhall	ADOT/PE Av. Design		—	—
K. Susan Steward	Chugachmiut - CHAP Health Division	491-1514	F	Native American
Francis Norman	Francis907@hotmail.com PO Box 5510 PGM	284 2227	F	NA

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

effective: December 2004

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

PROJECT NAME: Nanwalek and Port Graham Airport Public Scoping Meeting **DATE: July 7, 2010**

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Deborah McMullen	Box 5529 Port Graham AK		F	Sugpiaq
Richard D. Moonin	P.O. Box 5525 PORT GRAHAM AK	907-284 2290	M	
SHERRY GLAHN	Po Box 5523 PORT GRAHAM, AK 99603	284-2399	F	AN
Becky Norman	9565 Port Graham Ak 99603	284-226	F	AN
Gillian Elvsaas	2221 muldoon Rd #45 ANCH. AK 99504	399-6935	F	Alaskan
John N. Moonin	P.O. Box 5505 Port GRAHAM AK. 99603	284-2237	M	" "
Jennie Kamluck	" " "	284-2221	F	

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

effective: December 2004

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

PROJECT NAME: Nanwalek and Port Graham Airport Public Scoping Meeting **DATE: July 7, 2010**

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
[illegible]	PO Box 5582 Port Graham	284-22-29	F	Suqcestern
Donna Fenske	Portgrahamclinic	284-2241	F	
Jeff + Lydia McMullen	P.O Box 5514 Port Graham, Ak 99603	284-2327	F/L	Alaska native
Storman Norman	2920 Seawind dr Anchorage Ak 99516	562-1506	M	AN
MARTIN Norman	P.o Box 5574 Port Graham AK 99603	284-2244	M	AN

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

effective: December 2004

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

PROJECT NAME: Nanwalek and Port Graham Airport Public Scoping Meeting **DATE: July 7, 2010**

NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Devany Plentovich	DPlentovich@aicteam.org	907 771 3068	F	W
Art Norman	Box 510 Port Graham	284 2227	M	AN

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

NANWALEK AND PORT GRAHAM AIRPORT PROJECT

DOT&PF PROJECT NO. 58348

PORT GRAHAM PUBLIC SCOPING MEETING

JULY 7, 2010

10:00 AM to 12:00 PM

MEETING MINUTES

The Port Graham Public Scoping Meeting was held July 7, 2010 at the Port Graham Community Center. Tom Middendorf (DOWL HKM) introduced the project team including DOT&PF and DOWL HKM representatives. Mr. Middendorf explained the purpose of the public scoping meeting is to update and address community and agency concerns on the Environmental Assessment (EA) process. He stated the environmental process began in fall 2009 with new aerial photography and LIDAR topographic contours which provided 2-foot topographic contours of the project area. Mr. Middendorf stated spring/summer 2010 will consist of environmental fieldwork. The draft EA will be completed by the end of 2010. Mr. Middendorf also presented an optimistic schedule of the steps that could occur after the EA is completed – property acquisition, design, and construction.

Brian Hanson (DOWL HKM) presented the project alternative that will be evaluated in the EA. Mr. Hanson explained the project team looked at the feasibility of shifting the runway toward Nanwalek but terrain created exorbitant costs and runway approach obstructions. However, he was able to shift the runway toward Nanwalek 120 feet, which somewhat reduces the amount of construction within the Port Graham watershed. The cost of further shifts toward Nanwalek is in the range of $500,000 per 100 feet of shifting, which is not feasible. He also explained the beginning of the access road in Nanwalek moved, so it would not be impacting a dwelling. The access road is fairly flat where it intersects with the existing road in Nanwalek, so a driver can make a safe stop before turning. Mr. Hanson explained that the project team examined ways to increase water supply to the Port Graham reservoir, but no significant increases are likely. The water supply would continue at about the current level. The proposed airport includes a 3,300-foot gravel runway with lighting, Precision Approach Path Indicators, and a snow removal building.

A community member had a question of whether there would be a waiting area on the side of the runway. Mr. Hanson explained there would be an apron area with a snow removal equipment building and potentially a construction contractor's office (about 10 by 20-foot minimum) that could be left as a waiting area, if one of the communities agreed to take over responsibility for the building.

A community member asked who would own the runway. Morgan Merritt (DOT&PF) explained that DOT&PF would own the runway and funding would come jointly from DOT&PF and FAA.

A community member asked if there would be an automated weather indicator at the proposed airport. The project team explained that they will see if this can be included. There was a discussion that a weather webcam could be a possibility later in the project plans.

A community member asked if there would be bathrooms at the proposed airport. Mr. Merritt explained that there would not be bathrooms unless one of the communities decided to have one in the contractor's office (see earlier discussion above).

A community member questioned whether the site had been evaluated for aircraft safety due to terrain, wind, and the location of the proposed runway. Mr. Middendorf explained the project team considered safety as a primary factor in siting. As Mr. Hanson mentioned, the project team looked a dozens of options based on minimizing terrain conflicts. The project team examined wind direction and weather ceiling using data collected at Port Graham by DOWL HKM and others. The project team consulted with the air taxis serving the airports. The project team is comfortable that the proposed site is safe and will also improve reliability of air service.

A community member asked if the project team would be collecting weather data from local aircraft pilots. Mr. Hanson explained local aircraft pilots do not keep daily weather data, they only keep information FAA requires, such as passenger and cargo data. However, we have shared our findings with them and received feedback that the site is acceptable.

DOT&PF would relocate sections of the Homer Electric line that is affected by the project. Some segments of the line between Nanwalek and Port Graham are not affected by the project and it would be up to Homer Electric to decide if they wanted to relocate those segments. Brad Melocik (DOWL HKM) described the LIDAR topographic data contains smaller contours to analyze the watershed and stream crossings. A past report completed for Chugachmuit reported turbid water and ATV trails increasing silt and sediment loads to the Port Graham reservoir. The proposed access road and airport would reduce sediment and turbidity in the streams by eliminating, or at least significantly decreasing, ATV use in the watershed. The project team is aware the community of Port Graham doesn't want decreased water in the reservoir and is also aware of winter and current water quality issues. Mr. Melocik explained bioswales would be integrated on both sides of the proposed runway to naturally filter water before flowing into streams. He also explained aircraft and airport maintenance vehicle fueling activities would be located in a different watershed. Straw waddles would be used at the ends of the runway to filter water and seeding would also be used.

A community member questioned what dust control measures would be used. At the current Port Graham airport wind blows dust into the air. Mr. Hanson explained that a dust palliative could be used to cut down on dust. DOT&PF airport maintenance explained that they have a dust control program for airports. The existing Port Graham runway was sprayed with dust palliative last summer and it is supposed to last three to five years. He asked for comments and suggestions on how to improve the dust control. He noted that new and improved dust control palliatives are regularly being introduced and tried, and that there are strict controls to ensure they are not harmful to human health. The dust palliative would probably not be used on the road as it is very expensive. Brian noted that the proposed airport would be farther from Port Graham than the current airport, which in of itself, would reduce dust in the community.

A community member explained this year the dust has been very bad after planes take off. DOT&PF airport maintenance appreciated the information, and stated more palliative could be requested to be put on the runway.

A community member stated the Kenai Peninsula Borough is working on a dust control containing calcium chloride.

A community member had a concern with dust and emissions getting into the water reservoir from aircraft landings and take-offs. There was also a concern with lead getting into the water reservoir. The project team explained that EPA regulated lead and may be cut out of aircraft fuel next year. Monitoring equipment could be set-up to ensure lead and emissions would not impact the Port Graham water reservoir.

A community member requested that when the bioswales are implemented that no invasive plants are brought in. DOT&PF agreed and explained that seeding is regulated by contract.

A community member had a concern with the line of sight on curves along the airport access road and possibility of ATV or vehicle accidents. The project team explained the airport access road alignment contains gentle curves and are developed according to strict road design standards of the Federal Highway Administration.

A community member questioned marsh areas along the airport access road and if the road would sink. Mr. Hanson explained that the airport and road design includes enough fill to prevent sinking. Some areas would be excavated and fill placed to prevent sinking.

A community member expressed the need for dust palliative placed on the current Port Graham airport apron. DOT&PF airport maintenance explained the Port Graham airport is scheduled for D1 gravel this summer and that should help.

A community member asked when talks with the native allotment owners would commence and what will happen if there's opposition. Mr. Merritt explained native allotment owner discussions will commence after EA process, probably in 2011.

DOT&PF would work with Chugachmuit and native allotment owners at that time. Later this year, Chugachmuit will be obtaining allotment holder permission to complete geotechnical drilling and survey for the design phase of the project.

A community member asked if public access would be allowed onto native allotments when the proposed airport access road is built. Mr. Merritt explained that public access would not be granted on native allotments. If trespassing occurred it could be elevated to the Alaska State Troopers and the BIA.

A community member asked if the proposed project would still happen if Nanwalek does not submit a letter of support and if the project was built would it only be a Port Graham airport. Mr. Merritt explained Nanwalek would benefit the greatest from this project as their airport has significant safety issues. If Nanwalek does not submit a letter of support the project score would rank lower for funding reasons, and this could delay the project, but would not necessarily prevent the proposed airport from being constructed. Native allotments required for the proposed project right-of-way would be an aspect that could prevent the project from being constructed.

A community member stated Port Graham agreed to support the proposed site if the watershed is protected, as a way to support Nanwalek's desire for a conveniently located airport. The Three Mile Alternative was preferred for the Port Graham community if the airport was not to be used by both communities. If Nanwalek opposes the project can the airport be moved to the Port Graham's preferred alternative at Three Mile? Mr. Merritt explained that the current logging road that would be used for the Three Mile Alternative already goes through the watershed and would be used for the Three Mile Alternative access road increasing vehicle emissions and sediment load to the watershed. The Three Mile Alternative is three miles from Port Graham and would require a shelter since it is farther from Port Graham than the current proposed airport. Since the access road to the Three Mile Alternative would be a greater drive to the airport there would be a greater possibility of vehicle or ATV accidents. Even if the proposed airport location was moved, the access road from Nanwalek would still go through the Port Graham watershed.

A community member had a question if the project team would be working with BIA regarding the native allotments. Mr. Merritt explained DOT&PF would work with Chugachmuit who would then work with BIA.

Mr. Merritt discussed that to address watershed issues fencing could be considered to prevent traversing the watershed if Port Graham requests this. He explained fencing is not normally constructed at small airports, but sometimes it is used to keep animals or vehicles off the runway. Fencing could be used at this proposed airport to protect unauthorized access to the watershed and to the airport. The extent of project clearing will also be addressed in the EA and would generate firewood for the communities. DOT&PF would like input from the communities regarding fencing and clearing.

Kacy Hillman (DOWL HKM) discussed the National Environmental Policy Act, the project's EA, and wetland delineation. She explained this summer's field work consists of confirming existing data and getting new data for areas not previously analyzed.

A community member asked if the project team has results to present. Ms. Hillman explained that the project team is still gathering environmental data and will be completing the EA by the end of the year. The project team will present results of the EA early next year to the communities.

A community member asked if the EA will incorporate local knowledge of the area. Ms. Hillman responded that yes, the project team will request information from the public and will incorporate into the EA. Mr. Middendorf asked that community members provide information now.

A community member stated that individuals may have local knowledge of specific areas that they use for medicinal plants, etc. Ms. Hillman asked that verbal comments or use of the comment form to incorporate this knowledge.

Mr. Middendorf asked the community they would like to have a less formal discussion to discuss local knowledge.

A community member stated that Port Graham has an environmental committee. Ms. Hillman offered to meet with the Port Graham environmental committee while in the community.

A community member commented that some environmental concerns may be seen along the trail from long term use. The project team responded that these areas have been looked at by the project team. DOT&PF responded that this may be a good reason to use a fence or other types of protection to reduce use of this trail.

A community member asked if the existing trail would still be used once the airport access road is built. The project team responded that once the airport is built, it will eliminate much of the trail on the Port Graham end because the airport would be built over the top of the existing trail. Also, the airport access road would be in much better condition than the existing trail, so there would be less reason to use the trail.

Mr. Merritt explained it is anticipated this project will conclude a finding of no significant impact upon completion of the EA. Wetland impacts are anticipated to be small. The project team is still gathering data to determine impacts. The project team proposes signage placed for the historical CCC trail at the airport indicating history of the trail. It is anticipated the impacts will not be significant and adequate mitigation will take place.

Mr. Merritt explained letters would be sent to the agencies when further in the environmental process and FAA should have sent a government to government letter to

the village councils. Patrick Norman (Port Graham Village Chief) responded that they had not received any letters yet. Mr. Merritt responded they would check with FAA to see where they are in the process of the letters, but they should have been sent. Mr. Middendorf said the project team will have FAA send the letters again.

A community member had a question about what happened to the previous reports. The project team responded that comments will be incorporated into the final EA and the reports will be completed by the end of the year.

DOT&PF explained that project scoring for funding purposes is probably going to be completed in October and it would be desired to receive a resolution from Nanwalek to increase the project score and the likelihood that funding will happen sooner.

A community member asked when construction would begin. Mr. Middendorf explained that 2013 is the earliest construction would begin if all phases (environmental, funding, land acquisition, and design happen without delays. It would be more likely that construction would commence after 2013.

Katie Koester (Office of Representative Seaton) stated if a webcam would like to be requested for the proposed airport that can be done through Representative Seaton's office.

The meeting concluded with a recap of the project's next steps, which will include a draft EA by the end of the year, and another set of public meetings early next year. Mr. Middendorf thanked Port Graham for continuing to work with the team on the project, and for hosting this meeting. He indicated he would be in touch with Nanwalek about the funding resolution and any issues they want addressed in the EA.

NANWALEK AND PORT GRAHAM AIRPORT PROJECT

DOT&PF PROJECT NO. 58348

NANWALEK PUBLIC SCOPING MEETING

JULY 19, 2010

10:30 AM to 12:00 PM

MEETING MINUTES

The Nanwalek Public Scoping Meeting was held July 19, 2010 via teleconference. Nanwalek stated the Tribal Council Members on the line and the project team stated their names and affiliations, Tom Middendorf (DOWL HKM), Kacy Hillman (DOWL HKM-Environmental), Brian Hanson (DOWL HKM-Aviation Planning), and Morgan Merritt (DOT&PF).

Mr. Middendorf gave a recap of questions and main points from the meeting in Port Graham held on July 7, 2010.

- To protect Port Graham's water source drainage bioswales and biofiltration would be implemented on either side of the runway and would trap any sediments and minimize erosion. Also, the access road would be below the water source and reduce or eliminate existing sediment into the Port Graham reservoir from foot and ATV traffic on the existing trail.
- The runway has shifted 120 feet closer to Nanwalek. That is as close as it can get to Nanwalek given the terrain of the area. Any further shifts toward Nanwalek would make the project infeasible due to costs and terrain penetrations to the runway approaches.
- A meeting with the Port Graham environmental committee will take place January or February once the Environmental Assessment (EA) is complete. It was expressed that local knowledge should be taken into account for this project.
- Dust palliative composed of calcium chloride is currently used in Port Graham to control dust on the runway and roads. It was requested more dust palliative be used on the runway.
- A representative from Representative Seaton's office attended the meeting and stated if the community is interested in a weather webcam at the airport, they can request it through Representative Seaton's office.
- It may be possible for DOT&PF to leave the airport construction contractor's office building at the airport for the communities to use as a passenger waiting area. One of the communities would have to be willing to take over building ownership and maintenance and lease the land from DOT&PF.
- Wind and weather ceiling measurement data has been collected and considered in airport siting.

- It may be possible to construct a fence around part of the airport property boundary to prevent ATVs from impacting the watershed and operating on the runway.
- It was discussed what would happen if Nanwalek doesn't provide a resolution for the proposed project. Project funding could be delayed due to scoring lower for lack of project support.

A Tribal Council Member asked if a fence would be put up this year. Mr. Merritt responded that if there was local support it might be put up during airport construction. He also stated that DOT&PF normally does not construct fences at small airports as part of an airport project. Mr. Merritt also explained that some areas within the airport property boundary may not need to be cleared where there the trees are lower than the runway. He explained that the area of proposed clearing will be presented in the EA.

Mr. Middendorf outlined the scoping meeting agenda and described the project purpose to provide a safe, reliable, and efficient airport for Nanwalek and Port Graham. The existing Nanwalek airport currently has safety issues that a new airport would resolve. Mr. Middendorf recapped past progress and discussed the project status and schedule. He explained that fall 2010 is when project scoring for funding will probably take place and at that time the likelihood of this project staying on the proposed schedule will be determined. The schedule presented is optimistic and assumes there are no major obstacles along the way.

A Tribal Council Member asked about the protection of Nanwalek's drinking water. Mr. Middendorf responded that the airport access road was purposefully routed below Nanwalek's water source so it would not be affected.

A Tribal Council Member made a statement about the hill above the landfill that was examined by USGS and was determined to be potentially unstable in an earthquake. Mr. Hanson remarked that we have not performed geotechnical surveys yet, but this would be completed later in the project study. Another Tribal Council Member added that because the soils in that area are suspected to be unsteady houses have not been built there. Mr. Middendorf responded that until geotechnical soils testing are completed, soils in the area can only be speculated by visual observations of soils in the general area. Mr. Merritt responded that complete test drilling would be performed after Chugachmuit helps gain access to property from allotment owners and Nanwalek, sometime in 2011.

Mr. Hanson gave an overview of the airport and road criteria, the airport alternatives, and the refinement criteria. The best alternative is the proposed airport and road project between Nanwalek and Port Graham. He also gave an overview of the airport and road alignment changes since the last meeting. Mr. Hanson noted a concern brought up at the last Nanwalek meeting was for the airport to move closer toward Nanwalek. Mr. Hanson stated there is no site that would work better for the airport closer to Nanwalek. The runway has been shifted 120 feet toward Nanwalek. Most of the minor road shifts are on

the Nanwalek side. The start of the road in Nanwalek has been shifted to avoid impacts to two homes. Port Graham requested increased surface water to be diverted to their water supply. The terrain and costs are too high to feasibly make this happen. The proposed airport includes 3,300 feet of runway. A runway safety area would extend beyond the runway. There are 40-60 feet of fill on each end of the runway. Because costs are highest on the ends of the runway, about $500,000 per 100 feet, it's possible the initial phase of construction could be shorter than 3,300 feet.

A Tribal Council Member requested a compactor or heavy roller for the existing airport to use especially after a storm when the runway is soft. Mr. Merritt said a he would pass along the request to Carl Horst (DOT&PF-Maintenance) and Kevin Jones (DOT&PF-Nanwalek Airport Manager in Homer). Mr. Hanson said that Mr. Horst may be planning a maintenance project for the Nanwalek Airport either this year or next year.

Mr. Middendorf discussed the watershed analysis and mitigation. The proposed road should eliminate ATV and foot traffic helping to improve Port Graham water quality. The apron is not within the Port Graham watershed. ANTHC and DEC are comfortable with the current project approach taken. Bio-filtration would be used on both sides of the runway with a combination of cobbles, topsoil, and vegetation to collect and filter sediment. Bioswales can be used to prevent erosion.

Ms. Hillman discussed the National Environmental Policy Act (NEPA) and how it considers environmental, social, economic, and technical factors. She also described the study area and the resources that were being studied. The environmental team is finishing up fieldwork to fill in the gaps where access was not previously granted in 2008. There are a small amount of wetlands within the study area with most of the area being uplands, and all streams were mapped. One bald eagle nest was found, but it is located outside the project area. There would be minor impacts to the historical trail and it is proposed to install an interpretive sign at the new airport. Culverts would be placed along the access road to direct water under the road and maintain water quality to the streams. The project would require Native Allotment acquisition for the access road and airport right-of-way. One stream that was previously mapped was found to be nonexistent from ground-truthing. Mr. Merritt added that it is hoped to receive a signed Finding of No Significant Impact (FONSI) from FAA. Where there are impacts the project would do everything to minimize and mitigate those impacts. The project would intersect less than five acres of wetlands and where wetlands are impacted a mitigation bank would be paid. We would like to gather comments from the communities. We will be sending the draft EA to the communities when it is completed in December and returning for a draft EA meeting in January or February.

Mr. Middendorf outlined the next steps of the project and stated if a FONSI is approved that one of the next steps would be property acquisitions. Funding would be decided after project scoring takes place and a resolution from Nanwalek would help increase the funding score. Mr. Middendorf will send a resolution example to the Nanwalek Tribal Council, should they decide to draft a resolution in support of the project.

Mr. Middendorf and Mr. Merritt offered to meet with the Nanwalek Tribal Council or community members if they are in Anchorage to go over any questions or concerns they might have.

A Tribal Council Member asked how long it would take to get from Nanwalek to the proposed runway. Mr. Merritt responded that the road would be approximately three miles from Nanwalek to the apron and could potentially be a 10 minute drive or less. He said he realizes it is not a short walk from Nanwalek, but this site is much closer that the Three-Mile Alternative which is three miles beyond Port Graham. Mr. Middendorf added that the beginning of the road would tie into the existing road in Nanwalek and this area is flat so that vehicles can safely stop before turning onto the existing road.

A community member had a question about the beginning of the access road. She stated the drawings show houses directly below where the beginning of the road would be and wanted to know what impacts she could expect to houses including what assurances would be provided should any damage occur. Mr. Hanson responded that the road would most likely be approximately 150 feet away from the houses. Mr. Merritt responded that the State would construct in a way that would minimize impacts to homes, such as minimizing blasting near homes. While damage is unlikely, the State would be responsible for any damage to a home that could potentially occur from project work. Until geotechnical testing and design are completed the details of construction techniques for road construction will not be known.

A Tribal Council Member questioned if the road would be one or two lanes. Mr. Merritt responded that it would be two lanes with the possibility of a few turning lanes.

A Tribal Council Member questioned if the dust palliative would affect the berries. Mr. Merritt responded that the dust palliative used is not harmful to human health.

APPENDIX G

Public Comments

Nanwalek & Port Graham AIRPORT

Environmental Assessment
Public Scoping

COMMENT FORM

June 2010

Your input is an important element in the scoping phase of this project. To help us consider your views and suggestions, please write them down on this sheet and mail to our address, which is preprinted on the back of this form. Please write legibly (printing is appreciated) and you may attach additional sheets if necessary. Your comments can also be submitted via email; to nanwalekportgraham@dowlhkm.com.

Name (PLEASE PRINT): Violet Yeaton

Address: P.O. Box 5568

City, State, Zip Code: Port Graham AK 99603

Telephone: 907-284-2242

Email (Optional): Vyeaton@yahoo.com

☐ **Please add my name to the project mailing list. I wish to receive information in the mail.**

☐ **Please add my name and email address to the list. I wish to receive information by electronic mail.**

COMMENTS:

I would recommend adding monitoring equipment to monitor for Lead emission from aircraft.

Incorporate Local & Traditional Knowledge in the Env. assessment.

Note: To mail, fold page in half along the dashed line on the back of this sheet so that the address shows. Tape shut and affix a standard first class postage stamp.

Thank you for your participation!

Nanwalek & Port Graham AIRPORT

Environmental Assessment
Public Scoping

COMMENT FORM

June 2010

Your input is an important element in the scoping phase of this project. To help us consider your views and suggestions, please write them down on this sheet and mail to our address, which is preprinted on the back of this form. Please write legibly (printing is appreciated) and you may attach additional sheets if necessary. Your comments can also be submitted via email; to nanwalekportgraham@dowlhkm.com.

Name (PLEASE PRINT): Jeff McMullen + Lydia McMullen

Address: PO Box 5514

City, State, Zip Code: Port Graham, AK 99603

Telephone: 907 284 - 2327

Email (Optional): tyme2fly_lydia@yahoo.com
tyme2fly_jeff@yahoo.com

☐ **Please add my name to the project mailing list. I wish to receive information in the mail.**

☒ **Please add my name and email address to the list. I wish to receive information by electronic mail.**

COMMENTS: Lets get moving on this project!*

Great Job!*

Note: To mail, fold page in half along the dashed line on the back of this sheet so that the address shows. Tape shut and affix a standard first class postage stamp.

Thank you for your participation!

APPENDIX H

Agency Scoping Letter

STATE OF ALASKA

SEAN PARNELL, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND CONSTRUCTION
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0542
FAX: (907) 243-6927

January 25, 2010

Re: Nanwalek Port Graham Airport
Agency Scoping – Request for Comments
Project No. 52250

Dear Agency Representative:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is requesting comments and information regarding a new proposed shared airport and access road for the communities of Nanwalek and Port Graham, Alaska (Figures 1 and 2). The proposed airport and access road would be located in Sections 31 and 32, Township 10S, Range 15W and Sections 35 and 36 in Township 10S, Range 16W (USGS Seldovia B-5 and B-6). The DOT&PF is initiating an Environmental Assessment (EA) to analyze the proposed airport project in compliance with the National Environmental Policy Act (NEPA); FAA Orders 5050.4B and 1050.1E; the Clean Water Act; Clean Air Act; Coastal Zone Management Act; National Historic Preservation Act; Fish and Wildlife Coordination Act; Aviation Safety and Noise Abatement Act and FAA's Airport Noise Compatibility Planning guideline; Section 4(f) of the U.S. Department of Transportation Act; Endangered Species Act; and Executive Orders: 11990 Protection of Wetlands, 11988 Floodplain Management, 12898 Environmental Justice, 11593 Historic Preservation, 13045 Protection of Children from Environmental Health and Safety Risk, and 13084 Consultation and Coordination with Indian Tribal Governments.

The purpose of the proposed project is to provide a safer and more reliable airport for the communities of Nanwalek and Port Graham. Currently, both communities have runways whose lengths do not meet FAA standards. Expansion and/or relocation of the existing airports were explored in site reconnaissance studies for each community. Neither location of the current airports is suitable for an improved runway due to terrain and community locations. As such, it is recommended that a new shared airport be developed to support both communities. Seven airport location alternatives for a shared airport were considered. After consultation with the communities, the Romanof Point Alternative (located between the two villages, as shown on Figure 2) was chosen as the only build alternative being carried forward for further analysis in the NEPA document.

The proposed airport would consist of a 3,300-foot long runway, a 270-foot long taxiway, and a 300-foot by 200-foot apron. A 3.5-mile airport access road would be constructed that would connect the two communities (see Figure 2). Currently, neither community is accessible by road, but the communities are linked to each other by an all terrain vehicle trail. The proposed action

would require acquisitions of portions of Native Allotments and village corporation lands. Pending approval of the action, funding, and successful land acquisition, construction could begin as early as 2014.

The DOT&PF has conducted preliminary research of the natural resources in the project area. The results are detailed in Appendix A, enclosed. Additional project information can be found on our project website: www.dowlhkm.com/projects/nanwalekportgraham. Please identify resources that may be impacted by the proposed project, or any other information you deem valuable to the EA. Your response will help us evaluate the alternatives and impacts of the proposed project.

Below is a list of the federal, state and local entities that we are requesting input. If your organization is listed, please click on the link below. This will take you to a list of questions specific to your field.

ADEC ADF&G ADNR-POR ADNR-RAD ADNR-SRO

ADNR-DCOM USACE USEPA USFWS USNMFS

City, Village, and Borough

Comments can be submitted directly on the website and/or by clicking the links above. To ensure that all factors are considered in the development of the environmental document, we request your comments be submitted no later than **February 26, 2010.**

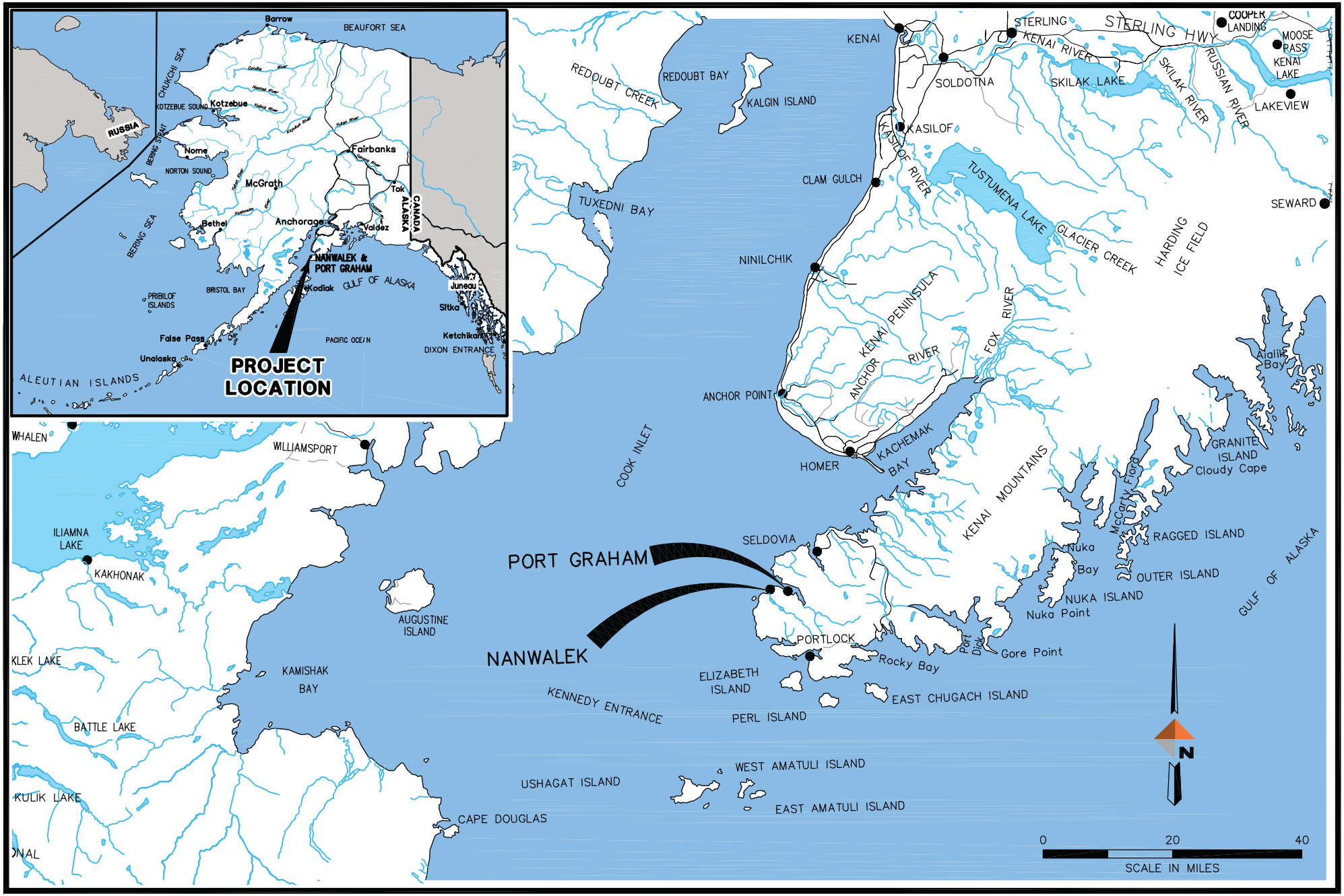
Should you have any questions regarding the engineering aspects of the proposed project please contact Morgan Merritt, P.E., Project Manager, at 269-0614 or via e-mail at morgan.merritt@alaska.gov or should you have any questions regarding the environmental effects of the proposed project please contact Dan Golden, Environmental Team Leader at 269-0537 or via email at dan.golden@alaska.gov.

Sincerely,

Brian Elliott

Brian Elliott
Environmental Manager

Enclosures: Appendix A - Preliminary Research Results
Figure 1 – Location/Vicinity Map
Figure 2 – Proposed Airport Map



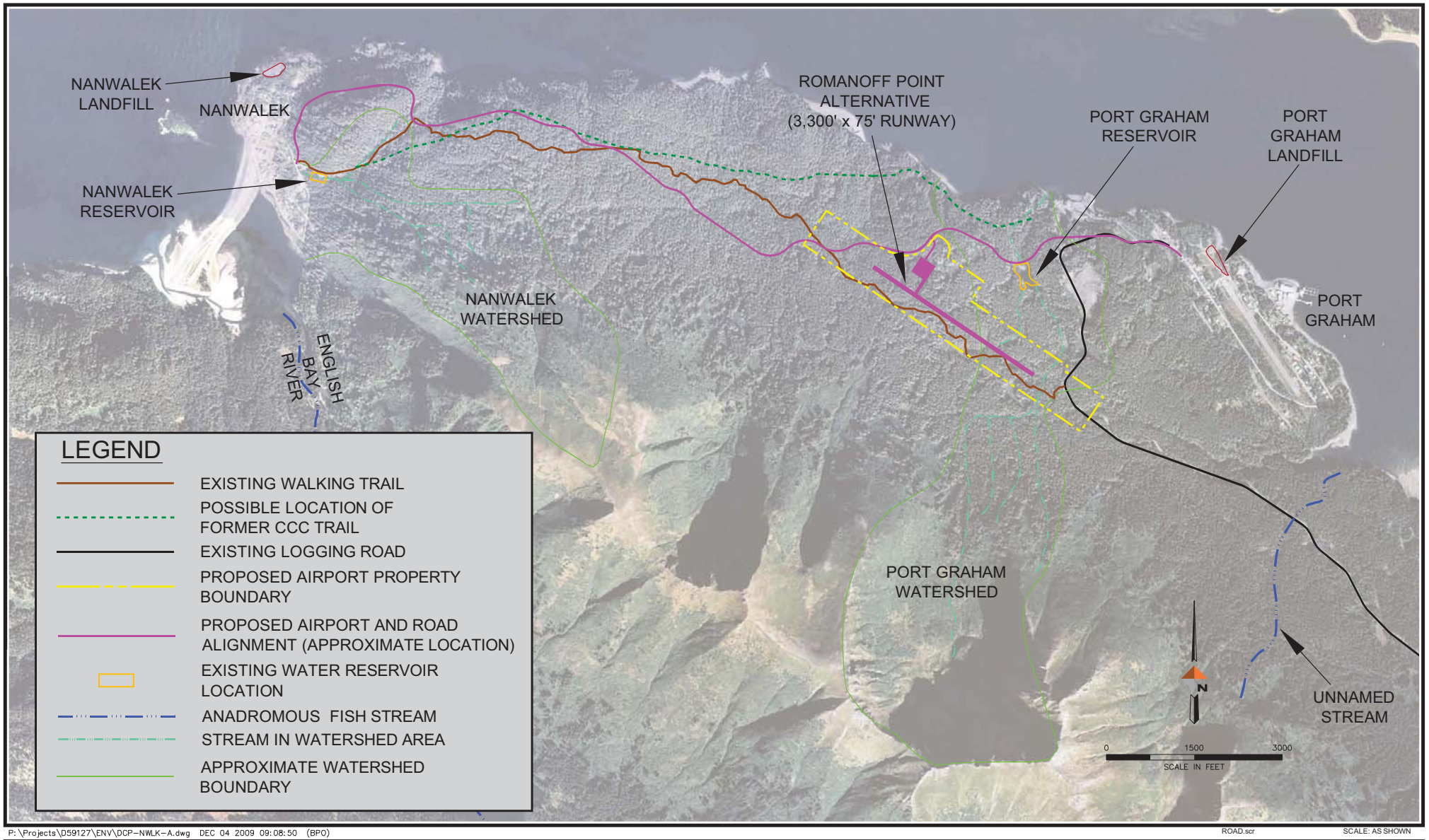
P:\Projects\D59127\ENV\DCP-NWLK-A.dwg 2008-12-19

SCALE: AS SHOWN

DOWL HKM

Vicinity Map
NANWALEK & PORT GRAHAM AIRPORT PROJECT
Nanwalek & Port Graham, Alaska

FIGURE 1



P:\Projects\D59127\ENV\DCP-NWLK-A.dwg DEC 04 2009 09:08:50 (BPO) ROAD.scr SCALE: AS SHOWN

DOWL HKM
4041 B STREET ANCHORAGE, ALASKA 99503
907-562-2000 www.dowlhkm.com

Romanoff Point Proposed Airport Location/Road Alignment

NANWALEK & PORT GRAHAM AIRPORT PROJECT

Nanwalek & Port Graham, Alaska

FIGURE 2

Appendix A
Environmental Resources Preliminary Research Results
Nanwalek Port Graham Airport

Air Quality The Nanwalek and Port Graham Airports are located very close to and/or in their respective communities. As a result, airplane-generated dust occurs in both towns during dry conditions. Port Graham has been listed as a PM-10 community by the Alaska Department of Environmental Conservation (ADEC) as a result of citizen complaints (ADEC, 2010). The proposed action would relocate the airplane-generated dust out of town and reduce dusty conditions in both communities. Airport vehicular traffic could increase dust levels along the proposed and existing roads. The proposed project would be in compliance with the following applicable statutes and regulations including the National Environmental Policy Act (NEPA), 42 USC Sections 4321-4347; Clean Air Act (CAA) 42 USC, Sections 7409, 7410, and 7502-7514; Section 176 (c) of the CAA, USC 7571-7574; and Federal Presumed to Conform Actions Under General Conformity.

Biotic Resources The EA will address the effects of the proposed project on biotic resources. The proposed airport would impact undisturbed Coastal Western Hemlock Sitka Spruce Forest habitat. This habitat may be used by black bear, grizzly bear, mountain goat, and small mammals, such as red fox, lynx, and red squirrel. In addition, ravens, crows, bald eagles, hawks, songbirds, and woodland birds may also use this habitat.

The proposed project would comply with the following applicable statutes and regulations: 16 USC Section 662(a), Guidance for Presidential Memorandum on Environmentally and Economically Beneficial Landscape Practices on Federally Landscaped Grounds, EO 13112 Invasive Species, 49 USC Section 47106(c)(1)(B), Magnuson-Stevens Fishery Conservation and Management Act of 1976, Migratory Bird Treaty Act of 1918, and Marine Mammal Protection Act of 1972**.**

> *Anadromous Fish Streams and Essential Fish Habitat* The ADF&G Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes does not list any anadromous fish streams in the proposed project area (ADF&G 2010a). The nearest anadromous stream is located over 1,500 feet away in a different watershed. No Essential Fish Habitat exists for any protected species under the Marine Mammal Protection Act near the project area (NOAA, 2010).
>
> *Bald Eagles and Migratory Birds* Although bald eagles are no longer listed as endangered or threatened under the ESA, they are protected under the Bald and Golden Eagle Protection Act. An aerial survey for eagle nests was conducted on May 7, 2008, and two active nests along the coastline were identified. Neither nest site was located in the immediate vicinity of the proposed airport alternative; both were over 1,000 feet away from the proposed access road and over 2,000 feet away from the proposed runway. Because nest sites change from year to year, an additional survey would likely be required prior to construction. DOT&PF will coordinate with the USFWS to ensure compliance with Migratory Bird Treaty Act (16 U.S.C. 703).

Coastal Barriers There are no coastal barriers in Alaska (USFWS, 2010).

Coastal Zone Management The proposed project lies within the Kenai Peninsula Borough (KPB) Coastal District (ADNR DCOM 2010). In addition, the proposed project lies within an Area Meriting Special Attention (AMSA) designated by the KPB for subsistence use. The proposed project will be reviewed for consistency with the State of Alaska and Kenai Peninsula Coastal Management Plan and the ADNR DCOM during preparation of the environmental document, with a formal review occurring during the acquisition of permits. The design and construction of the proposed project would be in compliance with the following applicable statutes and regulations: Coastal Zone Management Act; and NOAA regulations on Federal

coastal zone consistency including 15 CFR, Part 930, Subpart C, 15 CFR, Part 930, Subpart 2, and 15 CFR, Part 930, Subpart F.

Compatible Land Use The proposed airport would require acquisition of portions of Native Allotments and village corporation lands. The compatibility of existing and planned land uses in the vicinity of the proposed project will be evaluated. The proposed project will be designed and constructed in accordance with the following applicable statutes and regulations: 49 USC Sections 47106(a)(1), 47107(a)(10), 47501 through 47510, 44718; 40 CFR Section 258.10; and the Interagency Memorandum of Agreement of July 2003 addressing wildlife hazards and airports.

State Refuges, Critical Habitat Areas, and Sanctuaries There are no state refuges, critical habitat areas, and/or sanctuaries in or near the project area (ADF&G 2010b). The closest area is the Katchemak Bay Critical Habitat area, located over 10 miles away.

State Parks There are not state parks in or near the project area (ADNR DPOR 2010). The nearest state park is Katchemak Bay State Park, located over 6 miles away.

National Wildlife Refuges There are no national wildlife refuges located near the proposed project area (USFWS 2010).

Construction The proposed project's potential impacts to air quality, noise, and water quality will be analyzed. The project would be in accordance with the following applicable statutes and regulations: 40 CFR, Part 122, National Pollutant Discharge Elimination System (NPDES); Clean Air Act (CAA), Section 176 (c), 49 USC, Section 7401 et.seq.; and NEPA, 42 USC, Sections 4321-4347.

Section 4(f) No state or federal recreation areas, wildlife refuges, or parks are present in the project area. A nearby historical trail may be eligible for listing under the National Historic Preservation Act. This will need to be further examined, and may trigger a 4(f) Evaluation, as determined by the FAA. The proposed project would comply with the following applicable statutes and regulations: U.S. Department of Transportation (DOT) Act of 1966, DOT Order 5610.1C, and Section 6(f) of the Land and Water Conservation Fund (LWCF) Act.

Federally Listed Endangered and Threatened Species The proposed airport would be located near potential habitat for the spectacled eider (threatened), Kittlitz's murrelet (candidate species), and Cook Inlet beluga whale (threatened). While no surveys have been completed to-date, informal consultation with the USFWS indicates that spectacled eiders were not present in the area. Further consultation will address the Kittliz's murrelet and the beluga whale. The closest proposed critical habitat for the beluga whale is Katchemak Bay, located over 20 miles away from the project area. The design and construction of the proposed project would be in compliance with the following applicable statues and regulations: The Endangered Species Act, 16USC Section 1531-1544, Section 1536(a)(2), Section 1536(a)(3) and (4), Section 1536(b), Section 1536(c), Section 1536(d); and 50 CFR Part 402.

Energy Supplies, Natural Resources, and Sustainable Design The proposed project is still in the preliminary stages. Potential material sites and energy suppliers have not yet been identified. However, it is likely that most of the fill material would come from the cuts made while building the road and airport. An analysis will be done to evaluate potential impacts on supplies of energy and natural resources needed to build and maintain the proposed airport and access road. The analysis will be done in accordance with the following applicable statutes: 40 CFR

1502.16(e) and (f), and EO 13123 Greening the Government Through Efficient Energy Management.

Environmental Justice Because this project will benefit both minority and low-income populations by providing a safer and more reliable airport, no environmental justice issues are anticipated at this time. Nevertheless, an Environmental Justice analysis may be required for the proposed project. This analysis would consider the potential of the proposed project to cause disproportionate and adverse effects on low-income or minority populations. The analysis would be done in accordance with the following applicable statutes and regulations: EO 12898 Environmental Justice, DOT Order 5610.2, Environmental Justice: Guidance Under the National Environmental Policy Act, and Final Guidance for Consideration of Environmental Justice in Clean Air Act 309 Reviews.

Floodplains There are no unique or prime farmlands in the state of Alaska (USDA 2010).

Floodplains No FEMA maps are present for the communities, but the project area is located well above any previously recorded flooding events, which had maximum amplitudes of 21 feet (USACE, 2010). The proposed project components would be planned and constructed in accordance with EO 11988 Floodplain Management and DOT Order 5650.2.

Hazardous Materials and Pollution Prevention There are no known contaminated sites within the project area. A Phase I Site Assessment conducted in 2008 concluded that there is a low probability of encountering any contaminated sites. A storm water pollution prevention plan will be prepared and implemented prior to and during construction. The analysis of hazardous materials for this project will consider the following applicable statutes and regulations: CERCLA, 42 USC Section 9601, et. seq.; Oil Pollution Act of 1990, 33 USC, Section 2701 et. seq.

Historic and Archeological A reconnaissance field survey of the Romanoff Point Alternative was conducted in 2008 and found a historic trail, the Port Graham-Nanwalek CCC Trail (SEL-348), which may be eligible for the National Register of Historic Places. The historic trail appears to cross the proposed access road between Nanwalek and Port Graham. An additional cultural resource survey has been conducted to further define the location of the historic trail in relation to the project area, but has not yet been finalized. Initiation of Consultation letters, pursuant to 36 CFR 800.3 of the National Historic Preservation Act (NHPA), will be sent to the State Historic Preservation Officer (SHPO) and the federally recognized tribes in the area.

Induced Socioeconomics The potential of this project to cause induced or secondary socioeconomic impacts will be analyzed in accordance with Council on Environmental Quality (CEQ) Regulations implementing NEPA, 40 CFR Part 1500 et seq.

Light Emissions and Visual Impacts 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 from light emissions are anticipated. Nevertheless, visual impacts of the proposed project will be analyzed considering the potential effects to properties, and people's use of properties, covered by Section 4(f) of the DOT Act, Section 6(f) of the LWCF, and Section 106 of the NHPA.

Noise Because the proposed project would not change the fleet mix or result in more frequent airport operations, noise levels at the proposed airport are not anticipated to increase. Since the proposed airport location would be further away from the communities, airplane-generated noise would decrease in populated areas. A detailed noise analysis is not required by the FAA for the proposed project as the projected operations are below standards set in FAA Order 1050.1E.

Social Impacts The proposed project will require the acquisition of portions of native allotments. The EA will evaluate potential social impacts, including effects on health and safety risks to children, and socioeconomic impacts, resulting from the proposed project. The evaluation will be in accordance with 40 CFR Section 1500 et. seq., 42 USC Section 4601, et. seq., 49 CFR Part 24, and Executive Order (EO) 13045 Protection of Children from Environmental Risk.

Solid Waste Both communities dispose of solid waste in local landfills. The FAA encourages solid waste facilities to be located at least 5,000 feet away from airports serving piston-powered aircraft (FAA 1997). Depending on final engineering, the proposed airport may be within 5,000 feet of the current location of the Port Graham landfill. Port Graham is considering moving their landfill, which could eliminate the concern, but the community has not yet chosen a final location. Solid waste that is produced during construction of the proposed project would be disposed of according to Federal, state, or local regulation including: 42 USC Sections 6901 et Seq.; 40 CFR, Part 258.10; and FAA AC 150/5200-33.

Water Quality A portion of the proposed airport would be located within the Port Graham water source watershed and upgradient of the water reservoir (Figure 2). Incorporating storm water controls in the airport design would help reduce runoff from impacting the reservoir and thus mitigate potential impacts to these sources.
The apron, where spills of fuels and lubricants are more likely, would be located in a separate watershed area. The proposed project would be designed and constructed in accordance with the following applicable statues and regulation: Federal Water Pollution Control Act; Clean Water Act, Section 311; Safe Drinking Water Act; 40 CFR Parts 142 and 149; and Fish and Wildlife Coordination Act of 1980, 16 USC Section 661, et. seq.

The proposed project would comply with the NPDES general permit for construction activities. It will be the responsibility of the contractor to prepare a Stormwater Pollution Prevention Plan and implement Best Management Practices identified during the NEPA process prior to construction.

Wetlands A wetlands delineation was performed in the fall of 2008 to map wetland areas in the Romonoff Point alternative project area. Results of this project show that jurisdictional wetlands comprise approximately 9.95 acres (3.4 percent) of the 296-acre study area, and non-jurisdictional uplands comprise 286.2 acres (96.6 percent) of the study area.

Wetlands will be avoided when a practicable alternative avoiding a wetland exists. If wetland fill is necessary, a wetland fill permit would be required under Section 404 of the Clean Water Act. The permitting would be completed in compliance with the Port Graham/Nanwalek Watershed Council's 2001 Conservation Plan. The following applicable statutes and regulation will be complied with: EO 11990 Protection of Wetlands, DOT Order 5660.1A, the Clean Water Act (CWA), and CWA Section 404, 33 USC 1344.

Wild and Scenic Rivers There are no wild and scenic rivers in the project vicinity (NPS 2010).

Cumulative Impacts The cumulative impacts from the proposed project would be analyzed. The following applicable statutes and regulations would be complied with: 40 CFR Sections 1508.7 and 1508.25(a)(2), CEQ's Considering Cumulative Effects, and CEQ's Guidance on the Consideration of Past Actions in Cumulative Effects Analysis.

References

Alaska Department of Environmental Conservation (ADEC) Division of Air Quality.
2010. *PM-10 Communites.* As viewed on 1/12/10 at
< http://www.dec.state.ak.us/AIR/anpms/as/pm/pm10_comm.htm>

Alaska Department of Fish and Game (ADF&G).
2010a. *Fish Distribution Database Mapping*. As viewed on 1/11/10 at
<http://gis.sf.adfg.state.ak.us/AWC_IMS/viewer.htm>

Alaska Department of Fish and Game (ADF&G).
2010b. *State of Alaska Refuges, Critical Habitat Areas, and Sanctuaries.* As viewed on 1/12/10 at <http://www.wildlife.alaska.gov/index.cfm?adfg=refuge.main>

Alaska Department of Natural Resources: Division of Parks and Outdoor Recreation (ADNR DPOR).
2010. *Individual State Park Units*. As viewed on 1/12/10 at <http://www.dnr.state.ak.us/parks/units/index.htm>

Alaska Department of Natural Resources: Division of Coastal and Ocean Management (ADNR DCOM).
2010. *Alaska Coastal Management Program*. As viewed on 1/12/10 at <http://www.dnr.state.ak.us/acmp/>

Federal Aviation Administration (FAA).
1997. Advisory Circular 150/5200-33. *Hazardous Wildlife Attractants on or near Airports*. May 5, 1997.

National Oceanic and Atmospheric Administration Fisheries (NOAA Fisheries).
2010. *NOAA Fisheries Office of Protected Resources and Essential FishHabitat (EFH) - Magnuson Stevens Fishery Conservation Management Act*. As viewed on 1/12/10 at <http://www.nmfs.noaa.gov/pr/species/mammals/> and at <http://www.fakr.noaa.gov/habitat/efh.htm>

National Park Service (NPS).
2010. *Wild and Scenic Rivers*. As viewed on 1/13/10 at
<http://www.rivers.gov/wildriverslist.html>

U.S. Army Corps of Engineers (USACE).
2010. Flood Hazard Information. As viewed on 1/12/10 at
< http://www.poa.usace.army.mil/en/cw/fld_haz/communities.htm#M>

U.S. Division of Agriculture (USDA).
2010. Natural Resources Conservation Service: *Farmlands*. As viewed on 1/13/10 at
< http://www.ak.nrcs.usda.gov/technical/soils/soilslocal.html>

U.S. Fish and Wildlife Service (USFWS).
2010. *Coastal Barriers.* As viewed on 1/12/10 at
<http://www.fws.gov/habitatconservation/coastal_barrier.html>

U.S. Fish and Wildlife Service (USFWS).
2010. *National Wildlife Refuges*. As viewed on 1/12/10 at
<http://alaska.fws.gov/nwr/map.htm>

APPENDIX I

Agency Distribution List

Organization	First	Last	Title	Address	City	State	Zip	Email	Telephone
AK DNR Division of Mining, Land, and Water	Richard	Mylius	Division Director	550 W. 7th Ave., Suite 1070	Anchorge	AK	99501-3579	dick.mylius@alaska.gov	269-8625
AK DNR, Division of Mining, Land, and Water	Richard	Thompson	Natural Resources Manager	550 W. 7th Ave., Suite 1070	Anchorge	AK	99501-3579	richard.thompson@alaska.gov	269-8559
AK DNR, Division of Parks and Outdoor Recreation	James	King	Director	550 W. 7th Ave, Ste 1380	Anchorage	AK	99501-3561	james.king@alaska.gov	269-8700
Alaska Department of Fish and Game	Lee	McKinley	Area Manager, Kenai Office	514 Funny River Road	Soldotna	AK	99669-8255	lee.mckinley@alaska.gov	(907) 260 4882 x231
AK DNR, Office of History and Archaeology	Judith	Bittner	Archeologist	550 W. 7th Ave., Suite 1310	Anchorge	AK	99501-3565	stefanie.ludwig@alaska.gov	(907) 269 8720
AK DNR - DCOM	Christine	Ballard	Natural Resources Specialist	550 W. 7th Ave, Suite 705	Anchorage	AK	99501-3568	christine.ballard@alaska.gov	269-7478
Alaska Department of Commerce, Community and Economic Development	Taunnie	Boothby	Planner	1031 W 4th Ave #200	Anchorage	AK	99501	taunnie.boothby@alaska.gov	269-4583
Alaska Department of Environmental Conservation	William	Ashton	Environmental Engineer	555 Cordova Street	Anchorage	AK	99501-2617	william.ashton@alaska.gov	269-6283
Alaska Department of Fish and Game	Michael	Daigneault	Regional Supervisor	333 Raspberry Road	Anchorage	AK	99518-1599	michael.daigneault@alaska.gov	267-2329
BLM	Rodney	Huffman	Group Manager, Lands & Realty	BLM-Alaska State Office, 222 W 7th Avenue #13	Anchorage	AK	99513	rhuffman@ak.blm.gov	(907)267-1252
Chugach Regional Resources Commission (CRRC)	Christine	Celetano	Environmental Health Manager	805 Frontage Road, Suite 111	Kenai	AK	99611	Christine@crrcalaska.org	283-4271
EPA	Phil	North	US EPA Watershed Coordinator	Kenai River Center, 514 Funny River Road	Soldotna	AK	99669	north.phil@epa.gov	(907) 260-4882 ext. 226
FAA	Gabriel	Mahns	Central Region Planner	222 W. 7th Ave. #14	Anchorage	AK	99513	gabriel.mahns@faa.gov	(907) 271 3665
FAA	Bruce	Greenwood	Environmental Protection Specialist	222 W. 7th Ave. #14	Anchorage	AK	99513	bruce.greenwood@faa.gov	(907) 271-5439
Kenai Peninsula Borough			Lands Management Division	144 N. Binkley	Soldotna	AK	99669	lmweb@borough.kenai.ak.us	(907) 262 4441
Kenai Peninsula Borough	Gary	Williams	Kenai Peninsula Borough Coastal Zone Coordinator	144 N. Binkley #339	Soldotna	AK	99669	GWilliams@borough.kenai.ak.us	(907)260-4882 x224
English Bay Corporation	Don	Emmal	President	1637 Stanton Ave.	Anchorage	AK	99508	ddemmal@aol.com	281-2208
Nanwalek IRA Coucil	Wally	Kvasnikoff	Chief	PO Box 8028	Nawalek	AK	99603	nanwalek@yahoo.com; wallyandnina@yahoo.com	281-2274
Nanwalek IRA Coucil	Priscilla	Evans	Environmental Planner	PO Box 8021	Nanwalek	AK	99603	priscillajevans@yahoo.com	281-2274 (village ofc)
Nanwalek IRA Coucil	James	Kvasnikoff	First Chief					jameskvas@yahoo.com	(907) 281-2208
Nanwalek IRA Coucil	Kelly	Yeaton	Environmental Planner	PO Box 8028	Nawalek	AK	99603	kveaton@starband.net	281-2274
NMFS	Brian	Lance	National Marine Fisheries Service, Field Supervisor	222 West 7th Avenue, Box 43	Anchorage	AK	99513-7577	HCD.Anchorage@noaa.gov	271-1301
North Pacific Rim Housing Authority	Olen	Harris	Executive Director	8300 King Street	Anchorage	AK	99518	olen@nprha.com	267-6801
Port Graham Corporation	Lloyd	Stiassny	President/CEO	PO Box 5569	Port Graham	AK	99603	portgrahamcorp@aol.com	284-2212 272-7432
Port Graham Village Council	Patrick	Norman	President	PO Box 5510	Port Graham	AK	99603	pnormanvc@hotmail.com	284-2227
Port Graham Village Council	Violet	Yeaton	Environmental Planner	PO Box 5510	Port Graham	AK	99603	vveaton@yahoo.com	
USACE	William	Keller	Section Chief	P.O. Box 6898, CEPOA-CO-R-S	Elmendorf AFB	AK	99506-0898	regpagemaster@poa02.usace.army.mil	753-2712
USACE CPPA-RD	Dave	Casey	Field Office Supervisor	805 Frontage Road, Suite 200C	Kenai	AK	99611-7755	Andy.Mitzel@usace.army.mil	283-3562
USFWS	Ann	Rappoport	Field Supervisor	605 West 4th Avenue, Rm G-61	Anchorage	AK	99501	ann_rappoport@fws.gov	271-2888
USFWS	Lynnda	Kahn	Biologist	43655 Kaliforninsky Beach Road	Soldotna	AK	99669	lynnda_kahn@fws.gov	260-0131

APPENDIX J

Agency Scoping Website Pages

Nanwalek & Port Graham Airport

ADOT&PF Project No. 52250

LINKS

Home
Agency Scoping Letter
USACE
USEPA
USFWS
USNMFS
ADEC
ADFG
ADNR DPOR
ADNR DCOM
ADNR RAD
ADNR SRO
City, Village and Borough

The links on this website provide agency specific information. Please click on the organization that you represent. This will take you to a list of questions specific to your organization and a link that allows you to provide comments directly to our environmental consultant, via e-mail.

To ensure that all factors are considered in the environmental document, your comments are requested by February 26, 2010.

Click here to view the Agency Scoping Letter.

Comments can be submitted to our consultant, please contact:

Kacy Hillman, with DOWL HKM,
at 562-2000,
or by e-mail at nanwalekportgraham@dowlhkm.com
Comment letters can be sent to Ms. Hillman at 4041 B Street, Anchorage, AK, 99503.

Nanwalek & Port Graham Airport

ADOT&PF Project No. 52250

U.S. Army Corps of Engineers

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the Federal Emergency Management Agency Flood Maps for the project area and any findings are identified in the scoping letter and/or Appendix A. If you know of any other information and/or data with respect to the base floodplains, regulatory floodways, and/or special flood hazard areas of drainages that may be affected by the proposed project please provide that information.

2. Are there any navigable waters of the U.S. in the project vicinity over which the COE has Section 10 authority?

3. Identify any permits and/or clearances to be obtained from your agency for the proposed project.

E-mail response

LINKS

Home
Agency Scoping Letter
USACE
USEPA
USFWS
USNMFS
ADEC
ADFG
ADNR DPOR
ADNR DCOM
ADNR RAD
ADNR SRO
City, Village and Borough

State of Alaska | Print ready Page | DOT&PF Web Manager | DOT&PF Employee Directory | Terms of Use | Copyright | DOT&PF Home

Nanwalek & Port Graham Airport

ADOT&PF Project No. 52250

U.S. Environmental Protection Agency

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. Identify any sole source or principal drinking water sources that may be affected by the proposed project.

2. We have researched the Alaska Department of Environmental Conservation Contaminated Sites, Spills and LUST program databases and any findings are identified in the scoping letter and/or Appendix A. If you know of any other confirmed or suspected contaminated sites, spills and any registered underground or above ground fuel storage tanks that may affect or be affected by the proposed project please provide that information.

3. Identify any permits and/or clearances to be obtained from your agency for the proposed project.

E-mail response

LINKS

Home
Agency Scoping Letter
USACE
USEPA
USFWS
USNMFS
ADEC
ADFG
ADNR DPOR
ADNR DCOM
ADNR RAD
ADNR SRO
City, Village and Borough

U.S. Fish and Wildlife Service

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the USF&WS website with respect to known threatened and/or endangered species and their habitat for the project area and any findings are identified in the scoping letter and/or Appendix A. If you have any other information and/or data on threatened and/or endangered species in the project area that might potentially be affected by the proposal please provide that information.

2. We have researched the USF&WS website with respect to identifying National Wildlife Refuge lands in or adjacent to the project area and any findings are identified in the scoping letter and/or Appendix A. If you know of any other existing or proposed refuge lands in the vicinity of the project, and can identify any refuge objectives or activities that may conflict with the proposed project please provide that information.

3. We have researched the USF&WS National Wetland Inventory Maps with respect to identifying wetlands in or adjacent to the project area and any findings are identified in the scoping letter and/or Appendix A. If you know of any other wetlands that may be impacted by the project please provide that information.

4. Provide information or data on important fish and wildlife habitats or migration corridors potentially affected by the proposal.

5. Provide information on known active or inactive eagle nests in the project area.

6. Identify any permits and or clearances to be obtained from your agency for the project.

E-mail response

LINKS

Home
Agency Scoping Letter
USACE
USEPA
USFWS
USNMFS
ADEC
ADFG
ADNR DPOR
ADNR DCOM
ADNR RAD
ADNR SRO
City, Village and Borough

Nanwalek & Port Graham Airport

ADOT&PF
Project No. 52250

U.S. Dept. of Commerce (National Marine Fisheries Services)

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the NMFS website with respect to known threatened and/or endangered species and their habitat for the project area and any findings are identified in the scoping letter and/or Appendix A. If you have any other information and/or data on threatened and/or endangered species in the project area that might potentially be affected by the proposal please provide that information.

2. We have researched the NMFS website to determine if essential fish habitat (EFH) pursuant to the Magnuson Act will be impacted by the proposed project and any findings are identified in the scoping letter and/or Appendix A. If you have any other information and/or data on EFH species or habitat please provide that information.

E-mail response

LINKS

Home
Agency Scoping Letter
USACE
USEPA
USFWS
USNMFS
ADEC
ADFG
ADNR DPOR
ADNR DCOM
ADNR RAD
ADNR SRO
City, Village and Borough

State of Alaska | Print ready Page | DOT&PF Web Manager | DOT&PF Employee Directory | Terms of Use | Copyright | DOT&PF Home

Alaska Department of Environmental Conservation

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the ADEC Contaminated Sites, Spills and LUST program databases and any findings are identified in the scoping letter and/or Appendix A. If you know of any other confirmed or suspected contaminated sites, spills and any registered underground or above ground fuel storage tanks that may affect or be affected by the proposed project please provide that information.

2. Identify any water quality concerns.

3. Provide information and/or data on existing (permitted or unpermitted) solid waste landfills, dumps, discharges, or sewage lagoons in the project area.

4. Provide information and/or data on existing drinking water supplies in the project area.

5. Identify any permits and/or clearances to be obtained from your agency for the proposed project.

E-mail response

LINKS

Home
Agency Scoping Letter
USACE
USEPA
USFWS
USNMFS
ADEC
ADFG
ADNR DPOR
ADNR DCOM
ADNR RAD
ADNR SRO
City, Village and Borough

Nanwalek & Port Graham Airport

ADOT&PF Project No. 52250

LINKS

Home
Agency Scoping Letter
USACE
USEPA
USFWS
USNMFS
ADEC
ADFG
ADNR DPOR
ADNR DCOM
ADNR RAD
ADNR SRO
City, Village and Borough

Alaska Department of Fish and Game, Division of Habitat

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the ADF&G's *An Atlas to the Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes* and any findings are identified in the scoping letter and/or Appendix A. If you have any other information and/or data on anadromous or resident fish streams in the vicinity of the proposed project, including spawning/rearing habitat and migration corridors please provide us that information.

2. Identify any fish species within the project boundaries that may be used for subsistence.

3. We have researched the ADF&G *State of Alaska Refuges, Critical Habitat Areas and Sanctuaries* and any findings are identified in the scoping letter and/or Appendix A. If these special areas exist in the project vicinity, would the normal activities of these areas be affected by the proposed project?

4. Provide information on wildlife other than fish in the vicinity of the proposed project.

5. Would the project affect wildlife migration corridors or bisect/segment wildlife habitat?

6. Identify any permits and/or clearances to be obtained from your agency for the proposed project.

E-mail response

ADNR, Division of Parks & Outdoor Recreation

In addition to identifying any concerns and/or issues you might have with the proposed project, the following information is requested:

1. State Parks - We have researched the ADNR DPOR *Catalog of the Alaska State Park System* for the project area and any findings are identified in the scoping letter and/or Appendix A. If you know of any other existing or proposed State Parks in the vicinity of the project, and can identify any Park objectives or activities that may conflict with the proposed project please provide that information.

E-mail response

LINKS

Home
Agency Scoping Letter
USACE
USEPA
USFWS
USNMFS
ADEC
ADFG
ADNR DPOR
ADNR DCOM
ADNR RAD
ADNR SRO
City, Village and Borough

Nanwalek & Port Graham Airport

ADOT&PF Project No. 52250

Alaska Department of Natural Resources, Division of Coastal and Ocean Management

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. Identify any potential conflicts the proposed project may have with the goals or objectives of the state and local coastal management program.

2. At the present time, does your district have any objections to the proposed project?

E-mail response

LINKS

Home
Agency Scoping Letter
USACE
USEPA
USFWS
USNMFS
ADEC
ADFG
ADNR DPOR
ADNR DCOM
ADNR RAD
ADNR SRO
City, Village and Borough

Nanwalek & Port Graham Airport

ADOT&PF Project No. 52250

ADNR, Division of Mining, Land and Water, Resource Assessment & Development Unit

In addition to identifying any concerns and/or issues you might have with the proposed project, the following information is requested:

1. Land Use Plans - We have researched the ADNR Land Use Plan for the project area and any findings are identified in the scoping letter and/or Appendix A. If you know of any other existing and/or proposed land use plans and can identify any land use objectives that may conflict with the proposed project please provide that information.

E-mail response

LINKS

Home
Agency Scoping Letter
USACE
USEPA
USFWS
USNMFS
ADEC
ADFG
ADNR DPOR
ADNR DCOM
ADNR RAD
ADNR SRO
City, Village and Borough

Nanwalek & Port Graham Airport

ADOT&PF Project No. 52250

ADNR, Division of Mining, Land and Water, Southcentral Region Office

In addition to identifying any concerns and/or issues you might have with the proposed project, the following information is requested:

1. Land Use – Are there any state lands in the project area and if so have any authorizations such as Land Use Permits, Leases, Right-of-ways, Material Site Contracts or ILMA's been issued which would conflict with the project?

2. Permits - Identify any permits or clearances to be obtained from your agency for the proposed project.

E-mail response

LINKS

Home
Agency Scoping Letter
USACE
USEPA
USFWS
USNMFS
ADEC
ADFG
ADNR DPOR
ADNR DCOM
ADNR RAD
ADNR SRO
City, Village and Borough

Nanwalek & Port Graham Airport

ADOT&PF Project No. 52250

LINKS

Home
Agency Scoping Letter
USACE
USEPA
USFWS
USNMFS
ADEC
ADFG
ADNR DPOR
ADNR DCOM
ADNR RAD
ADNR SRO
City, Village and Borough

City, Village, or Borough

In addition to identifying any concerns and/or issues the city might have with the proposed project, the following information is requested:

1. Identify any existing and/or proposed zoning requirements and/or land use controls in the project area. If permits are required, please identify which ones.

2. Identify any other local improvement project(s) under construction or proposed in the vicinity of the project within the foreseeable future.

3. Does the community support the proposed project?

For Local Coastal Districts Only

1. Identify any potential conflicts the proposed project may have with the goals or objectives of the local coastal management program.

2. At the present time, does your district have any objections to the proposed project?

E-mail response

APPENDIX K

Agency Scoping Comments

Hillman, Kacy

From: McKinley, Lee [LMcKinley@borough.kenai.ak.us]
Sent: Monday, February 22, 2010 2:55 PM
To: Hofmeister, Brandie
Subject: Nanwalek

Categories: Reference

Alaska Department of Fish and Game, Division of Habitat

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the ADF&G's *An Atlas to the Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes* and any findings are identified in the scoping letter and/or Appendix A. If you have any other information and/or data on anadromous or resident fish streams in the vicinity of the proposed project, including spawning/rearing habitat and migration corridors please provide us that information.

We do not have any additional information of anadromous streams in the vicinity of the project. Any streams may still contain resident fish.

2. Identify any fish species within the project boundaries that may be used for subsistence.

We are not aware of any fish species within the project boundaries that are used for subsistence. There are multiple species of fish near the project boundaries that are used for subsistence.

3. We have researched the ADF&G *State of Alaska Refuges, Critical Habitat Areas and Sanctuaries* and any findings are identified in the scoping letter and/or Appendix A. If these special areas exist in the project vicinity, would the normal activities of these areas be affected by the proposed project?

There are no Critical Habitat Areas within the project vicinity. Kachemak Bay Critical Habitat Area is near the project boundary.

4. Provide information on wildlife other than fish in the vicinity of the proposed project.

There are numerous black bears in the project vicinity.

5. Would the project affect wildlife migration corridors or bisect/segment wildlife habitat?

It is not anticipated that this project will bisect wildlife habitat.

6. Identify any permits and/or clearances to be obtained from your agency for the proposed project.

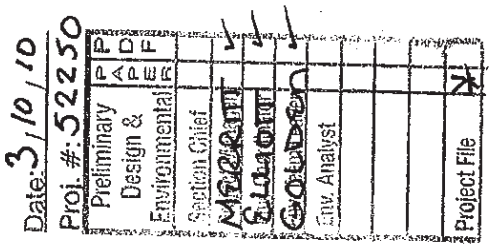
This will most likely not require a permit from ADF&G. If we determine that any streams contain fish then any activity that may affect fish passage would need a permit.

Thanks for the opportunity to provide scoping comments. Please let me know if you have any questions. Lee

Lee McKinley
Habitat Biologist IV
Kenai Peninsula Area Manager
Alaska Department of Fish and Game/Habitat Division
514 Funny River Road
Soldotna, AK 99669
(907) 714-2476 (v) (907) 260-5992 (f)
Lee.McKinley@alaska.gov

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
National Marine Fisheries Service
P.O. Box 21668
Juneau, Alaska 99802-1668

March 2, 2010



Brian Elliot
Environmental Manager
Alaska Department of Transportation and
Public Facilities
4111 Aviation Avenue
P.O. Box 196900
Anchorage, Alaska 99519-6900

Re: Nanwalek Port Graham Airport
Agency Scoping – Request for
Comments Project No. 52250

Attn: Dan Golden

Dear Mr. Elliot:

The National Marine Fisheries Service (NMFS) has reviewed the above referenced document from the Alaska Department of Transportation and Public Facilities (ADOT&PF) requesting input on the proposed Nanwalek and Port Graham airport project. The purpose of the proposed project is to provide a safer and more reliable airport for these communities. Currently, both communities have runways that do not meet Federal Aviation Administration standards.

A reconnaissance study by ADOT&PF identified several options for building a new shared airstrip. Initially, the alternative favored by Nanwalek (Alternative D, adjacent to town) would have included building a runway that extended into English Bay. NMFS was concerned because this alternative would have required substantial subtidal fill and loss of productive marine habitat, including extensive kelp beds. NMFS first shared these concerns with ADOT&PF and residents of the village of Nanwalek during a meeting held on April 19, 2006. As a result of that meeting NMFS provided information on living marine resources, including EFH in the area and recommended that Nanwalek and Port Graham consider the shared airport alternative (Romanof Point Alternative).

NMFS subsequently attended an April 10, 2008 public meeting in Nanwalek to discuss our recommendations on the available alternatives and answer questions on potential impacts to living marine resources, including Essential Fish Habitat (EFH). The meeting was productive, with a mutual exchange of concerns and cooperative problem solving. After consultation with the residents of Nanwalek and Port Graham, ADOT&F selected the Romanof Point Alternative, as the only build alternative carried forward for further analysis in the Environmental Assessment. NMFS supports this location as there are no impacts to living marine resources, including EFH.

NMFS is pleased the two communities have decided on a location for a new, shared airport that avoids the impacts to our trust resources associated with the English Bay site. NMFS also appreciates the opportunity for early coordination afforded by ADOT&PF on this project and the cooperation of the village of Nanwalek. Brian Lance is the contact for this project and can be reached at 907-271-1301 or by e-mail at: brian.lance@noaa.gov.

Sincerely,

Robert D. Mecum (Acting)

for James W. Balsiger, Ph.D.
Administrator, Alaska Region

cc:
UFWS- Lynnda_Kahn@fws.gov
EPA- Phil.North@epamail.epa.gov
ADFG- lee.mckinley@alaska.gov
Patrick Norman - portgrahamcorp@aol.com
Wally Kvasnikoff - nanwalek@yahoo.com
ADOT – dan.golden@noaa.gov ← ?
morgan.merritt@alaska.gov

DOWL HKM

TELEPHONE RECORD

Date:	April 26, 2010	
With:	Lee McKinley (Alaska Department of Fish and Game - ADF&G), Brad Melocik and Kacy Hillman (DOWL HKM)	
Noted by:	Kacy Hillman	
Project:	Nanwalek and Port Graham Airport	
Subject:	Fish passage and culvert design for the proposed airport access road.	
Project No.:	1123.59127.03	
Time:	1:30 pm - 1:45 pm	Phone No.: 907.714.2476

Kacy Hillman and Brad Melocik called Lee McKinley with ADF&G to further inquire about fish passage requirements for the proposed Nanwalek/Port Graham Airport access road. Mr. McKinley responded to the Nanwalek/Port Graham Airport agency scoping letter on February 22, 2010. In Mr. McKinley's response he stated, "If we determine that any streams contain fish then any activity that may affect fish passage would need a permit." Ms. Hillman asked Mr. McKinley if ADF&G is planning to complete any fish habitat surveys in the area and he responded that ADF&G is not. Mr. McKinley responded that if fish are found while placing culverts mitigation and assessment of upstream habitat value must occur; in addition, culverts must be designed to accommodate fish passage. He also responded that the maps he consulted show steep terrain and unlikely fish habitat with no cataloged anadromous streams in the project area. Mr. Melocik stated that if fish are found culvert design will accommodate fish passage. Mr. Melocik asked Ms. Hillman if she would be walking the airport access road while completing field studies this summer and Ms. Hillman stated she would make an effort to get as close as possible, pending terrain and vegetation constraints, and observe possible fish habitat. Mr. McKinley will be leaving ADF&G in Soldotna to work in the Joint Pipeline Office in Anchorage. Ginny Litchfield will likely be the point of contact when Mr. McKinley departs. Mr. McKinley stated Ms. Litchfield may be able to accompany a project team member in the field and set minnow traps if her time and budget allows, but this is not a requirement.

Hillman, Kacy

From: Middendorf, Thomas
Sent: Wednesday, July 07, 2010 8:04 PM
To: Hillman, Kacy
Cc: Hansen, Kristen
Subject: FW: Nanwalek & Pt. Graham Airport
Attachments: pic28009.gif; graycol.gif; ecblank.gif

Importance: High

Follow Up Flag: Follow Up
Flag Status: Completed

Categories: Reference

From: Lynnda_Kahn@fws.gov [Lynnda_Kahn@fws.gov]
Sent: Wednesday, July 07, 2010 6:56 PM
To: Middendorf, Thomas
Cc: Hofmeister, Brandie
Subject: Re: Nanwalek & Pt. Graham Airport

Hi Tom - I wanted to provide a few more comments while I'm thinking of this.....

1. The January 25, 2010 Agency Scoping Document incorrectly mentions Spectacled eider habitat. This should be changed to Steller's eider.
2. We'd like to know about the abundance/availability of hemlocks in the area and extent of potential impacts associated with project construction. I am not familiar with the range of hemlock in the area and would like to know whether it is prevalent throughout the surrounding areas or if there is anything "unique" about this species. We would like to see this habitat preserved wherever practicable.
3. There appear to be 2 streams in the watershed of concern, e.g. one near the end of the proposed runway and the other that looks like it will be directly impacted by the runway. Where exactly do these streams go and do they have any fish in them at all, e.g. resident or otherwise?
4. Also, do the elevations slope away from the runway in this area? We would have concerns with run-off from the airport facilities getting into these streams and causing water quality issues.
5. What will happen to the existing walking trail, especially where it's alignment is closest to the newly proposed runway?
6. Will landfill areas be relocated or remain in same place as they currently exist?
7. As indicated in my previous email on July 1st, we'd also like to know what is being proposed for the existing runway/airport facilities in Port Graham?

If you have any questions, please feel free to contact me at 260-0131. I'll be interested in hearing how the meetings went today.
Thanks Tom.....

Lynnda

"Middendorf, Thomas" <tmiddendorf@dowlhkm.com>

"Middendorf, Thomas"
<**tmiddendorf@dowlhkm.com**>
07/01/2010 12:18 PM

To"'Lynnda_Kahn@fws.gov'"
<Lynnda_Kahn@fws.gov>

cc"Llewellyn, Nan" <nllewellyn@dowlhkm.com>

SubjectRe: Nanwalek & Pt. Graham Airport

Thanks Lynnda. We will be in touch. Tom

From: Lynnda_Kahn@fws.gov <Lynnda_Kahn@fws.gov>
To: Middendorf, Thomas
Sent: Thu Jul 01 14:11:04 2010
Subject: Nanwalek & Pt. Graham Airport

Hi Tom - I've been trying to rearrange my schedule but to no avail. I will therefore not be able to attend the meetings on July 7th in Port Graham and Nanwalek. With that, the USFWS has concerns with the latest alternative and how the runway, taxiway & apron, and proposed road alignment may affect anadromous and/or resident fish streams. Obviously properly sized culverts will need to be installed under the road in areas that warrant such, e.g. to maintain hydrologic connectivity and/or fish passage.

It appears there will have to be extensive clearing done for the project and we would like to see that minimized to the greatest extent possible. The migratory bird vegetation clearing guidance should be adhered to when clearing is ultimately performed, e.g. no clearing between May 1st to July 15th. In addition, if any eagle nests are within 1/4 mile of the proposed project components, we'll need to discuss the potential for obtaining an eagle "disturbance" or "take" permit. We also strongly encourage the Villages to consider reclamation of existing airport sites, to the extent practicable.

So as the process moves forward, these are just some of the things that will need to be addressed. Thanks and if any questions, feel free to give me a call at 260-0131.

Lynnda

Lynnda Kahn
Fish and Wildlife Biologist

U.S. Fish and Wildlife Service
Conservation Planning Assistance
43655 Kalifornsky Beach Rd.
Soldotna, AK 99669-8296
(907) 260-0131 (Office)
(907) 262-7145 (Fax)

><{{{º>,,.•´¯`•.,, ><((((º> .•´¯`•.,,.•´¯`•., ><((((º>
,.•´¯`•.,.•´¯`•.,><{{{º>

APPENDIX D

Section 4(f) Evaluation
(appendices intentionally omitted)

SECTION 4(f) EVALUATION

NANWALEK AND PORT GRAHAM AIRPORT PROJECT

NANWALEK AND PORT GRAHAM, ALASKA

DOT&PF Project No. 52250

Prepared for:

United States Department of Transportation
Federal Aviation Administration
222 West 7th Avenue
Anchorage, Alaska 99513-7587

On behalf of the sponsor:

State of Alaska
Department of Transportation and Public Facilities
Central Region
P.O. Box 196900
Anchorage, Alaska 99519-6900

Prepared by:

DOWL HKM
4041 B Street
Anchorage, Alaska 99503

W.O. 59127

February 2013

TABLE OF CONTENTS

Page

1.0 SECTION 4(F) BACKGROUND AND PROPOSED ACTION 1
1.1 Section 4(f) Background 1
1.2 Proposed Action 2

2.0 PURPOSE AND NEED 4

3.0 SECTION 4(F) PROPERTY 6

4.0 IMPACTS TO THE SECTION 4(F) PROPERTY 8
4.1 Analysis of Potential Section 4(f) Impacts 8

5.0 FEASIBLE AND PRUDENT ALTERNATIVES 10
5.1 Alternatives Considered and Dismissed 10
5.2 Alternatives Considered for Further Evaluation 14
5.2.1 Proposed Action 14

6.0 MEASURES TO MINIMIZE HARM 16
6.1 Minimization Measures through the Memorandum of Agreement 16
6.1.1 Interpretive Display 16
6.1.2 Civilian Conservation Corps in the Chugach National Forest Report 17

7.0 CONCLUSION AND FINDINGS 18

8.0 RECORD OF COORDINATION 19

9.0 REFERENCES 20

TABLES

Table 1: Existing Conditions and Corrective Actions 5
Table 2: Alternative Evaluation Factors 10
Table 3: Alternatives Evaluation 12
Table 4: Record of Coordination Relative to the Section 4(f) Property 19

FIGURES

Figure 1: Vicinity Map 22
Figure 2: Port Graham-Nanwalek Civilian Conservation Corps Trail Area of Potential Effect 23
Figure 3: Road Options 24

APPENDICES

Appendix A ..... Memorandum of Agreement
Appendix B ..... Consulting Parties Correspondence

LIST OF ACRONYMS

AASP ..... Alaska Aviation System Plan
ARC ..... Airport Reference Code
BIA ..... Bureau of Indian Affairs
CCC ..... Civilian Conservation Corps
CFR ..... Code of Federal Regulations
CRC ..... Cultural Resource Consultants LLC
DOT&PF ..... State of Alaska Department of Transportation and Public Facilities
EA ..... Environmental Assessment
FAA ..... Federal Aviation Administration
FAR ..... Federal Aviation Regulation
FHWA ..... Federal Highway Administration
MOA ..... Memorandum of Agreement
NRHP ..... National Register of Historic Places
NOTAM ..... Notice to Airmen
ROFA ..... Runway Object-Free Area
RPZ ..... Runway Protection Zone
RSA ..... Runway Safety Area
Secretary ..... Secretary of Transportation
SHPO ..... State Historic Preservation Office
U.S.C. ..... United States Code

1.0 SECTION 4(f) BACKGROUND AND PROPOSED ACTION

1.1 Section 4(f) Background

Section 4(f) of the Department of Transportation Act of 1996 (as amended), 49 United States Code (U.S.C.) §303(c), states:

> The Secretary (Secretary of Transportation) may approve a transportation program or project (other than any project for a park road or parkway under Section 204 of Title 23) requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if—
>
> (1) there is no prudent and feasible alternative to using that land; and
>
> (2) the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

The Federal Aviation Administration (FAA) uses Federal Highway Administration (FHWA) regulations (23 Code of Federal Regulations [CFR] 774) as guidance in implementing Section 4(f) impact analysis and documentation. The term "feasible and prudent avoidance alternative" from the quotation above is defined by FHWA at 23 CFR 774.17:

> (1) A feasible and prudent avoidance alternative avoids using Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property. In assessing the importance of protecting the Section 4(f) property, it is appropriate to consider the relative value of the resource to the preservation purpose of the statute.
>
> (2) An alternative is not feasible if it cannot be built as a matter of sound engineering judgment.
>
> (3) An alternative is not prudent if:

(i) It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;

(ii) It results in unacceptable safety or operational problems;

(iii) After reasonable mitigation, it still causes:

(A) Severe social, economic, or environmental impacts;

(B) Severe disruption to established communities;

(C) Severe disproportionate impacts to minority or low income populations; or

(D) Severe impacts to environmental resources protected under other Federal statutes;

(iv) It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;

(v) It causes other unique problems or unusual factors; or

(vi) It involves multiple factors in paragraphs (3)(i) through (3)(v) of this definition, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

1.2 Proposed Action

The communities of Nanwalek and Port Graham are located approximately 150 air miles southwest of Anchorage, Alaska, on the southernmost point of the Kenai Peninsula in Southcentral Alaska (Figures 1). The State of Alaska Department of Transportation and Public Facilities (DOT&PF) and the FAA are proposing to build a shared airport and airport access road between the communities of Nanwalek and Port Graham (Proposed Action) located 3.5 miles apart (Figure 2).

The Proposed Action would resolve airport deficiencies through the following actions (Figure 2):

- Construct a 3,300-by-60-foot runway;
- Construct a 3,780-by-120-foot RSA;
- Clear trees for a 3,780-by-400-foot ROFA;
- Construct a firm graded gravel runway, including a dust palliative;
- Construct a 25-foot-wide taxiway;
- Construct a 60,000-square-foot apron with a 30,000-square-foot lease lot support area;
- Construct a 2-bay heated snow-removal equipment building on the airport apron;
- Leave the construction contractor's office on the airport apron for a passenger waiting facility if the communities agree to take over responsibility;
- Clear trees for a 1,000-by-500-by-700-foot RPZ and approach surfaces;
- Install a runway lighting system, threshold marking, and runway midpoint sign;
- Construct 2-lane gravel roads totaling 3.5 miles long and 22.5 feet wide for Nanwalek and Port Graham residents to access the airport;
- Install 22 culverts underneath the proposed roads to accommodate drainage and streams;
- Reroute approximately 3,000 feet of stream around proposed new runway;
- Acquire 187 acres of land (132 acres for the airport and 55 acres for the access roads) to construct the airport, access roads, and maintain future land use compatibility; and
- Close old airports at Nanwalek and Port Graham.

2.0 PURPOSE AND NEED

The purpose of the Proposed Action is to provide a safe, reliable, and efficient shared airport for the communities of Nanwalek and Port Graham that meets Community Class Airport criteria identified in the DOT&PF Alaska Aviation System Plan (AASP) and current FAA Airport Reference Code (ARC) A-I design standards.

The existing Nanwalek and Port Graham airports do not meet current AASP Community Class Airport requirements and FAA standards for A-I aircraft as noted in Table 1 and described further in Appendix A of the Environmental Assessment (EA). Airport deficiencies at both existing Nanwalek and Port Graham Airports include:

- Inadequate runway length and width;
- Inadequate RSA;
- Inadequate ROFA;
- Soft and uneven runway;
- Lack of taxiway;
- Inadequate apron;
- Lack of runway lighting systems, runway markings, and signage;
- Numerous penetrations to the Federal Aviation Regulation (FAR) Part 77 surfaces;
- Non-compatible land use; and
- Inadequate wind coverage.

Additional airport deficiencies at the existing Nanwalek Airport include:

- Erosion-prone runway; and
- Non-compliant RPZ.

Additional airport deficiencies at the existing Port Graham Airport include:

- Existing structures penetrating the ROFA and building restriction line; and
- Close proximity to the landfill and sewage lagoon.

Table 1: Existing Conditions and Corrective Actions

Component		FAA Standard (ARC A-I)	Nanwalek Airport Existing Conditions	Port Graham Airport Existing Conditions	Corrective Action (ARC A-I)
Runway	Length and Width	3,300 ft x 60 ft	1,850 ft (NOTAM 900 ft closed) x 50 ft	1,975 ft x 45 ft	3,300 ft x 60 ft
	Safety Area Length and Width	3,780 ft x 120 ft	1,850 ft x 50 ft	2,325 ft x 80 ft	3,780 ft x 120 ft
	ROFA Length and Width	3,780 ft x 400 ft	1,850 ft x 50 ft	2,325 ft x 80 ft	3,780 ft x 400 ft
	Surface Type and Condition	Firm, graded runway	Gravel, sand, and rock (poor erosion, soft surface condition)	Gravel (fair-soft surface condition)	Firm, graded runway
Taxiway and Apron	Taxiway Width	25 ft	None	None	25 ft
	Apron Size	90,000 ft^2	None	12,800 ft^2	60,000 ft^2 plus a 30,000 ft^2 lease lot support area; A-I runway separation standards
	RPZ	1,000 ft x 500 ft x 700 ft	None	1,000 ft long; 500 ft wide at runway; 700 ft wide at far end (estimated)	1,000 ft x 500 ft x 700 ft
Miscellaneous	Lighting System	Runway lighting system	None	None	Runway lighting system
	Runway Marking, Signage	Threshold marking, runway midpoint sign	None	Reflective cones and markers	Threshold marking, runway midpoint sign
	Service Access	Below 15 ft elevation on ends of runway approach area	Secondary road within approach surface	Secondary road within approach surface	Two-lane gravel road totaling 3.5 miles in length, 22.5 ft wide, below 15 ft elevation on ends of runway approach area.
Airspace	FAR Part 77 Surfaces	Free of obstructions	Major penetrations to the approach, primary, transitional, horizontal and conical surfaces	Major penetrations to the approach, primary, transitional, horizontal and conical surfaces	Minimal or no penetrations

3.0 SECTION 4(f) PROPERTY

The Proposed Action area of potential effect and relationship to the Section 4(f) property are illustrated on Figure 2. The Section 4(f) property that would be adversely affected by the Proposed Action is the Port Graham-Nanwalek Civilian Conservation Corps Trail (CCC Trail; SEL-348). The CCC Trail was recommended as eligible under Criteria A and D by Cultural Resource Consultants LLC (CRC) and dates back to at least 1937. CRC's research found that the CCC Trail and its 19 bridges are associated with local, regional, and national events, and represent a type and time period that are poorly documented and of which there are few extant examples (CRC, 2010).

As detailed in CRC's *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska* (2010), the CCC Trail has changed little since it was built in 1937, although portions of the trail are overgrown with vegetation and its bridges have deteriorated or have been slightly modified since original construction. The CCC Trail retains most of the seven aspects of historic integrity, is in its original location, and the setting and much of the materials and workmanship are intact. It still has the essential features expressive of its design and function, and these features are visible enough to convey their significance (CRC, 2010). Additional rationale for CRC's eligibility recommendations is provided below.

Criterion A: Association with events that have made a significant contribution to the broad patterns of history.

The CCC Trail is over 70 years old and was used throughout most of the twentieth century. It is associated with the development of the villages of Port Graham and Nanwalek and with the cannery period in the region. The CCC Trail's long history, and function as the only constructed land route between Port Graham and Nanwalek, are significant enough to qualify it under Criterion A for association with local, regional, and national events.

Criterion D: Having yielded, or having the potential to yield, information important in prehistory or history.

The Port Graham-Nanwalek CCC Trail and its bridges represent a type and time period that are poorly documented and of which there are few examples still in existence. Documentation of 19 bridges is sufficient to reveal patterns

> of design and construction. These patterns can then be compared to information from other log and timber bridges of this era. CRC believes that the Port Graham-Nanwalek CCC Trail meets the significance requirements for Criterion D for its ability to yield important information about period design and land use patterns of the Alutiiq on the southern Kenai Peninsula.

The DOT&PF and FAA agreed that the CCC Trail is eligible for the National Register of Historic Places (National Register) under Criterion A at the local and regional levels, but questioned whether Criterion D applied. The State Historic Preservation Office (SHPO) stated that there was not enough information to determine whether Criterion D applies and that this question can be clarified through the MOA process of resolving the adverse effects.

4.0 IMPACTS TO THE SECTION 4(F) PROPERTY

According to 23 CFR 774.17, the implementing regulations for Section 4(f) impact analysis and documentation, "use" of a Section 4(f) property occurs:

(1) when land is permanently incorporated into a transportation facility;

(2) when there is a temporary occupancy of land that is adverse in terms of the statute's preservation purpose as determined by the criteria in Section 774.13(d); or

(3) when there is a constructive use of a Section 4(f) property as determined by the criteria in Section 774.15.

The proposed Nanwalek and Port Graham Airport project would incorporate a Section 4(f) property into a transportation facility; therefore, Section 4(f) is triggered under criteria (1) above.

Pursuant to 36 CFR 800.5(d)(2), implementing regulations of Section 106 of the National Historic Preservation Act, the FAA has found, and the SHPO has concurred, that the Proposed Action would adversely affect the CCC Trail. Therefore, Section 4(f) applies to this federal undertaking.

Following is a discussion of the impacts that the Proposed Action would have on the CCC Trail.

4.1 Analysis of Potential Section 4(f) Impacts

Approximately 3,443 feet of the CCC Trail, including six log bridges (13 through 18), are contained within the proposed 100-foot wide airport access road right-of-way between Port Graham and Nanwalek in the western half of the study area (Figure 2). The proposed 22-foot-wide airport access road crosses the CCC Trail three times. The majority of the proposed road would have 2:1 cut and fill slopes, but along steep cliffs a rock catchment design with 0.5:1 cut slopes is proposed. Cutting and filling in the two locations where the proposed airport access road intersects the CCC Trail would likely erase evidence of the trail and at least six of its 19 bridges. The proposed airport access road would disconnect these two previously undisturbed sections of trail, and would dramatically alter the CCC Trail's integrity.

Accordingly, the proposed airport access road would have an adverse effect on the attributes that make the CCC Trail eligible for listing on the National Register. A Section 4(f) evaluation is required to provide sufficient supporting documentation to demonstrate that there is no feasible and prudent avoidance alternative and also to demonstrate that all possible planning to minimize harm to the CCC Trail has occurred.

5.0 FEASIBLE AND PRUDENT ALTERNATIVES

The Proposed Action Alternative is the only alternative to be fully assessed in this Section 4(f) Evaluation. As demonstrated in Section 5.1, no other feasible and prudent alternatives are available for this project.

5.1 Alternatives Considered and Dismissed

Feasible and prudent alternatives to avoid the Section 4(f) property must meet the proposed project's purpose and need. The term "prudent" refers to rationale judgment. Under FAA Order 5050.4B, paragraph 1007.e(5)(a), a project can be eliminated if it might be feasible or technically possible, but not rational when one considers its safety, policy, environmental, social, or economic consequences. Factors used to evaluate if an alternative is prudent are shown in Table 2 as defined in 23 CFR 774.17.

Table 2: Alternative Evaluation Factors

Factors used to evaluate if an alternative is prudent:
(A) Does the alternative compromise the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need?
(B) Does the alternative cause unacceptable safety or operational problems?
(C) Does the alternative cause severe social, economic, or environmental impacts after reasonable mitigation?
(D) Does the alternative cause severe disruption to established communities after reasonable mitigation?
(E) Does the alternative cause severe disproportionate impacts to minority or low income populations after reasonable mitigation?
(F) Does the alternative cause severe impacts to environmental resources protected under other federal statutes after reasonable mitigation?
(G) Does the alternative result in additional construction, maintenance, or operational costs of an extraordinary magnitude?
(H) Does the alternative cause other unique problems or unusual factors?
(I) Does the alternative involve multiple factors listed above, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude?

After thorough consideration of a number of airport location and road alignment alternatives, the DOT&PF and FAA determined that the only alternative that would meet the project purpose and need is the Proposed Action. Because the existing Nanwalek and Port Graham airport sites do not have adequate space to accommodate upgrades compliant with DOT&PF and FAA standards, and reconstructing the existing airports would not be prudent, several other airport locations were analyzed. These airport locations, and the rational for dismissing them, are described further in the EA. The preferred airport location identified in the Proposed Action requires a new access road. Five road alignments for airport access were analyzed Table 3. Road alignments 1, 2, 4, and 5 were determined not to be prudent due to a number of factors, including failure to meet the project purpose and need; safety and operational problems; severe social, economic, or environmental impacts; severe disruption to established communities; severe impacts to environmental resources protected under other federal statutes; and additional construction, maintenance, or operational costs of an extraordinary magnitude. Table 3 summarizes road alignment alternatives that were considered during preliminary design, but were determined not to be prudent alternatives and were dismissed from consideration.

Table 3: Alternatives Evaluation

Alternative	Description	Rationale for Dismissing Alternative and Associated Factors	
Road Option 1 (Figure 3)	Proposed road extends from Nanwalek landfill, along the bluffs of the Port Graham coast, south of the proposed airport, then ties into the existing Windy Bay logging road.	Near the community of Nanwalek, the terrain consists of steep slopes and coastal cliffs. Because of these constraints, alignment options on the west side of the project area are limited. In order to avoid impacting the Nanwalek watershed and reservoir, the alignment for Road Option 1 would begin at the north end of the community. Starting the road alignment at this location would require bisecting the Nanwalek landfill. The landfill would need to be relocated and the landfill contents removed before the road alignment could be constructed. East of the landfill, the road alignment would need to climb very steep slopes and traverse directly above adjacent coastal cliffs in order to reach the new airport location. The alignment would require grades of 10% for over 3,500 feet. Steep grades of 10% over long distances are considered unsafe, particularly when associated with adjacent cliffs, roadway curves, and winter driving conditions. In addition, due to the steep slopes and adjacent cliffs, substantial road cuts would be required to maintain a maximum 10% grade and to move the alignment back from hazardous drop-offs. Substantial road cuts would increase erosion, require rock catchment areas which add additional safety concerns, result in very high construction and maintenance costs, and have a considerable impact on the topography and visual quality of the area. At the eastern project limits, the proposed road would bisect a primary stream feeding the Port Graham Reservoir, the only drinking water source for Port Graham. The community of Port Graham has voiced strong opposition to bisecting this stream with a road. The proposed road near the Port Graham end would also be within FAR Part 77 terrain obstruction surfaces for aircraft approaches and departures.	Table 2, bullet (A) Table 2, bullet (B) Table 2, bullet (C) Table 2, bullet (D) Table 2, bullet (F) Table 2, bullet (G)

Alternative	Description	Rationale for Dismissing Alternative and Associated Factors	
Road Option 2 (Figure 3)	Proposed road extends from Nanwalek landfill, along the bluffs of the Port Graham coast, north of the proposed airport, then ties into the existing Windy Bay logging road.	Similar to Road Option 1, the alignment for Road Option 2 would start at the north end of Nanwalek, bisecting the landfill. The road would follow the same steep alignment, with grades of 10% for over 3,500 feet. Steep slopes and adjacent cliffs would require substantial road cuts to maintain a maximum 10% grade and to move the alignment back from hazardous drop-offs. Substantial road cuts would increase erosion, add additional safety concerns, result in much higher construction and maintenance costs, and impact the topography and visual quality of the area. At the eastern project limits, the proposed road would also bisect a primary stream feeding the Port Graham Reservoir. The proposed road near the Port Graham end would also be within Part 77 terrain obstruction surfaces for aircraft approaches and departures.	Table 2, bullet (A) Table 2, bullet (B) Table 2, bullet (C) Table 2, bullet (D) Table 2, bullet (F) Table 2, bullet (G)
Road Option 3 (part of Proposed Action; Figure 3)	Proposed road extends from the existing Nanwalek road, along the hillside, north of the proposed airport and Port Graham reservoir, then ties into the existing Windy Bay logging road.	Carried forward for further evaluation.	-
Road Option 4 (Figure 3)	Same proposed road alignment as Road Option 3, but with a one-lane road where the road alignment would cross the CCC Trail.	The area of the one-lane road would have severe safety concerns due to poor visibility and sighting of turnouts. This area also has a 10% grade and, due to the steep terrain, rock catchment areas would be required adding an additional measure of safety concerns with a one-lane road.	Table 2, bullet (A) Table 2, bullet (B)
Road Option 5	No-Action Alternative	Users of both Nanwalek and Port Graham Airports would continue to use deficient facilities that do not meet FAA design and safety standards, including runway length, apron and taxiway design, lighting, marking, and signage.	Table 2, bullet (A) Table 2, bullet (B)
Reconstruct Existing Airports	Reconstruct the existing Port Graham Airport and Nanwalek Airport in their respective existing locations.	Port Graham Airport location only able to accommodate a 2,200-foot runway. Approximately forty-five private or community structures within the existing ROFA. Nanwalek Airport location would have major environmental issues related to placing fill in an intertidal coastal zone. High construction and maintenance costs to build and maintain separate airports.	Table 2, bullet (A) Table 2, bullet (C) Table 2, bullet (D) Table 2, bullet (F) Table 2, bullet (G)

5.2 Alternatives Considered for Further Evaluation

5.2.1 Proposed Action

The Proposed Action would meet the project purpose and need by rectifying deficiencies with and complying with AASP Community Class Airport requirements and FAA ARC specifications through the actions detailed in Section 1.2.

Under the Proposed Action, the new airport and access road alignment (Road Option 3) would avoid important drainages that contribute to the Port Graham water source and would not impact the Nanwalek watershed and reservoir. Road Option 3 would connect to an existing road in Nanwalek at a higher elevation, compared to Road Options 1 and 2, and would utilize approximately 3,443 feet of the existing CCC trail alignment. By starting the alignment at a higher elevation and using the flatter terrain that the CCC trail currently follows, steep alignment grades would be greatly reduced and substantial road cuts would be minimized. The reduction in steep grades and road cuts would reduce construction and maintenance costs and result in a roadway that is feasible to construct. In addition, construction of a shared airport would reduce costs and maintenance, compared to constructing two new community airports.

The Proposed Action would also address identified safety needs. DOT&PF AASP Community Class and FAA standards were developed to improve operational safety during takeoff and landing and in the event of an aircraft excursion from a runway. The improvements described in the Proposed Action would provide adequate runway length and orientation for planes to safely land and takeoff, reduce the potential for damage to an aircraft that veers off the runway, and provide access for aircraft rescue and firefight equipment response. In addition, the access road alignment (Road Option 3) would require grades of 10% for approximately 1,800 feet (compared to 3,500 feet under Options 1 and 2), would be located further upslope and away from the steeper terrain and cliffs near the coast, and would require less roadway cut as compared to Road Options 1 and 2. Therefore, Road Option 3 would reduce safety issues associated with constructing a new access road alignment in steep terrain.

Overall, the Proposed Action is feasible, and it is also a prudent alternative when evaluated using the criteria listed in Table 2.

- The Proposed Action would not cause unacceptable safety or operational problems; cause severe social, economic, or environmental impacts; cause disruption to established communities; cause severe disproportionate impacts to minority or low income populations; or cause additional construction, maintenance, or operational costs of an extraordinary magnitude.
- The Proposed Action would not result in an accumulation of factors that collectively would have an adverse impact that directly would impact the safety of current and future users of the airport facility.

The FAA has determined that there are no prudent and feasible alternatives that avoid use of the Section 4(f) property. Furthermore, the Proposed Action is the only alternative that meets the project purpose and need. Because there are no other prudent and feasible alternatives, a comparative analysis of feasible and prudent alternatives was not conducted for this Section 4(f) Evaluation.

6.0 MEASURES TO MINIMIZE HARM

Per 23 CFR 774.3, if there are no feasible and prudent alternatives that avoid the Section 4(f) property, then the Administration may approve, from among the remaining alternatives that use the Section 4(f) property, only the alternative that causes the least overall harm to the Section 4(f) property. The factors to be considered for an analysis of harm relative to a Section 4(f) property are defined in 23 CFR 774.3 (c)(1). Given that the Proposed Action is the only alternative that is feasible and prudent to construct, a least overall harm analysis was not conducted for this Section 4(f) Evaluation.

6.1 Minimization Measures through the Memorandum of Agreement

To resolve the adverse effects to the CCC Trail, a Memorandum of Agreement (MOA) was developed in consultation with the SHPO, the BIA, the Port Graham Village Council, and the Nanwalek IRA Council and the regional and local Native corporations. The MOA outlines measures and responsible parties to mitigate the adverse effects. The DOT&PF and BIA are invited signatories, and Nanwalek and Port Graham Tribal Councils and the local and regional Native corporations are concurring parties to the MOA. The MOA signatories (the FAA and the SHPO), the invited signatories, and concurring parties all signed the MOA. The MOA is included in Appendix A.

As part of the MOA, the FAA and the DOT&PF shall ensure that the following stipulations are implemented:

6.1.1 Interpretive Display

(1) The DOT&PF shall provide an interpretive display and install it at the shared Nanwalek and Port Graham Airport apron. The theme and design of the display shall be developed in consultation with the SHPO, Bureau of Indian Affairs (BIA), the Tribes, and other concurring parties to the MOA, and shall use a Department of Natural Resources standard interpretive sign design.

(2) The DOT&PF shall submit the graphics, text, and design of the draft interpretive display to the SHPO, BIA, the Tribes, and other concurring parties to the MOA within 12 months of the execution of the MOA. The SHPO and other parties shall have 30 days from the receipt of the DOT&PF

submittals to review and comment. The DOT&PF shall take into account any comments received during the review period, and submit the final interpretive display design to the MOA parties no later than 6 months after the DOT&PF received review comments.

(3) The DOT&PF shall provide written verification to the SHPO that includes photographic documentation of the installed interpretive display prior to completion of the airport construction project.

(4) The interpretive display shall be maintained by the DOT&PF.

6.1.2 Civilian Conservation Corps in the Chugach National Forest Report

(1) The DOT&PF shall develop a booklet for the general public to provide a better historic context on the CCC development and management and the use of Port Graham-Nanwalek CCC trail and other trails within the Chugach National Forest. The report would be designed in the BIA Legacy Series format. The theme and design shall be developed in consultation with the SHPO, BIA, and the Tribes.

(2) The DOT&PF shall submit the draft report to the SHPO, BIA, the Tribes, and other concurring parties to the MOA within 12 months of the execution of the MOA. The SHPO and other parties shall have 30 days from the receipt of the DOT&PF submittals to review and comment. The DOT&PF shall take into account any comments received during the review period, and submit the final interpretive display design to the MOA parties no later than 6 months after the DOT&PF received review comments.

(3) The DOT&PF shall print 100 booklets and provide the SHPO and BIA with 10 copies and 5 copies to each of the concurring parties.

7.0 CONCLUSION AND FINDINGS

The FAA and DOT&PF have considered all feasible and prudent alternatives meeting the project's purpose and need that avoid using the Section 4(f) property.

Section 4(f) states, subject to exceptions for *de minimis* impacts, the Secretary may approve a transportation program or project requiring the use of publicly-owned land of a park, recreational area, or wildlife and waterfowl refuge of national, state, or local significance or land of a historic site of national, state, or local significance as determined by the official having jurisdiction over those resources only if:

- there is no prudent and feasible alternative that would avoid using those resources; and
- the program or project includes all possible planning to minimize harm resulting from the use.

The FAA and the DOT&PF have determined that:

(1) There are no feasible or prudent alternatives that avoid using or adversely affecting the Section 4(f) property. With the exception of the Proposed Action, all alternatives were determined to be infeasible and not to be prudent due to a number of factors, including failure to meet the project purpose and need; safety and operational problems; severe social, economic, or environmental impacts; severe disruption to established communities; severe impacts to environmental resources protected under other federal statutes; and additional construction, maintenance, or operational costs of an extraordinary magnitude.

(2) The Nanwalek and Port Graham Airport Project has included all possible planning to minimize harm resulting from the physical use and adverse effect to the Section 4(f) property and has developed a mitigation plan to resolve the adverse effect to the CCC Trail through the implementation of measures in an MOA.

8.0 RECORD OF COORDINATION

Table 4 lists coordination efforts conducted in support of this Section 4(f) Evaluation. Appendix B contains copies of correspondence.

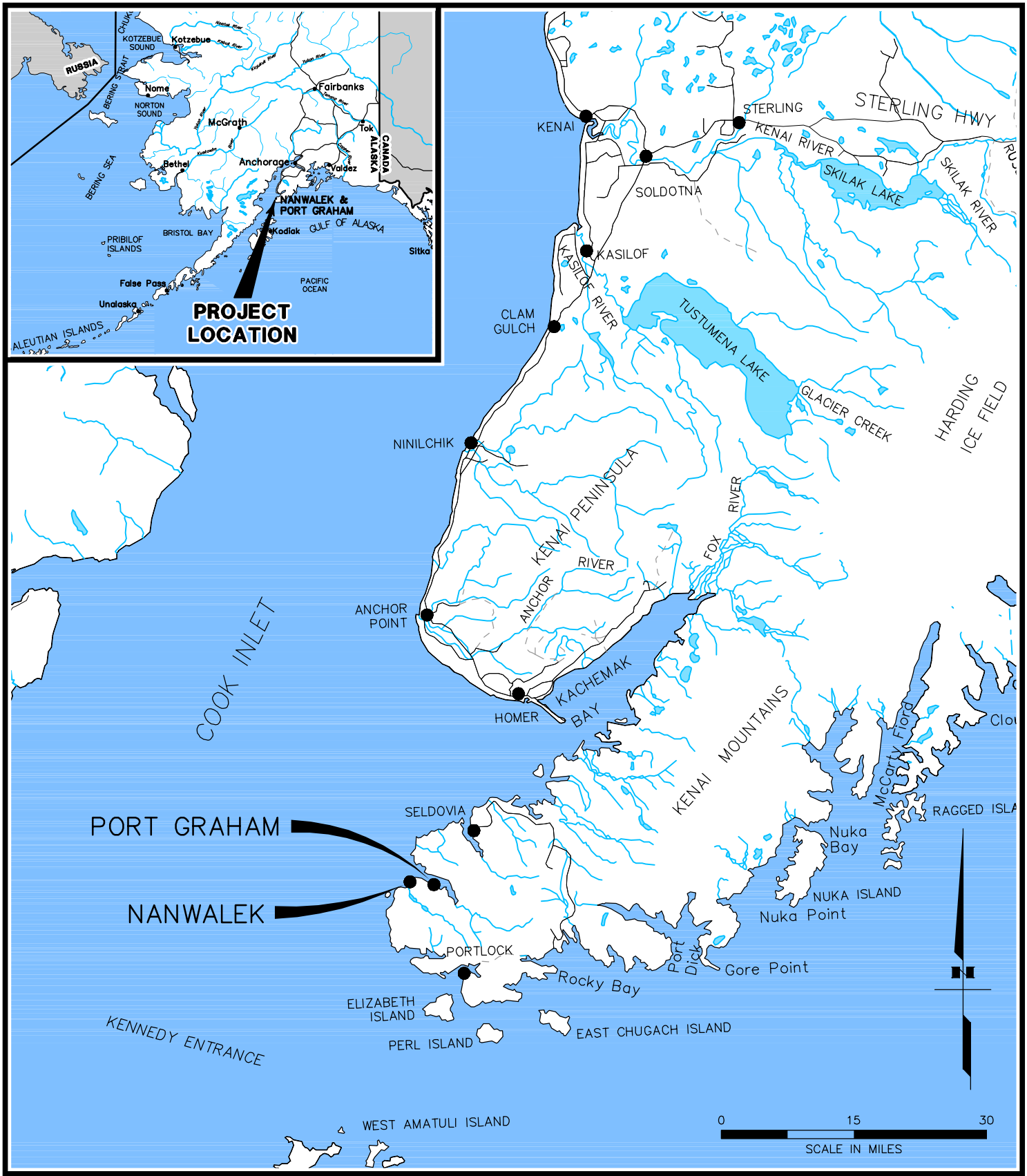
Table 4: Record of Coordination Relative to the Section 4(f) Property

Date	Activity	Description
July 22, 2011	Finding of Adverse Effect Letter (for Proposed Action)	The DOT&PF sent a Finding of Adverse Effect Letter to the SHPO, BIA, Native Village of Nanwalek, English Bay Corporation, Native Village of Port Graham, Port Graham Corporation, Chugach Alaska Corporation, and Chugachmuit.
August 1, 2011	SHPO Concurrence with Finding of Adverse Effect	The SHPO responded to the DOT&PF concurring with the determination of eligibility under Criterion A and with the finding of Adverse Effect for the CCC Trail.
August 19, 2011	Finding of Adverse Effect Letter (for proposed geotechnical and survey fieldwork in support of the Proposed Action)	The DOT&PF sent a Finding of Adverse Effect Letter to the SHPO specifying proposed land surveying, geotechnical drilling, and geophysical surveys.
August 31, 2011	Finding of Adverse Effect Letter (for Proposed Action)	The DOT&PF re-sent the Finding of Adverse Effect Letter dated July 22, 2011 to the Native Village of Nanwalek, English Bay Corporation, Native Village of Port Graham, Port Graham Corporation, Chugach Alaska Corporation, and Chugachmuit since the majority of parties indicated they did not receive the Finding of Adverse Effect Letter sent July 22, 2011.
September 27, 2011	Finding of Adverse Effect Letter (for Proposed Action)	The FAA sent a Finding of Adverse Effect Letter to the Advisory Council on Historic Preservation.
August 2011-September 2012	MOA developed in consultation with consulting parties.	The DOT&PF and FAA coordinated with all consulting parties to develop measures to resolve adverse effects to the CCC Trail and to minimize harm to the Section 4(f) resource.
October 16, 2012	MOA Transmittal	The FAA sent the Advisory Council on Historic Preservation a copy of the executed MOA.

9.0 REFERENCES

CRC LLC. 2010. L.F. Yarborough and S.J. Meitl. *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska*.

FIGURES



Vicinity Map

Nanwalek Port Graham Airport Project

T 9,10 S, R 15,16 W

Seward Meridian, Alaska

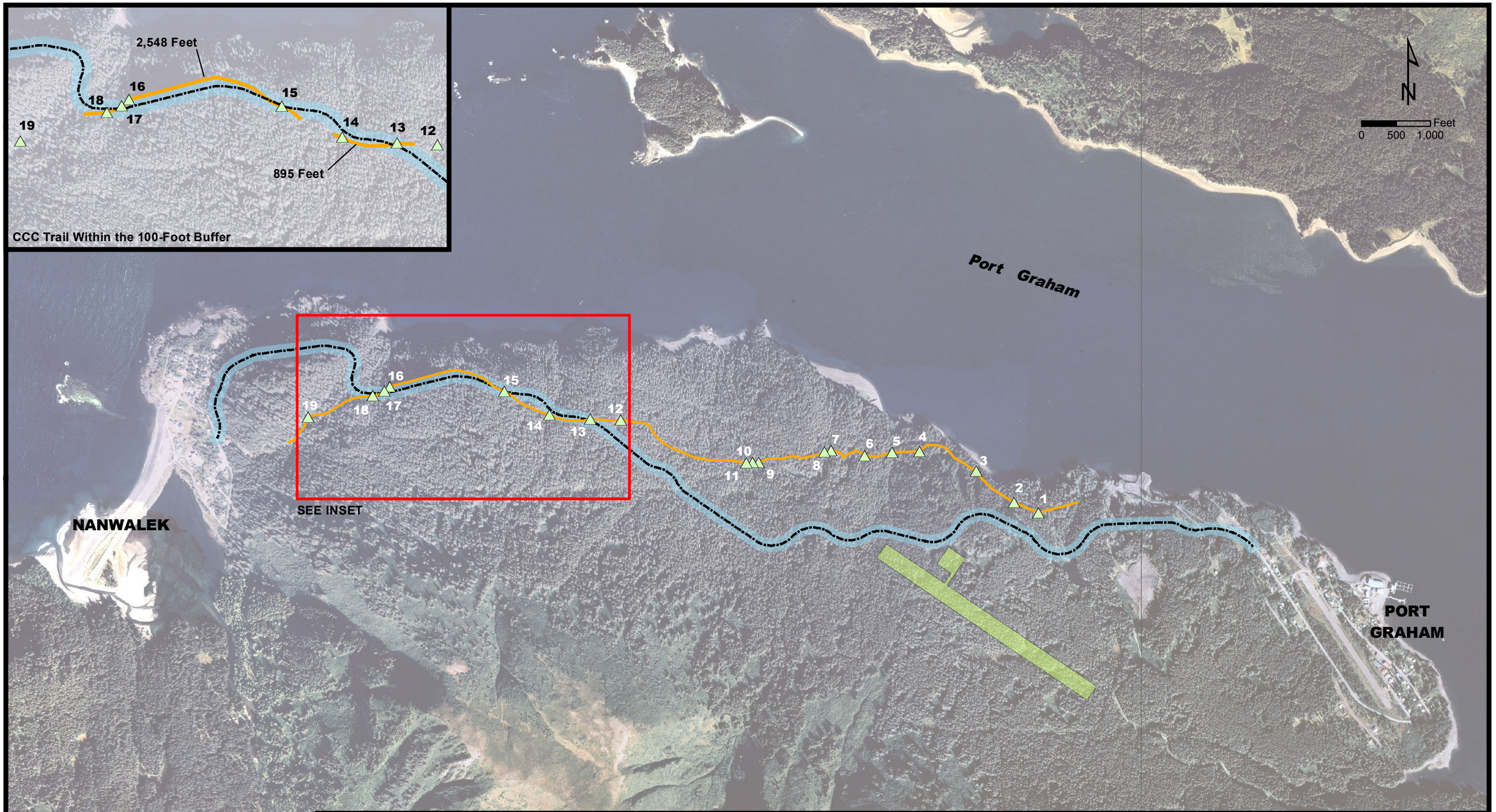
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

DOT&PF Project No. 52250
Nanwalek Port Graham Airport

Nanwalek & Port Graham, Alaska

DATE: AUGUST 2011 | FIGURE 1

P:\Projects\D59127\ENV\EA-NWLK.dwg 2011-8-22



Legend

- Existing Bridges
- Existing Port Graham-Nanwalek CCC Trail (SEL-348)
- Proposed Road
- Proposed Airport
- 100-Foot Buffer

Port Graham-Nanwalek CCC Trail
Area of Potential Effect

T 09 S, R 15&16 W
Seward Meridian, Alaska

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

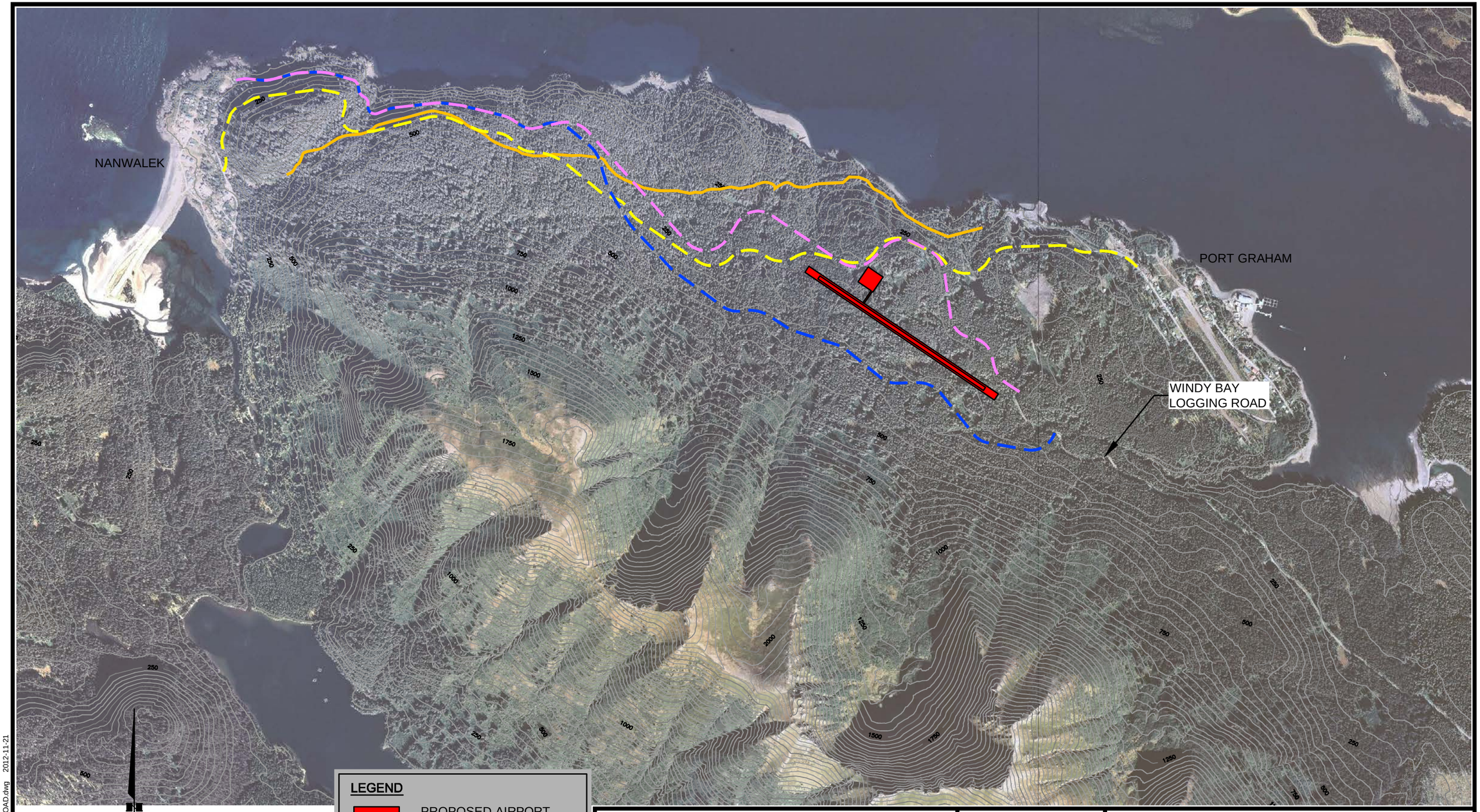
DOT & PF Project No. 52250

Nanwalek Port Graham Airport

Nanwalek & Port Graham, Alaska

December 2012 | Figure 2

P:\Projects\D59127\GIS\ENV\APE.mxd Nov 19, 2012 5:25:19 PM User: charrington



ROAD OPTIONS

T 9,10 S, R 15,16 W

Seward Meridian, Alaska

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

DOT & PF Project No. 52250
Nanwalek Port Graham Airport

Nanwalek & Port Graham, Alaska

DATE: DECEMBER 2012 | FIGURE 3

P:\Projects\D59127\ENV\ENV-NWLK-ROAD.dwg 2012-11-21

APPENDIX A

Memorandum of Agreement

Memorandum of Agreement
between the
Federal Aviation Administration
and the Alaska State Historic Preservation Officer
Regarding the Nanwalek and Port Graham Airport
at Nanwalek and Port Graham, Alaska
State Project No. 52250

WHEREAS, the Federal Aviation Administration (FAA) Alaskan Region Airports Division, in cooperation with the Alaska Department of Transportation and Public Facilities (DOT&PF) Central Region, an applicant for federal assistance, proposes to construct a shared airport and access road in between the communities of Nanwalek and Port Graham, Alaska (as shown in Figures 1 and 2) to resolve operational deficiencies and to meet current FAA standards (undertaking); and

WHEREAS, FAA has determined that the Port Graham-Nanwalek Civilian Conservation Corps (CCC) Trail (SEL-348) is eligible for the National Register of Historic Places (NRHP); and

WHEREAS, FAA has determined that the undertaking will have an adverse effect on the Port Graham-Nanwalek CCC Trail (SEL-348); and

WHEREAS, FAA consulted with Alaska State Historic Preservation Officer (SHPO) in accordance with Section 106 of the National Historic Preservation Act (NHPA) (U.S.C. 470s) and 36 CFR 800; and

WHEREAS, FAA has invited the Advisory Council on Historic Preservation (Advisory Council) to participate and they have chosen to not to be party to this Memorandum of Agreement (MOA); and

WHEREAS, FAA consulted with the Bureau of Indian Affairs (BIA), pursuant to 36 CFR 800; and

WHEREAS, BIA as the federal land manager agency with fiduciary oversight of the Native allotments and having the authority to issue the Revocable Use Permits for the geotechnical and survey work on the Native allotments is an Invited Signatory to this MOA; and

WHEREAS, FAA consulted with the Nanwalek IRA Council and the Port Graham Village Council pursuant to 36 CFR Section 800.2(c)(2), who are Concurring Parties to this MOA; and

WHEREAS, FAA consulted with the Port Graham Corporation and Chugachmiut pursuant to 36 CFR Section 800.2(c)(5), who are Concurring Parties to this MOA; and

WHEREAS, the existing public use Nanwalek Airport, which is owned and managed by DOT&PF, would be closed after the new Nanwalek and Port Graham Airport is constructed, and operations commence at the new airport; and

WHEREAS, DOT&PF has no plans to dispose of the existing Nanwalek Airport and will retain the property in State ownership without any proposed improvements until such time that DOT&PF notifies the public of the proposed action and receives FAA determination of compliance with National Environmental Policy Act and all other applicable environmental laws and regulations ; and

WHEREAS, DOT&PF as project sponsor participated in consultation pursuant to 36 CFR 800 is an Invited Signatory to this MOA, and shall be responsible to administer and implement the stipulations under the terms of the MOA for and as directed by FAA; and

NOW, THEREFORE, FAA, SHPO, BIA, and DOT&PF (collectively the "Signatories") agree that the undertaking shall be implemented in accordance with the following stipulations in consideration of the effects this undertaking will have on the Port Graham-Nanwalek CCC Trail (SEL-348).

STIPULATIONS

The FAA, in coordination with DOT&PF, shall ensure that the following stipulations are implemented:

I. Mitigation Measures

A. Interpretive Display

1. The DOT&PF shall provide an interpretive display and install it at the shared Nanwalek and Port Graham Airport apron. The theme and design of the display shall be developed in consultation with SHPO, BIA, the Tribes, and other concurring parties to this MOA, and shall use a Department of Natural Resources standard interpretive sign design.
2. The DOT&PF shall submit the graphics, text and design of the draft interpretive display to SHPO, BIA, the Tribes, and other concurring parties to this MOA within twelve (12) months of the execution of this MOA. The SHPO and other parties shall have thirty (30) days from receipt of DOT&PF submittals to review and comment. The DOT&PF shall take into account any comments received during the review period, and submit the final interpretive display design to the MOA parties no later than six (6) months after DOT&PF received review comments.
3. The DOT&PF shall provide written verification to SHPO that includes photographic documentation of the installed interpretive display prior to completion of the airport construction project.
4. The interpretive display shall be maintained by DOT&PF.

B. Civilian Conservation Corps (CCC) in the Chugach National Forest Report

1. The DOT&PF shall develop a booklet for the general public to provide a better historic context on the CCC development and management, and the use of Port Graham-Nanwalek CCC Trail and other such trails within the Chugach National Forest. The report would be designed in the BIA Legacy Series format. The theme and design shall be developed in consultation with SHPO, BIA, and the Tribes.

2. The DOT&PF shall submit the draft report to SHPO, BIA, the Tribes, and concurring parties to this MOA within twelve (12) months of the execution of this MOA. The SHPO and other consulting parties shall have thirty (30) days from receipt of DOT&PF submittals to review and comment. The DOT&PF shall take into account any comments received during the review period, and submit the final report to the MOA parties no later than six (6) months after DOT&PF received review comments.
3. The DOT&PF shall print 100 booklets and provide SHPO and BIA with 10 copies, and 5 copies to each of the concurring parties.

II. Treatment of Human Remains

A. Although unlikely to be encountered, any and all human remains shall at all times be treated with dignity and respect. Should human remains be encountered, work will be stopped at once in the locality to prevent further disturbance and DOT&PF shall immediately notify the Alaska State Troopers (AST), FAA, and SHPO. If the human remains are determined or believed by investigators to be Native, local Tribes shall be notified immediately. See Appendix A for specific contact information for Agency and Tribal Officials involved with human remains consultation.

B. If the remains appear recent, FAA and DOT&PF shall defer to the opinion of AST and/or the State Medical Examiner (SME) for a determination of whether the remains are of a forensic nature and/or subject to criminal investigation.

C. A physical anthropologist experienced in the analysis of human remains shall examine the human remains to determine racial identity. The physical anthropologist shall document, analyze, and photograph the remains so that an independent assessment of racial identity can be made. The physical anthropologist shall be afforded no more than thirty (30) days time to conduct his or her analysis.

D. If the human remains are not Native American, and a determination has been made by AST and SME that a death investigation is not warranted, then FAA and DOT&PF in consultation with SME, will identify, locate and inform descendants of the deceased. If no descendants are found, any necessary permits from the Alaska State Bureau of Vital Statistics will be obtained and the remains re-interred in a designated area.

E. Should any associated or unassociated funerary objects, sacred objects, or objects of cultural patrimony as defined by the Native American Graves Protection and Repatriation Act (NAGPRA) (25 U.S.C. 3001) be encountered, work shall be

stopped at once in the locality to prevent further disturbance and DOT&PF shall immediately notify FAA, SHPO, the Nanwalek Tribal Council, and the Port Graham Tribal Council.

III. Inadvertent Discoveries

If, during the implementation of the undertaking, a previously unidentified historic property is encountered, or a previously identified historic property is affected in an unanticipated manner, DOT&PF shall consult with FAA, SHPO, the Nanwalek Tribal

Council, the Port Graham Tribal Council, ANCSA Corporations, and other consulting parties as appropriate pursuant to 36 CFR 800.13. The DOT&PF will ensure that work shall cease in the area of the discovery until the previously unidentified historic property or unanticipated effect can be evaluated, and an appropriate treatment plan consistent with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716) is developed and agreed upon by SHPO. The DOT&PF shall insure that the treatment plan is implemented.

IV. Review

The Signatories shall review this MOA two (2) years from its execution date and every year thereafter until all measures are completed or until four (4) years from its execution date. The DOT&PF shall submit a biannual letter status update to MOA Signatories one (1) month prior to the biannual review and annually thereafter. Any amendments to this MOA recommended during the review shall be considered in accordance with CFR 800.6(c)(7). If the review results in a recommendation to terminate the MOA, termination of the MOA shall be considered in accordance with 36 CFR 800.6(c)(8).

V. Dispute Resolution

A. Should any Signatory to this MOA object in writing to the other Signatories regarding any action carried out or proposed with respect to the implementation of this MOA, consultation among the signatories shall be initiated to resolve the objections.

B. If FAA determines that the Section 106 related objection cannot be resolved through consultation, it shall request the further comments or staff level recommendations from ACHP pursuant to 36 CFR 800.6(b). Any ACHP comment provided in response to such a request will be taken into account by FAA in accordance with 36 CFR 800.6(c)(2).

C. At any time during implementation of any stipulation in this MOA, should an objection to any such stipulation or its manner of implementation be raised by a member of the public, FAA shall take the objection into account and consult as needed with the objecting party and parties to this agreement to address the objection.

VI. Amendment

Any Signatory to this agreement may request that this MOA be amended, whereupon they shall consult in accordance with 36 CFR § 800.6(c)(7) to consider such amendment. Amendments shall be executed in the same manner as the original MOA.

VII. Duration

This MOA shall continue in full force and effect until all measures for are completed or until four (4) years from its execution date. At any time DOT&PF may request FAA and SHPO in writing to review DOT&PF's project schedule and consider an extension or modification of this MOA. No extension or modification shall be effective unless all Signatories to the MOA have agreed to it in writing.

VIII. Termination

Any Signatory to this MOA may terminate it by providing thirty (30) days written notice to the other Signatories. The Signatories will consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. In the event of termination, FAA will again seek the comments of the Advisory Council, pursuant to 36 CFR 800.7(c).

Execution and Implementation of this Memorandum of Agreement evidences that FAA has consulted with the SHPO and other consulting parties on the Nanwalek and Port Graham Airport Project and its effects on historic properties, and has taken into account the undertaking's effects on historic properties, and satisfied Section 106 responsibilities.

SIGNATORIES:

FEDERAL AVIATION ADMINISTRATION

By: _____ Date: 9/17/12
Byron Huffman, Alaskan Region Airports Division Manager

ALASKA STATE HISTORIC PRESERVATION OFFICER

By: _____ Date: 9-18-12
Judith Bittner, State Historic Preservation Officer

INVITED SIGNATORIES:
BUREAU OF INDIAN AFFAIRS

By: _____ Date: 9-18-2012
Eugene Virden, Regional Director

ALASKA DEPARTMENT OF TRANSPORATION & PUBLIC FACILITIES

By: _____ Date: 9.13.12
Robert A. Campbell, P.E., Central Region Director

CONCURRING PARTIES:

NANWALEK IRA COUNCIL

By: _____ Date: 9-24-12
John Kvasnikoff, 1st Chief

PORT GRAHAM VILLAGE COUNCIL

By: _____ Date: 9-26-12

Patrick Norman, Chief

PORT GRAHAM CORPORATION

By: _____ Date: 10-12-12
Lloyd Stiassny, President

CHUGACHMIUT

By: _____ Date: 10/5/12

Angela "Jan" Vanderpool, Executive Director

Appendix A

APPENDIX B

Consulting Parties Correspondence

Page

July 22, 2011, Finding of Adverse Effect Letter
- DOT&PF to SHPO 1
- DOT&PF to BIA 9
- DOT&PF to Native Village of Nanwalek 16
- DOT&PF to English Bay Corporation 16
- DOT&PF to Native Village of Port Graham 16
- DOT&PF to Port Graham Corporation 16
- DOT&PF to Chugach Alaska Corporation 16
- DOT&PF to Chugachmuit 23

August 1, 2011, SHPO Concurrence with Finding of Adverse Effect, SHPO to DOT&PF 30

August 19, 2011, Finding of Adverse Effect Letter (geotechnical and survey fieldwork specific) DOT&PF to SHPO 32

August 31, 2011, Finding of Adverse Effect Letter
- DOT&PF to Native Village of Nanwalek 36
- DOT&PF to English Bay Corporation 36
- DOT&PF to Native Village of Port Graham 36
- DOT&PF to Port Graham Corporation 36
- DOT&PF to Chugach Alaska Corporation 36
- DOT&PF to Chugachmuit 43

September 27, 2011, Finding of Adverse Effect Letter, FAA to the Advisory Council on Historic Preservation 50

October 16, 2012, Executed MOA Transmittal Letter, FAA to the Advisory Council on Historic Preservation 57

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

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

In Reply Refer To:
State Project 52250
ATTENTION: This finding contains 1 DOE

July 22, 2011

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
550 W. 7th Avenue, Suite 1310
Anchorage, AK 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 a shared airport and access road in between the communities of Nanwalek and Port Graham (Nanwalek and Port Graham Airport and Access Road Project [project]). The proposed project would be located in Sections 31 and 32, Township 10S, Range 15W and Sections 35 and 36, Township 10S, Range 16W (United States Geological Survey Quadrangle Seldovia B-5 and B-6); Figures 1 and 2. Pursuant to 36 CFR 800.4(d)(2) and 800.5(d)(2), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF, on behalf of the FAA, finds an adverse effect on historic properties by the proposed project.

The purpose and need of the proposed project is to provide a safer and more reliable airport for the communities of Nanwalek and Port Graham. Currently, both communities have air strips; however, the runway lengths do not meet FAA standards. Neither of the existing air strip locations is suitable for runway extensions due to terrain and community locations.

Relocation of the existing airports was explored in site reconnaissance studies, which evaluated seven other potential locations. After consultation with the communities, a shared airport at Romanoff Point was chosen as the only build alternative to be carried forward for further analysis in the National Environmental Policy Act (NEPA) document.

Project Description

The proposed project would consist of constructing a new 3,300-foot long by 60-foot wide runway, 3,780-foot long by 120-foot wide runway safety area, a 25-foot wide taxiway, and a 60,000-square foot apron. This has changed from the initiation letter sent on June 28, 2010 that stated a 75-foot wide runway would be constructed. A 3.5-mile long by 22.5-foot wide airport access road would be constructed that would connect the two communities. Currently, neither

community is accessible by road, but the communities are linked to each other by two walking trails, one of which is impassible. The proposed project would require acquisitions of portions of native allotments and village corporation lands. Pending approvals of the proposed project, including NEPA document and permit acquisitions, funding, and property acquisition, construction could begin as early as 2014. Pre-NEPA approvals are also required such as Revocable Use Permits (RUP) from the Bureau of Indian Affairs (BIA) for geotechnical and survey work on native allotments.

Area of Potential Effect

The communities of Port Graham and Nanwalek are located on the southwestern end of the Kenai Peninsula near the entrance to Kachemak Bay off Cook Inlet. The villages are approximately three air miles apart and have been connected over the years by two trails, the Homer Electric Association (HEA) Trail, which is also sometimes called the "walking trail," and the now relatively unused Port Graham–Nanwalek Civilian Conservation Corps Trail (CCC Trail).

The original study area, surveyed for cultural resources in 2008 and 2009, consisted of the proposed access road 200-foot right-of-way (ROW) and the proposed airport property with a surrounding 1,000-foot wide buffer. The project design was later refined and with more accurate topographic information the Area of Potential Effect (APE) was later identified in the fall of 2009 to include all areas that might require ground-disturbing work (Figure 4). The APE consists of the proposed access road ROW and airport property with a surrounding 100-foot wide buffer. The APE provides enough room for potential alignment shifts and minor changes to the project footprint during final design.

Identification Efforts

Cultural Resource Consultants LLC (CRC) conducted the cultural resources study for the study area, (the *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska* (November 2010) is enclosed). The pre-survey literature search, limited to the immediate Nanwalek area and the southwest coast of Port Graham Bay, yielded information on 16 sites within 0.75 mile of the proposed project area (Figure 3). All sites are either along the ocean coast or adjacent to salmon streams. These Alaska Heritage Resources Survey (AHRS) sites are:

- SEL-003, the remains of the Russian American Company post, Alexandrovsk Redoubt, located under the existing Nanwalek runway on the spit just south of Nanwalek in English Bay, roughly five miles south of the entrance to Kachemak Bay, on the east shore of Cook Inlet;
- SEL-018, the Saints Sergius and Herman of Valaam Church, within the village of Nanwalek;
- SEL-027, the Port Graham Village Cannery Site, located on the south shore of Port Graham, which contains a prehistoric component, as well as the historic cannery component;
- SEL-161, the Moonin Midden, located on the Sergius Moonin Allotment just west northwest of Port Graham Village;
- SEL-166, the Anahonak Midden, located near the head Port Graham Bay, about 2 miles southwest of Port Graham Village;
- SEL-170, the location of a partial human cranium, found north of Nanwalek and west of Russian Point;

- SEL-229, a campsite, roughly 0.5 mile southeast of Nanwalek on the English Bay River;
- SEL-230, site Area #2 Logging Unit, on the west bank of the English Bay River, upstream from the lagoon;
- SEL-231, a largely unknown, sub-surface site of ash and charcoal, on a beach ridge on the east shore of English Bay lagoon;
- SEL-232, a small midden on the south shore of English Bay Lagoon;
- SEL-238, the Sarjus Kvasnikoff Fire Cracked Rock Site, located at the outlet of the "second lake" on the English Bay River;
- SEL-239, the English Bay River Falls Site, near the "first lake" on the English Bay River;
- SEL-243, the English Bay River ATV Trail Crossing, roughly 1.5 mi. upstream from Nanwalek on the English Bay River;
- SEL-244, a site, located above the east shore of English Bay Lagoon, with possible stained soils and an isolated bifacial point;
- SEL-289, a grave located on Elias Romanoff's Native Allotment; and
- SEL-290, the location of graves thought to be near the old cannery in Port Graham.

Proposed Airport

The portion of the project APE that includes the proposed airport lies to the south of the proposed access road was surveyed during the 2008 field season (Figure 4). The topography of this area is irregular, with dense stands of spruce, and an understory of ferns, berries, alders and devils club. Several wetland areas are also within the APE. No cultural sites were found within the proposed airport property.

Proposed Access Road

The proposed route of the access road between Nanwalek and Port Graham traverses a largely undeveloped strip of land between the two villages. The ground is very irregular and densely vegetated, with a combination of tall spruce, devil's club, salmonberry, ferns, and some grasses. Little of the APE in the vicinity of this route was considered high sensitivity for cultural resources due to a high degree of landscape slope, lack of anadromous fish streams, and large distance from known cultural resources along the coast. Those few areas that were within the high sensitivity parameters were surveyed.

A variety of cultural remains identified in the vicinity of the proposed access road route provided evidence of use of the area during the past 50 years. These include stumps, an unused aluminum water pipe line, and the HEA power line and associated access trail.

The stumps appear to be from fairly recent logging that began during the 1960s and continued through the 1980s. The pipe line crosses the proposed access road east of the stream flowing from the Port Graham reservoir. This pipe is part of the water system that carried water from the reservoir to Port Graham in the 1980s.

A single overhead power line was originally constructed by HEA between 1968 and 1973. It runs through the trees, which provide its support, along the southwest side of the proposed runway, and also intersects with the proposed access road in at least three places (Figure 2). The power line has an associated access trail that runs along near it, but not always under or next to it. This access trail was used for a number of years as both an all-terrain vehicle (ATV) and foot trail by residents of Port Graham and Nanwalek.

Determination of Eligibility
Port Graham-Nanwalek CCC Trail (SEL-348)

CRC's survey documented the CCC Trail (Figure 4). The trail which may have been in existence as early as 1897 was upgraded to its current size in 1937 by the CCC and was maintained for approximately 40 years. It is now overgrown with vegetation in places and its original CCC bridges have deteriorated or have been slightly modified.

CRC's recommendation:
CRC recommended that the CCC Trail is likely eligible for the National Register of Historic Places (National Register) under Criteria A and D, with a period of significance between 1937, when the trail was constructed, and the early 1980s, when trail maintenance ceased and it was no longer used on a regular basis. The Port Graham–Nanwalek CCC Trail has changed little since it was built and retains most of its seven aspects of historic integrity. The CCC Trail is in its original location, its setting is intact, it still has the essential features expressive of its design and function, and these features are visible enough to convey their significance.

Criterion A: Association with events that have made a significant contribution to the broad patterns of history.

The CCC Trail is over 70 years old at this time, and was used throughout most of the twentieth century. It is associated with the development of the communities of Port Graham and Nanwalek, and with the cannery period in the region. CCC work on the trail demonstrates the variety of projects the agency undertook to provide employment to Alaska Natives in south-central Alaska during the Great Depression of the 1930s. The CCC Trail is one of the few, if any, that still exist in south-central Alaska. The trail's long history and function as a connecting route between Port Graham and Nanwalek are significant enough to qualify under Criterion A for association with local, regional, and national events.

Criterion D: Having yielded, or having the potential to yield, information important in prehistory or history.

The CCC Trail and its bridges were built by the Alaska Forest Service, and the bridges represent a design type and time period that are poorly documented and of which there are few extant examples. Further documentation could provide information on the comparability of the bridge designs to Bureau of Public Roads or Alaska Road Commission bridge designs, and reveal construction techniques and type of wood chosen for use. The CCC Trail has the ability to provide information about period design and land use patterns of the Alutiiq on the southern Kenai Peninsula. Native trails in Alaska are often undocumented and as systems of communication and transportation, have the potential to answer questions about the organization of trade, intergroup relations, and land-use patterns. Such trails are known to represent human shaping and use of the environment during the early twentieth century on the Kenai Peninsula, but are also traces of earlier use. Trails can often answer questions and lead to new ones about how, why, and when people moved on the landscape.

DOT&PF's recommendation:
DOT&PF agrees that the CCC Trail is eligible for the National Register under Criterion A at local and regional levels; however DOT&PF disagrees with CRC's recommendation that the CCC Trail is eligible under Criterion D. It is DOT&PF's opinion that Criterion D is more

appropriately applied to archaeological properties and that this criterion generally does not apply to bridges (or trails), although in rare instances it could apply to an unusual or technologically significant bridge for which no plans or other documentation survives. DOT&PF's opinion also coincides with conclusions of the *A Context For Common Historic Bridge Types*, prepared for the National Cooperative Highway Research Program (October 2005) (page 1-7).

This is a hard-packed dirt track trail with 19 log bridges constructed through a spruce-hemlock forest, crossing drainages and streams, and marshes. CRC indicates that the bridges are of a timber stringer-type design which was typical for CCC projects during that time, and the timber is of local spruce and hemlock. The stringer bridges along the CCC Trail vary in length depending on the drainage crossing. There is no indication that there are any associated surface or subsurface cultural remains along the trail corridor.

DOT&PF believes this bridge design to have a relatively low level of significance. Generally, timber stringers are a common bridge type prevalent throughout the country and standard for trails; they can also be found on low-trafficked roads. Because of the structure's simplicity and ready available materials, the timber bridge continues to be used to the present day.

Typical character defining features are longitudinal beams (or stringers) and the bridge piles (or supports). The timber stringers support a wood plank or log deck. The stringer ends rest on a vertical support (or abutment), which for this trail are logs. The bridges along this CCC Trail have no railings. DOT&PF does not agree that further evaluation of this simple bridge type will yield important information pertaining to its design. The type of wood used for the CCC Trail bridges is local material and the terrain which does not appear challenging does not rise to the level that requires the development of alternative construction techniques. Furthermore, with the absence of associated cultural resources along the trail corridor DOT&PF is not certain how further archaeological investigations of the trail could yield information important to answer questions about the organization of trade, intergroup relations, and land-use patterns.

FAA's determination:
FAA agrees with DOT&PF's recommendation and has determined that the Port Graham-Nanwalek CCC Trail (SEL-348) is eligible for the National Register under Criterion A at local and regional levels.

Other Cultural Resource Sites

CRC's recommendation:
Other cultural remains noted during the survey for the proposed project were modern garbage in the airport runway and apron areas; and recent logging stumps, a water intake pipe, the HEA trail and overhead power line. The logging-related stumps are not likely eligible for listing in the National Register. They might be worthy of note as a type of culturally modified tree (CMT), and evidence of cultural activity during recent years, but individual or even small groups of CMTs are generally not considered significant enough to be eligible for the National Register (Bittner 1991). The water intake pipe, and the HEA trail and overhead power line are less than 50 years old. They are not fragile resources, and do not represent extraordinary events; therefore, they are also not likely eligible for listing in the National Register.

FAA's determination:
FAA agrees with CRC's recommendation and has determined that the other cultural remains identified during the survey are not eligible for the National Register.

Finding of Effect
Based on CRC's research and field study, the only historic site that may be affected by the proposed project is the CCC Trail (SEL-348). Approximately 3,443 feet of the CCC Trail, including six log bridges (13 through 18), are contained within the proposed road ROW between Port Graham and Nanwalek, in the western half of the study area (Figure 4). The proposed road crosses the CCC Trail three times. Construction plans for the proposed 22-foot wide road include cutting and filling to create a more even grade than current topography. The majority of the proposed road would have 2:1 cut and fill slopes, but along steep cliffs a rock catchment design with 0.5:1 cut slopes is proposed.

CRC recommends that cutting and filling within the portion of the access road study area that coincides with the CCC Trail would likely erase all evidence of the trail and six of its bridges in this vicinity, and will disconnect the undisturbed sections of trail. The proposed construction will dramatically alter the trail's integrity. As a result, the access road as proposed would have an adverse effect on the CCC Trail.

FAA's finding:
FAA agrees with CRC's recommendation and finds that this project has an adverse effect on the Port Graham-Nanwalek CCC Trail (SEL-348).

Consulting Parties:
Other parties being consulted during this Section 106 Finding effort include the Native Village of Nanwalek, English Bay Corporation, the Native Village of Port Graham, Port Graham Corporation, Chugach Alaska Corporation, Bureau of Indian Affairs, and Chugachmuit, to determine their interest in participating in consultation for the resolution of the adverse effects and in the development of a Memorandum of Agreement (MOA).

Once we receive your response, we will consult with your office to identify mitigation measures as needed to offset the adverse effects of this project. Please direct your concurrence or comments to me at the address above, by telephone at 907-269-0539, or by e-mail at brian.elliott@alaska.gov. For this purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

Brian Elliott

Brian Elliott
Regional Environmental Manager

Enclosures:
Figures 1-4
Office of History and Archaeology Coversheet
Cultural Resource Consultants LLC (CRC). 2010. *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska*. November 2010.

References:

Bittner, Judith E. 1991. Letter to John Hildebrand, Department of Transportation and Public Facilities, Anchorage. Copy on file, Alaska Department of Natural Resources, Office of History and Archaeology, Anchorage.

cc w/ enclosures:

Gabriel Mahns, FAA, Project Manager
Patti Sullivan, FAA, Environmental Program Manager
Laurie Mulcahy, DOT&PF Statewide, Cultural Resources Manager
Valerie Gomez, DOT&PF Central Region, Cultural Resource Specialist

cc w/o enclosures:

Morgan Merritt, P.E., DOT&PF Central Region, Project Manager
Dan Golden, DOT&PF Central Region, Environmental Analyst

Office of History and Archaeology: Cultural Resources Report Coversheet

(Must Accompany All Compliance Reports Submitted to OHA/SHPO)

Office of History and Archaeology
Division of Parks & Outdoor Recreation
Alaska Department of Natural Resources
550 W. 7th Ave., Suite 1310
Anchorage, AK 99501-3565
Phone: (907) 269-8721 Fax (907) 269-8908
http://www.dnr.state.ak.us/parks/oha/index.htm

Was this survey/investigation(Check one): ***Negative*** [ ] ***Positive*** [X]

Negative = no cultural resource sites are reported or updated. Positive = cultural resource sites are reported or updated.

*Note: Alaska Heritage Resources Survey (AHRS) numbers are **required** for reported cultural resource sites, including buildings. AHRS numbers can be obtained by contacting Joan Dale at 907-269-8718).*

Project/Report Information:

- Report Title: ***Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska***
- Report Author(s): ***Linda Finn Yarborough and Sarah J. Meitl***
- Report Date: ***February 2010***
- Submitting Organization/Agency ***DOT&PF/FAA***
- Project Name and Project Number: ***#58348, Nanwalek and Port Graham Airport***
- Principal Investigator (PI) name: ***Linda Finn Yarborough***

Geographic Information (attach an extra sheet or cite report page numbers if necessary)

- USGS Mapsheet (1:63,360 if available)
- Meridian/Township / Range / Section (MTRS) location: (all affected sections) SM/T9S/R16W/S35-36;SM/T9S/R15W/S31-32

Format example: "F021N018E|13-14"

- Verbal description of survey area

(for example: "123 Acme Street," "confluence of Fish and Moose creeks," "Milepost 9-16 …"
Proposed access road and airport between Port Graham and Nanwalek, southwestern Kenai Peninsula

- Does this report contain boundary coordinates for the surveyed area? Yes [ ] No [X] Page #(s) _____
- Does this report contain boundary coordinates for reported sites? Yes [ ] No [X] Page #(s) _____
- Land owner(s): BIA Native allotments
- Answer one: Acres Surveyed 115 Hectares Surveyed _____

Cultural Resources Management (CRM) Information

- List AHRS numbers of new and updated sites – (do not list sites that are merely described in the background section).
  SEL-348
- Is the report part of a National Historic Preservation Act - Section 106 consultation? Yes [X] No [ ]
- Is the report part of an Alaska Historic Preservation Act compliance consultation? Yes [X] No [ ]
- Does the report's data support a submitting agency's determination of eligibility? Yes [X] No [ ]
- Does the report's data support a submitting agency's determination of effect? Yes [X] No [ ]
- Was this report submitted to fulfill State Field Archaeology Permit requirements?
  Permit No.: _____ Yes [ ] No [X]
- Was this project and/or report overseen or authored by someone meeting the minimum qualifications of the Sec. of the Interior's Standards and Guidelines (48 FR 44738-44739)? Yes [X] No [ ]
- Is the Principal Investigator's resume' appended to the report or on file at OHA? Yes [X] No [ ]

Revised 3/29/07

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
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

In Reply Refer To:
State Project 52250
ATTENTION: This finding contains 1 DOE

July 22, 2011

Mr. Ricky Hoff
Regional Archeologist
Bureau of Indian Affairs
3601 C Street, Suite 1100
Anchorage, AK 99503-5947

Dear Mr. Huff:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to construct a shared airport and access road in between the communities of Nanwalek and Port Graham (Nanwalek and Port Graham Airport and Access Road Project [project]). The proposed project would be located in Sections 31 and 32, Township 10S, Range 15W and Sections 35 and 36, Township 10S, Range 16W (United States Geological Survey Quadrangle Seldovia B-5 and B-6); Figures 1 and 2. Pursuant to 36 CFR 800.4(d)(2) and 800.5(d)(2), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF, on behalf of the FAA, finds an adverse effect on historic properties by the proposed project.

The purpose and need of the proposed project is to provide a safer and more reliable airport for the communities of Nanwalek and Port Graham. Currently, both communities have air strips; however, the runway lengths do not meet FAA standards. Neither of the existing air strip locations is suitable for runway extensions due to terrain and community locations.

Relocation of the existing airports was explored in site reconnaissance studies, which evaluated seven other potential locations. After consultation with the communities, a shared airport at Romanoff Point was chosen as the only build alternative to be carried forward for further analysis in the National Environmental Policy Act (NEPA) document.

Project Description

The proposed project would consist of constructing a new 3,300-foot long by 60-foot wide runway, 3,780-foot long by 120-foot wide runway safety area, a 25-foot wide taxiway, and a 60,000-square foot apron. This has changed from the initiation letter sent on June 28, 2010 that stated a 75-foot wide runway would be constructed. A 3.5-mile long by 22.5-foot wide airport access road would be constructed that would connect the two communities. Currently, neither

community is accessible by road, but the communities are linked to each other by two walking trails, one of which is impassible. The proposed project would require acquisitions of portions of native allotments and village corporation lands. Pending approvals of the proposed project, including NEPA document and permit acquisitions, funding, and property acquisition, construction could begin as early as 2014. Pre-NEPA approvals are also required such as Revocable Use Permits (RUP) from your office for geotechnical and survey work on native allotments.

Area of Potential Effect

The communities of Port Graham and Nanwalek are located on the southwestern end of the Kenai Peninsula near the entrance to Kachemak Bay off Cook Inlet. The villages are approximately three air miles apart and have been connected over the years by two trails, the Homer Electric Association (HEA) Trail, which is also sometimes called the "walking trail," and the now relatively unused Port Graham–Nanwalek Civilian Conservation Corps Trail (CCC Trail).

The original study area, surveyed for cultural resources in 2008 and 2009, consisted of the proposed access road 200-foot right-of-way (ROW) and the proposed airport property with a surrounding 1,000-foot wide buffer. The project design was later refined and with more accurate topographic information the Area of Potential Effect (APE) was later identified in the fall of 2009 to include all areas that might require ground-disturbing work (Figure 4). The APE consists of the proposed access road ROW and airport property with a surrounding 100-foot wide buffer. The APE provides enough room for potential alignment shifts and minor changes to the project footprint during final design.

Identification Efforts

Cultural Resource Consultants LLC (CRC) conducted the cultural resources study for the study area, (the *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska* (November 2010) is enclosed). The pre-survey literature search, limited to the immediate Nanwalek area and the southwest coast of Port Graham Bay, yielded information on 16 sites within 0.75 mile of the proposed project area (Figure 3). All sites are either along the ocean coast or adjacent to salmon streams. These Alaska Heritage Resources Survey (AHRS) sites are:

- SEL-003, the remains of the Russian American Company post, Alexandrovsk Redoubt, located under the existing Nanwalek runway on the spit just south of Nanwalek in English Bay, roughly five miles south of the entrance to Kachemak Bay, on the east shore of Cook Inlet;
- SEL-018, the Saints Sergius and Herman of Valaam Church, within the village of Nanwalek;
- SEL-027, the Port Graham Village Cannery Site, located on the south shore of Port Graham, which contains a prehistoric component, as well as the historic cannery component;
- SEL-161, the Moonin Midden, located on the Sergius Moonin Allotment just west northwest of Port Graham Village;
- SEL-166, the Anahonak Midden, located near the head Port Graham Bay, about 2 miles southwest of Port Graham Village;
- SEL-170, the location of a partial human cranium, found north of Nanwalek and west of Russian Point;

- SEL-229, a campsite, roughly 0.5 mile southeast of Nanwalek on the English Bay River;
- SEL-230, site Area #2 Logging Unit, on the west bank of the English Bay River, upstream from the lagoon;
- SEL-231, a largely unknown, sub-surface site of ash and charcoal, on a beach ridge on the east shore of English Bay lagoon;
- SEL-232, a small midden on the south shore of English Bay Lagoon;
- SEL-238, the Sarjus Kvasnikoff Fire Cracked Rock Site, located at the outlet of the "second lake" on the English Bay River;
- SEL-239, the English Bay River Falls Site, near the "first lake" on the English Bay River;
- SEL-243, the English Bay River ATV Trail Crossing, roughly 1.5 mi. upstream from Nanwalek on the English Bay River;
- SEL-244, a site, located above the east shore of English Bay Lagoon, with possible stained soils and an isolated bifacial point;
- SEL-289, a grave located on Elias Romanoff's Native Allotment; and
- SEL-290, the location of graves thought to be near the old cannery in Port Graham.

Proposed Airport

The portion of the project APE that includes the proposed airport lies to the south of the proposed access road was surveyed during the 2008 field season (Figure 4). The topography of this area is irregular, with dense stands of spruce, and an understory of ferns, berries, alders and devils club. Several wetland areas are also within the APE. No cultural sites were found within the proposed airport property.

Proposed Access Road

The proposed route of the access road between Nanwalek and Port Graham traverses a largely undeveloped strip of land between the two villages. The ground is very irregular and densely vegetated, with a combination of tall spruce, devil's club, salmonberry, ferns, and some grasses. Little of the APE in the vicinity of this route was considered high sensitivity for cultural resources due to a high degree of landscape slope, lack of anadromous fish streams, and large distance from known cultural resources along the coast. Those few areas that were within the high sensitivity parameters were surveyed.

A variety of cultural remains identified in the vicinity of the proposed access road route provided evidence of use of the area during the past 50 years. These include stumps, an unused aluminum water pipe line, and the HEA power line and associated access trail.

The stumps appear to be from fairly recent logging that began during the 1960s and continued through the 1980s. The pipe line crosses the proposed access road east of the stream flowing from the Port Graham reservoir. This pipe is part of the water system that carried water from the reservoir to Port Graham in the 1980s.

A single overhead power line was originally constructed by HEA between 1968 and 1973. It runs through the trees, which provide its support, along the southwest side of the proposed runway, and also intersects with the proposed access road in at least three places (Figure 2). The power line has an associated access trail that runs along near it, but not always under or next to it. This access trail was used for a number of years as both an all-terrain vehicle (ATV) and foot trail by residents of Port Graham and Nanwalek.

Determination of Eligibility
Port Graham-Nanwalek CCC Trail (SEL-348)

CRC's survey documented the CCC Trail (Figure 4). The trail which may have been in existence as early as 1897 was upgraded to its current size in 1937 by the CCC and was maintained for approximately 40 years. It is now overgrown with vegetation in places and its original CCC bridges have deteriorated or have been slightly modified.

CRC's recommendation:
CRC recommended that the CCC Trail is likely eligible for the National Register of Historic Places (National Register) under Criteria A and D, with a period of significance between 1937, when the trail was constructed, and the early 1980s, when trail maintenance ceased and it was no longer used on a regular basis. The Port Graham–Nanwalek CCC Trail has changed little since it was built and retains most of its seven aspects of historic integrity. The CCC Trail is in its original location, its setting is intact, it still has the essential features expressive of its design and function, and these features are visible enough to convey their significance.

Criterion A: Association with events that have made a significant contribution to the broad patterns of history.

The CCC Trail is over 70 years old at this time, and was used throughout most of the twentieth century. It is associated with the development of the communities of Port Graham and Nanwalek, and with the cannery period in the region. CCC work on the trail demonstrates the variety of projects the agency undertook to provide employment to Alaska Natives in south-central Alaska during the Great Depression of the 1930s. The CCC Trail is one of the few, if any, that still exist in south-central Alaska. The trail's long history and function as a connecting route between Port Graham and Nanwalek are significant enough to qualify under Criterion A for association with local, regional, and national events.

Criterion D: Having yielded, or having the potential to yield, information important in prehistory or history.

The CCC Trail and its bridges were built by the Alaska Forest Service, and the bridges represent a design type and time period that are poorly documented and of which there are few extant examples. Further documentation could provide information on the comparability of the bridge designs to Bureau of Public Roads or Alaska Road Commission bridge designs, and reveal construction techniques and type of wood chosen for use. The CCC Trail has the ability to provide information about period design and land use patterns of the Alutiiq on the southern Kenai Peninsula. Native trails in Alaska are often undocumented and as systems of communication and transportation, have the potential to answer questions about the organization of trade, intergroup relations, and land-use patterns. Such trails are known to represent human shaping and use of the environment during the early twentieth century on the Kenai Peninsula, but are also traces of earlier use. Trails can often answer questions and lead to new ones about how, why, and when people moved on the landscape.

DOT&PF's recommendation:
DOT&PF agrees that the CCC Trail is eligible for the National Register under Criterion A at local and regional levels; however DOT&PF disagrees with CRC's recommendation that the

CCC Trail is eligible under Criterion D. It is DOT&PF's opinion that Criterion D is more appropriately applied to archaeological properties and that this criterion generally does not apply to bridges (or trails), although in rare instances it could apply to an unusual or technologically significant bridge for which no plans or other documentation survives. DOT&PF's opinion also coincides with conclusions of the *A Context For Common Historic Bridge Types*, prepared for the National Cooperative Highway Research Program (October 2005) (page 1-7).

This is a hard-packed dirt track trail with 19 log bridges constructed through a spruce-hemlock forest, crossing drainages and streams, and marshes. CRC indicates that the bridges are of a timber stringer-type design which was typical for CCC projects during that time, and the timber is of local spruce and hemlock. The stringer bridges along the CCC Trail vary in length depending on the drainage crossing. There is no indication that there are any associated surface or subsurface cultural remains along the trail corridor.

DOT&PF believes this bridge design to have a relatively low level of significance. Generally, timber stringers are a common bridge type prevalent throughout the country and standard for trails; they can also be found on low-trafficked roads. Because of the structure's simplicity and ready available materials, the timber bridge continues to be used to the present day.

Typical character defining features are longitudinal beams (or stringers) and the bridge piles (or supports). The timber stringers support a wood plank or log deck. The stringer ends rest on a vertical support (or abutment), which for this trail are logs. The bridges along this CCC Trail have no railings. DOT&PF does not agree that further evaluation of this simple bridge type will yield important information pertaining to its design. The type of wood used for the CCC Trail bridges is local material and the terrain which does not appear challenging does not rise to the level that requires the development of alternative construction techniques. Furthermore, with the absence of associated cultural resources along the trail corridor DOT&PF is not certain how further archaeological investigations of the trail could yield information important to answer questions about the organization of trade, intergroup relations, and land-use patterns.

FAA's determination:
FAA agrees with DOT&PF's recommendation and has determined that the Port Graham-Nanwalek CCC Trail (SEL-348) is eligible for the National Register under Criterion A at local and regional levels.

Other Cultural Resource Sites

CRC's recommendation:
Other cultural remains noted during the survey for the proposed project were modern garbage in the airport runway and apron areas; and recent logging stumps, a water intake pipe, the HEA trail and overhead power line. The logging-related stumps are not likely eligible for listing in the National Register. They might be worthy of note as a type of culturally modified tree (CMT), and evidence of cultural activity during recent years, but individual or even small groups of CMTs are generally not considered significant enough to be eligible for the National Register (Bittner 1991). The water intake pipe, and the HEA trail and overhead power line are less than 50 years old. They are not fragile resources, and do not represent extraordinary events; therefore, they are also not likely eligible for listing in the National Register.

FAA's determination:
FAA agrees with CRC's recommendation and has determined that the other cultural remains identified during the survey are not eligible for the National Register.

Finding of Effect
Based on CRC's research and field study, the only historic site that may be affected by the proposed project is the CCC Trail (SEL-348). Approximately 3,443 feet of the CCC Trail, including six log bridges (13 through 18), are contained within the proposed road ROW between Port Graham and Nanwalek, in the western half of the study area (Figure 4). The proposed road crosses the CCC Trail three times. Construction plans for the proposed 22-foot wide road include cutting and filling to create a more even grade than current topography. The majority of the proposed road would have 2:1 cut and fill slopes, but along steep cliffs a rock catchment design with 0.5:1 cut slopes is proposed.

CRC recommends that cutting and filling within the portion of the access road study area that coincides with the CCC Trail would likely erase all evidence of the trail and six of its bridges in this vicinity, and will disconnect the undisturbed sections of trail. The proposed construction will dramatically alter the trail's integrity. As a result, the access road as proposed would have an adverse effect on the CCC Trail.

FAA's finding:
FAA agrees with CRC's recommendation and finds that this project has an adverse effect on the Port Graham-Nanwalek CCC Trail (SEL-348).

Consulting Parties:
Other parties being consulted during this Section 106 Finding effort include the State Historic Preservation Officer, Native Village of Nanwalek, English Bay Corporation, the Native Village of Port Graham, Port Graham Corporation, Chugach Alaska Corporation, and Chugachmuit to determine their interest in participating in consultation for the resolution of the adverse effects and in the development of a Memorandum of Agreement (MOA).

Once we receive your response, we will consult with your office to identify mitigation measures as needed to offset the adverse effects of this project. Please direct your concurrence or comments to me at the address above, by telephone at 907-269-0539, or by e-mail at brian.elliott@alaska.gov. For this purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

Brian Elliott

Brian Elliott
Regional Environmental Manager

Enclosures:
Figures 1-4
Office of History and Archaeology Coversheet
Cultural Resource Consultants LLC (CRC). 2010. *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska*. November 2010.

References:

Bittner, Judith E. 1991. Letter to John Hildebrand, Department of Transportation and Public Facilities, Anchorage. Copy on file, Alaska Department of Natural Resources, Office of History and Archaeology, Anchorage.

cc w/ enclosures:

Gabriel Mahns, FAA, Project Manager
Patti Sullivan, FAA, Environmental Program Manager
Laurie Mulcahy, DOT&PF Statewide, Cultural Resources Manager
Valerie Gomez, DOT&PF Central Region, Cultural Resource Specialist

cc w/o enclosures:

Morgan Merritt, P.E., DOT&PF Central Region, Project Manager
Dan Golden, DOT&PF Central Region, Environmental Analyst

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
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

In Reply Refer To:
State Project 52250
ATTENTION: This finding contains 1 DOE

July 22, 2011

See Distribution List

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to construct a shared airport and access road in between the communities of Nanwalek and Port Graham (Nanwalek and Port Graham Airport and Access Road Project [project]). The proposed project would be located in Sections 31 and 32, Township 10S, Range 15W and Sections 35 and 36, Township 10S, Range 16W (United States Geological Survey Quadrangle Seldovia B-5 and B-6); Figures 1 and 2. Pursuant to 36 CFR 800.4(d)(2) and 800.5(d)(2), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF, on behalf of the FAA, finds an adverse effect on historic properties by the proposed project.

The purpose and need of the proposed project is to provide a safer and more reliable airport for the communities of Nanwalek and Port Graham. Currently, both communities have air strips; however, the runway lengths do not meet FAA standards. Neither of the existing air strip locations is suitable for runway extensions due to terrain and community locations.

Relocation of the existing airports was explored in site reconnaissance studies, which evaluated seven other potential locations. After consultation with the communities, a shared airport at Romanoff Point was chosen as the only build alternative to be carried forward for further analysis in the National Environmental Policy Act (NEPA) document.

Project Description

The proposed project would consist of constructing a new 3,300-foot long by 60-foot wide runway, 3,780-foot long by 120-foot wide runway safety area, a 25-foot wide taxiway, and a 60,000-square foot apron. This has changed from the initiation letter sent on June 28, 2010 that stated a 75-foot wide runway would be constructed. A 3.5-mile long by 22.5-foot wide airport access road would be constructed that would connect the two communities. Currently, neither community is accessible by road, but the communities are linked to each other by two walking trails, one of which is impassible. The proposed project would require acquisitions of portions of native allotments and village corporation lands. Pending approvals of the proposed project, including NEPA document and permit acquisitions, funding, and property acquisition, construction could begin as early as 2014. Pre-NEPA approvals are also required such as

Revocable Use Permits (RUP) from the Bureau of Indian Affairs (BIA) for geotechnical and survey work on native allotments.

Area of Potential Effect

The communities of Port Graham and Nanwalek are located on the southwestern end of the Kenai Peninsula near the entrance to Kachemak Bay off Cook Inlet. The villages are approximately three air miles apart and have been connected over the years by two trails, the Homer Electric Association (HEA) Trail, which is also sometimes called the "walking trail," and the now relatively unused Port Graham–Nanwalek Civilian Conservation Corps Trail (CCC Trail).

The original study area, surveyed for cultural resources in 2008 and 2009, consisted of the proposed access road 200-foot right-of-way (ROW) and the proposed airport property with a surrounding 1,000-foot wide buffer. The project design was later refined and with more accurate topographic information the Area of Potential Effect (APE) was later identified in the fall of 2009 to include all areas that might require ground-disturbing work (Figure 4). The APE consists of the proposed access road ROW and airport property with a surrounding 100-foot wide buffer. The APE provides enough room for potential alignment shifts and minor changes to the project footprint during final design.

Identification Efforts

Cultural Resource Consultants LLC (CRC) conducted the cultural resources study for the study area, (the *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska* (November 2010) is enclosed). The pre-survey literature search, limited to the immediate Nanwalek area and the southwest coast of Port Graham Bay, yielded information on 16 sites within 0.75 mile of the proposed project area (Figure 3). All sites are either along the ocean coast or adjacent to salmon streams. These Alaska Heritage Resources Survey (AHRS) sites are:

- SEL-003, the remains of the Russian American Company post, Alexandrovsk Redoubt, located under the existing Nanwalek runway on the spit just south of Nanwalek in English Bay, roughly five miles south of the entrance to Kachemak Bay, on the east shore of Cook Inlet;
- SEL-018, the Saints Sergius and Herman of Valaam Church, within the village of Nanwalek;
- SEL-027, the Port Graham Village Cannery Site, located on the south shore of Port Graham, which contains a prehistoric component, as well as the historic cannery component;
- SEL-161, the Moonin Midden, located on the Sergius Moonin Allotment just west northwest of Port Graham Village;
- SEL-166, the Anahonak Midden, located near the head Port Graham Bay, about 2 miles southwest of Port Graham Village;
- SEL-170, the location of a partial human cranium, found north of Nanwalek and west of Russian Point;
- SEL-229, a campsite, roughly 0.5 mile southeast of Nanwalek on the English Bay River;
- SEL-230, site Area #2 Logging Unit, on the west bank of the English Bay River, upstream from the lagoon;
- SEL-231, a largely unknown, sub-surface site of ash and charcoal, on a beach ridge on the east shore of English Bay lagoon;

- SEL-232, a small midden on the south shore of English Bay Lagoon;
- SEL-238, the Sarjus Kvasnikoff Fire Cracked Rock Site, located at the outlet of the "second lake" on the English Bay River;
- SEL-239, the English Bay River Falls Site, near the "first lake" on the English Bay River;
- SEL-243, the English Bay River ATV Trail Crossing, roughly 1.5 mi. upstream from Nanwalek on the English Bay River;
- SEL-244, a site, located above the east shore of English Bay Lagoon, with possible stained soils and an isolated bifacial point;
- SEL-289, a grave located on Elias Romanoff's Native Allotment; and
- SEL-290, the location of graves thought to be near the old cannery in Port Graham.

Proposed Airport

The portion of the project APE that includes the proposed airport lies to the south of the proposed access road was surveyed during the 2008 field season (Figure 4). The topography of this area is irregular, with dense stands of spruce, and an understory of ferns, berries, alders and devils club. Several wetland areas are also within the APE. No cultural sites were found within the proposed airport property.

Proposed Access Road

The proposed route of the access road between Nanwalek and Port Graham traverses a largely undeveloped strip of land between the two villages. The ground is very irregular and densely vegetated, with a combination of tall spruce, devil's club, salmonberry, ferns, and some grasses. Little of the APE in the vicinity of this route was considered high sensitivity for cultural resources due to a high degree of landscape slope, lack of anadromous fish streams, and large distance from known cultural resources along the coast. Those few areas that were within the high sensitivity parameters were surveyed.

A variety of cultural remains identified in the vicinity of the proposed access road route provided evidence of use of the area during the past 50 years. These include stumps, an unused aluminum water pipe line, and the HEA power line and associated access trail.

The stumps appear to be from fairly recent logging that began during the 1960s and continued through the 1980s. The pipe line crosses the proposed access road east of the stream flowing from the Port Graham reservoir. This pipe is part of the water system that carried water from the reservoir to Port Graham in the 1980s.

A single overhead power line was originally constructed by HEA between 1968 and 1973. It runs through the trees, which provide its support, along the southwest side of the proposed runway, and also intersects with the proposed access road in at least three places (Figure 2). The power line has an associated access trail that runs along near it, but not always under or next to it. This access trail was used for a number of years as both an all-terrain vehicle (ATV) and foot trail by residents of Port Graham and Nanwalek.

Determination of Eligibility

Port Graham-Nanwalek CCC Trail (SEL-348)

CRC's survey documented the CCC Trail (Figure 4). The trail which may have been in existence as early as 1897 was upgraded to its current size in 1937 by the CCC and was

maintained for approximately 40 years. It is now overgrown with vegetation in places and its original CCC bridges have deteriorated or have been slightly modified.

CRC's recommendation:
CRC recommended that the CCC Trail is likely eligible for the National Register of Historic Places (National Register) under Criteria A and D, with a period of significance between 1937, when the trail was constructed, and the early 1980s, when trail maintenance ceased and it was no longer used on a regular basis. The Port Graham–Nanwalek CCC Trail has changed little since it was built and retains most of its seven aspects of historic integrity. The CCC Trail is in its original location, its setting is intact, it still has the essential features expressive of its design and function, and these features are visible enough to convey their significance.

Criterion A: Association with events that have made a significant contribution to the broad patterns of history.

The CCC Trail is over 70 years old at this time, and was used throughout most of the twentieth century. It is associated with the development of the communities of Port Graham and Nanwalek, and with the cannery period in the region. CCC work on the trail demonstrates the variety of projects the agency undertook to provide employment to Alaska Natives in south-central Alaska during the Great Depression of the 1930s. The CCC Trail is one of the few, if any, that still exist in south-central Alaska. The trail's long history and function as a connecting route between Port Graham and Nanwalek are significant enough to qualify under Criterion A for association with local, regional, and national events.

Criterion D: Having yielded, or having the potential to yield, information important in prehistory or history.

The CCC Trail and its bridges were built by the Alaska Forest Service, and the bridges represent a design type and time period that are poorly documented and of which there are few extant examples. Further documentation could provide information on the comparability of the bridge designs to Bureau of Public Roads or Alaska Road Commission bridge designs, and reveal construction techniques and type of wood chosen for use. The CCC Trail has the ability to provide information about period design and land use patterns of the Alutiiq on the southern Kenai Peninsula. Native trails in Alaska are often undocumented and as systems of communication and transportation, have the potential to answer questions about the organization of trade, intergroup relations, and land-use patterns. Such trails are known to represent human shaping and use of the environment during the early twentieth century on the Kenai Peninsula, but are also traces of earlier use. Trails can often answer questions and lead to new ones about how, why, and when people moved on the landscape.

DOT&PF's recommendation:
DOT&PF agrees that the CCC Trail is eligible for the National Register under Criterion A at local and regional levels; however DOT&PF disagrees with CRC's recommendation that the CCC Trail is eligible under Criterion D. It is DOT&PF's opinion that Criterion D is more appropriately applied to archaeological properties and that this criterion generally does not apply to bridges (or trails), although in rare instances it could apply to an unusual or technologically significant bridge for which no plans or other documentation survives. DOT&PF's opinion also coincides with conclusions of the *A Context For Common Historic Bridge Types*, prepared for the National Cooperative Highway Research Program (October 2005) (page 1-7).

This is a hard-packed dirt track trail with 19 log bridges constructed through a spruce-hemlock forest, crossing drainages and streams, and marshes. CRC indicates that the bridges are of a timber stringer-type design which was typical for CCC projects during that time, and the timber is of local spruce and hemlock. The stringer bridges along the CCC Trail vary in length depending on the drainage crossing. There is no indication that there are any associated surface or subsurface cultural remains along the trail corridor.

DOT&PF believes this bridge design to have a relatively low level of significance. Generally, timber stringers are a common bridge type prevalent throughout the country and standard for trails; they can also be found on low-trafficked roads. Because of the structure's simplicity and ready available materials, the timber bridge continues to be used to the present day.

Typical character defining features are longitudinal beams (or stringers) and the bridge piles (or supports). The timber stringers support a wood plank or log deck. The stringer ends rest on a vertical support (or abutment), which for this trail are logs. The bridges along this CCC Trail have no railings. DOT&PF does not agree that further evaluation of this simple bridge type will yield important information pertaining to its design. The type of wood used for the CCC Trail bridges is local material and the terrain which does not appear challenging does not rise to the level that requires the development of alternative construction techniques. Furthermore, with the absence of associated cultural resources along the trail corridor DOT&PF is not certain how further archaeological investigations of the trail could yield information important to answer questions about the organization of trade, intergroup relations, and land-use patterns.

FAA's determination:
FAA agrees with DOT&PF's recommendation and has determined that the Port Graham-Nanwalek CCC Trail (SEL-348) is eligible for the National Register under Criterion A at local and regional levels.

Other Cultural Resource Sites

CRC's recommendation:
Other cultural remains noted during the survey for the proposed project were modern garbage in the airport runway and apron areas; and recent logging stumps, a water intake pipe, the HEA trail and overhead power line. The logging-related stumps are not likely eligible for listing in the National Register. They might be worthy of note as a type of culturally modified tree (CMT), and evidence of cultural activity during recent years, but individual or even small groups of CMTs are generally not considered significant enough to be eligible for the National Register (Bittner 1991). The water intake pipe, and the HEA trail and overhead power line are less than 50 years old. They are not fragile resources, and do not represent extraordinary events; therefore, they are also not likely eligible for listing in the National Register.

FAA's determination:
FAA agrees with CRC's recommendation and has determined that the other cultural remains identified during the survey are not eligible for the National Register.

Finding of Effect
Based on CRC's research and field study, the only historic site that may be affected by the proposed project is the CCC Trail (SEL-348). Approximately 3,443 feet of the CCC Trail, including six log bridges (13 through 18), are contained within the proposed road ROW between Port Graham and Nanwalek, in the western half of the study area (Figure 4). The proposed road crosses the CCC Trail three times. Construction plans for the proposed 22-foot wide road include cutting and filling to create a more even grade than current topography. The majority of the proposed road would have 2:1 cut and fill slopes, but along steep cliffs a rock catchment design with 0.5:1 cut slopes is proposed.

CRC recommends that cutting and filling within the portion of the access road study area that coincides with the CCC Trail would likely erase all evidence of the trail and six of its bridges in this vicinity, and will disconnect the undisturbed sections of trail. The proposed construction will dramatically alter the trail's integrity. As a result, the access road as proposed would have an adverse effect on the CCC Trail.

FAA's finding:
FAA agrees with CRC's recommendation and finds that this project has an adverse effect on the Port Graham-Nanwalek CCC Trail (SEL-348).

Consulting Parties:
Other parties being consulted during this Section 106 Finding effort include the State Historic Preservation Officer, Native Village of Nanwalek, English Bay Corporation, the Native Village of Port Graham, Port Graham Corporation, Chugach Alaska Corporation, Bureau of Indian Affairs, and Chugachmuit, to determine their interest in participating in consultation for the resolution of the adverse effects and in the development of a Memorandum of Agreement (MOA).

Once we receive your response, we will consult with your office to identify mitigation measures as needed to offset the adverse effects of this project. Please direct your concurrence or comments to me at the address above, by telephone at 907-269-0539, or by e-mail at brian.elliott@alaska.gov. For this purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

Brian Elliott

Brian Elliott
Regional Environmental Manager

Enclosures:
Figures 1-4
Office of History and Archaeology Coversheet
Cultural Resource Consultants LLC (CRC). 2010. *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska*. November 2010.

References:

Bittner, Judith E. 1991. Letter to John Hildebrand, Department of Transportation and Public Facilities, Anchorage. Copy on file, Alaska Department of Natural Resources, Office of History and Archaeology, Anchorage.

cc w/ enclosures:

Gabriel Mahns, FAA, Project Manager
Patti Sullivan, FAA, Environmental Program Manager
Laurie Mulcahy, DOT&PF Statewide, Cultural Resources Manager
Valerie Gomez, DOT&PF Central Region, Cultural Resource Specialist

cc w/o enclosures:

Morgan Merritt, P.E., DOT&PF Central Region, Project Manager
Dan Golden, DOT&PF Central Region, Environmental Analyst

Distribution List:

Native Village of Nanwalek
Mr. Wally Kvasnikoff, Chief
P.O. Box 8028
Nanwalek, AK 99603-8028

English Bay Corporation
Mr. Don Emmil, President
1637 Stanton Ave.
Anchorage, AK 99508

Native Village of Port Graham
Mr. Patrick Norman, Chief
P.O. Box 5510
Port Graham, AK 99603-5570

Port Graham Corporation
Mr. Walter Meganack, President
P.O. Box 5569
Port Graham, AK 99603

Chugach Alaska Corporation
Mr. Barney Uhart, President
3800 Centerpoint Drive, Ste. 601
Anchorage, AK 99503

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
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

In Reply Refer To:
State Project 52250
ATTENTION: This finding contains 1 DOE

July 22, 2011

Mr. Patrick Anderson, Executive Director
Chugachmuit
1840 Bragaw Street, Suite 110
Anchorage, Alaska 99508-3463

Dear Mr. Anderson:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to construct a shared airport and access road in between the communities of Nanwalek and Port Graham (Nanwalek and Port Graham Airport and Access Road Project [project]). The proposed project would be located in Sections 31 and 32, Township 10S, Range 15W and Sections 35 and 36, Township 10S, Range 16W (United States Geological Survey Quadrangle Seldovia B-5 and B-6); Figures 1 and 2. Pursuant to 36 CFR 800.4(d)(2) and 800.5(d)(2), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF, on behalf of the FAA, finds an adverse effect on historic properties by the proposed project.

The purpose and need of the proposed project is to provide a safer and more reliable airport for the communities of Nanwalek and Port Graham. Currently, both communities have air strips; however, the runway lengths do not meet FAA standards. Neither of the existing air strip locations is suitable for runway extensions due to terrain and community locations.

Relocation of the existing airports was explored in site reconnaissance studies, which evaluated seven other potential locations. After consultation with the communities, a shared airport at Romanoff Point was chosen as the only build alternative to be carried forward for further analysis in the National Environmental Policy Act (NEPA) document.

Project Description

The proposed project would consist of constructing a new 3,300-foot long by 60-foot wide runway, 3,780-foot long by 120-foot wide runway safety area, a 25-foot wide taxiway, and a 60,000-square foot apron. This has changed from the initiation letter sent on June 28, 2010 that stated a 75-foot wide runway would be constructed. A 3.5-mile long by 22.5-foot wide airport access road would be constructed that would connect the two communities. Currently, neither community is accessible by road, but the communities are linked to each other by two walking

trails, one of which is impassible. The proposed project would require acquisitions of portions of native allotments and village corporation lands. Pending approvals of the proposed project, including NEPA document and permit acquisitions, funding, and property acquisition, construction could begin as early as 2014. Pre-NEPA approvals are also required such as Revocable Use Permits (RUP) from the Bureau of Indian Affairs (BIA) for geotechnical and survey work on native allotments.

Area of Potential Effect

The communities of Port Graham and Nanwalek are located on the southwestern end of the Kenai Peninsula near the entrance to Kachemak Bay off Cook Inlet. The villages are approximately three air miles apart and have been connected over the years by two trails, the Homer Electric Association (HEA) Trail, which is also sometimes called the "walking trail," and the now relatively unused Port Graham–Nanwalek Civilian Conservation Corps Trail (CCC Trail).

The original study area, surveyed for cultural resources in 2008 and 2009, consisted of the proposed access road 200-foot right-of-way (ROW) and the proposed airport property with a surrounding 1,000-foot wide buffer. The project design was later refined and with more accurate topographic information the Area of Potential Effect (APE) was later identified in the fall of 2009 to include all areas that might require ground-disturbing work (Figure 4). The APE consists of the proposed access road ROW and airport property with a surrounding 100-foot wide buffer. The APE provides enough room for potential alignment shifts and minor changes to the project footprint during final design.

Identification Efforts

Cultural Resource Consultants LLC (CRC) conducted the cultural resources study for the study area, (the *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska* (November 2010) is enclosed). The pre-survey literature search, limited to the immediate Nanwalek area and the southwest coast of Port Graham Bay, yielded information on 16 sites within 0.75 mile of the proposed project area (Figure 3). All sites are either along the ocean coast or adjacent to salmon streams. These Alaska Heritage Resources Survey (AHRS) sites are:

- SEL-003, the remains of the Russian American Company post, Alexandrovsk Redoubt, located under the existing Nanwalek runway on the spit just south of Nanwalek in English Bay, roughly five miles south of the entrance to Kachemak Bay, on the east shore of Cook Inlet;
- SEL-018, the Saints Sergius and Herman of Valaam Church, within the village of Nanwalek;
- SEL-027, the Port Graham Village Cannery Site, located on the south shore of Port Graham, which contains a prehistoric component, as well as the historic cannery component;
- SEL-161, the Moonin Midden, located on the Sergius Moonin Allotment just west northwest of Port Graham Village;
- SEL-166, the Anahonak Midden, located near the head Port Graham Bay, about 2 miles southwest of Port Graham Village;
- SEL-170, the location of a partial human cranium, found north of Nanwalek and west of Russian Point;
- SEL-229, a campsite, roughly 0.5 mile southeast of Nanwalek on the English Bay River;

- SEL-230, site Area #2 Logging Unit, on the west bank of the English Bay River, upstream from the lagoon;
- SEL-231, a largely unknown, sub-surface site of ash and charcoal, on a beach ridge on the east shore of English Bay lagoon;
- SEL-232, a small midden on the south shore of English Bay Lagoon;
- SEL-238, the Sarjus Kvasnikoff Fire Cracked Rock Site, located at the outlet of the "second lake" on the English Bay River;
- SEL-239, the English Bay River Falls Site, near the "first lake" on the English Bay River;
- SEL-243, the English Bay River ATV Trail Crossing, roughly 1.5 mi. upstream from Nanwalek on the English Bay River;
- SEL-244, a site, located above the east shore of English Bay Lagoon, with possible stained soils and an isolated bifacial point;
- SEL-289, a grave located on Elias Romanoff's Native Allotment; and
- SEL-290, the location of graves thought to be near the old cannery in Port Graham.

Proposed Airport

The portion of the project APE that includes the proposed airport lies to the south of the proposed access road was surveyed during the 2008 field season (Figure 4). The topography of this area is irregular, with dense stands of spruce, and an understory of ferns, berries, alders and devils club. Several wetland areas are also within the APE. No cultural sites were found within the proposed airport property.

Proposed Access Road

The proposed route of the access road between Nanwalek and Port Graham traverses a largely undeveloped strip of land between the two villages. The ground is very irregular and densely vegetated, with a combination of tall spruce, devil's club, salmonberry, ferns, and some grasses. Little of the APE in the vicinity of this route was considered high sensitivity for cultural resources due to a high degree of landscape slope, lack of anadromous fish streams, and large distance from known cultural resources along the coast. Those few areas that were within the high sensitivity parameters were surveyed.

A variety of cultural remains identified in the vicinity of the proposed access road route provided evidence of use of the area during the past 50 years. These include stumps, an unused aluminum water pipe line, and the HEA power line and associated access trail.

The stumps appear to be from fairly recent logging that began during the 1960s and continued through the 1980s. The pipe line crosses the proposed access road east of the stream flowing from the Port Graham reservoir. This pipe is part of the water system that carried water from the reservoir to Port Graham in the 1980s.

A single overhead power line was originally constructed by HEA between 1968 and 1973. It runs through the trees, which provide its support, along the southwest side of the proposed runway, and also intersects with the proposed access road in at least three places (Figure 2). The power line has an associated access trail that runs along near it, but not always under or next to it. This access trail was used for a number of years as both an all-terrain vehicle (ATV) and foot trail by residents of Port Graham and Nanwalek.

Determination of Eligibility
Port Graham-Nanwalek CCC Trail (SEL-348)

CRC's survey documented the CCC Trail (Figure 4). The trail which may have been in existence as early as 1897 was upgraded to its current size in 1937 by the CCC and was maintained for approximately 40 years. It is now overgrown with vegetation in places and its original CCC bridges have deteriorated or have been slightly modified.

CRC's recommendation:
CRC recommended that the CCC Trail is likely eligible for the National Register of Historic Places (National Register) under Criteria A and D, with a period of significance between 1937, when the trail was constructed, and the early 1980s, when trail maintenance ceased and it was no longer used on a regular basis. The Port Graham–Nanwalek CCC Trail has changed little since it was built and retains most of its seven aspects of historic integrity. The CCC Trail is in its original location, its setting is intact, it still has the essential features expressive of its design and function, and these features are visible enough to convey their significance.

Criterion A: Association with events that have made a significant contribution to the broad patterns of history.

The CCC Trail is over 70 years old at this time, and was used throughout most of the twentieth century. It is associated with the development of the communities of Port Graham and Nanwalek, and with the cannery period in the region. CCC work on the trail demonstrates the variety of projects the agency undertook to provide employment to Alaska Natives in south-central Alaska during the Great Depression of the 1930s. The CCC Trail is one of the few, if any, that still exist in south-central Alaska. The trail's long history and function as a connecting route between Port Graham and Nanwalek are significant enough to qualify under Criterion A for association with local, regional, and national events.

Criterion D: Having yielded, or having the potential to yield, information important in prehistory or history.

The CCC Trail and its bridges were built by the Alaska Forest Service, and the bridges represent a design type and time period that are poorly documented and of which there are few extant examples. Further documentation could provide information on the comparability of the bridge designs to Bureau of Public Roads or Alaska Road Commission bridge designs, and reveal construction techniques and type of wood chosen for use. The CCC Trail has the ability to provide information about period design and land use patterns of the Alutiiq on the southern Kenai Peninsula. Native trails in Alaska are often undocumented and as systems of communication and transportation, have the potential to answer questions about the organization of trade, intergroup relations, and land-use patterns. Such trails are known to represent human shaping and use of the environment during the early twentieth century on the Kenai Peninsula, but are also traces of earlier use. Trails can often answer questions and lead to new ones about how, why, and when people moved on the landscape.

DOT&PF's recommendation:
DOT&PF agrees that the CCC Trail is eligible for the National Register under Criterion A at local and regional levels; however DOT&PF disagrees with CRC's recommendation that the CCC Trail is eligible under Criterion D. It is DOT&PF's opinion that Criterion D is more

appropriately applied to archaeological properties and that this criterion generally does not apply to bridges (or trails), although in rare instances it could apply to an unusual or technologically significant bridge for which no plans or other documentation survives. DOT&PF's opinion also coincides with conclusions of the *A Context For Common Historic Bridge Types*, prepared for the National Cooperative Highway Research Program (October 2005) (page 1-7).

This is a hard-packed dirt track trail with 19 log bridges constructed through a spruce-hemlock forest, crossing drainages and streams, and marshes. CRC indicates that the bridges are of a timber stringer-type design which was typical for CCC projects during that time, and the timber is of local spruce and hemlock. The stringer bridges along the CCC Trail vary in length depending on the drainage crossing. There is no indication that there are any associated surface or subsurface cultural remains along the trail corridor.

DOT&PF believes this bridge design to have a relatively low level of significance. Generally, timber stringers are a common bridge type prevalent throughout the country and standard for trails; they can also be found on low-trafficked roads. Because of the structure's simplicity and ready available materials, the timber bridge continues to be used to the present day.

Typical character defining features are longitudinal beams (or stringers) and the bridge piles (or supports). The timber stringers support a wood plank or log deck. The stringer ends rest on a vertical support (or abutment), which for this trail are logs. The bridges along this CCC Trail have no railings. DOT&PF does not agree that further evaluation of this simple bridge type will yield important information pertaining to its design. The type of wood used for the CCC Trail bridges is local material and the terrain which does not appear challenging does not rise to the level that requires the development of alternative construction techniques. Furthermore, with the absence of associated cultural resources along the trail corridor DOT&PF is not certain how further archaeological investigations of the trail could yield information important to answer questions about the organization of trade, intergroup relations, and land-use patterns.

FAA's determination:
FAA agrees with DOT&PF's recommendation and has determined that the Port Graham-Nanwalek CCC Trail (SEL-348) is eligible for the National Register under Criterion A at local and regional levels.

Other Cultural Resource Sites

CRC's recommendation:
Other cultural remains noted during the survey for the proposed project were modern garbage in the airport runway and apron areas; and recent logging stumps, a water intake pipe, the HEA trail and overhead power line. The logging-related stumps are not likely eligible for listing in the National Register. They might be worthy of note as a type of culturally modified tree (CMT), and evidence of cultural activity during recent years, but individual or even small groups of CMTs are generally not considered significant enough to be eligible for the National Register (Bittner 1991). The water intake pipe, and the HEA trail and overhead power line are less than 50 years old. They are not fragile resources, and do not represent extraordinary events; therefore, they are also not likely eligible for listing in the National Register.

FAA's determination:
FAA agrees with CRC's recommendation and has determined that the other cultural remains identified during the survey are not eligible for the National Register.

Finding of Effect
Based on CRC's research and field study, the only historic site that may be affected by the proposed project is the CCC Trail (SEL-348). Approximately 3,443 feet of the CCC Trail, including six log bridges (13 through 18), are contained within the proposed road ROW between Port Graham and Nanwalek, in the western half of the study area (Figure 4). The proposed road crosses the CCC Trail three times. Construction plans for the proposed 22-foot wide road include cutting and filling to create a more even grade than current topography. The majority of the proposed road would have 2:1 cut and fill slopes, but along steep cliffs a rock catchment design with 0.5:1 cut slopes is proposed.

CRC recommends that cutting and filling within the portion of the access road study area that coincides with the CCC Trail would likely erase all evidence of the trail and six of its bridges in this vicinity, and will disconnect the undisturbed sections of trail. The proposed construction will dramatically alter the trail's integrity. As a result, the access road as proposed would have an adverse effect on the CCC Trail.

FAA's finding:
FAA agrees with CRC's recommendation and finds that this project has an adverse effect on the Port Graham-Nanwalek CCC Trail (SEL-348).

Consulting Parties:
Other parties being consulted during this Section 106 Finding effort include the State Historic Preservation Officer, Native Village of Nanwalek, English Bay Corporation, the Native Village of Port Graham, Port Graham Corporation, Chugach Alaska Corporation, and the Bureau of Indian Affairs, to determine their interest in participating in consultation for the resolution of the adverse effects and in the development of a Memorandum of Agreement (MOA).

Once we receive your response, we will consult with your office to identify mitigation measures as needed to offset the adverse effects of this project. Please direct your concurrence or comments to me at the address above, by telephone at 907-269-0539, or by e-mail at brian.elliott@alaska.gov. For this purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

Brian Elliott

Brian Elliott
Regional Environmental Manager

Enclosures:
Figures 1-4
Office of History and Archaeology Coversheet
Cultural Resource Consultants LLC (CRC). 2010. *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska*. November 2010.

References:

Bittner, Judith E. 1991. Letter to John Hildebrand, Department of Transportation and Public Facilities, Anchorage. Copy on file, Alaska Department of Natural Resources, Office of History and Archaeology, Anchorage.

cc w/ enclosures:

Gabriel Mahns, FAA, Project Manager
Patti Sullivan, FAA, Environmental Program Manager
Laurie Mulcahy, DOT&PF Statewide, Cultural Resources Manager
Valerie Gomez, DOT&PF Central Region, Cultural Resource Specialist

cc w/o enclosures:

Morgan Merritt, P.E., DOT&PF Central Region, Project Manager
Dan Golden, DOT&PF Central Region, Environmental Analyst

STATE OF ALASKA

SEAN PARNELL, GOVERNOR

550 WEST 7TH AVENUE, SUITE 1310
ANCHORAGE, ALASKA 99501-3565
PHONE: (907) 269-8721
FAX: (907) 269-8908

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS & OUTDOOR RECREATION
OFFICE OF HISTORY AND ARCHAEOLOGY

Date: 8/2/11
Proj. #: 52250

Preliminary Design & Environmental	PAPER	PDF
Section Chief		
[illegible]		
[illegible]		
[illegible]		
[illegible]		
Project File		

August 1, 2011

File No.: 3130-1R FAA
3330-6 Port Graham-Nanwalek CCC Trail (SEL-348)

Brian Elliott
Regional Environmental Manager
Department of Transportation and Public Facilities
4111 Aviation Avenue
P.O. Box 196900
Anchorage, AK 99519-6900

Subject: Nanwalek and Port Graham Airport and Access Road Project

Dear Mr. Elliott:

The Alaska State Historic Preservation Office (AK SHPO) received your correspondence (dated July 22, 2011) on July 26, 2011. Following our review of the documentation provided, we offer the following comments:

We concur with DOT&PF and FAA's determination that the Port Graham-Nanwalek CCC Trail (SEL-348) is **eligible** for the National Register of Historic Places (NRHP). We agree that the trail is significant under Criterion A. Additionally, we understand DOT&PF's reasoning regarding eligibility under Criterion D, but believe that the question of whether Criterion D applies with respect to the eligibility of SEL-348 can be clarified as we work through the resolution of adverse effects to the resource. At present, we do not have enough information to determine whether Criterion D applies.

We concur that a finding of **adverse effect** is appropriate for the proposed undertaking as it will involve three crossings of the Port Graham-Nanwalek Trail (SEL-348). As such, we look forward to continued consultation on the subject undertaking and to developing a Memorandum of Agreement (MOA) that would resolve the adverse effect. Please note that the agency official shall notify the Advisory Council of the adverse effect finding (36 CFR 800.6[a][1]).

Please also note that should the proposed undertaking ultimately result in the disposition of the old Nanwalek airport runway out of Federal/State ownership or jurisdiction, our office believes that it may be appropriate to consider the indirect effects of this associated action as part of the Section 106 process for the current undertaking. As there are potential archaeological resources known from past research in this area, disposition of this area from agency jurisdiction could result in adverse effects to historic properties.

Finally, we understand that there may be some geotechnical investigations proposed that DOT&PF/FAA hopes to complete in preparation for the proposed airport and access road

undertaking. Should this work need to be completed soon, prior to the execution of the MOA discussed above, our office recommends that DOT&PF/FAA conduct Section 106 consultation on the geotechnical investigations as a connected undertaking, but for which the effects finding may differ from that of the larger airport and access road project. We are happy to provide additional guidance on this as appropriate.

Please note that 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.

Thank you for the opportunity to comment. We look forward to continued consultation on the subject project. 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,

Judith E. Bittner
State Historic Preservation Officer

JEB:sad

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

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

In Reply Refer To:
State Project 52250

August 19, 2011

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

Dear Ms. Bittner:

Thank you for your concurrence on August 1, 2011, on the National Register of Historic Places eligibility of the Port Graham-Nanwalek CCC Trail (SEL-348) and our adverse effect finding for the Nanwalek and Port Graham Airport and Access Road Project. We will continue our consultation with your office to develop a Memorandum of Agreement (MOA) for this project and have contacted the Section 106 consulting parties to determine their interest in participating in consultation for the resolution of the adverse effects and in the MOA. We are presently waiting for their responses.

In advance of the MOA, we are proposing to conduct land surveying, geotechnical drilling, and geophysical surveys in anticipation of future construction of a shared airport and access road in between the communities of Nanwalek and Port Graham. The proposed geotechnical and survey activities would be located in Sections 31 and 32, Township 10S, Range 15W and Sections 35 and 36, Township 10S, Range 16W (United States Geological Survey Quadrangle Seldovia B-5 and B-6); Figures 1 and 2. Pursuant to 36 CFR 800.5(b), implementing regulations of Section 106 of the National Historic Preservation Act, the Alaska Department of Transportation and Public Facilities (DOT&PF) on behalf of the Federal Aviation Administration (FAA), finds no adverse effect on historic properties from the proposed survey and drilling activities.

Description of Survey and Geotechnical Activities

Land Surveying. The aircraft parking apron and the centerline of the proposed airport road and runway will be surveyed and marked using conventional line of sight surveying techniques. The survey will require cutting brush and tree clearing within roughly a four-foot wide corridor along the approximate centerline of the road and runway, and on the apron.

The property surveying effort will include locating and surveying of all of the property corners of all the parcels that are crossed by the airport and airport access road. The survey will require cutting brush and trees within roughly a four foot wide corridor along the approximate property boundary, as well as at select locations, a 50 foot by 50 foot area at the corner locations and at all

locations marked by a survey monument. Most parcels will be surveyed and marked using conventional line of sight surveying techniques.

Additional survey monuments will be established in a few locations between Nanwalek and Port Graham. At these locations, the survey will require cutting of brush and selective trees over a 50 foot by 50 foot area. The surveyed areas will be marked with survey tape, wood lath, and survey marker driven into the ground at selective locations.

Geotechnical Drilling. The geotechnical drilling program will be completed using two heli-base drill rigs transported by helicopter sling. Approximately 10 of the 30 drill sites identified in the enclosed figures will be cleared of trees of an approximate 50-foot radius at each planned drill site, and the cut trees will remain on-site. It is anticipated that approximately 10 of the sites identified will be drilled due to the 10 day duration planned for the helicopter rental; however, more may be completed as time allows. The test borings will be drilled using either 8-inch diameter hollow-stem auger, or 4-inch diameter coring equipment. Test borings will be advanced to depths of 20 to 60 feet below the ground surface. Select test borings for groundwater measurements will be installed using ¾-inch PVC standpipes. The test borings will be backfilled with cuttings or soil.

Geophysical Survey. A seismic refraction survey will be conducted along the first approximately 7,000 feet of the proposed access road. The survey will be performed by laying out geophone cables along a shoulder-width cleared path approximately 50 feet uphill from the proposed access road centerline (at the top of the proposed rock cut). As the proposed rock cuts will be as much as 50 feet along parts of the alignment, we will be using small 1/3 pound charges of kinestick to create seismic waves for recording the depth and quality of the bedrock.

The survey, drilling and geophysical survey crews will access the project area by ATV (if accessible) or on foot from either Port Graham or Nanwalek.

See the enclosed figures showing the anticipated parcels crossed by the airport and access road and the approximate parcel corner survey locations and potential drilling locations.

Area of Potential Effect

The Area of Potential Effect (APE) consists of the proposed access road ROW and airport property with a surrounding 100-foot wide buffer (Figure 4). The APE provides enough room for potential alignment shifts and minor changes to the project footprint during final design. The APE does not include the existing Nanwalek or Port Graham Airports. Once the shared airport is completed, the Nanwalek Airport will be retained in State DOT&PF ownership (see enclosed memo, 3/25/11) and the Port Graham Airport will revert to federal ownership (see enclosed deed). The APE also does not include the property corners of the native allotments since no ground disturbance will occur from the land survey.

Identification Efforts

The Port Graham-Nanwalek CCC Trail (SEL-348) is the only historic property that has been identified within our APE as noted in our previous correspondence dated July 22, 2011.

Finding of Effect

Approximately 3,443 feet of the CCC Trail, including six log bridges (13 through 18), are contained within the proposed road ROW between Port Graham and Nanwalek, in the western half of the study area (Figure 4). The proposed road ROW crosses the CCC Trail three times.

Land Survey: The land survey involves cutting a four foot wide corridor of tree and brush at nine locations where native allotment boundaries cross the CCC Trail. The CCC Trail itself is relatively free from tree and brush growth. No trees or brush will be left across the CCC Trail or any of the 19 log bridges.

Geotechnical Drilling: Three identified drill site locations coincide with the CCC Trail which will involve cutting trees at each location in a 50-foot radius then drilling one 20-60 foot deep by four or eight inch diameter hole. The CCC Trail itself is relatively free from tree and brush growth. Drilling will occur at locations where fill would be placed for the future access road or large rock/soil cuts will be made. No trees or brush will be left across the CCC Trail or any of the 19 log bridges (closest drill location is near bridge #13).

Geophysical Survey: 7,000 feet of shoulder width clearing of trees and brush will occur of which there will be one crossing of the CCC Trail and approximately 700 feet will coincide with the CCC Trail. The clearing is to set up the geophones and small charge to create the seismic waves will have no adverse effect on the CCC Trail.

In conclusion, the survey and drilling activities will affect the setting by clearing and removing tree foliage and vegetation, but it would not introduce other elements into the setting. The only involvement with the CCC Trail – other than using the trail for the purposes of survey access – would be possible test borings, which would then be backfilled, restoring the trail surface. The DOT&PF on behalf of FAA finds that the proposed survey and drilling activities will have no adverse effect on the Port Graham-Nanwalek CCC Trail (SEL-348).

We are also consulting with the Bureau of Indian Affairs, the Native Village of Nanwalek, English Bay Corporation, the Native Village of Port Graham, Port Graham Corporation, Chugach Alaska Corporation, and Chugachmuit on the land surveying, geotechnical drilling, and geophysical surveying proposal.

Please direct your concurrence or comments to me at the address above, by telephone at 907-269-0539, or by e-mail at brian.elliott@alaska.gov. For this purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

Brian Elliott

Brian Elliott
Regional Environmental Manager

Enclosures:
Figures 1-4

Figure 4 with drill site locations
Figures 1A-G Native Allotments
Nanwalek Property Memo 3/25/11
Port Graham Airport Deed

cc w/ enclosures:
Gabriel Mahns, FAA, Project Manager
Patti Sullivan, FAA, Environmental Program Manager
Laurie Mulcahy, DOT&PF Statewide, Cultural Resources Manager
Valerie Gomez, DOT&PF Central Region, Cultural Resource Specialist

cc w/o enclosures:
Morgan Merritt, P.E., DOT&PF Central Region, Project Manager
Dan Golden, DOT&PF Central Region, Environmental Analyst

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

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

In Reply Refer To:
State Project 52250
ATTENTION: This finding contains 1 DOE

July 22, 2011

See Distribution List

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to construct a shared airport and access road in between the communities of Nanwalek and Port Graham (Nanwalek and Port Graham Airport and Access Road Project [project]). The proposed project would be located in Sections 31 and 32, Township 10S, Range 15W and Sections 35 and 36, Township 10S, Range 16W (United States Geological Survey Quadrangle Seldovia B-5 and B-6); Figures 1 and 2. Pursuant to 36 CFR 800.4(d)(2) and 800.5(d)(2), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF, on behalf of the FAA, finds an adverse effect on historic properties by the proposed project.

The purpose and need of the proposed project is to provide a safer and more reliable airport for the communities of Nanwalek and Port Graham. Currently, both communities have air strips; however, the runway lengths do not meet FAA standards. Neither of the existing air strip locations is suitable for runway extensions due to terrain and community locations.

Relocation of the existing airports was explored in site reconnaissance studies, which evaluated seven other potential locations. After consultation with the communities, a shared airport at Romanoff Point was chosen as the only build alternative to be carried forward for further analysis in the National Environmental Policy Act (NEPA) document.

Project Description

The proposed project would consist of constructing a new 3,300-foot long by 60-foot wide runway, 3,780-foot long by 120-foot wide runway safety area, a 25-foot wide taxiway, and a 60,000-square foot apron. This has changed from the initiation letter sent on June 28, 2010 that stated a 75-foot wide runway would be constructed. A 3.5-mile long by 22.5-foot wide airport access road would be constructed that would connect the two communities. Currently, neither community is accessible by road, but the communities are linked to each other by two walking trails, one of which is impassible. The proposed project would require acquisitions of portions of native allotments and village corporation lands. Pending approvals of the proposed project, including NEPA document and permit acquisitions, funding, and property acquisition, construction could begin as early as 2014. Pre-NEPA approvals are also required such as

Revocable Use Permits (RUP) from the Bureau of Indian Affairs (BIA) for geotechnical and survey work on native allotments.

Area of Potential Effect

The communities of Port Graham and Nanwalek are located on the southwestern end of the Kenai Peninsula near the entrance to Kachemak Bay off Cook Inlet. The villages are approximately three air miles apart and have been connected over the years by two trails, the Homer Electric Association (HEA) Trail, which is also sometimes called the "walking trail," and the now relatively unused Port Graham–Nanwalek Civilian Conservation Corps Trail (CCC Trail).

The original study area, surveyed for cultural resources in 2008 and 2009, consisted of the proposed access road 200-foot right-of-way (ROW) and the proposed airport property with a surrounding 1,000-foot wide buffer. The project design was later refined and with more accurate topographic information the Area of Potential Effect (APE) was later identified in the fall of 2009 to include all areas that might require ground-disturbing work (Figure 4). The APE consists of the proposed access road ROW and airport property with a surrounding 100-foot wide buffer. The APE provides enough room for potential alignment shifts and minor changes to the project footprint during final design.

Identification Efforts

Cultural Resource Consultants LLC (CRC) conducted the cultural resources study for the study area, (the *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska* (November 2010) is enclosed). The pre-survey literature search, limited to the immediate Nanwalek area and the southwest coast of Port Graham Bay, yielded information on 16 sites within 0.75 mile of the proposed project area (Figure 3). All sites are either along the ocean coast or adjacent to salmon streams. These Alaska Heritage Resources Survey (AHRS) sites are:

- SEL-003, the remains of the Russian American Company post, Alexandrovsk Redoubt, located under the existing Nanwalek runway on the spit just south of Nanwalek in English Bay, roughly five miles south of the entrance to Kachemak Bay, on the east shore of Cook Inlet;
- SEL-018, the Saints Sergius and Herman of Valaam Church, within the village of Nanwalek;
- SEL-027, the Port Graham Village Cannery Site, located on the south shore of Port Graham, which contains a prehistoric component, as well as the historic cannery component;
- SEL-161, the Moonin Midden, located on the Sergius Moonin Allotment just west northwest of Port Graham Village;
- SEL-166, the Anahonak Midden, located near the head Port Graham Bay, about 2 miles southwest of Port Graham Village;
- SEL-170, the location of a partial human cranium, found north of Nanwalek and west of Russian Point;
- SEL-229, a campsite, roughly 0.5 mile southeast of Nanwalek on the English Bay River;
- SEL-230, site Area #2 Logging Unit, on the west bank of the English Bay River, upstream from the lagoon;
- SEL-231, a largely unknown, sub-surface site of ash and charcoal, on a beach ridge on the east shore of English Bay lagoon;

- SEL-232, a small midden on the south shore of English Bay Lagoon;
- SEL-238, the Sarjus Kvasnikoff Fire Cracked Rock Site, located at the outlet of the "second lake" on the English Bay River;
- SEL-239, the English Bay River Falls Site, near the "first lake" on the English Bay River;
- SEL-243, the English Bay River ATV Trail Crossing, roughly 1.5 mi. upstream from Nanwalek on the English Bay River;
- SEL-244, a site, located above the east shore of English Bay Lagoon, with possible stained soils and an isolated bifacial point;
- SEL-289, a grave located on Elias Romanoff's Native Allotment; and
- SEL-290, the location of graves thought to be near the old cannery in Port Graham.

Proposed Airport

The portion of the project APE that includes the proposed airport lies to the south of the proposed access road was surveyed during the 2008 field season (Figure 4). The topography of this area is irregular, with dense stands of spruce, and an understory of ferns, berries, alders and devils club. Several wetland areas are also within the APE. No cultural sites were found within the proposed airport property.

Proposed Access Road

The proposed route of the access road between Nanwalek and Port Graham traverses a largely undeveloped strip of land between the two villages. The ground is very irregular and densely vegetated, with a combination of tall spruce, devil's club, salmonberry, ferns, and some grasses. Little of the APE in the vicinity of this route was considered high sensitivity for cultural resources due to a high degree of landscape slope, lack of anadromous fish streams, and large distance from known cultural resources along the coast. Those few areas that were within the high sensitivity parameters were surveyed.

A variety of cultural remains identified in the vicinity of the proposed access road route provided evidence of use of the area during the past 50 years. These include stumps, an unused aluminum water pipe line, and the HEA power line and associated access trail.

The stumps appear to be from fairly recent logging that began during the 1960s and continued through the 1980s. The pipe line crosses the proposed access road east of the stream flowing from the Port Graham reservoir. This pipe is part of the water system that carried water from the reservoir to Port Graham in the 1980s.

A single overhead power line was originally constructed by HEA between 1968 and 1973. It runs through the trees, which provide its support, along the southwest side of the proposed runway, and also intersects with the proposed access road in at least three places (Figure 2). The power line has an associated access trail that runs along near it, but not always under or next to it. This access trail was used for a number of years as both an all-terrain vehicle (ATV) and foot trail by residents of Port Graham and Nanwalek.

Determination of Eligibility

Port Graham-Nanwalek CCC Trail (SEL-348)

CRC's survey documented the CCC Trail (Figure 4). The trail which may have been in existence as early as 1897 was upgraded to its current size in 1937 by the CCC and was

maintained for approximately 40 years. It is now overgrown with vegetation in places and its original CCC bridges have deteriorated or have been slightly modified.

CRC's recommendation:
CRC recommended that the CCC Trail is likely eligible for the National Register of Historic Places (National Register) under Criteria A and D, with a period of significance between 1937, when the trail was constructed, and the early 1980s, when trail maintenance ceased and it was no longer used on a regular basis. The Port Graham–Nanwalek CCC Trail has changed little since it was built and retains most of its seven aspects of historic integrity. The CCC Trail is in its original location, its setting is intact, it still has the essential features expressive of its design and function, and these features are visible enough to convey their significance.

Criterion A: Association with events that have made a significant contribution to the broad patterns of history.

The CCC Trail is over 70 years old at this time, and was used throughout most of the twentieth century. It is associated with the development of the communities of Port Graham and Nanwalek, and with the cannery period in the region. CCC work on the trail demonstrates the variety of projects the agency undertook to provide employment to Alaska Natives in south-central Alaska during the Great Depression of the 1930s. The CCC Trail is one of the few, if any, that still exist in south-central Alaska. The trail's long history and function as a connecting route between Port Graham and Nanwalek are significant enough to qualify under Criterion A for association with local, regional, and national events.

Criterion D: Having yielded, or having the potential to yield, information important in prehistory or history.

The CCC Trail and its bridges were built by the Alaska Forest Service, and the bridges represent a design type and time period that are poorly documented and of which there are few extant examples. Further documentation could provide information on the comparability of the bridge designs to Bureau of Public Roads or Alaska Road Commission bridge designs, and reveal construction techniques and type of wood chosen for use. The CCC Trail has the ability to provide information about period design and land use patterns of the Alutiiq on the southern Kenai Peninsula. Native trails in Alaska are often undocumented and as systems of communication and transportation, have the potential to answer questions about the organization of trade, intergroup relations, and land-use patterns. Such trails are known to represent human shaping and use of the environment during the early twentieth century on the Kenai Peninsula, but are also traces of earlier use. Trails can often answer questions and lead to new ones about how, why, and when people moved on the landscape.

DOT&PF's recommendation:
DOT&PF agrees that the CCC Trail is eligible for the National Register under Criterion A at local and regional levels; however DOT&PF disagrees with CRC's recommendation that the CCC Trail is eligible under Criterion D. It is DOT&PF's opinion that Criterion D is more appropriately applied to archaeological properties and that this criterion generally does not apply to bridges (or trails), although in rare instances it could apply to an unusual or technologically significant bridge for which no plans or other documentation survives. DOT&PF's opinion also coincides with conclusions of the *A Context For Common Historic Bridge Types*, prepared for the National Cooperative Highway Research Program (October 2005) (page 1-7).

This is a hard-packed dirt track trail with 19 log bridges constructed through a spruce-hemlock forest, crossing drainages and streams, and marshes. CRC indicates that the bridges are of a timber stringer-type design which was typical for CCC projects during that time, and the timber is of local spruce and hemlock. The stringer bridges along the CCC Trail vary in length depending on the drainage crossing. There is no indication that there are any associated surface or subsurface cultural remains along the trail corridor.

DOT&PF believes this bridge design to have a relatively low level of significance. Generally, timber stringers are a common bridge type prevalent throughout the country and standard for trails; they can also be found on low-trafficked roads. Because of the structure's simplicity and ready available materials, the timber bridge continues to be used to the present day.

Typical character defining features are longitudinal beams (or stringers) and the bridge piles (or supports). The timber stringers support a wood plank or log deck. The stringer ends rest on a vertical support (or abutment), which for this trail are logs. The bridges along this CCC Trail have no railings. DOT&PF does not agree that further evaluation of this simple bridge type will yield important information pertaining to its design. The type of wood used for the CCC Trail bridges is local material and the terrain which does not appear challenging does not rise to the level that requires the development of alternative construction techniques. Furthermore, with the absence of associated cultural resources along the trail corridor DOT&PF is not certain how further archaeological investigations of the trail could yield information important to answer questions about the organization of trade, intergroup relations, and land-use patterns.

FAA's determination:
FAA agrees with DOT&PF's recommendation and has determined that the Port Graham-Nanwalek CCC Trail (SEL-348) is eligible for the National Register under Criterion A at local and regional levels.

Other Cultural Resource Sites

CRC's recommendation:
Other cultural remains noted during the survey for the proposed project were modern garbage in the airport runway and apron areas; and recent logging stumps, a water intake pipe, the HEA trail and overhead power line. The logging-related stumps are not likely eligible for listing in the National Register. They might be worthy of note as a type of culturally modified tree (CMT), and evidence of cultural activity during recent years, but individual or even small groups of CMTs are generally not considered significant enough to be eligible for the National Register (Bittner 1991). The water intake pipe, and the HEA trail and overhead power line are less than 50 years old. They are not fragile resources, and do not represent extraordinary events; therefore, they are also not likely eligible for listing in the National Register.

FAA's determination:
FAA agrees with CRC's recommendation and has determined that the other cultural remains identified during the survey are not eligible for the National Register.

Finding of Effect
Based on CRC's research and field study, the only historic site that may be affected by the proposed project is the CCC Trail (SEL-348). Approximately 3,443 feet of the CCC Trail, including six log bridges (13 through 18), are contained within the proposed road ROW between Port Graham and Nanwalek, in the western half of the study area (Figure 4). The proposed road crosses the CCC Trail three times. Construction plans for the proposed 22-foot wide road include cutting and filling to create a more even grade than current topography. The majority of the proposed road would have 2:1 cut and fill slopes, but along steep cliffs a rock catchment design with 0.5:1 cut slopes is proposed.

CRC recommends that cutting and filling within the portion of the access road study area that coincides with the CCC Trail would likely erase all evidence of the trail and six of its bridges in this vicinity, and will disconnect the undisturbed sections of trail. The proposed construction will dramatically alter the trail's integrity. As a result, the access road as proposed would have an adverse effect on the CCC Trail.

FAA's finding:
FAA agrees with CRC's recommendation and finds that this project has an adverse effect on the Port Graham-Nanwalek CCC Trail (SEL-348).

Consulting Parties:
Other parties being consulted during this Section 106 Finding effort include the State Historic Preservation Officer, Native Village of Nanwalek, English Bay Corporation, the Native Village of Port Graham, Port Graham Corporation, Chugach Alaska Corporation, Bureau of Indian Affairs, and Chugachmuit, to determine their interest in participating in consultation for the resolution of the adverse effects and in the development of a Memorandum of Agreement (MOA).

Once we receive your response, we will consult with your office to identify mitigation measures as needed to offset the adverse effects of this project. Please direct your concurrence or comments to me at the address above, by telephone at 907-269-0539, or by e-mail at brian.elliott@alaska.gov. For this purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

Brian Elliott

Brian Elliott
Regional Environmental Manager

Enclosures:
Figures 1-4
Office of History and Archaeology Coversheet
Cultural Resource Consultants LLC (CRC). 2010. *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska*. November 2010.

References:

Bittner, Judith E. 1991. Letter to John Hildebrand, Department of Transportation and Public Facilities, Anchorage. Copy on file, Alaska Department of Natural Resources, Office of History and Archaeology, Anchorage.

cc w/ enclosures:

Gabriel Mahns, FAA, Project Manager
Patti Sullivan, FAA, Environmental Program Manager
Laurie Mulcahy, DOT&PF Statewide, Cultural Resources Manager
Valerie Gomez, DOT&PF Central Region, Cultural Resource Specialist

cc w/o enclosures:

Morgan Merritt, P.E., DOT&PF Central Region, Project Manager
Dan Golden, DOT&PF Central Region, Environmental Analyst

Distribution List:

Native Village of Nanwalek
Mr. Wally Kvasnikoff, Chief
P.O. Box 8028
Nanwalek, AK 99603-8028

English Bay Corporation
Mr. Don Emmil, President
1637 Stanton Ave.
Anchorage, AK 99508

Native Village of Port Graham
Mr. Patrick Norman, Chief
P.O. Box 5510
Port Graham, AK 99603-5570

Port Graham Corporation
Mr. Walter Meganack, President
P.O. Box 5569
Port Graham, AK 99603

Chugach Alaska Corporation
Mr. Barney Uhart, President
3800 Centerpoint Drive, Ste. 601
Anchorage, AK 99503

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

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

In Reply Refer To:
State Project 52250
ATTENTION: This finding contains 1 DOE

July 22, 2011

Mr. Patrick Anderson, Executive Director
Chugachmuit
1840 Bragaw Street, Suite 110
Anchorage, Alaska 99508-3463

Dear Mr. Anderson:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to construct a shared airport and access road in between the communities of Nanwalek and Port Graham (Nanwalek and Port Graham Airport and Access Road Project [project]). The proposed project would be located in Sections 31 and 32, Township 10S, Range 15W and Sections 35 and 36, Township 10S, Range 16W (United States Geological Survey Quadrangle Seldovia B-5 and B-6); Figures 1 and 2. Pursuant to 36 CFR 800.4(d)(2) and 800.5(d)(2), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF, on behalf of the FAA, finds an adverse effect on historic properties by the proposed project.

The purpose and need of the proposed project is to provide a safer and more reliable airport for the communities of Nanwalek and Port Graham. Currently, both communities have air strips; however, the runway lengths do not meet FAA standards. Neither of the existing air strip locations is suitable for runway extensions due to terrain and community locations.

Relocation of the existing airports was explored in site reconnaissance studies, which evaluated seven other potential locations. After consultation with the communities, a shared airport at Romanoff Point was chosen as the only build alternative to be carried forward for further analysis in the National Environmental Policy Act (NEPA) document.

Project Description

The proposed project would consist of constructing a new 3,300-foot long by 60-foot wide runway, 3,780-foot long by 120-foot wide runway safety area, a 25-foot wide taxiway, and a 60,000-square foot apron. This has changed from the initiation letter sent on June 28, 2010 that stated a 75-foot wide runway would be constructed. A 3.5-mile long by 22.5-foot wide airport access road would be constructed that would connect the two communities. Currently, neither community is accessible by road, but the communities are linked to each other by two walking

trails, one of which is impassible. The proposed project would require acquisitions of portions of native allotments and village corporation lands. Pending approvals of the proposed project, including NEPA document and permit acquisitions, funding, and property acquisition, construction could begin as early as 2014. Pre-NEPA approvals are also required such as Revocable Use Permits (RUP) from the Bureau of Indian Affairs (BIA) for geotechnical and survey work on native allotments.

Area of Potential Effect

The communities of Port Graham and Nanwalek are located on the southwestern end of the Kenai Peninsula near the entrance to Kachemak Bay off Cook Inlet. The villages are approximately three air miles apart and have been connected over the years by two trails, the Homer Electric Association (HEA) Trail, which is also sometimes called the "walking trail," and the now relatively unused Port Graham–Nanwalek Civilian Conservation Corps Trail (CCC Trail).

The original study area, surveyed for cultural resources in 2008 and 2009, consisted of the proposed access road 200-foot right-of-way (ROW) and the proposed airport property with a surrounding 1,000-foot wide buffer. The project design was later refined and with more accurate topographic information the Area of Potential Effect (APE) was later identified in the fall of 2009 to include all areas that might require ground-disturbing work (Figure 4). The APE consists of the proposed access road ROW and airport property with a surrounding 100-foot wide buffer. The APE provides enough room for potential alignment shifts and minor changes to the project footprint during final design.

Identification Efforts

Cultural Resource Consultants LLC (CRC) conducted the cultural resources study for the study area, (the *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska* (November 2010) is enclosed). The pre-survey literature search, limited to the immediate Nanwalek area and the southwest coast of Port Graham Bay, yielded information on 16 sites within 0.75 mile of the proposed project area (Figure 3). All sites are either along the ocean coast or adjacent to salmon streams. These Alaska Heritage Resources Survey (AHRS) sites are:

- SEL-003, the remains of the Russian American Company post, Alexandrovsk Redoubt, located under the existing Nanwalek runway on the spit just south of Nanwalek in English Bay, roughly five miles south of the entrance to Kachemak Bay, on the east shore of Cook Inlet;
- SEL-018, the Saints Sergius and Herman of Valaam Church, within the village of Nanwalek;
- SEL-027, the Port Graham Village Cannery Site, located on the south shore of Port Graham, which contains a prehistoric component, as well as the historic cannery component;
- SEL-161, the Moonin Midden, located on the Sergius Moonin Allotment just west northwest of Port Graham Village;
- SEL-166, the Anahonak Midden, located near the head Port Graham Bay, about 2 miles southwest of Port Graham Village;
- SEL-170, the location of a partial human cranium, found north of Nanwalek and west of Russian Point;
- SEL-229, a campsite, roughly 0.5 mile southeast of Nanwalek on the English Bay River;

- SEL-230, site Area #2 Logging Unit, on the west bank of the English Bay River, upstream from the lagoon;
- SEL-231, a largely unknown, sub-surface site of ash and charcoal, on a beach ridge on the east shore of English Bay lagoon;
- SEL-232, a small midden on the south shore of English Bay Lagoon;
- SEL-238, the Sarjus Kvasnikoff Fire Cracked Rock Site, located at the outlet of the "second lake" on the English Bay River;
- SEL-239, the English Bay River Falls Site, near the "first lake" on the English Bay River;
- SEL-243, the English Bay River ATV Trail Crossing, roughly 1.5 mi. upstream from Nanwalek on the English Bay River;
- SEL-244, a site, located above the east shore of English Bay Lagoon, with possible stained soils and an isolated bifacial point;
- SEL-289, a grave located on Elias Romanoff's Native Allotment; and
- SEL-290, the location of graves thought to be near the old cannery in Port Graham.

Proposed Airport

The portion of the project APE that includes the proposed airport lies to the south of the proposed access road was surveyed during the 2008 field season (Figure 4). The topography of this area is irregular, with dense stands of spruce, and an understory of ferns, berries, alders and devils club. Several wetland areas are also within the APE. No cultural sites were found within the proposed airport property.

Proposed Access Road

The proposed route of the access road between Nanwalek and Port Graham traverses a largely undeveloped strip of land between the two villages. The ground is very irregular and densely vegetated, with a combination of tall spruce, devil's club, salmonberry, ferns, and some grasses. Little of the APE in the vicinity of this route was considered high sensitivity for cultural resources due to a high degree of landscape slope, lack of anadromous fish streams, and large distance from known cultural resources along the coast. Those few areas that were within the high sensitivity parameters were surveyed.

A variety of cultural remains identified in the vicinity of the proposed access road route provided evidence of use of the area during the past 50 years. These include stumps, an unused aluminum water pipe line, and the HEA power line and associated access trail.

The stumps appear to be from fairly recent logging that began during the 1960s and continued through the 1980s. The pipe line crosses the proposed access road east of the stream flowing from the Port Graham reservoir. This pipe is part of the water system that carried water from the reservoir to Port Graham in the 1980s.

A single overhead power line was originally constructed by HEA between 1968 and 1973. It runs through the trees, which provide its support, along the southwest side of the proposed runway, and also intersects with the proposed access road in at least three places (Figure 2). The power line has an associated access trail that runs along near it, but not always under or next to it. This access trail was used for a number of years as both an all-terrain vehicle (ATV) and foot trail by residents of Port Graham and Nanwalek.

Determination of Eligibility
Port Graham-Nanwalek CCC Trail (SEL-348)

CRC's survey documented the CCC Trail (Figure 4). The trail which may have been in existence as early as 1897 was upgraded to its current size in 1937 by the CCC and was maintained for approximately 40 years. It is now overgrown with vegetation in places and its original CCC bridges have deteriorated or have been slightly modified.

CRC's recommendation:
CRC recommended that the CCC Trail is likely eligible for the National Register of Historic Places (National Register) under Criteria A and D, with a period of significance between 1937, when the trail was constructed, and the early 1980s, when trail maintenance ceased and it was no longer used on a regular basis. The Port Graham–Nanwalek CCC Trail has changed little since it was built and retains most of its seven aspects of historic integrity. The CCC Trail is in its original location, its setting is intact, it still has the essential features expressive of its design and function, and these features are visible enough to convey their significance.

Criterion A: Association with events that have made a significant contribution to the broad patterns of history.

The CCC Trail is over 70 years old at this time, and was used throughout most of the twentieth century. It is associated with the development of the communities of Port Graham and Nanwalek, and with the cannery period in the region. CCC work on the trail demonstrates the variety of projects the agency undertook to provide employment to Alaska Natives in south-central Alaska during the Great Depression of the 1930s. The CCC Trail is one of the few, if any, that still exist in south-central Alaska. The trail's long history and function as a connecting route between Port Graham and Nanwalek are significant enough to qualify under Criterion A for association with local, regional, and national events.

Criterion D: Having yielded, or having the potential to yield, information important in prehistory or history.

The CCC Trail and its bridges were built by the Alaska Forest Service, and the bridges represent a design type and time period that are poorly documented and of which there are few extant examples. Further documentation could provide information on the comparability of the bridge designs to Bureau of Public Roads or Alaska Road Commission bridge designs, and reveal construction techniques and type of wood chosen for use. The CCC Trail has the ability to provide information about period design and land use patterns of the Alutiiq on the southern Kenai Peninsula. Native trails in Alaska are often undocumented and as systems of communication and transportation, have the potential to answer questions about the organization of trade, intergroup relations, and land-use patterns. Such trails are known to represent human shaping and use of the environment during the early twentieth century on the Kenai Peninsula, but are also traces of earlier use. Trails can often answer questions and lead to new ones about how, why, and when people moved on the landscape.

DOT&PF's recommendation:
DOT&PF agrees that the CCC Trail is eligible for the National Register under Criterion A at local and regional levels; however DOT&PF disagrees with CRC's recommendation that the CCC Trail is eligible under Criterion D. It is DOT&PF's opinion that Criterion D is more

appropriately applied to archaeological properties and that this criterion generally does not apply to bridges (or trails), although in rare instances it could apply to an unusual or technologically significant bridge for which no plans or other documentation survives. DOT&PF's opinion also coincides with conclusions of the *A Context For Common Historic Bridge Types*, prepared for the National Cooperative Highway Research Program (October 2005) (page 1-7).

This is a hard-packed dirt track trail with 19 log bridges constructed through a spruce-hemlock forest, crossing drainages and streams, and marshes. CRC indicates that the bridges are of a timber stringer-type design which was typical for CCC projects during that time, and the timber is of local spruce and hemlock. The stringer bridges along the CCC Trail vary in length depending on the drainage crossing. There is no indication that there are any associated surface or subsurface cultural remains along the trail corridor.

DOT&PF believes this bridge design to have a relatively low level of significance. Generally, timber stringers are a common bridge type prevalent throughout the country and standard for trails; they can also be found on low-trafficked roads. Because of the structure's simplicity and ready available materials, the timber bridge continues to be used to the present day.

Typical character defining features are longitudinal beams (or stringers) and the bridge piles (or supports). The timber stringers support a wood plank or log deck. The stringer ends rest on a vertical support (or abutment), which for this trail are logs. The bridges along this CCC Trail have no railings. DOT&PF does not agree that further evaluation of this simple bridge type will yield important information pertaining to its design. The type of wood used for the CCC Trail bridges is local material and the terrain which does not appear challenging does not rise to the level that requires the development of alternative construction techniques. Furthermore, with the absence of associated cultural resources along the trail corridor DOT&PF is not certain how further archaeological investigations of the trail could yield information important to answer questions about the organization of trade, intergroup relations, and land-use patterns.

FAA's determination:
FAA agrees with DOT&PF's recommendation and has determined that the Port Graham-Nanwalek CCC Trail (SEL-348) is eligible for the National Register under Criterion A at local and regional levels.

Other Cultural Resource Sites

CRC's recommendation:
Other cultural remains noted during the survey for the proposed project were modern garbage in the airport runway and apron areas; and recent logging stumps, a water intake pipe, the HEA trail and overhead power line. The logging-related stumps are not likely eligible for listing in the National Register. They might be worthy of note as a type of culturally modified tree (CMT), and evidence of cultural activity during recent years, but individual or even small groups of CMTs are generally not considered significant enough to be eligible for the National Register (Bittner 1991). The water intake pipe, and the HEA trail and overhead power line are less than 50 years old. They are not fragile resources, and do not represent extraordinary events; therefore, they are also not likely eligible for listing in the National Register.

FAA's determination:
FAA agrees with CRC's recommendation and has determined that the other cultural remains identified during the survey are not eligible for the National Register.

Finding of Effect
Based on CRC's research and field study, the only historic site that may be affected by the proposed project is the CCC Trail (SEL-348). Approximately 3,443 feet of the CCC Trail, including six log bridges (13 through 18), are contained within the proposed road ROW between Port Graham and Nanwalek, in the western half of the study area (Figure 4). The proposed road crosses the CCC Trail three times. Construction plans for the proposed 22-foot wide road include cutting and filling to create a more even grade than current topography. The majority of the proposed road would have 2:1 cut and fill slopes, but along steep cliffs a rock catchment design with 0.5:1 cut slopes is proposed.

CRC recommends that cutting and filling within the portion of the access road study area that coincides with the CCC Trail would likely erase all evidence of the trail and six of its bridges in this vicinity, and will disconnect the undisturbed sections of trail. The proposed construction will dramatically alter the trail's integrity. As a result, the access road as proposed would have an adverse effect on the CCC Trail.

FAA's finding:
FAA agrees with CRC's recommendation and finds that this project has an adverse effect on the Port Graham-Nanwalek CCC Trail (SEL-348).

Consulting Parties:
Other parties being consulted during this Section 106 Finding effort include the State Historic Preservation Officer, Native Village of Nanwalek, English Bay Corporation, the Native Village of Port Graham, Port Graham Corporation, Chugach Alaska Corporation, and the Bureau of Indian Affairs, to determine their interest in participating in consultation for the resolution of the adverse effects and in the development of a Memorandum of Agreement (MOA).

Once we receive your response, we will consult with your office to identify mitigation measures as needed to offset the adverse effects of this project. Please direct your concurrence or comments to me at the address above, by telephone at 907-269-0539, or by e-mail at brian.elliott@alaska.gov. For this purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

Brian Elliott

Brian Elliott
Regional Environmental Manager

Enclosures:
Figures 1-4
Office of History and Archaeology Coversheet
Cultural Resource Consultants LLC (CRC). 2010. *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska*. November 2010.

References:

Bittner, Judith E. 1991. Letter to John Hildebrand, Department of Transportation and Public Facilities, Anchorage. Copy on file, Alaska Department of Natural Resources, Office of History and Archaeology, Anchorage.

cc w/ enclosures:

Gabriel Mahns, FAA, Project Manager
Patti Sullivan, FAA, Environmental Program Manager
Laurie Mulcahy, DOT&PF Statewide, Cultural Resources Manager
Valerie Gomez, DOT&PF Central Region, Cultural Resource Specialist

cc w/o enclosures:

Morgan Merritt, P.E., DOT&PF Central Region, Project Manager
Dan Golden, DOT&PF Central Region, Environmental Analyst

U.S. Department of Transportation

Federal Aviation Administration

Alaskan Region Airports Division
222 W. 7th Avenue, Box 14
Anchorage, Alaska 99513-7587

In Reply Refer To:
State Project 52250
Finding of Adverse Effect Pursuant to 36 CFR 800.4(d)(2) and 800.5(d)(2)

September 27, 2011

Blythe Semmer
Federal Permitting, Licensing, and Assistance Section
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue, NW, Suite 803
Washington, DC 20004

Dear Ms. Semmer:

The Federal Aviation Administration (FAA) Alaskan Region Airports Division intends to provide financial assistance to the Alaska Department of Transportation and Public Facilities (DOT&PF) for the construction of a shared airport and access road in between the communities of Nanwalek and Port Graham (Nanwalek – Port Graham Airport Project [project]). The proposed project would be located in Sections 31 and 32, Township 10S, Range 15W and Sections 35 and 36, Township 10S, Range 16W (United States Geological Survey Quadrangle Seldovia B-5 and B-6); Figures 1 and 2.

Pursuant to 36 CFR 800.4(d)(2) and 800.5(d)(2), implementing regulations of Section 106 of the National Historic Preservation Act, the FAA finds an adverse effect on historic properties by the proposed project. Accordingly, the FAA is notifying the Advisory Council on Historic Preservation (ACHP) and extending an invitation to participate in the FAA's finding and resolution of adverse effect.

The purpose and need of the proposed project is to provide a safer and more reliable airport for the communities of Nanwalek and Port Graham. Currently, both communities have air strips; however, the runway lengths do not meet FAA standards. Neither of the existing air strip locations is suitable for runway extensions due to terrain and community locations. Relocation of the existing airports was explored in site reconnaissance studies, which evaluated seven other potential locations. After consultation with the communities, a shared airport at Romanoff Point was chosen as the only build alternative to be carried forward for further analysis in the National Environmental Policy Act (NEPA) document.

Project Description
The proposed project would consist of constructing a new 3,300-foot long by 60-foot wide runway, 3,780-foot long by 120-foot wide runway safety area, a 25-foot wide taxiway, and a 60,000-square foot apron. A 3.5-mile long by 22.5-foot wide airport access road would be constructed that would connect the two communities. Currently, neither community is accessible by road, but the communities are linked to each other by two walking trails, one of which is impassible. The proposed project would require acquisition of portions of native allotments and village corporation lands. Pending approvals of the proposed project, including NEPA document and permit acquisitions, funding, and property acquisition, construction could begin as early as 2014.

Area of Potential Effect
The communities of Port Graham and Nanwalek are located on the southwestern end of the Kenai Peninsula near the entrance to Kachemak Bay off Cook Inlet. The villages are approximately three air miles apart and have been connected over the years by two trails, the Homer Electric Association (HEA) Trail, which is also sometimes called the "walking trail," and the now relatively unused Port Graham–Nanwalek Civilian Conservation Corps Trail (CCC Trail).

The original study area, surveyed for cultural resources in 2008 and 2009, consisted of the proposed access road 200-foot right-of-way (ROW) and the proposed airport property with a surrounding 1,000-foot wide buffer. The project design was later refined and with more accurate topographic information the Area of Potential Effect (APE) was later identified in the fall of 2009 to include all areas that might require ground-disturbing work (Figure 4). The area of potential effect (APE) consists of the proposed access road ROW and airport property with a surrounding 100-foot wide buffer. The APE provides enough room for potential alignment shifts and minor changes to the project footprint during final design.

Identification Efforts
Cultural Resource Consultants LLC (CRC) conducted the cultural resources study for the study area, (the *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska* [November 2010] is enclosed). The pre-survey literature search, limited to the immediate Nanwalek area and the southwest coast of Port Graham Bay, yielded information on 16 sites within 0.75 mile of the proposed project area (Figure 3). All sites are either along the ocean coast or adjacent to salmon streams. These Alaska Heritage Resources Survey (AHRS) sites are:

- SEL-003, the remains of the Russian American Company post, Alexandrovsk Redoubt, located under the existing Nanwalek runway on the spit just south of Nanwalek in English Bay, roughly five miles south of the entrance to Kachemak Bay, on the east shore of Cook Inlet;
- SEL-018, the Saints Sergius and Herman of Valaam Church, within the village of Nanwalek;
- SEL-027, the Port Graham Village Cannery Site, located on the south shore of Port Graham, which contains a prehistoric component, as well as the historic cannery component;
- SEL-161, the Moonin Midden, located on the Sergius Moonin Allotment just west northwest of Port Graham Village;

- SEL-166, the Anahonak Midden, located near the head Port Graham Bay, about 2 miles southwest of Port Graham Village;
- SEL-170, the location of a partial human cranium, found north of Nanwalek and west of Russian Point;
- SEL-229, a campsite, roughly 0.5 mile southeast of Nanwalek on the English Bay River;
- SEL-230, site Area #2 Logging Unit, on the west bank of the English Bay River, upstream from the lagoon;
- SEL-231, a largely unknown, sub-surface site of ash and charcoal, on a beach ridge on the east shore of English Bay lagoon;
- SEL-232, a small midden on the south shore of English Bay Lagoon;
- SEL-238, the Sarjus Kvasnikoff Fire Cracked Rock Site, located at the outlet of the "second lake" on the English Bay River;
- SEL-239, the English Bay River Falls Site, near the "first lake" on the English Bay River;
- SEL-243, the English Bay River all-terrain vehicle (ATV) Trail Crossing, roughly 1.5 mi. upstream from Nanwalek on the English Bay River;
- SEL-244, a site, located above the east shore of English Bay Lagoon, with possible stained soils and an isolated bifacial point;
- SEL-289, a grave located on Elias Romanoff's Native Allotment; and
- SEL-290, the location of graves thought to be near the old cannery in Port Graham.

Proposed Airport

The portion of the project APE that includes the proposed airport lies to the south of the proposed access road and was surveyed during the 2008 field season (Figure 4). The topography of this area is irregular, with dense stands of spruce, and an understory of ferns, berries, alders and devils club. Several wetland areas are also within the APE. No cultural sites were found within the proposed airport property.

Proposed Access Road

The proposed route of the access road between Nanwalek and Port Graham traverses a largely undeveloped strip of land between the two villages. The ground is very irregular and densely vegetated, with a combination of tall spruce, devil's club, salmonberry, ferns, and some grasses. Little of the APE in the vicinity of this route was considered high sensitivity for cultural resources due to a high degree of landscape slope, lack of anadromous fish streams, and large distance from known cultural resources along the coast. Those few areas that were within the high sensitivity parameters were surveyed.

A variety of cultural remains identified in the vicinity of the proposed access road route provided evidence of use of the area during the past 50 years. These include stumps, an unused aluminum water pipe line, and the HEA power line and associated access trail.

The stumps appear to be from fairly recent logging that began during the 1960s and continued through the 1980s. The pipe line crosses the proposed access road east of the stream flowing from the Port Graham reservoir. This pipe is part of the water system that carried water from the reservoir to Port Graham in the 1980s.

A single overhead power line was originally constructed by HEA between 1968 and 1973. It runs through the trees, which provide its support, along the southwest side of the proposed runway, and also intersects with the proposed access road in at least three places (Figure 2). The power line has an associated access trail that runs along near it, but not always under or next to it. This access trail was used for a number of years as both an ATV and foot trail by residents of Port Graham and Nanwalek.

Determination of Eligibility
Port Graham-Nanwalek CCC Trail (SEL-348)

CRC's survey documented the CCC Trail (Figure 4). The trail which may have been in existence as early as 1897 was upgraded to its current size in 1937 by the Civilian Conservation Corps (CCC) and was maintained for approximately 40 years. It is now overgrown with vegetation in places and its original CCC bridges have deteriorated or have been slightly modified.

CRC's Recommendation
CRC recommended that the CCC Trail is likely eligible for the National Register of Historic Places (National Register) under Criteria A and D, with a period of significance between 1937, when the trail was constructed, and the early 1980s, when trail maintenance ceased and it was no longer used on a regular basis. The Port Graham–Nanwalek CCC Trail has changed little since it was built and retains most of its seven aspects of historic integrity. The CCC Trail is in its original location, its setting is intact, it still has the essential features expressive of its design and function, and these features are visible enough to convey their significance.

Criterion A: Association with events that have made a significant contribution to the broad patterns of history.

The CCC Trail is over 70 years old at this time, and was used throughout most of the twentieth century. It is associated with the development of the communities of Port Graham and Nanwalek, and with the cannery period in the region. CCC work on the trail demonstrates the variety of projects the agency undertook to provide employment to Alaska Natives in south-central Alaska during the Great Depression of the 1930s. The CCC Trail is one of the few, if any, that still exist in south-central Alaska. The trail's long history and function as a connecting route between Port Graham and Nanwalek are significant enough to qualify under Criterion A for association with local, regional, and national events.

Criterion D: Having yielded, or having the potential to yield, information important in prehistory or history.

The CCC Trail and its bridges were built by the Alaska Forest Service, and the bridges represent a design type and time period that are poorly documented and of which there are few extant examples. Further documentation could provide information on the comparability of the bridge designs to Bureau of Public Roads or Alaska Road Commission bridge designs, and reveal construction techniques and

type of wood chosen for use. The CCC Trail has the ability to provide information about period design and land use patterns of the Alutiiq on the southern Kenai Peninsula. Native trails in Alaska are often undocumented and as systems of communication and transportation, have the potential to answer questions about the organization of trade, intergroup relations, and land-use patterns. Such trails are known to represent human shaping and use of the environment during the early twentieth century on the Kenai Peninsula, but are also traces of earlier use. Trails can often answer questions and lead to new ones about how, why, and when people moved on the landscape.

DOT&PF's Recommendation
DOT&PF agrees that the CCC Trail is eligible for the National Register under Criterion A at local and regional levels; however DOT&PF disagrees with CRC's recommendation that the CCC Trail is eligible under Criterion D. It is DOT&PF's opinion that Criterion D is more appropriately applied to archaeological properties and that this criterion generally does not apply to bridges (or trails), although in rare instances it could apply to an unusual or technologically significant bridge for which no plans or other documentation survives. DOT&PF's opinion also coincides with conclusions of the A Context For Common Historic Bridge Types, prepared for the National Cooperative Highway Research Program (October 2005) (page 1-7).

This is a hard-packed dirt track trail with 19 log bridges constructed through a spruce-hemlock forest, crossing drainages and streams, and marshes. CRC indicates that the bridges are of a timber stringer-type design which was typical for CCC projects during that time, and the timber is of local spruce and hemlock. The stringer bridges along the CCC Trail vary in length depending on the drainage crossing. There is no indication that there are any associated surface or subsurface cultural remains along the trail corridor.

DOT&PF believes this bridge design to have a relatively low level of significance. Generally, timber stringers are a common bridge type prevalent throughout the country and standard for trails; they can also be found on low-trafficked roads. Because of the structure's simplicity and readily available materials, the timber bridge continues to be used to the present day.

Typical character defining features are longitudinal beams (or stringers) and the bridge piles (or supports). The timber stringers support a wood plank or log deck. The stringer ends rest on a vertical support (or abutment), which for this trail are logs. The bridges along this CCC Trail have no railings. DOT&PF does not agree that further evaluation of this simple bridge type will yield important information pertaining to its design. The type of wood used for the CCC Trail bridges is local material and the terrain which does not appear challenging does not rise to the level that requires the development of alternative construction techniques. Furthermore, with the absence of associated cultural resources along the trail corridor DOT&PF is not certain how further archaeological investigations of the trail could yield information important to answer questions about the organization of trade, intergroup relations, and land-use patterns.

FAA's Determination
FAA agrees with DOT&PF's recommendation and has determined that the Port Graham-Nanwalek CCC Trail (SEL-348) is eligible for the National Register under Criterion A at local and regional levels.

Finding of Effect
Based on CRC's research and field study, the only historic site that may be affected by the proposed project is the CCC Trail (SEL-348). Approximately 3,443 feet of the CCC Trail, including six log bridges (13 through 18), are contained within the proposed road ROW between Port Graham and Nanwalek, in the western half of the study area (Figure 4). The proposed road crosses the CCC Trail three times. Construction plans for the proposed 22-foot wide road include cutting and filling to create a more even grade than current topography. The majority of the proposed road would have 2:1 cut and fill slopes, but along steep cliffs a rock catchment design with 0.5:1 cut slopes is proposed.

CRC recommends that cutting and filling within the portion of the access road study area that coincides with the CCC Trail would likely erase all evidence of the trail and six of its bridges in this vicinity, and will disconnect the undisturbed sections of trail. The proposed construction will dramatically alter the trail's integrity. As a result, the access road as proposed would have an adverse effect on the CCC Trail.

FAA's Finding
FAA agrees with CRC's recommendation and finds that this project has an adverse effect on the Port Graham-Nanwalek CCC Trail (SEL-348).

Consultation Efforts
Initiation of consultation letters were sent out to the Section 106 consulting parties (Alaska State Historic Preservation Office, Native Village of Nanwalek, English Bay Corporation, Native Village of Port Graham, Port Graham Corporation, Chugach Alaska Corporation, and Chugachmuit) on June 28, 2010 requesting input on identifying historic properties. The Bureau of Indian Affairs (BIA) was later identified as a consulting party and was sent an initiation of consultation letter on April 22, 2011. No responses to the initiation of consultation letters were received.

Finding of adverse effect letters with a request for interest in participating in consultation for the resolution of the adverse effect and in the development of a Memorandum of Agreement (MOA) were sent out to all the Section 106 consulting parties on July 22, 2011. SHPO concurred with with FAA's determination of eligibility under Criterion A and the finding of adverse effect on August 1, 2011. DOT&PF is also consulting with BIA for their approval of a BIA Revocable Use Permit for project geotechnical investigation that involves a Native allotment. FAA received SHPO concurrence on the proposed survey and geotechnical activities on August 23, 2011. BIA responded on August 24, 2011 agreeing with CRC's recommendations of eligibility and effect. No other responses have been received to date.

We are contacting the Section 106 consulting parties to determine their interest in participating in consultation for the resolution of the adverse effects and in the development of the Memorandum of Agreement (MOA). Please advise me of the ACHP's interest in participating in consultation for the resolution of adverse effects, and if the ACHP would like to be a signatory to the MOA.

If you wish to discuss this project with me, I can be reached at the address above, by telephone at 907-271-5454, or by e-mail at Patricia.Sullivan@faa.gov.

Sincerely,

Patricia Sullivan
Environmental ProgramManager, Airports Division

Enclosures:
Figures 1-4
Cultural Resource Consultants LLC (CRC), *Cultural Resource Survey for a New Airport Near Port Graham and Nanwalek, Alaska,* November 2010.

cc w/ enclosures:
Gabriel Mahns, FAA, Project Manager
Laurie Mulcahy, DOT&PF Statewide, Cultural Resources Manager
Valerie Gomez, DOT&PF Central Region, Cultural Resource Specialist

cc w/o enclosures:
Morgan Merritt, P.E., DOT&PF Central Region, Project Manager
Dan Golden, DOT&PF Central Region, Environmental Analyst

U.S. Department
of Transportation

**Federal Aviation
Administration**

Alaskan Region Airports Division
222 W. 7th Avenue, Box 14
Anchorage, Alaska 99513-7587
Tel. (907) 271-5438
Fax (907) 271-2851

October 16, 2012

Ms. Najah Duvall-Gabriel
Office of Federal Agency Programs
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue NW, Suite 809
Washington D.C. 20004

Dear Ms. Duvall-Gabriel:

Nanwalek and Port Graham Airport Project, State Project No. 52250
Filing of Executed Memorandum of Agreement
Port Graham-Nanwalek Civilian Conservation Corps Trail (SEL-348)

The Alaskan Region of the Federal Aviation Administration (FAA) and the airport sponsor, the Alaska Department of Transportation & Public Facilities (DOT&PF) are proposing to construct a shared airport and access road in between the communities of Nanwalek and Port Graham, Alaska. The FAA and DOT&PF in consultation with the Alaska State Historic Preservation Officer (SHPO) determined that the undertaking would have an adverse effect on historic properties. Your office was notified of the adverse effect and chose not be a party to the Memorandum of Agreement on October 17, 2011.

As required by 36 CFR Part 800.6(b)(1)(iv), the FAA is providing the Advisory Council on Historic Preservation with a copy of the fully executed *Memorandum of Agreement between the Federal Aviation Administration and the Alaska State Historic Preservation Officer Regarding the Nanwalek and Port Graham Airport at Nanwalek and Port Graham, Alaska, State Project No. 52250* that was executed on September 18, 2012, in compliance with Section 106 of the National Historic Preservation Act. The Bureau of Indian Affairs and the Alaska Department of Transportation & Public Facilities are invited signatories to this agreement; and the Nanwalek IRA Council, Port Graham Village Council, Port Graham Corporation, and Chugachmiut are concurring parties.

If you wish to contact me, I can be reached at the address above, by telephone at 907-271-5454 or by e-mail at Patricia.Sullivan@faa.gov.

Sincerely,

Patricia A Sullivan

Patricia Sullivan
Environmental Program Manager

Enclosure:

Memorandum of Agreement between the Federal Aviation Administration and the Alaska State Historic Preservation Officer Regarding the Nanwalek and Port Graham Airport at Nanwalek and Port Graham, Alaska, State Project No. 52250

Electronic cc w/o enclosures:

Brian Elliott, Central Region DOT&PF, Regional Environmental Manager
Valerie Gomez, Central Region DOT&PF, Cultural Resources Specialist
Morgan Merritt, P.E., Central Region DOT&PF, Project Manager
Laurie Mulcahy, Statewide DOT&PF, Cultural Resources Manager
Teresa Zimmerman, Central Region DOT&PF, Environmental Analyst

APPENDIX E

United States Army Corps of Engineers
Section 404 Permit Application

February 14, 2013

Dave Casey
U.S. Army Corps of Engineers
Kenai Field Office
805 Frontage Road #200C
Kenai, Alaska 99611

Subject: Nanwalek and Port Graham Airport Project (DOT&PF No. 52250)
Department of the Army Permit Application

Dear Ms. Casey:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA) is proposing to construct a safe, reliable, and efficient shared airport for the communities of Nanwalek and Port Graham that meets Community Class Airport criteria identified in the DOT&PF Alaska Aviation System Plan (AASP) and current FAA Airport Reference Code (ARC) A-I design standards. The project would result in 0.85 acres of fill and 0.84 acres of clearing in wetlands, as well as installation of culverts in 18 streams and a 3,000-ft stream realignment around the proposed new runway. Unavoidable impacts to 0.85 acre of wetlands will be compensated by the DOT&PF according to USACE Regulatory Guidance Letter 09-01. Fee-in-lieu compensation for the loss of wetlands would be offered at a rate of 2:1 to The Conservation Fund if a suitable on-site mitigation plan cannot be identified.

Enclosed is the Department of Army permit application for fill in wetlands and other Waters of the U.S. that are regulated under Section 404 of the Clean Water Act. The Alaska Department of Fish and Game (ADF&G) has indicated that they do not believe any of the project area streams support fish, as the terrain is too steep. Fish trapping will be conducted during the final design phase to determine whether resident fish use these streams. If fish are found to be present, a Fish Habitat Permit application will be submitted and any ADF&G recommended timing windows or other permit stipulations will be adhered to.

If you have any questions about matters discussed above, or materials enclosed, please contact Brian Elliott at (907) 269-0539.

Thank you for your time and consideration.

Sincerely,

Ben White
Environmental Impact Analysis Manager

Enclosures:
Department of Army Permit Application Packet

Cc:
Patricia Sullivan, FAA, Environmental Program Manager
Morgan Merritt, DOT&PF Project Manager
Brian Elliott, DOT&PF Regional Environmental Manager
Teresa Zimmerman, DOT&PF Environmental Impact Analyst

U.S. ARMY CORPS OF ENGINEERS

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT

33 CFR 325. The proponent agency is CECW-CO-R.

OMB APPROVAL NO. 0710-0003
EXPIRES: 28 FEBRUARY 2013

Public reporting for this collection of information is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of the collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters, Executive Services and Communications Directorate, Information Management Division and to the Office of Management and Budget, Paperwork Reduction Project (0710-0003). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to either of those addresses. Completed applications must be submitted to the District Engineer having jurisdiction over the location of the proposed activity.

PRIVACY ACT STATEMENT

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by Federal law. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and/or instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE

(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME	8. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required)
First - Teresa Middle - J. Last - Zimmerman	First - Kristen Middle - J. Last - Hansen
Company - Alaska Department of Transportation and Public Facilitie	Company - DOWL HKM
E-mail Address - teresa.zimmerman@alaska.gov	E-mail Address - khansen@dowlhkm.com
6. APPLICANT'S ADDRESS:	9. AGENT'S ADDRESS:
Address- P.O. Box 196900	Address- 4041 B Street
City - Anchorage State - AK Zip - 99519 Country - USA	City - Anchorage State - AK Zip - 99503 Country - USA
7. APPLICANT'S PHONE NOs. w/AREA CODE	10. AGENTS PHONE NOs. w/AREA CODE
a. Residence b. Business 907-269-0551 c. Fax	a. Residence b. Business 907-562-2000 c. Fax

STATEMENT OF AUTHORIZATION

11. I hereby authorize, _____ to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

_____ _____
SIGNATURE OF APPLICANT DATE

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE (see instructions)
Nanwalek & Port Graham Airport Project

13. NAME OF WATERBODY, IF KNOWN (if applicable)	14. PROJECT STREET ADDRESS (if applicable)
Port Graham and English Bay	Address N/A
15. LOCATION OF PROJECT Latitude: ◦N 59 21'20" Longitude: ◦W 151 55'15"	City - State- Zip-

16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions)
State Tax Parcel ID Municipality
Section - 5-6 /31-32,and 36 Township - 9S and 10S Range - 15W and 16W

17. DIRECTIONS TO THE SITE
Only access is by air from Homer Airport.

18. Nature of Activity (Description of project, include all features)
See attached.

19. Project Purpose (Describe the reason or purpose of the project, see instructions)
See attached.

USE BLOCKS 20-23 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge
See attached.

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards:

Type Amount in Cubic Yards	Type Amount in Cubic Yards	Type Amount in Cubic Yards
766,000 cy borrow and crushed aggregate		

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

Acres See attached.
or
Linear Feet See attached.

23. Description of Avoidance, Minimization, and Compensation (see instructions)
See attached.

24. Is Any Portion of the Work Already Complete? ☐ Yes ☒ No IF YES, DESCRIBE THE COMPLETED WORK

25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

a. Address- Heirs of Sergius Moonin P.O. Box 5525

City - Port Graham State - AK Zip - 99603

b. Address- Richard Moonin P.O. Box 5525

City - Port Graham State - AK Zip - 99603

c. Address- Lillian Elvsaas P.O. Box 131

City - Seldovia State - AK Zip - 99663

d. Address- Wallace Moonin P.O. Box 5525

City - Port Graham State - AK Zip - 99603

e. Address- See attached

City - State - Zip -

26. List of Other Certificates or Approvals/Denials received from other Federal, State, or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED

* Would include but is not restricted to zoning, building, and flood plain permits

27. Application is hereby made for permit or permits to authorize the work described in this application. I certify that this information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

SIGNATURE OF APPLICANT DATE SIGNATURE OF AGENT DATE

The Application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than $10,000 or imprisoned not more than five years or both.

Item 18. Nature of Activity (description of project, include all features)
The proposed action would consist of the following:

- Construct a 3,300-by-60-foot runway;
- Construct a 3,780-by-120-foot runway safety area;
- Clear trees for a 3,780-by-400-foot runway object-free area;
- Construct a firm graded gravel runway, including a dust palliative;
- Construct a 25-foot-wide taxiway;
- Construct a 60,000-square-foot apron with a 30,000-square-foot lease lot support area;
- Construct a 2-bay heated snow-removal equipment building on the airport apron;
- Leave the construction contractor's office on the airport apron for a passenger waiting facility if the communities agree to take over responsibility;
- Clear trees for a 1,000-by-500-by-700-foot runway protection zone and approach surfaces;
- Install a runway lighting system, threshold marking, and runway midpoint sign;
- Construct 2-lane gravel roads totaling 3.5 miles long and 22.5 feet wide for Nanwalek and Port Graham residents to access the airport;
- Install 18 culverts underneath the proposed roads to accommodate stream channels (believed to be non-fish-bearing streams – to be confirmed in 2013);
- Reroute approximately 3,000 feet of stream around proposed new runway;
- Acquire 187 acres of land (132 acres for the airport and 55 acres for the access roads) to construct the airport, access roads, and maintain future land use compatibility; and
- Close old airports at Nanwalek and Port Graham.

Fill material for the proposed airport would be obtained from cuts within the project limits that would be required due to steep terrain. Right-of-way acquisition is scheduled to begin in 2013. Construction is anticipated to start in 2-5 years, likely 2017 or 2018, depending on the right-of-way process.

Table 1 – Stream Impacts and Proposed Culverts

Proposed Culvert No.	Linear Feet of Stream Impact	Area of Stream Impact (sq ft)	Proposed Culvert Size*	Proposed Culvert Length (ft)	Permit Drawing Number
1	130	1,680	24"	68’	4 of 15
2	169	2,157	48"	73’	4 of 15
3	109	652	36"	78’	4 of 15
4	102	615	24"	64’	4 of 15
5	168	1,017	24"	111’	5 of 15
6	81	489	48"	40’	6 of 15
7	75	445	24"	51’	6 of 15
8	100	603	36"	71’	6 of 15
9	115	695	48"	54’	6 of 15
10	103	1,978	36"	75’	7 of 15
11	122	744	36"	71’	7 of 15
12	106	2,078	36"	58’	7 of 15
13	161	2,112	60"	103’	7 of 15
14	719	17,492	72"	184’	8 of 15
15	2,074	27,221	36"	260’	8 of 15
16	222	3,853	72"	175’	10 of 15
17	132	863	36”	82’	10 of 15
18	89	1,746	36"	45’	11 of 15
N/A (channel segment to be filled / drainage rerouted)	170	1,021			8 of 15
N/A (channel segment to be filled / drainage rerouted)	173	1,138			8 of 15
N/A (channel segment to be filled / drainage rerouted)	13	84			8 of 15
N/A (channel segment to be filled / drainage rerouted)	113	748			12 of 15
N/A (channel segment to be filled / drainage rerouted)	129	848			12 of 15
Totals:	**5,375**	**70,279**	**N/A**	**1,683**	**N/A**

Item 19. Project Purpose (describe the reason or purpose of the project)

The purpose of the Proposed Action is to provide a safe, reliable, and efficient shared airport for the communities of Nanwalek and Port Graham that meets Community Class Airport criteria identified in the DOT&PF Alaska Aviation System Plan (AASP) and current FAA Airport Reference Code (ARC) A-I design standards.

Item 20. Reason(s) for Discharge

The reason for discharging fill into waters of the United States (U.S.) is to construct the shared airport for Nanwalek and Port Graham residents.

Item 23. Description of Avoidance, Minimization, and Compensation

Under the Proposed Action, wetland loss is unavoidable due to the location of wetlands and the rugged terrain, which limits the areas an airport and access roads can be built. The Proposed Action would directly impact approximately 0.85 acre of moderate- and high-value wetlands and 1.63 acres of streams (from installation of 18 stream culverts), as depicted within the cut and fill limits on the attached permit drawings. Additionally, clearing of vegetation would occur within approximately 0.84 acres of forested wetlands, and approximately 3,000 linear feet of stream would need to be realigned around the new airport runway (refer to attached permit drawings). The table below summarizes all impacts to wetlands and other waters of the U.S.

Table 2: Estimated Impacts to Wetlands and Other Waters of the United States

Project Description	Streams	Wetlands	Totals
Temporary Impacts			
Wetlands within project clearing limits for airport and access road			
PEM/SS1B – Sedge Shrub Marsh		***	
PEM1B – Sedge Marsh		***	
PEM1F – Herb Marsh		***	
PFO4B – Forested Marsh		0.84 acre	
Total:	0.00	0.84 acres	0.84 acres
Non-Anadromous Stream realignment	3,000 linear feet	N/A	3,000 linear feet
Permanent Impacts (cut and fill limits)			
Culvert Installations in 18 Non-Anadromous Streams)	1.63 acres		
PEM/SS1B – Sedge Shrub Marsh		0.10 acre	
PEM1B – Sedge Marsh		0.75 acre	
PEM1F – Herb Marsh		0.00	
PFO4B – Forested Marsh		0.00	
Total:	1.63 acres	0.85 acre	2.48 acres

***Note: While Sedge Shrub Marsh, Sedge Marsh, and Herb Marsh wetlands occur within the project clearing limits, vegetation within these wetland types is low enough in height that DOT&PF does not envision the need to mechanically clear theses areas.

The DOT&PF has analyzed the Proposed Action and determined that there are no practicable alternatives having less impact on the aquatic ecosystem. The Proposed Action was designed to avoid wetlands to the extent practicable; however, due to the rugged terrain of the area and to ensure safe and clear approach pathways for aircraft, it is not possible to avoid them completely. Only 0.85 acres of wetlands would be permanently impacted. There are no available sites for the new airport that would completely avoid all wetlands. Minimization of impacts and compensatory mitigation are the primary mitigation measures available to this project.

- Project design has minimized the wetland fill footprint to the extent practicable.
- Impacts to wetlands would be minimized by the use of culverts to maintain continuous flow of streams.
- Wetland impacts would be minimized through the rest of the project by filling only those areas necessary to maintain structural integrity and to meet design standards.
- None of the streams requiring culverts or re-routing are cataloged as anadromous. The Alaska Department of Fish and Game (ADF&G) does not believe that any of the streams support fish, and the local residents indicated they do not see fish in these streams. However, DOT&PF will conduct fish trapping in the summer of 2013 to determine whether any resident fish use the streams. If there are any fish found, DOT&PF will apply for Fish Habitat Permits from ADF&G and in-water work would occur during the ADF&G recommended period

Proposed Compensatory Mitigation

Unavoidable impacts to 0.85 acre of wetlands will be compensated by the DOT&PF according to USACE Regulatory Guidance Letter 09-01. Fee-in-lieu compensation for the loss of wetlands would be offered at a rate of 2:1 to The Conservation Fund if a suitable on-site mitigation plan cannot be identified.

Item 25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody

Lars Moonin
P.O. Box 8009
Nanwalek, AK 99603

Isaac Moonin
1545 South Hoyt, Space 122
Anchorage, AK 99508

Heirs of Anesia Ukatish
c/o Chugachmiut Realty
1840 Bragaw Street, Suite 110
Anchorage, AK 99508

Jean Moonin
340 North Hoyt, Apt 1
Anchorage, AK 99508

Natalie Kvasnikoff
P.O. Box 8010
Nanwalek, AK 99603

Jessie Moonin Sliney
P.O. Box 5575
Port Graham, AK 99603

Anesia Tanape Anahonak
12700 Landmark Street
Anchorage, AK 99508

Justina Kvasnikoff
P.O. Box 8074
Nanwalek, AK 99603

Elias Romanoff
P.O. Box 8014
Nanwalek, AK 99603

Harrietta McGhan
P.O. Box 5553
Port Graham, AK 99603

Alice Moonin
3136 E. 19th Court
Anchorage, AK 99508

Darryl Kreun
P.O. Box 5513
Port Graham, AK 99603

Fedora Hedrick
417 W. Fairview
Homer, AK 99603

Feona Sawden
P.O. Box 5575
Port Graham, AK 99603

Gwen Kvasnikoff
P.O. Box 8073
Nanwalek, AK 99603

Stella Meganack
P.O. Box 5526
Port Graham, AK 99603

Judy Moonin
3136 E. 19th Court
Anchorage, AK 99508

Matthew Anahonak
P.O. Box 1164
Frazier Park, CA 93225

Michael Yost
4330 Yucca Street
Corpus Christi, TX 78411

Shelia Kreun
1115 Pitchard Street
Wenatchee, WA 98801

Vera Moonin
P.O. Box 5572
Port Graham, AK 99603

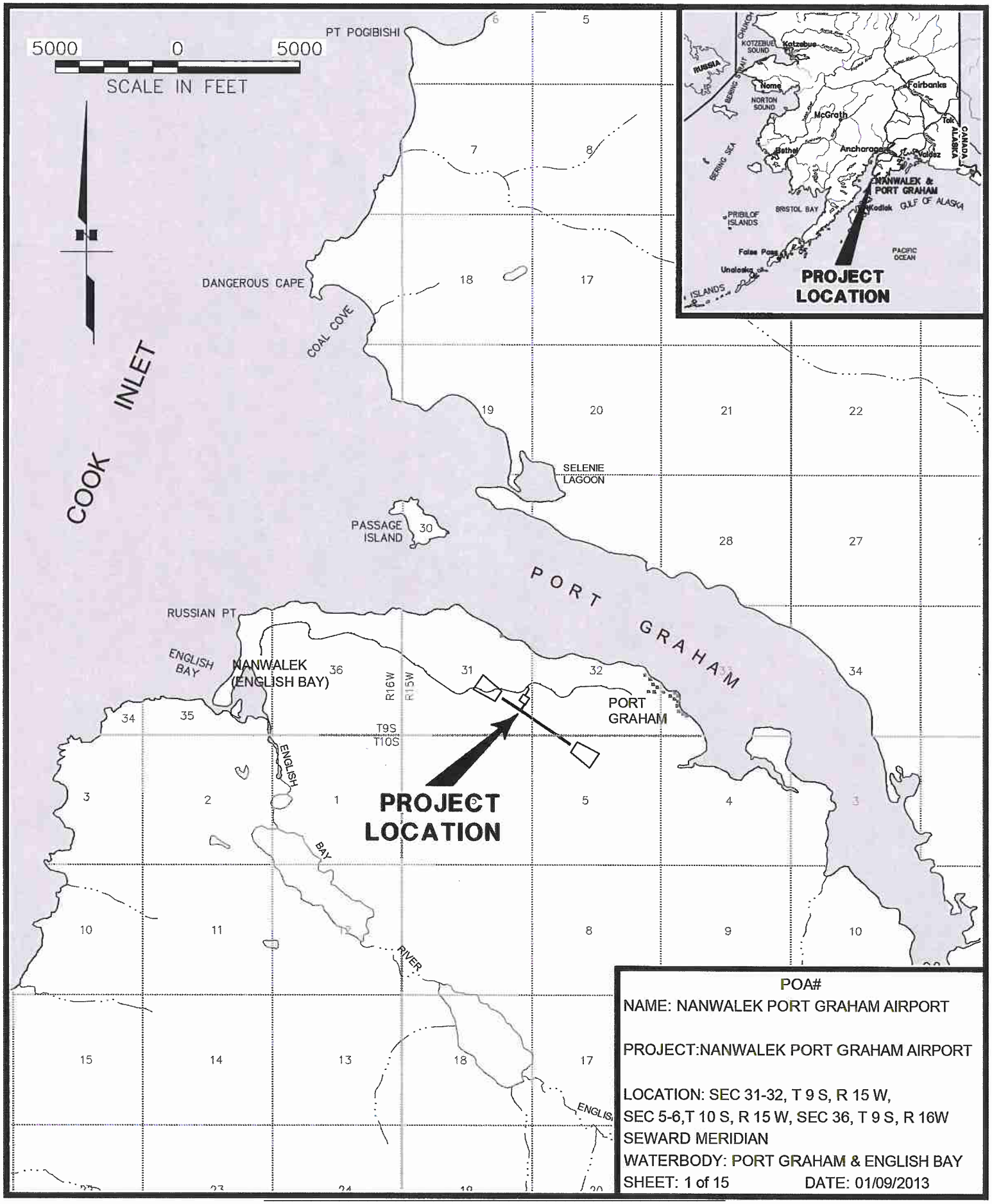
Wanda Moonin
P.O. Box 8077
Nanwalek, AK 99603

William Yost Sr.
99 Bristol Lane
Maggie Valley, NC 28751

Ephim Kamluck
P.O. Box 5557
Port Graham, AK 99603

Jennie Kamluck
P.O. Box 5544
Port Graham, AK 99603

P:\Projects\D59127\ENV\ACOE-VIC-NWLK.dwg PLOT DATE 2013-1-10 14:34 SAVED DATE 2013-01-09 10:53 USER: boquinn



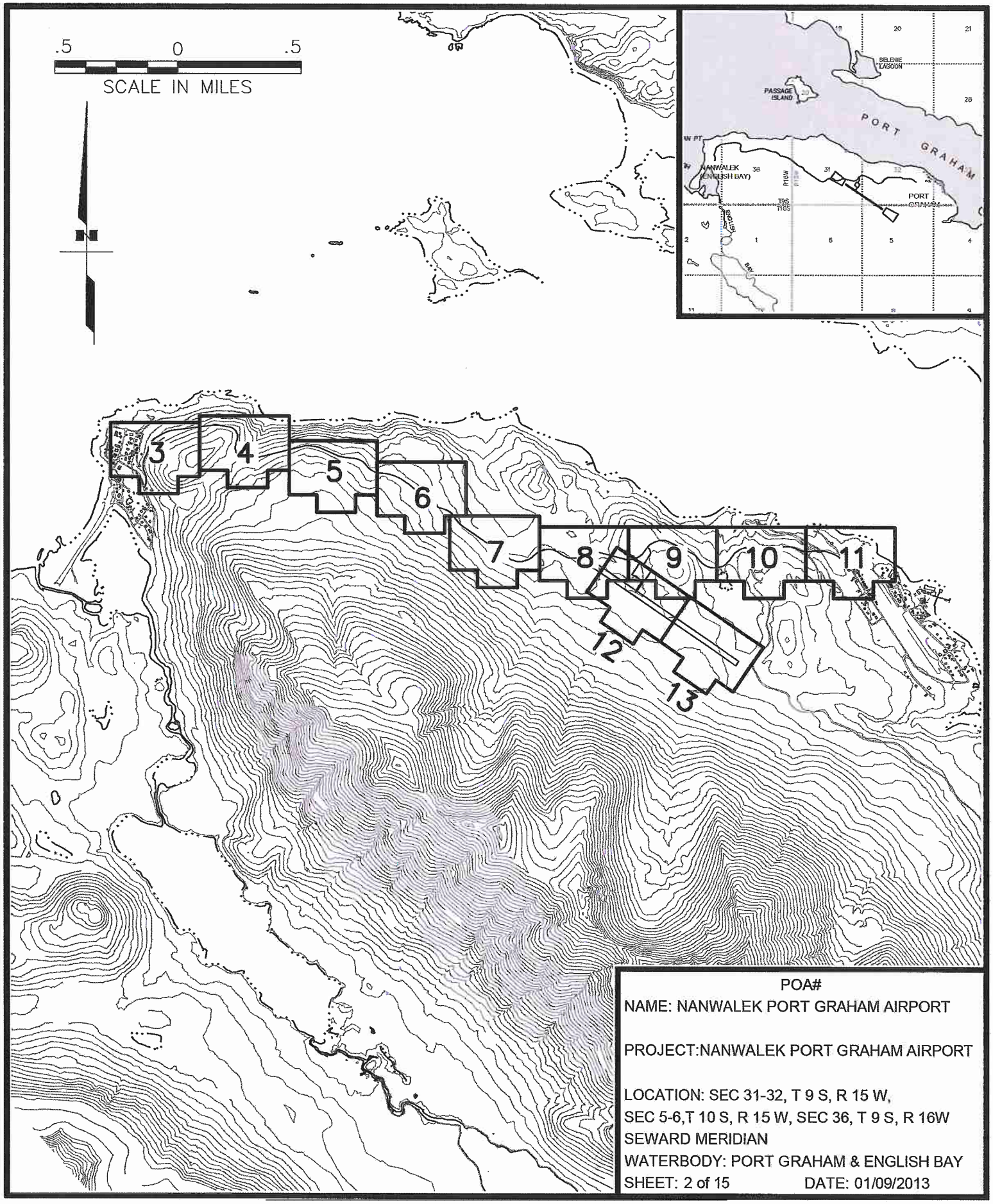
POA#

NAME: NANWALEK PORT GRAHAM AIRPORT

PROJECT:NANWALEK PORT GRAHAM AIRPORT

LOCATION: SEC 31-32, T 9 S, R 15 W,
SEC 5-6,T 10 S, R 15 W, SEC 36, T 9 S, R 16W
SEWARD MERIDIAN
WATERBODY: PORT GRAHAM & ENGLISH BAY
SHEET: 1 of 15 DATE: 01/09/2013

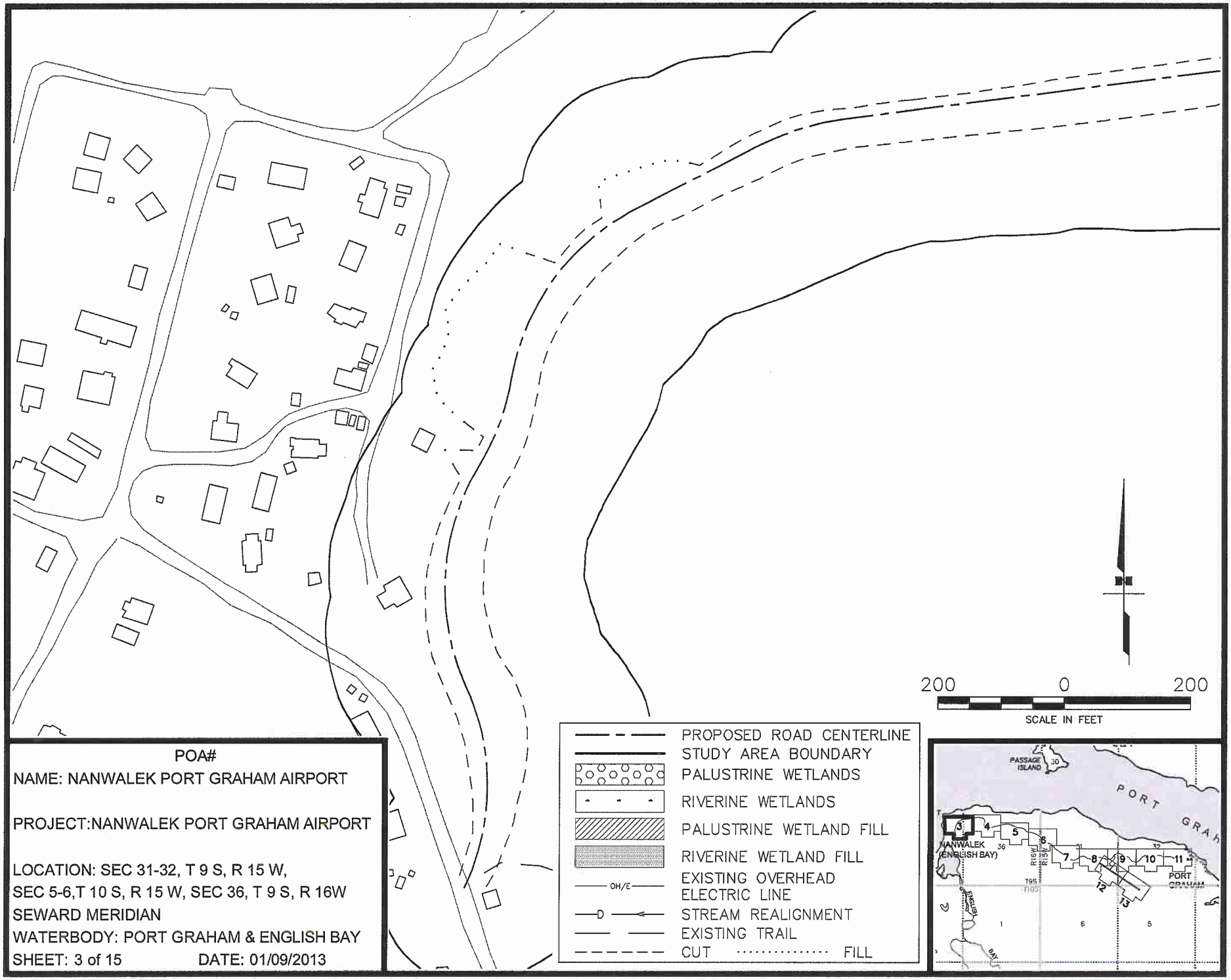
P:\Projects\D59127\ENV\ACOE-NWLK.dwg PLOT DATE 2013-1-10 14:34 SAVED DATE 2013-01-10 14:34 USER: boquinn



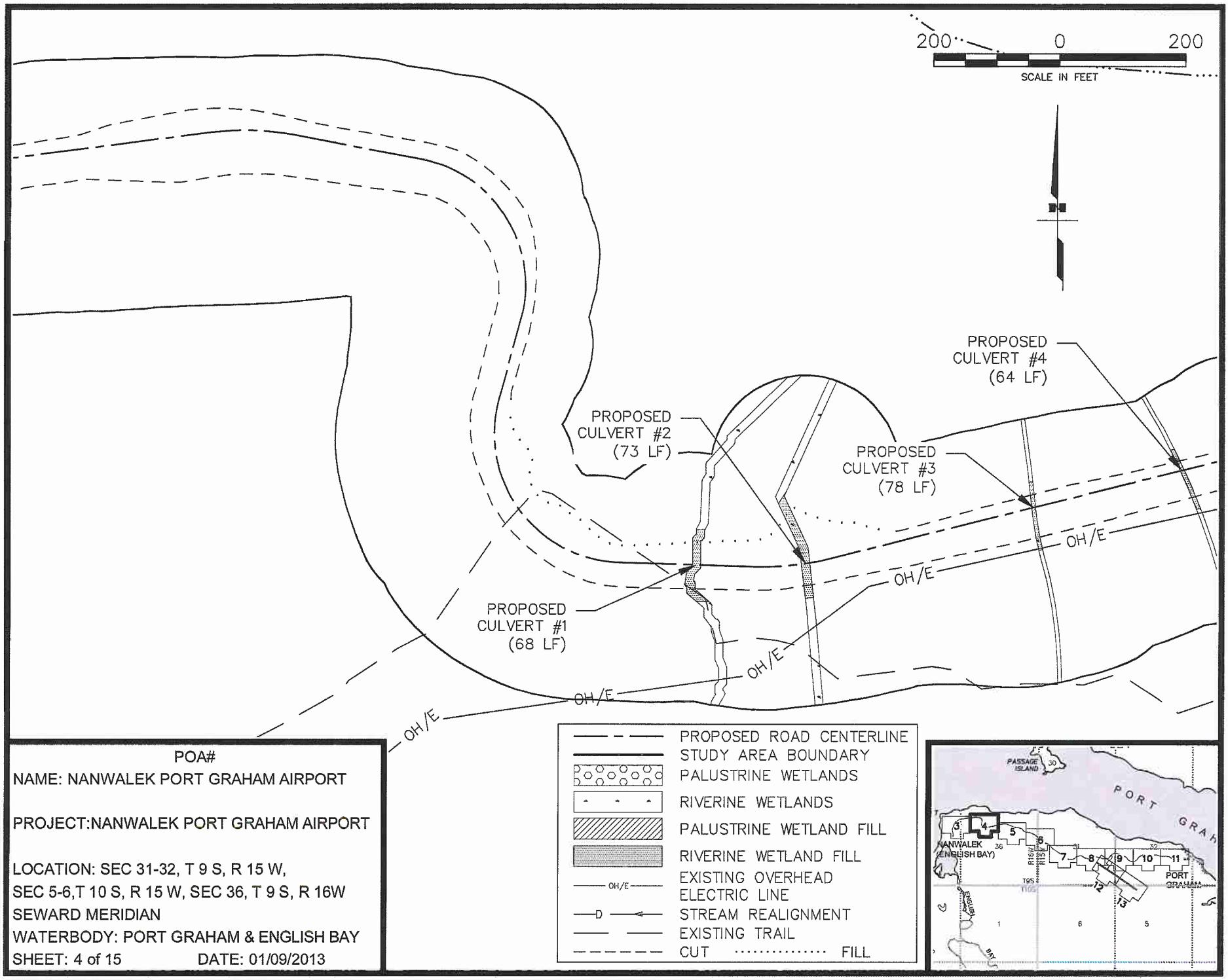
POA#
NAME: NANWALEK PORT GRAHAM AIRPORT

PROJECT:NANWALEK PORT GRAHAM AIRPORT

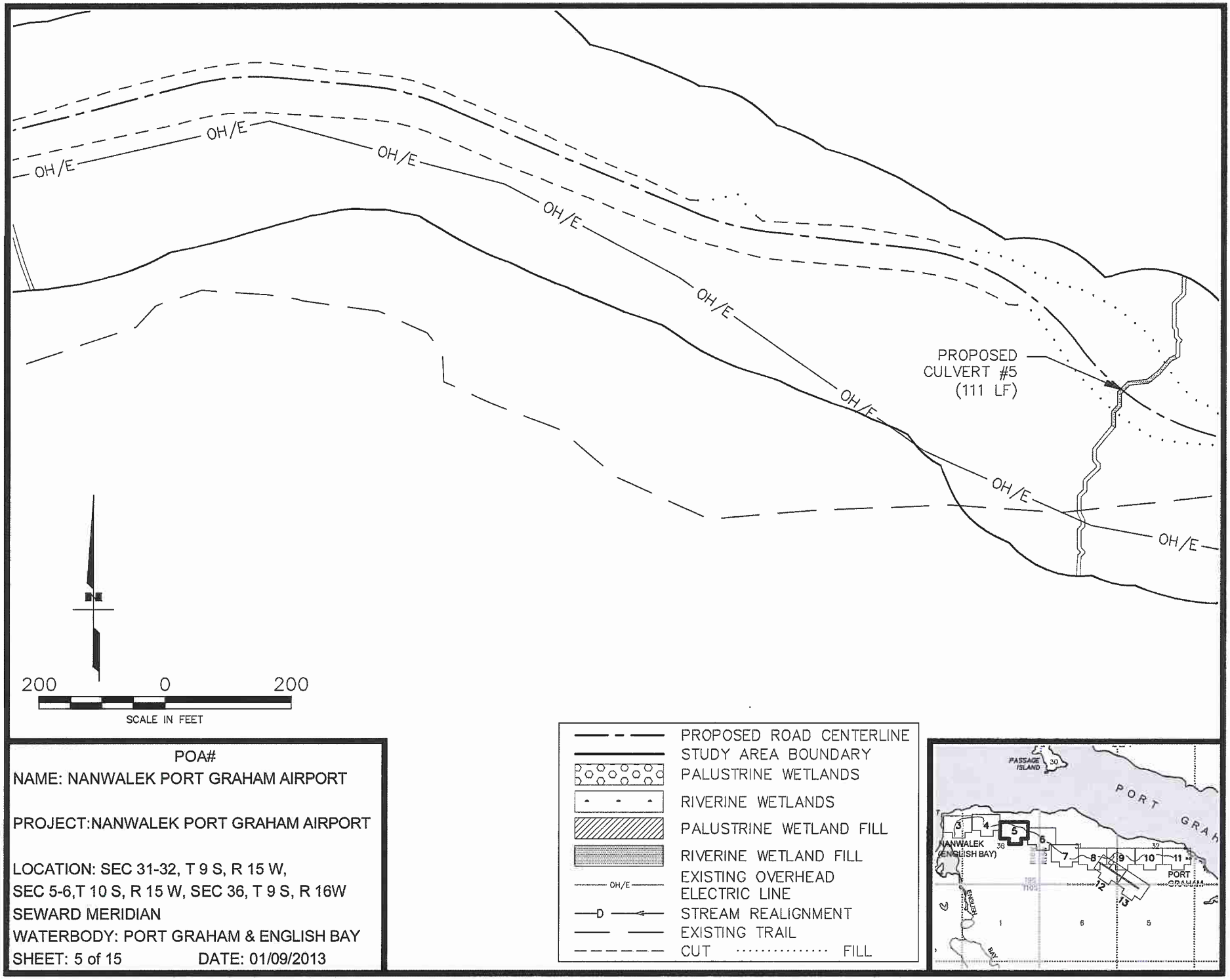
LOCATION: SEC 31-32, T 9 S, R 15 W,
SEC 5-6,T 10 S, R 15 W, SEC 36, T 9 S, R 16W
SEWARD MERIDIAN
WATERBODY: PORT GRAHAM & ENGLISH BAY
SHEET: 2 of 15 DATE: 01/09/2013



P:\Projects\D59127\ENV\ACOE-NWLK.dwg PLOT DATE 2013-1-10 14:34 SAVED DATE 2013-01-10 14:34 USER: boquinn



P:\Projects\D59127\ENV\ACOE-NWLK.dwg PLOT DATE 2013-1-10 14:34 SAVED DATE 2013-01-10 14:34 USER: boquinn

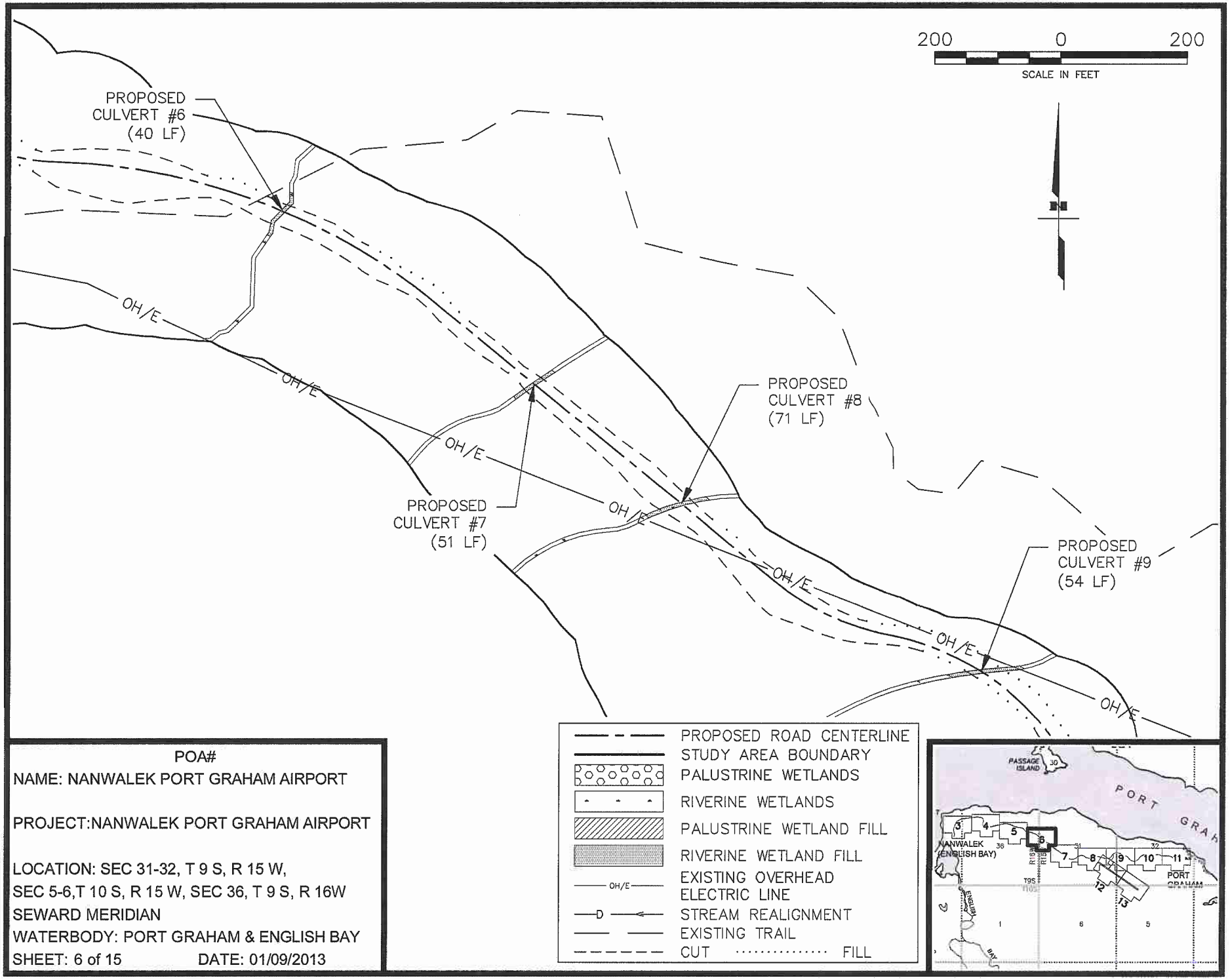


POA#
NAME: NANWALEK PORT GRAHAM AIRPORT

PROJECT:NANWALEK PORT GRAHAM AIRPORT

LOCATION: SEC 31-32, T 9 S, R 15 W,
SEC 5-6,T 10 S, R 15 W, SEC 36, T 9 S, R 16W
SEWARD MERIDIAN
WATERBODY: PORT GRAHAM & ENGLISH BAY
SHEET: 5 of 15 DATE: 01/09/2013

P:\Projects\D59127\ENV\ACOE-NWLK.dwg PLOT DATE 2013-1-10 14:34 SAVED DATE 2013-01-10 14:34 USER: boquinn

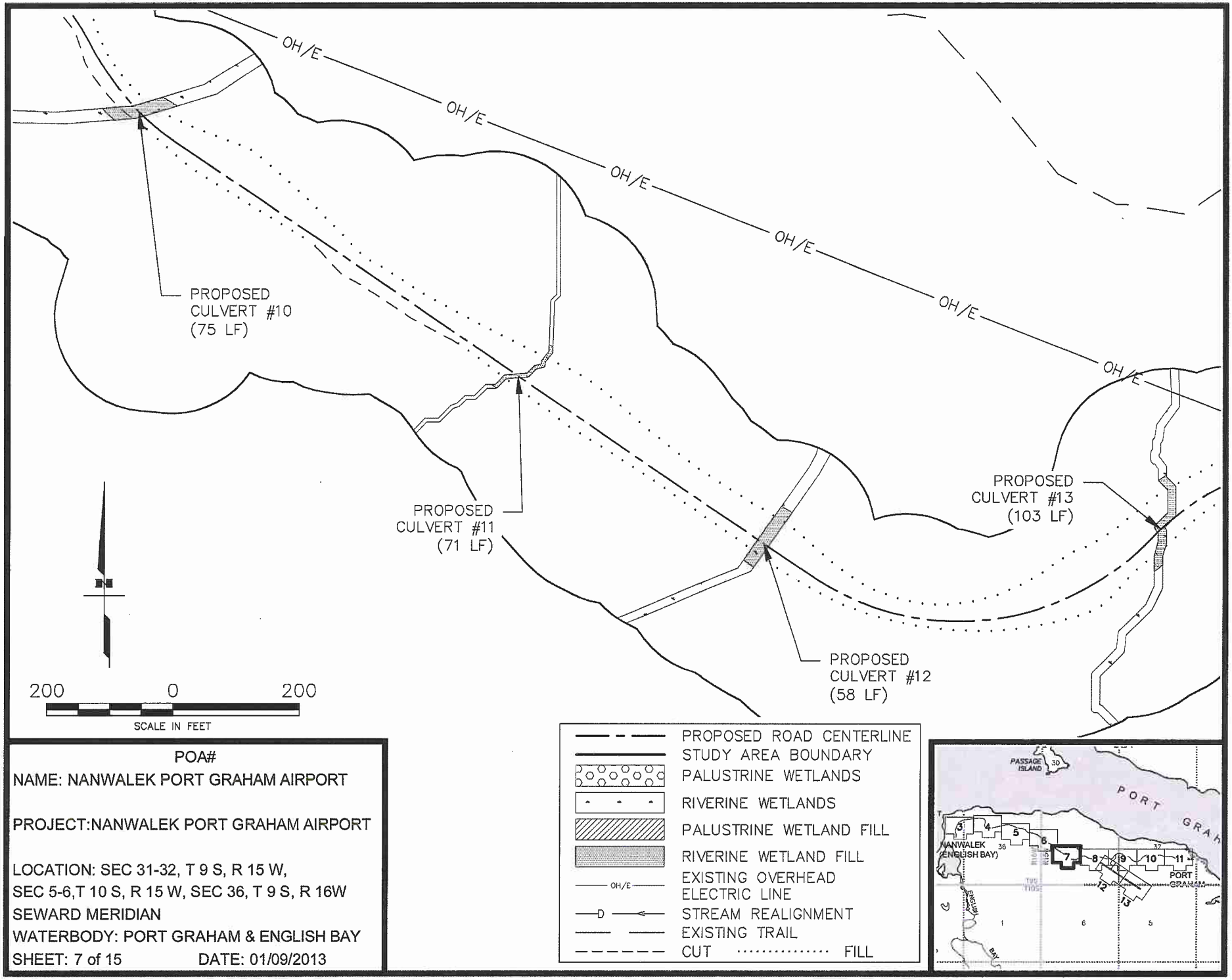


POA#
NAME: NANWALEK PORT GRAHAM AIRPORT

PROJECT:NANWALEK PORT GRAHAM AIRPORT

LOCATION: SEC 31-32, T 9 S, R 15 W,
SEC 5-6,T 10 S, R 15 W, SEC 36, T 9 S, R 16W
SEWARD MERIDIAN
WATERBODY: PORT GRAHAM & ENGLISH BAY
SHEET: 6 of 15 DATE: 01/09/2013

P:\Projects\D59127\ENV\ACOE-NWLK.dwg PLOT DATE 2013-1-10 14:34 SAVED DATE 2013-01-10 14:34 USER: boquinn

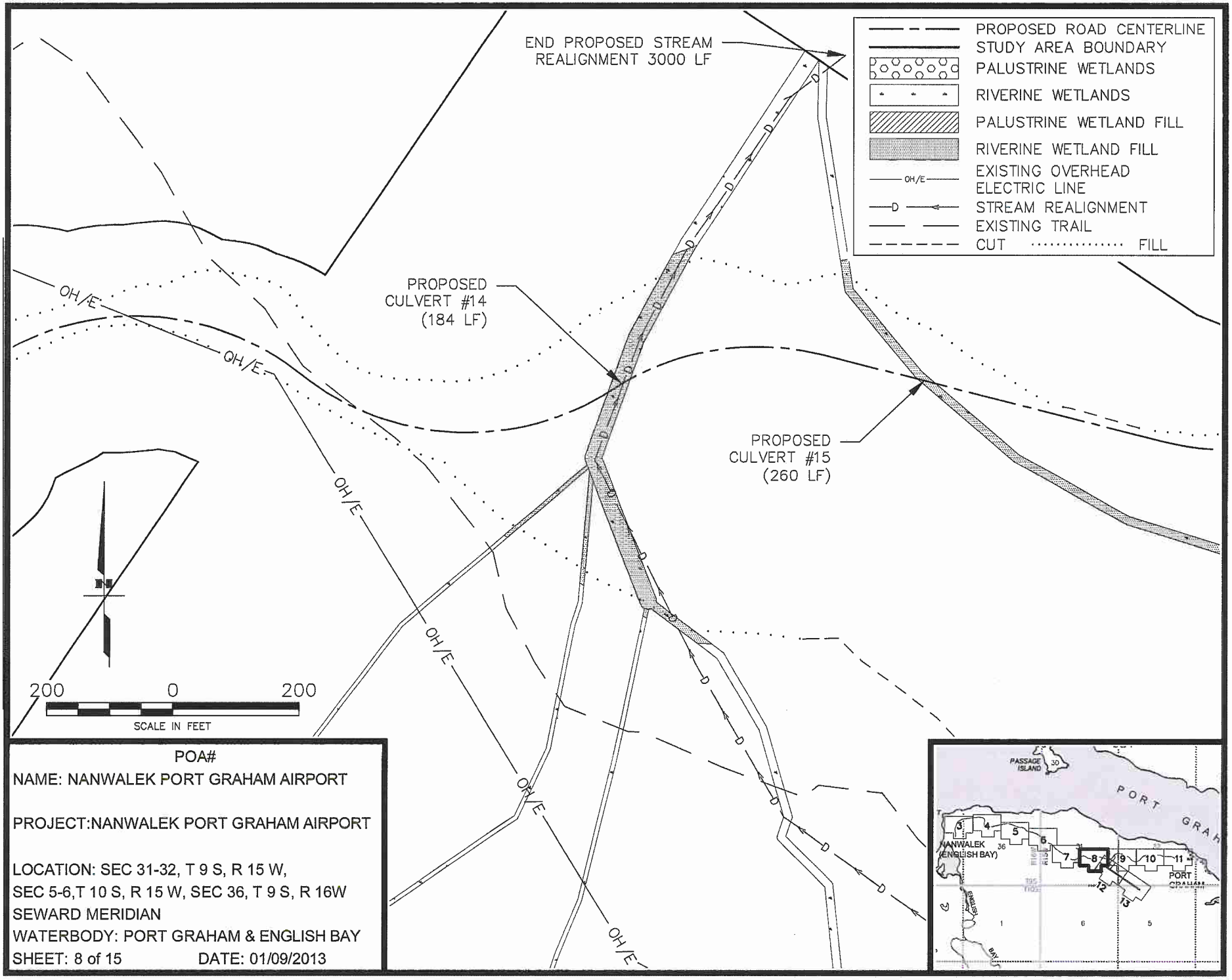


POA#
NAME: NANWALEK PORT GRAHAM AIRPORT

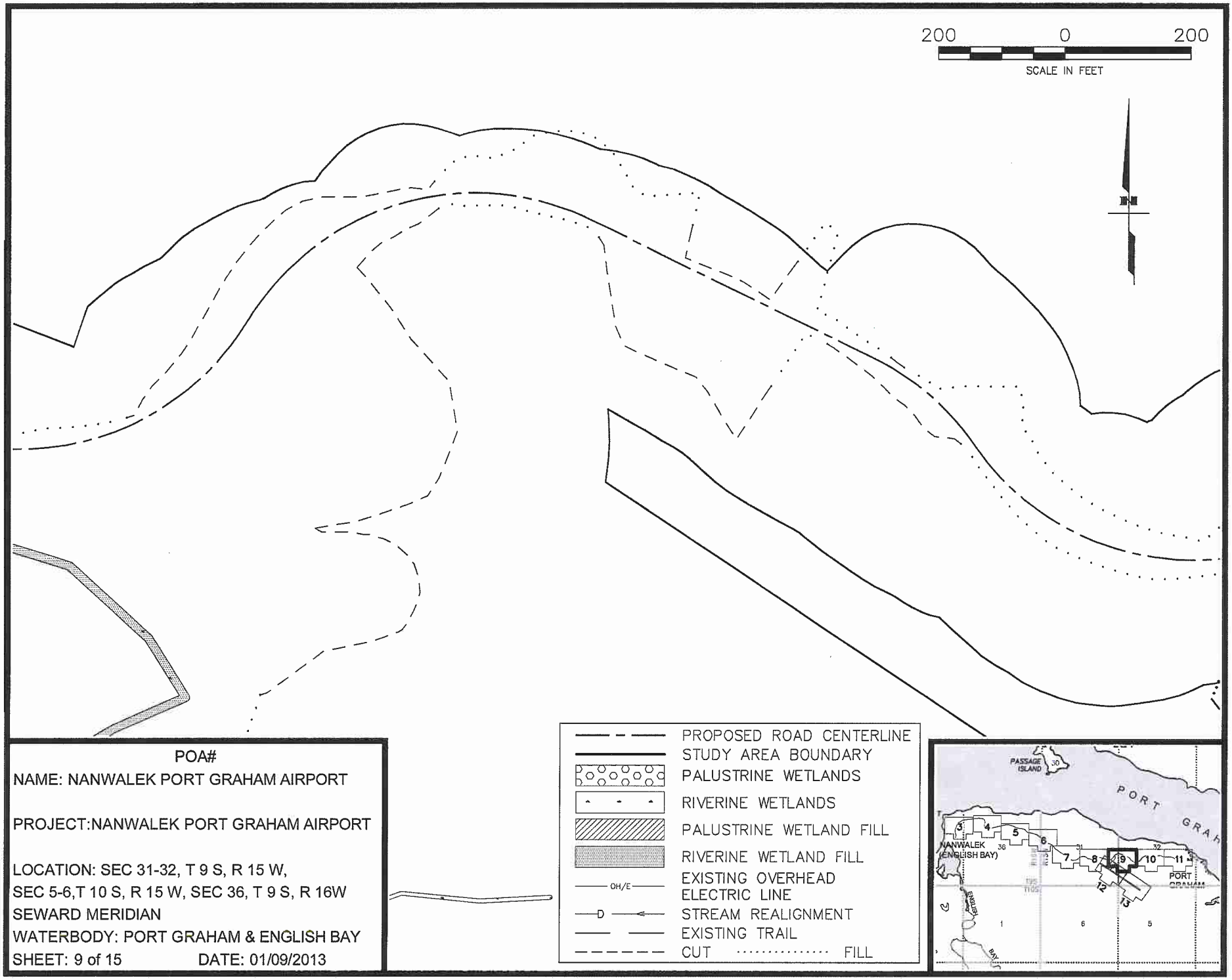
PROJECT:NANWALEK PORT GRAHAM AIRPORT

LOCATION: SEC 31-32, T 9 S, R 15 W,
SEC 5-6,T 10 S, R 15 W, SEC 36, T 9 S, R 16W
SEWARD MERIDIAN
WATERBODY: PORT GRAHAM & ENGLISH BAY
SHEET: 7 of 15 DATE: 01/09/2013

P:\Projects\D59127\ENV\ACOE-NWLK.dwg PLOT DATE 2013-1-10 14:34 SAVED DATE 2013-01-10 14:34 USER: boquinn



P:\Projects\D59127\ENV\ACOE-NWLK.dwg PLOT DATE 2013-1-10 14:34 SAVED DATE 2013-01-10 14:34 USER: baquinn



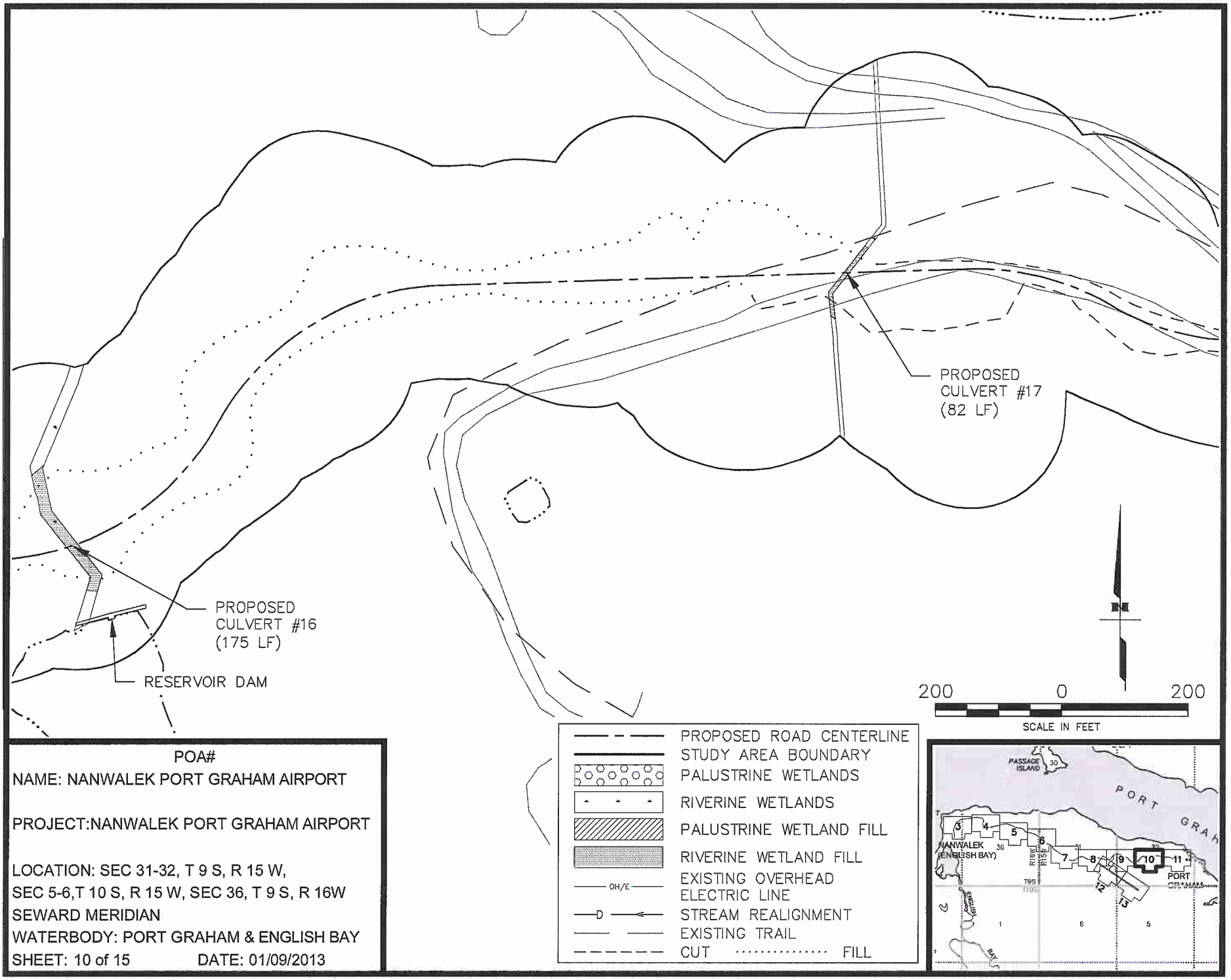
POA#

NAME: NANWALEK PORT GRAHAM AIRPORT

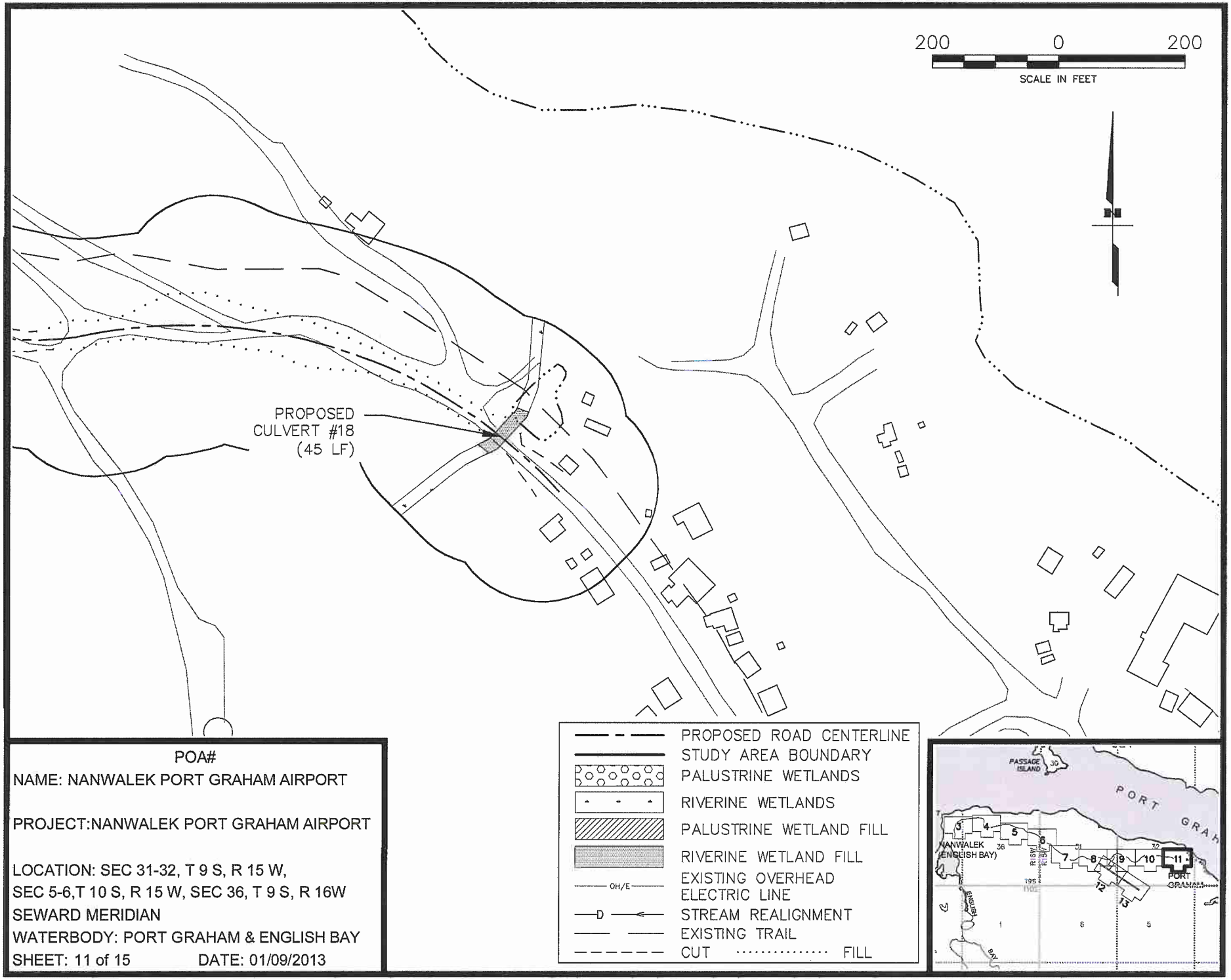
PROJECT:NANWALEK PORT GRAHAM AIRPORT

LOCATION: SEC 31-32, T 9 S, R 15 W,
SEC 5-6,T 10 S, R 15 W, SEC 36, T 9 S, R 16W
SEWARD MERIDIAN
WATERBODY: PORT GRAHAM & ENGLISH BAY
SHEET: 9 of 15 DATE: 01/09/2013

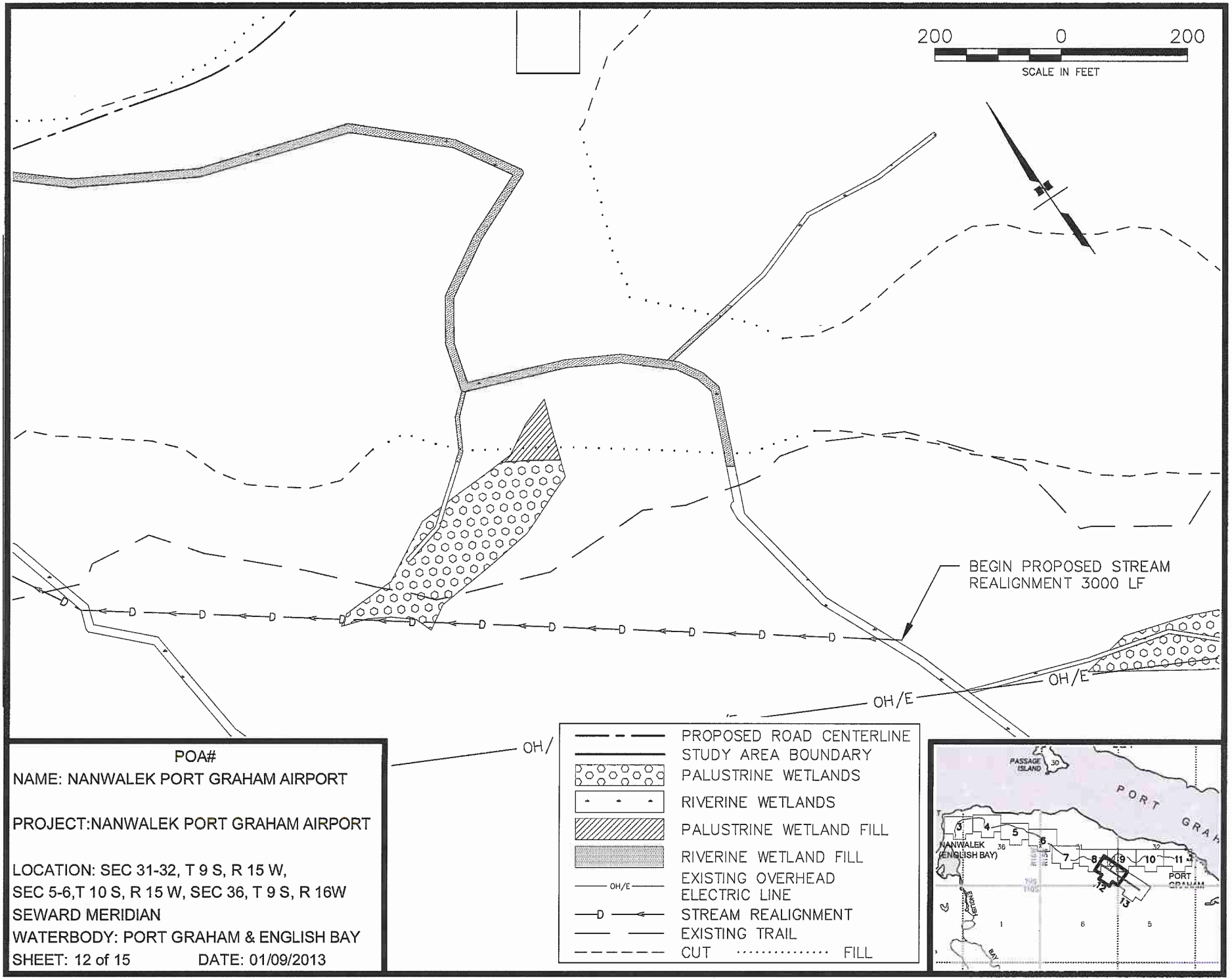
P:\Projects\D59127\ENV\ACOE-NWLK.dwg PLOT DATE 2013-1-10 14:34 SAVED DATE 2013-01-10 14:34 USER: boquinn



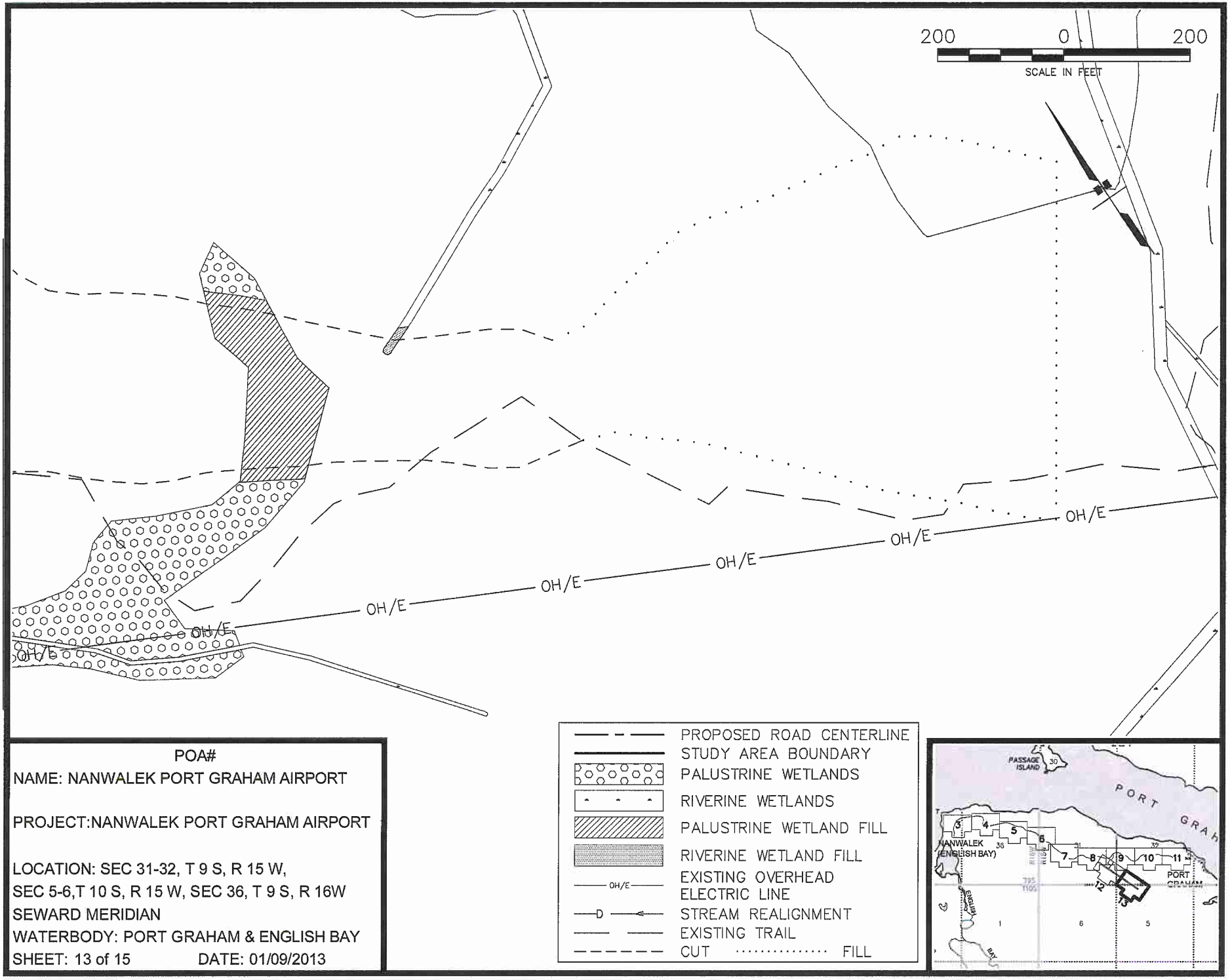
P:\Projects\D59127\ENV\ACOE-NWLK.dwg PLOT DATE 2013-1-10 14:34 SAVED DATE 2013-01-10 14:34 USER: boquinn



P:\Projects\D59127\ENV\ACOE-NWLK.dwg PLOT DATE 2013-1-10 14:34 SAVED DATE 2013-01-10 14:34 USER: boquinn



P:\Projects\059127\ENV\ACOE-NMLK.dwg PLOT DATE 2013-1-10 14:34 SAVED DATE 2013-01-10 14:34 USER: boquinn



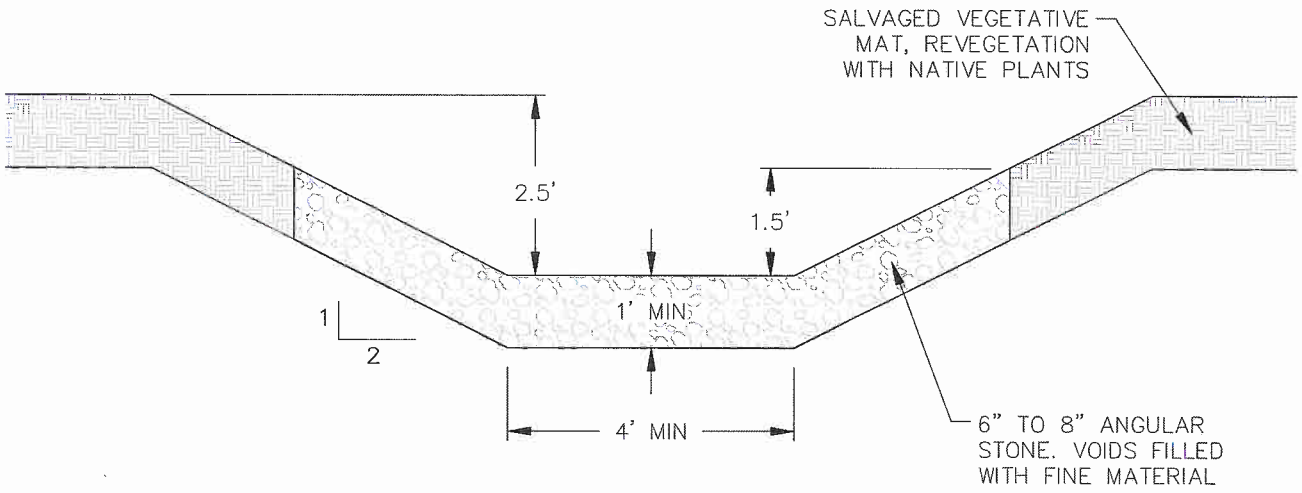
POA#

NAME: NANWALEK PORT GRAHAM AIRPORT

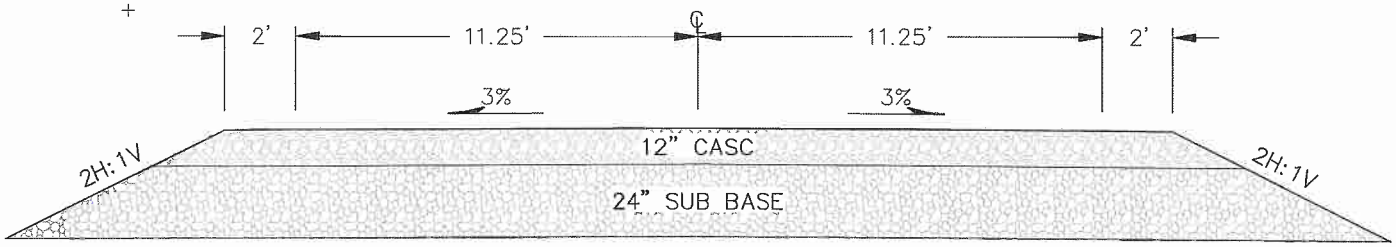
PROJECT:NANWALEK PORT GRAHAM AIRPORT

LOCATION: SEC 31-32, T 9 S, R 15 W,
SEC 5-6,T 10 S, R 15 W, SEC 36, T 9 S, R 16W
SEWARD MERIDIAN
WATERBODY: PORT GRAHAM & ENGLISH BAY
SHEET: 13 of 15 DATE: 01/09/2013

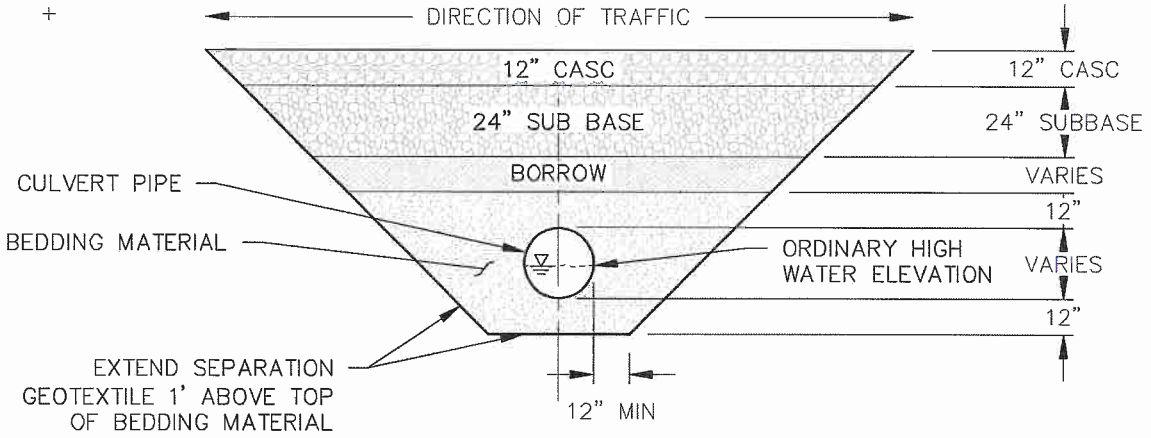
P:\Projects\D59127\ENV\ACOE-NWLK.dwg PLOT DATE 2013-1-10 14:34 SAVED DATE 2013-01-10 14:34 USER: boquinn



1/14 STREAM RELOCATE / DRAINAGE SWALE
NTS



2/14 ROAD TYPICAL SECTION
NTS

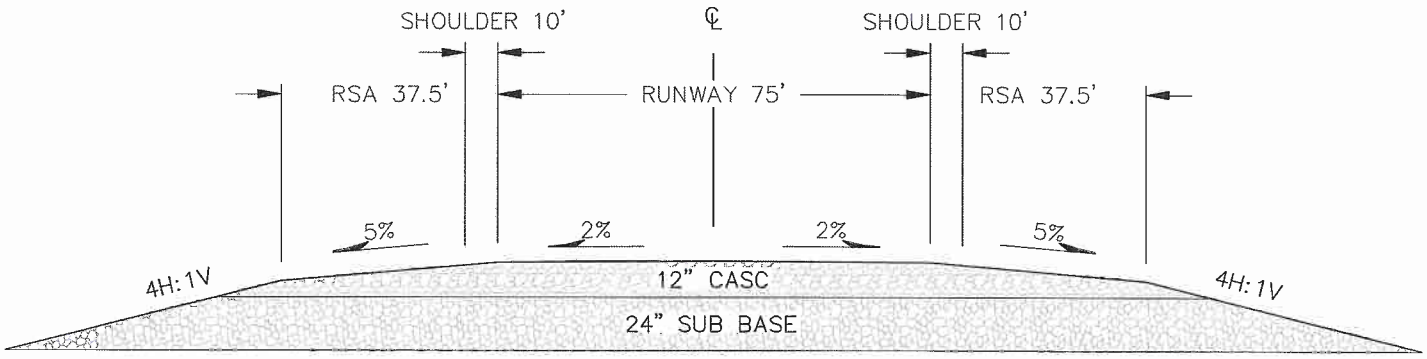


3/14 TYPICAL ROAD CULVERT SECTION
NTS

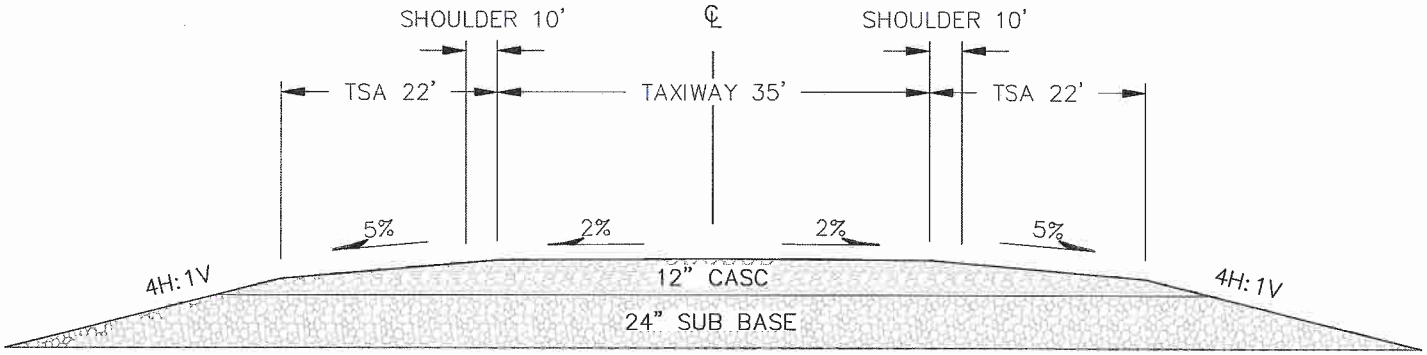
POA#
NAME: NANWALEK PORT GRAHAM AIRPORT

PROJECT:NANWALEK PORT GRAHAM AIRPORT

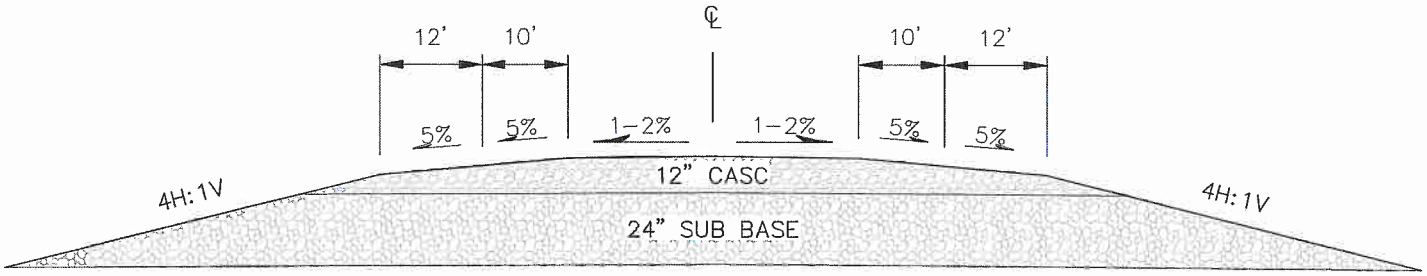
LOCATION: SEC 31-32, T 9 S, R 15 W,
SEC 5-6,T 10 S, R 15 W, SEC 36, T 9 S, R 16W
SEWARD MERIDIAN
WATERBODY: PORT GRAHAM & ENGLISH BAY
SHEET: 14 of 15 DATE: 01/09/2013



1/15 RUNWAY TYPICAL SECTION
NTS



1/15 TAXIWAY TYPICAL SECTION
NTS



2/15 APRON TYPICAL SECTION
NTS

POA#
NAME: NANWALEK PORT GRAHAM AIRPORT

PROJECT:NANWALEK PORT GRAHAM AIRPORT

LOCATION: SEC 31-32, T 9 S, R 15 W,
SEC 5-6,T 10 S, R 15 W, SEC 36, T 9 S, R 16W
SEWARD MERIDIAN
WATERBODY: PORT GRAHAM & ENGLISH BAY
SHEET: 15 of 15 DATE: 01/09/2013