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## **APPENDIX A**

### **AGENCY AND PUBLIC COORDINATION**

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**Agency Coordination  
Public Involvement  
Telephone Log**

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## **Agency Coordination**

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# Ekwok Airport Rehabilitation Agency Coordination Log

<b>Correspondence to Agencies</b>	<b>Subject</b>	<b>Date</b>	<b>Pages</b>
Agency Coordination Letter and Mail List		07/24/02	32-41
Alaska Dept. of Natural Resources / Cynthia Zuelow-Osborne	Coastal Project Questionnaire	05/07/03	3-10
*Bureau of Indian Affairs / Ricky Hoff, Regional Archaeologist	Archaeological Clearance	08/28/02	23
*Ekwok Village Council / Fred Tom Hurley, Jr.	Tribal Consultation	07/19/02	22
Environmental Protection Agency / Tribal Solid Waste Interagency Workgroup	Village Proposal to Relocate Sanitary Landfill	01/13/03	17
State Historic Preservation Office / Judith Bittner	Request for Determination of No Historic Properties Affected	09/19/02	20-28
U.S. Army Corps of Engineers / Dennis Stone	Jurisdictional Determination Request	12/03/02	19
U.S. Dept. of Agriculture – Wildlife Services / Corey Rossi	Copy of 7/24/02 Agency Scoping Letter	01/21/03	12-16
*included as attachment to 9/19/02 SHPO letter			
<b>Agency / Person Replying</b>	<b>Subject</b>	<b>Date</b>	<b>Pages</b>
Alaska Dept. of Environmental Conservation / Jim Frechione	Environmental Status of Historic Landfill	09/09/03	2
Alaska Dept. of Fish & Game / Wayne Dolezal	Scoping Comments	08/27/02	30
Alaska Dept. of Transportation and Public Facilities / David Eberle	Air & Water Quality Certification	04/11/03	11
Alaska Div. of Governmental Coordination / Cynthia Zuelow-Osborne	Scoping Comments	08/05/02	31
State Historic Preservation Office / Judith Bittner	No Historic Properties Affected	10/08/02	21
U.S. Army Corps of Engineers / Dennis Stone	Jurisdictional Determination – No Section 404 Permit Required	12/17/02	18-19
U.S. Army Corps of Engineers / Dennis Stone	Response to Request for Permit Information	08/13/02	30
U.S. Dept. of Agriculture – Wildlife Services / Corey Rossi	Wildlife Hazard Assessment	09/05/03	Appendix G
U.S. Fish & Wildlife Service – Ecological Services / Ann Rappoport	Scoping Comments	09/12/02	29
U.S. Fish & Wildlife Service / Phil Brna	Bald Eagle Survey	09/22/03	1
Agency Scoping Meeting		08/13/02	42-45

Royce Conlon

USF+W  
e-mail

From: Robertson, Donna [DGRROBERTSON@mactec.com]  
Sent: Monday, September 22, 2003 4:07 PM  
To: Royce Conlon, Shawna Laderach  
Subject: FW: Ekwox Airport and Bald Eagles

*M. Bald Eagles*

Donna Robertson  
dgrobertson@mactec.com  
907-563-8102

-----Original Message-----

From: Phil\_Brna@fws.gov [mailto:Phil\_Brna@fws.gov]  
Sent: Monday, September 22, 2003 3:57 PM  
To: Robertson, Donna  
Cc: Joseph\_Connor@fws.gov; Francis\_Mann@fws.gov  
Subject: Ekwox Airport and Bald Eagles

Donna, as discussed on September 22, 2003, USFWS does not have data on bald eagle nests in the Ekwox area. It is our understanding local residents have indicated the presence of a bald eagle nest along Klutux Creek, approximately 2 miles south of the airport. We also understand a vegetation survey conducted by MACTEC indicates that the vegetation in the airport project area likely would not support a bald eagle nest tree. Further, during a ground survey for potential wildlife hazards near the airport, no bald eagles were observed near the airport and there was no indication of a bald eagle nest in the project area. All evidence indicates that the likelihood of a bald eagle nest near the Ekwox Airport that would be disturbed during airport construction activities is minimal. However, USFWS recommends that a bald eagle survey be conducted before construction activities begin to ensure that no bald eagles have established a nest in the project area.

CHEERS!

Phil Brna  
Fish and Wildlife Biologist  
USFWS, Anchorage Fish and Wildlife Field Office  
phone: (907) 271-2440  
fax: (907) 271-2786  
email: phil\_brna@fws.gov  
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ADEC Coord.  
Re: Dump Site 1

**Royce Conlon**

**From:** Forland, Sasha [mailto:SForland@mactec.com]  
**Sent:** Tuesday, September 09, 2003 11:55 AM  
**To:** Royce Conlon  
**Cc:** Robertson, Donna; Miner, Brandon  
**Subject:** FW: Ekwok Airport Rehabilitation Project

See follow-up email from DEC below.

Sasha Forland  
MACTEC Engineering and Consulting  
601 E. 57th Place  
Anchorage, AK 99518  
Phone (907) 563-8102  
Fax (907) 561-4574

-----Original Message-----

**From:** Frechione, Jim [mailto:Jim\_Frechione@dec.state.ak.us]  
**Sent:** Tuesday, September 09, 2003 11:42 AM  
**To:** Forland, Sasha  
**Cc:** 'don\_baxter@dot.state.ak.us'  
**Subject:** FW: Ekwok Airport Rehabilitation Project

As a followup to my previous email - I wanted to clarify the environmental status of the Ekwok Airport property that DOT&PF proposes to acquire for aviation-hazard easement purposes.

The subject property was reportedly used as a former landfill/dump in the past by community residents. There is no current evidence that the nature of the material disposed there contained hazardous substances as reported in the June 30, 2003 site assessment report. However, if future information identifies hazardous substance contamination on this property - the DEC considers the property owners and/or operators at the time of the disposal to be responsible for the investigation and cleanup in accordance with environmental laws and regulations.

DEC would investigate the parties potentially responsible for the Ekwok property at the time it was used as a dump site. The property would be evaluated for any environmental risk that it may pose and - if a responsible party is identified - they would be requested to investigate and cleanup. If they are unwilling or unable to do so - DEC would then evaluate if the risk at the site warrants immediate response action. If there is an imminent environmental risk - DEC would assume the lead role for the State in accordance with the State Memorandum of Agreement governing contaminated site cleanups on state owned or managed property.

-----Original Message-----

**From:** Frechione, Jim  
**Sent:** Tuesday, September 09, 2003 8:15 AM  
**To:** 'Forland, Sasha'  
**Cc:** 'don\_baxter@dot.state.ak.us'  
**Subject:** RE: Ekwok Airport Rehabilitation Project

Sasha - I reviewed the June 30, 2003 Site Investigation Report for the Ekwok Airport Rehabilitation Project. Based on the information provided in the report - there is no evidence of hazardous substance contamination that would identify issues associated with environmental risk. If the purpose of the aviation easement is to control the air space over this property - there is no evidence that the past use of this property as a landfill / dump would impact that use. Furthermore, if future information indicates there is hazardous substance contamination present - the proposed use should not interfere with site investigation and/or cleanup actions - if necessary.

In conclusion - DEC does not consider the past use of this property as a dump to preclude its use as an aviation - hazard easement. There is no evidence that hazardous substances are present at concentrations that

would pose a risk to human health or the environment.

If you have any questions or require further clarification - please contact me.

-----Original Message-----

**From:** Forland, Sasha [mailto:SForland@mactec.com]  
**Sent:** Wednesday, September 03, 2003 12:47 PM  
**To:** Frechione, Jim  
**Subject:** RE: Ekwok Airport Rehabilitation Project

Certainly, I will fax them over. The site plan (Figure 2) is very small scale but the area of the dump is within a box that refers you to Figure 3 (on the left side of the figure, NW of the airstrip - probably hard to see by fax). Figure 3 zooms in on the dump area. Feel free to call me with any questions.

Thanks again!

Sasha Forland  
MACTEC Engineering and Consulting  
601 E. 57th Place  
Anchorage, AK 99518  
Phone (907) 563-8102  
Fax (907) 561-4574

-----Original Message-----

**From:** Frechione, Jim [mailto:Jim\_Frechione@dec.state.ak.us]  
**Sent:** Wednesday, September 03, 2003 12:32 PM  
**To:** Forland, Sasha  
**Subject:** RE: Ekwok Airport Rehabilitation Project

Sasha - I received the report and will get back to you after I review it.

The only thing I might ask is a map or sketch of the airport in relation to the dump. Perhaps you could scan or fax (269-7649) me a map or drawing of the site. Thanks.

-----Original Message-----

**From:** Forland, Sasha [mailto:SForland@mactec.com]  
**Sent:** Wednesday, September 03, 2003 11:46 AM  
**To:** Jim\_Frechione@dec.state.ak.us  
**Cc:** Robertson, Donna; Miner, Brandon  
**Subject:** Ekwok Airport Rehabilitation Project

Jim,

As we discussed on the phone, the DOT&PF is interested in acquiring an aviation easement over the area of a historic dump site in Ekwok, Alaska for the Ekwok Airport Rehabilitation Project and would like DEC's input. I'm attaching the text of the Historic Dump Site Investigation Report. Unfortunately, the scanned figures make the file too large to email. Please review the report and provide your comments/opinion regarding site risks, if further investigations are recommended, liability issues, and any other concerns as was provided with the Stony River review. If you would like I could send you a CD of the entire report in the mail or I could make the report available on our FTP site.

Thank you.

Sasha Forland  
MACTEC Engineering and Consulting  
601 E. 57th Place  
Anchorage, AK 99518  
Phone (907) 563-8102  
Fax (907) 561-4574

9/22/03

9/22/03



## MEMORANDUM

## STATE OF ALASKA

Department of Transportation and Public Facilities  
Statewide Design and Engineering Services  
Preliminary Design and Environmental

To: Cynthia Zeulow-Osborne  
Project Review Assistant  
DNR - OPMP/ACMP

Date: May 7, 2003

Files No.: 55377

Phone No.: 269-0537

From: Dan Golden *dg*  
Environmental Analyst

Subject: Ekwok Airport Rehabilitation  
CPQ Submittal

Attached is a completed Coastal Project Questionnaire (CPQ) for the subject project that would expand and re-orientate the existing runway at Ekwok. Based on the draft environmental assessment (EA) as well as the CPQ, there is no State or Federal permits required for this project, therefore, a coastal review is not necessary.

We will send you a copy of the EA for your records once it is approved for public and agency distribution. If you have any questions, please contact me at 269-0537.

Attachment: CPQ with project description and figures (3)

CC: Don Baxter, P.E., Project Manager, Aviation Design  
Royce Conlon, P.E., Project Manager, PDC

## Coastal Project Questionnaire and Certification Statement

Please answer all questions. To avoid a delay in processing, please call the department if you answer "yes" to any of the questions related to that department. Maps and plan drawings must be included with your packet.  
*An incomplete packet will be returned.*

### ■ APPLICANT INFORMATION

1. ADOT&PF	2.
Name of Applicant	Agent (or responsible party if other than applicant)
4111 Aviation Avenue	
Address	Address
Anchorage, AK 99502	
City/State Zip Code	City/State State Zip Code Zip Code
(907) 269-0537	
Daytime Phone	Daytime Phone
Fax Number	E-mail Address
	Fax Number E-mail Address

### ■ PROJECT INFORMATION

1. This activity is a: <input checked="" type="checkbox"/> new project <input type="checkbox"/> modification or addition to an existing project	Yes	No
If a modification, do you currently have any State, federal or local approvals related to this activity? <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Note: Approval means any form of authorization. If "yes," please list below:		
Approval Type	Approval #	Issuance Date Expiration Date
2. If a modification, has this project ever been reviewed by the State of Alaska under the ACMP? <input type="checkbox"/>	<input type="checkbox"/>	
Previous State I.D. Number: AK	Previous Project Name:	

### ■ PROJECT DESCRIPTION

- Provide a brief description of your entire project and ALL associated facilities and land use conversions. Attach additional sheet(s) as needed.  
Project will make improvements to Ekwok Airport. Improvements will include a new 3,300'x75' runway with a 3,900'x150' runway safety area, a 200'x300' apron, and a connecting taxiway. Improvements to the existing road system will also be made to provide reliable access to the airport. Material will likely be extracted from an inland source north of the airport. See attached for additional information.  
Proposed starting date for project: April 2004 Proposed ending date for project: October 2005
- Attach the following: • a detailed description of the project, all associated facilities, and land use conversions, etc. (Be specific, including access roads, caretaker facilities, waste disposal sites, etc.); • a project timeline for completion of all major activities in the proposal; • a site plan depicting property boundary with all proposed

actions; = other supporting documentation that would facilitate review of the project. Note: If the project is a modification, identify existing facilities as well as proposed changes on the site plan.

#### ■ PROJECT LOCATION

1. Attach a copy of the topographical and vicinity map clearly indicating the location of the project. Please include a map title and scale. See Figure 1 attached.
2. The project is located in which region (see attached map): ☐ Northern ☒ Southcentral ☐ Southeast  
☐ within or associated with the Trans-Alaska Pipeline corridor
3. Location of project (Include the name of the nearest land feature or body of water.) Nushagak River  
Township 2S Range 49W Section 35 & 36 Meridian Seward Latitude/Longitude N59°W157° USGS Quad Map Dillingham B-4
4. Is the project located in a coastal district? Yes ☒ No ☐ If yes, identify: Bristol Bay CRSA  
(Coastal districts are a municipality or borough, home rule or first class city, second class with planning, or coastal resource service area.) Note: A coastal district is a participant in the State's consistency review process. It is possible for the State review to be adjusted to accommodate a local permitting public hearing. Early interaction with the district is important; please contact the district representative listed on the attached contact list.
5. Identify the communities closest to your project location: Elkwok, Dillingham and New Stuyahok
6. The project is on: ☒ State land or water\* ☐ Federal land ☐ Private land  
☐ Municipal land ☐ Mental Health Trust land  
\*State land can be uplands, tidelands, or submerged lands to 3 miles offshore. See Question #1 in DNR section. Contact the applicable landowner(s) to obtain necessary authorizations.

The existing airport consists of 79.71 acres. An estimated 67 acres of additional land will be acquired from the City of Elkwok, the Village Corporation, and some private owners. The project will ultimately be located on State DOT&PF property.

#### ■ DEPARTMENT OF ENVIRONMENTAL CONSERVATION (DEC) APPROVALS

- |  | Yes                      | No                                  |
|--|--------------------------|-------------------------------------|
| 1. Will a discharge of wastewater from industrial or commercial operations occur? .....  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Will the discharge be connected to an already approved sewer system? .....   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Will the project include a stormwater collection/discharge system? .....   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Do you intend to construct, install, modify, or use any part of a wastewater (sewage or greywater) disposal system? .....                         | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| a) If so, will the discharge be 500 gallons per day or greater? .....  | <input type="checkbox"/> | <input type="checkbox"/>            |
| b) If constructing a domestic wastewater treatment or disposal system, will the system be located within fill material requiring a COE permit? ..... | <input type="checkbox"/> | <input type="checkbox"/>            |
- If you answered yes to a) or b), answer the following:
- 1) What is the distance from the bottom of the system to the top of the subsurface water table? .....
  - 2) How far is any part of the wastewater disposal system from the nearest surface water? .....
  - 3) Is the surrounding area inundated with water at any time of the year? .....
  - 4) How big is the fill area to be used for the absorption system? .....

(Questions 1 & 2 will be used by DEC to determine whether separation distances are being met; Questions 3 & 4 relate to the required size of the fill if wetlands are involved.)

- |   | Yes                      | No                                  |
|---|--------------------------|-------------------------------------|
| 3. Do you expect to request a mixing zone for your proposed project? .....  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <small>(If your wastewater discharge will exceed Alaska water quality standards, you may apply for a mixing zone. If so, please contact DEC to discuss information required under 18 AAC 70.032.)</small>   |                          |                                     |
| 4. a) Will your project result in the construction, operation, or closure of a facility for the disposal of solid waste? .....  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <small>(Note: Solid waste means drilling wastes, household garbage, refuse, sludge, construction or demolition wastes, industrial solid waste, asbestos, and other discarded, abandoned, or unwanted solid or semi-solid material, whether or not subject to decomposition, originating from any source. Disposal means placement of solid waste on land.)</small>                        |                          |                                     |
| b) Will your project result in the treatment of solid waste at the site? .....  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <small>(Examples of treatment methods include, but are not limited to: incineration, open burning, boiling, and composting.)</small>  |                          |                                     |
| c) Will your project result in the storage or transfer of solid waste at the site? .....  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Will the project result in the storage of more than 50 tons of materials for reuse, recycling, or resource recovery? .....   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Will any sewage solids or biosolids be disposed of or land-applied to the site? .....  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <small>(Sewage solids include wastes that have been removed from a wastewater treatment plant system, such as a septic tank, lagoon dregs, or wastewater treatment sludge that contain no free liquids. Biosolids are the solid, semi-solid, or liquid residues produced during the treatment of domestic sewage in a treatment works which are land applied for beneficial use.)</small> |                          |                                     |
| 5. Will your project require the application of oil, pesticides, and/or any other broadcast chemicals? .....  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. a) Will you have a facility with industrial processes that are designed to process no less than five tons per hour and needs air pollution controls to comply with State emission standards? .....   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Will you have stationary or transportable fuel burning equipment, including flares, with a total fuel consumption capacity no less than 50 million Btu/hour? .....   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Will you have a facility with incinerators having a total charging capacity of no less than 1,000 pounds per hour? .....   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Will you have a facility with equipment or processes that are subject to Federal New Source Performance Standards or National Emission Standards for hazardous air pollutants? .....   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Will you propose exhaust stack injection? .....  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Will you have a facility with the potential to emit no less than 100 tons per year of any regulated air contaminant? .....   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Will you have a facility with the potential to emit no less than 10 tons per year of any hazardous air contaminant or 25 tons per year of all hazardous air contaminants? .....  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Will you construct or add stationary or transportable fuel burning equipment of no less than 10 million Btu/hour in the City of Unalaska or the City of St. Paul? .....  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Will you construct or modify in the Port of Anchorage a volatile liquid storage tank with a volume no less than 9,000 barrels, or a volatile liquid loading rack with a design throughput no less than 15 million gallons? .....   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Will you be requesting operational or physical limits designed to reduce emissions from an existing facility in an air quality nonattainment area to offset an emission increase from another new or modified facility? .....  | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Will you be developing, constructing, installing, or altering a public water system? .....   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

8. a) Will your project involve the operation of waterborne tank vessels or oil barges that carry crude or non-crude oil as bulk cargo, or the transfer of oil or other petroleum products to or from such a vessel or a pipeline system? ☐ Yes ☒ No
- b) Will your project require or include onshore or offshore oil facilities with an effective aggregate storage capacity of greater than 5,000 barrels of crude oil or greater than 10,000 barrels of non-crude oil? ☐ Yes ☒ No
- c) Will you be operating facilities on the land or water for the exploration or production of hydrocarbons? ☐ Yes ☒ No

If you answered "NO" to ALL questions in this section, continue to next section.

If you answered "YES" to ANY of these questions, contact the DEC office nearest you for information and application forms. Please be advised that all new DEC permits and approvals require a 30-day public notice period. DEC Pesticide permits take effect no sooner than 40 days after the permit is issued.

Based on your discussion with DEC, please complete the following:

Types of project approvals or permits needed

Date application submitted

9. Does your project qualify for a general permit for wastewater or solid waste? ☐ Yes ☒ No

Note: A general permit is an approval issued by DEC for certain types of routine activities.

If you answered "YES" to any questions in this section and are not applying for DEC permits, indicate reason:

- ☐ (DEC contact) told me on \_\_\_\_\_ that no DEC approvals are required on this project because \_\_\_\_\_
- ☐ Other: \_\_\_\_\_

#### ■ DEPARTMENT OF FISH & GAME (DFG) APPROVALS

1. Will you be working in, removing water or material from, or placing anything in, a stream, river or lake? (This includes work or activities below the ordinary high water mark or on ice, in the active flood plain, on islands, in or on the face of the banks, or, for streams entering or flowing through tidelands, above the level of mean lower low tide.) ☐ Yes ☒ No
- Note: If the proposed project is located within a special flood hazard area, a floodplain development permit may be required. Contact the affected city or borough planning department for additional information and a floodplain determination. Name of waterbody: \_\_\_\_\_

2. Will you do any of the following: ☒ Yes ☐ No

Please indicate below:

- ☐ Build a dam, river training structure, other instream impoundment, or weir
- ☐ Use the water
- ☐ Pump water into or out of stream or lake (including dry channels)
- ☐ Divert or alter the natural stream channel
- ☐ Change the water flow or the stream channel
- ☐ Introduce silt, gravel, rock, petroleum products, debris, brush, trees, chemicals, or other organic/inorganic material, including waste of any type, into the water

- ☐ Alter, stabilize or restore the banks of a river, stream or lake (provide number of linear feet affected along the bank(s))
- ☐ Mine, dig in, or remove material, including woody debris, from the beds or banks of a waterbody
- ☐ Use explosives in or near a waterbody
- ☐ Build a bridge (including an ice bridge)

- ☐ Use the stream, lake or waterbody as a road (even when frozen), or cross the stream with tracked or wheeled vehicles, log-dragging or excavation equipment (backhoes, bulldozers, etc.)
- ☒ Install a culvert or other drainage structure (under runway and roads for drainage)
- ☐ Construct, place, excavate, dispose or remove any material below the ordinary high water of a waterbody
- ☐ Construct a storm water discharge or drain into the waterbody
- ☐ Place pilings or anchors
- ☐ Construct a dock
- ☐ Construct a utility line crossing
- ☐ Maintain or repair an existing structure
- ☐ Use an instream in-water structure not mentioned here

3. Is your project located in a designated State Game Refuge, Critical Habitat Area or State Game Sanctuary? ☐ Yes ☒ No
4. Does your project include the construction/operation of a salmon hatchery? ☐ Yes ☒ No
5. Does your project affect, or is it related to, a previously permitted salmon hatchery? ☐ Yes ☒ No
6. Does your project include the construction of an aquatic farm? ☐ Yes ☒ No

If you answered "No" to ALL questions in this section, continue to next section.

If you answered "Yes" to ANY questions under 1-3, contact the Regional or Area DFG Habitat and Restoration Division Office for information and application forms.

If you answered "Yes" to ANY questions under 4-6, contact the DFG Commercial Fisheries Division headquarters for information and application forms.

Based on your discussion with DFG, please complete the following:

Types of project approvals or permits needed

Date application submitted

If you answered "YES" to any questions in this section and are not applying for DFG permits, indicate reason:

- ☐ (DFG contact) told me on \_\_\_\_\_ that no DFG approvals are required on this project because \_\_\_\_\_
- ☒ Other: Culverts are not being installed in streams or rivers.

#### ■ DEPARTMENT OF NATURAL RESOURCES (DNR) APPROVALS

1. Is the proposed project on State-owned land or water or will you need to cross State-owned land for access? ("Access" includes temporary access for construction purposes. Note: In addition to State-owned uplands, the State owns almost all land below the ordinary high water line of navigable streams, rivers and lakes, and below the mean high tide line seaward for three miles.) ☒ Yes ☐ No
- \*Airport Land
- a) Is this project for a commercial activity? ☐ Yes ☒ No
2. Is the project on Alaska Mental Health Trust land (AMHT) or will you need to cross AMHT land? ☐ Yes ☒ No
- Note: Alaska Mental Health Trust land is not considered State land for the purpose of ACMP reviews.
3. Do you plan to dredge or otherwise excavate/remove materials on State-owned land? ☐ Yes ☒ No
- Location of dredging site if different than the project site: \_\_\_\_\_
- Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ Meridian \_\_\_\_\_ USCS Quad Map \_\_\_\_\_



- Yes      No
4. Do you plan to place fill or dredged material on State-owned land?..... ☒ ☐
- \*Airport Land
- Location of fill disposal site if other than the project site: Old material site adjacent to project. See figure 3.
- Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ Meridian \_\_\_\_\_ USGS Quad Map \_\_\_\_\_
- Source is on: ☐ State Land ☐ Federal Land ☐ Private Land ☐ Municipal Land
5. Do you plan to use any of the following State-owned resources:..... ☐ ☒
- ☐ Timber: Will you be harvesting timber? Amount: \_\_\_\_\_
- ☐ Materials such as rock, sand or gravel, peat, soil, overburden, etc.: \_\_\_\_\_
- Which material? \_\_\_\_\_ Amount: \_\_\_\_\_
- Location of source: ☐ Project site ☐ Other, describe: \_\_\_\_\_
- Township \_\_\_\_\_ Range \_\_\_\_\_ Section \_\_\_\_\_ Meridian \_\_\_\_\_ USGS Quad Map \_\_\_\_\_
6. Are you planning to divert, impound, withdraw, or use any fresh water, except from an existing public water system or roof rain catchment system (regardless of land ownership)?..... ☐ ☒
- Amount (maximum daily, not average, in gallons per day): \_\_\_\_\_
- Source: \_\_\_\_\_ Intended Use: \_\_\_\_\_
- If yes, will your project affect the availability of water to anyone holding water rights to that water? ... ☐ ☐
7. Will you be building or altering a dam (regardless of land ownership)?..... ☐ ☒
8. Do you plan to drill a geothermal well (regardless of land ownership)?..... ☐ ☒
9. At any one site (regardless of land ownership), do you plan to do any of the following?..... ☒ ☐
- ☐ Mine five or more acres over a year's time
- ☒ Mine 50,000 cubic yards or more of materials (rock, sand or gravel, soil, peat, overburden, etc.) over a year's time
- ☐ Have a cumulative unreclaimed mined area of five or more acres
- If yes to any of the above, contact DNR about a reclamation plan. (See below for contact information.)
- If you plan to mine less than the acreage/amount stated above and have a cumulative unreclaimed mined area of less than five acres, do you intend to file a voluntary reclamation plan for approval? .... ☐ ☐
10. Will you be exploring for or extracting coal?..... ☐ ☒
11. a) Will you be exploring for or producing oil and gas?..... ☐ ☒
- b) Will you be conducting surface use activities on an oil and gas lease or within an oil and gas unit?..... ☐ ☒
12. Will you be investigating, removing, or impacting historical or archaeological or paleontological resources (anything over 50 years old) on State-owned land?..... ☐ ☒

- Yes      No
13. Is the proposed project located within a known geophysical hazard area?..... ☐ ☒

*Note: 6 AAC 80.900(9) defines geophysical hazard areas as "those areas which present a threat to life or property from geophysical or geological hazards, including flooding, tsunami run-up, storm surge run-up, landslides, snowslides, faults, ice hazards, erosion, and littoral beach process." "Known geophysical hazard area" means any area identified in a reporter map published by a federal, state, or local agency, or by a geological or engineering consulting firm, or generally known by local knowledge, as having known or potential hazards from geologic, seismic, or hydrologic processes.*

14. Is the proposed project located in a unit of the Alaska State Park System?..... ☐ ☒

If you answered "No" to ALL questions in this section, continue to Federal Approvals section.

If you answered "Yes" to ANY questions in this section, contact DNR for information.

Based on your discussion with DNR, please complete the following:

Types of project approvals or permits needed \_\_\_\_\_

Date application submitted \_\_\_\_\_

If you answered "YES" to any questions in this section and are not applying for DNR permits, indicate reason:

- ☒ Win Menefee (DNR contact) told Royce Conlon of PDC on 3/18/2003 that no DNR approvals are required on this project because 1) The project is on lands under ADOT&PF jurisdiction. 2) Construction specifications include the necessary language for the contractor to submit a mining reclamation plan (specification section 60-02). 3) The barge landing doesn't require a permit because there is no dredge or fill activity and nothing is stored on the shore.

☐ Other: \_\_\_\_\_

#### ■ FEDERAL APPROVALS

##### U.S. Army Corps of Engineers (COE)

1. Will you be dredging or placing structures or fills in any of the following:

tidal (ocean) waters? streams? lakes? wetlands\*?..... ☐ ☒

If yes, have you applied for a COE permit?..... ☐ ☐

Date of submittal: \_\_\_\_\_

(Note: Your application for this activity to the COE also serves as application for DEC Water Quality Certification.)

\*If you are not certain whether your proposed project is in a wetlands (wetlands include muskegs), contact the COE, Regulatory Branch at (907) 753-2720 for a wetlands determination (outside the Anchorage area call toll free 1-800-478-2712).

##### Bureau of Land Management (BLM)

2. Is the proposed project located on BLM land, or will you need to cross BLM land for access?..... ☐ ☒

If yes, have you applied for a BLM permit or approval?..... ☐ ☐

Date of submittal: \_\_\_\_\_

##### U.S. Coast Guard (USCG)

3. a) Will you be constructing a bridge or causeway over tidal (ocean) waters, or navigable rivers, streams or lakes?..... ☐ ☒

b) Does your project involve building an access to an island?..... ☐ ☒

c) Will you be siting, constructing, or operating a deepwater port?..... ☐ ☒

If yes, have you applied for a USCG permit?..... ☐ ☐

Date of submittal: \_\_\_\_\_

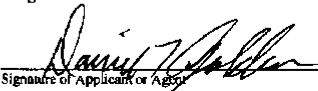
- Yes      No
- U.S. Environmental Protection Agency (EPA)**
4. a) Will the proposed project have a discharge to any waters? ..... ☐ ☒
- b) Will you be disposing of sewage sludge (contact EPA at 206-553-1941)? ..... ☐ ☒
- If you answered yes to a) or b), have you applied for an EPA National Pollution Discharge Elimination System (NPDES) permit? ..... ☐ ☐
- Date of submittal: \_\_\_\_\_
- (Note: For information regarding the need for an NPDES permit, contact EPA at (800) 424-4372.)*
- c) Will construction of your project expose 5 or more acres of soil? *(This applies to the total amount of land disturbed, even if disturbance is distributed over more than one season, and also applies to areas that are part of a larger common plan of development or sale.)* ..... ☒ ☐
- d) Is your project an industrial facility which will have stormwater discharge which is directly related to manufacturing, processing, or raw materials storage areas at an industrial plant? ..... ☐ ☒
- If you answered yes to c) or d), your project may require an NPDES Stormwater permit. Contact EPA at 206-553-8399.
- \*ADOT&PF construction specifications require the contractor to comply with NPDES requirements.**

- Federal Aviation Administration (FAA)**
5. a) Is your project located within five miles of any public airport? ..... ☒ ☐
- b) Will you have a waste discharge that is likely to decay within 5,000 feet of any public airport? ..... ☐ ☒
- If yes, please contact the Airports Division of the FAA at (907) 271-5444.
- \*The project is an airport project being completed for FAA and ADOT&PF.**

- Federal Energy Regulatory Commission (FERC)**
6. a) Does the project include any of the following: ..... ☐ ☒
- 1) a non-federal hydroelectric project on any navigable body of water ..... ☐ ☒
- 2) a location on federal land (including transmission lines) ..... ☐ ☒
- 3) utilization of surplus water from any federal government dam ..... ☐ ☒
- b) Does the project include construction and operation, or abandonment of natural gas pipeline facilities under sections (b) and (c) of the Federal Power Act (FPA)? ..... ☐ ☒
- c) Does the project include construction for physical interconnection of electric transmission facilities under section 202 (b) of the FPA? ..... ☐ ☒
- If you answered yes to any questions under number 6, have you applied for a permit from FERC? ..... ☐ ☐
- Date of submittal: \_\_\_\_\_
- (Note: For information, contact FERC, Office of Hydropower Licensing (202) 219-2668; Office of Pipeline Regulation (202) 208-0700; Office of Electric Power Regulation (202) 208-1700.)*

- U.S. Forest Service (USFS)**
7. a) Does the proposed project involve construction on USFS land? ..... ☐ ☒
- b) Does the proposed project involve the crossing of USFS land with a water line? ..... ☐ ☒
- If the answer to either question is yes, have you applied for a USFS permit or approval? ..... ☐ ☐
- Date of submittal: \_\_\_\_\_
8. Have you applied for any other federal permits or authorizations? ..... ☐ ☒
- | AGENCY | APPROVAL TYPE | DATE SUBMITTED |
|--------|---------------|----------------|
|        |               |                |
|        |               |                |
|        |               |                |

Please be advised that the CPQ identifies permits subject to a consistency review. You may need additional permits from other agencies or the affected city and/or borough government to proceed with your activity.

Certification Statement	
The information contained herein is true and complete to the best of my knowledge. I certify that the proposed activity complies with, and will be conducted in a manner consistent with, the Alaska Coastal Management Program.	
 Signature of Applicant or Agent	5-1-03 Date
<p><i>Note: Federal agencies conducting an activity that will affect the coastal zone are required to submit a federal consistency determination, per 15 CFR 930, Subpart C, rather than this certification statement. DGC has developed a guide to assist federal agencies with this requirement. Contact DGC to obtain a copy.</i></p> <p>This certification statement will not be complete until all required State and federal authorization requests have been submitted to the appropriate agencies.</p>	

- To complete your packet, please attach your State permit applications and copies of your federal permit applications to this questionnaire.

## Project Description

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing improvements to Ekwok Airport in Ekwok, Alaska (Figure 1). Located in the Bristol Bay region, Ekwok lies on the west bank of the Nushagak River, about 43 miles northeast of Dillingham and approximately 285 miles southwest of Anchorage. Ekwok is the oldest continually occupied Yup'ik Eskimo community on the river and was incorporated in 1974. Ekwok's current population is about 130.

The Ekwok airport is used for transport of supplies and mail and travel to and from the community for business, inter-village activities, and medical evacuations (medevacs). Improvements to Ekwok Airport are needed because of deficiencies of the existing airport as compared to FAA standards and the State's established requirements for community class airports. In addition, the deteriorated conditions of the existing airport emphasize the need for the proposed airport improvements. Figure 2 shows the existing airport at Ekwok.

## Proposed Project

The proposed project shifts the entire airport northeast and rotating the runway approximately six degrees counterclockwise (see Figure 3). The taxiway and apron will remain on the east side of the runway.

Features of proposed design include:

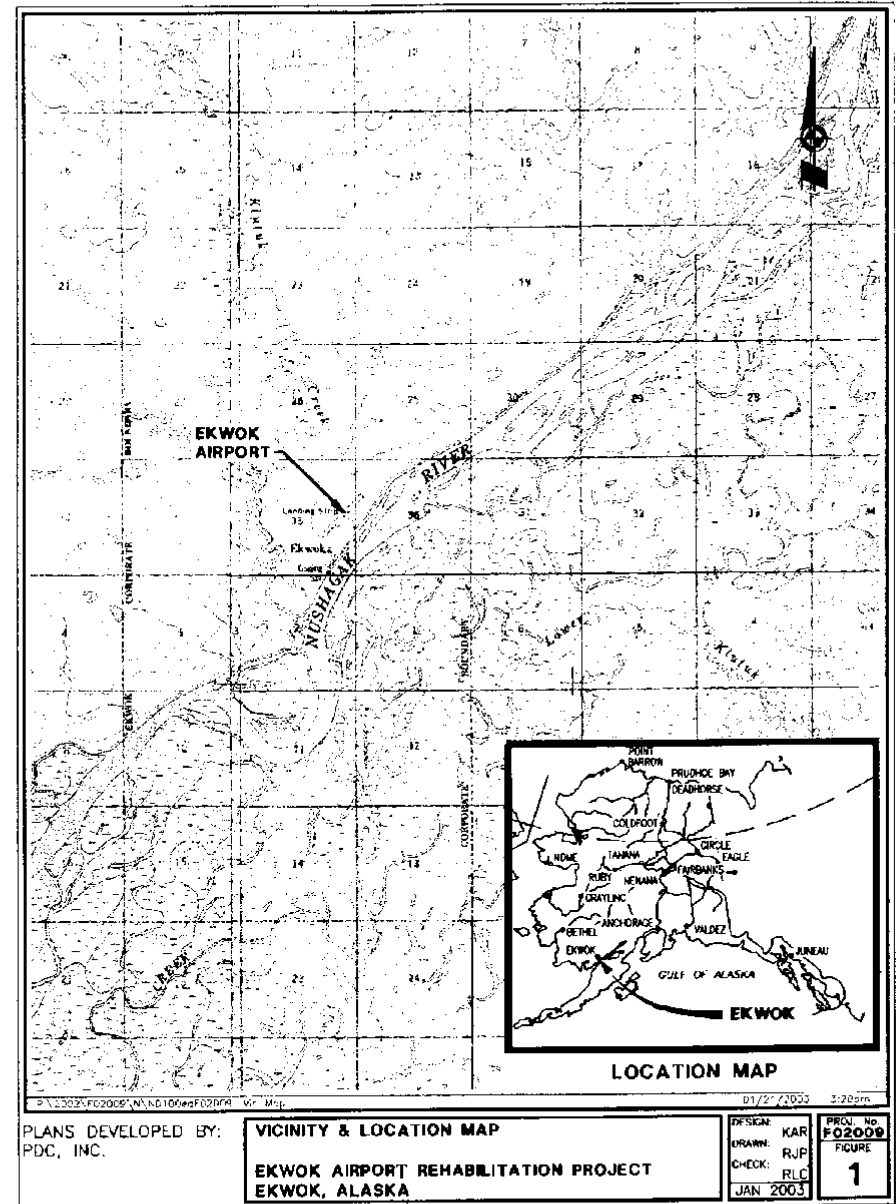
- A 3,300-foot runway length
- Medium intensity runway lights
- Apron with adjacent lease lots on the east side of the runway
- A new culvert through the runway
- Adequate land to support aviation uses; only a small portion of the native allotment is required for the runway protection zone (RPZ)

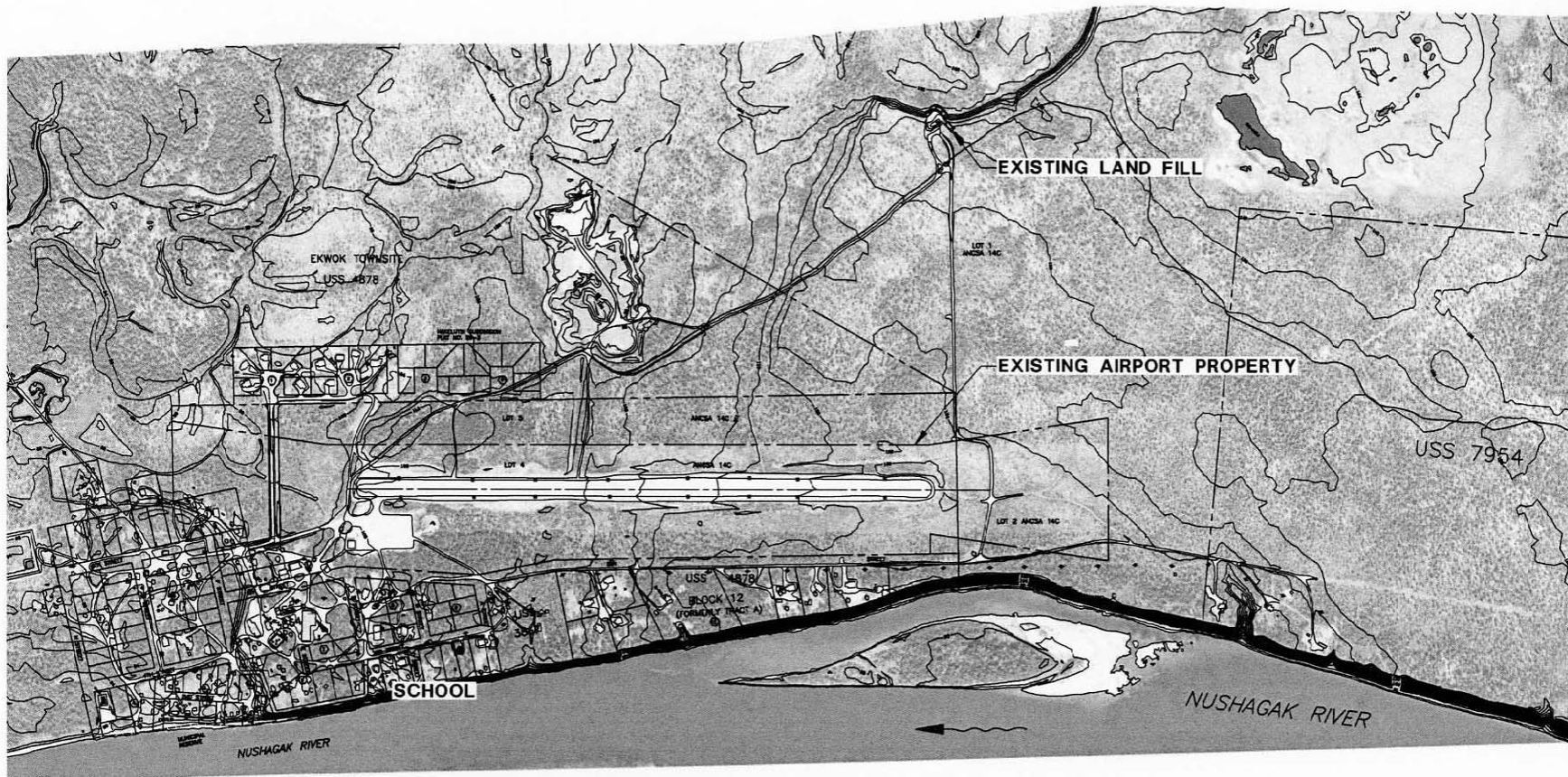
The runway embankment will consist primarily of borrow material excavated alongside the runway. Gravel subbase and surfacing is likely to come from expansion of the existing material site, located west of the airport. Property is required for construction of the new runway, taxiway, and apron, as well as for clearing trees from the airspace. Access to the apron and lease lots will come off 5<sup>th</sup> Street. Some reconstruction of this public road may be required. Generally, drainage will be directed to the existing channel and beyond to the abandoned material site. Excavated overburden and unusable material from construction will be placed in the old and proposed areas of the material site. The waste material will be graded to reclaim depleted portions of the pit and reseeded.

## Supporting Documents

As part of the project, an Environmental Assessment has been prepared and is currently in draft form.

P:\2002\F02009\WNC\Attachment to cpa.doc





**LEGEND:**

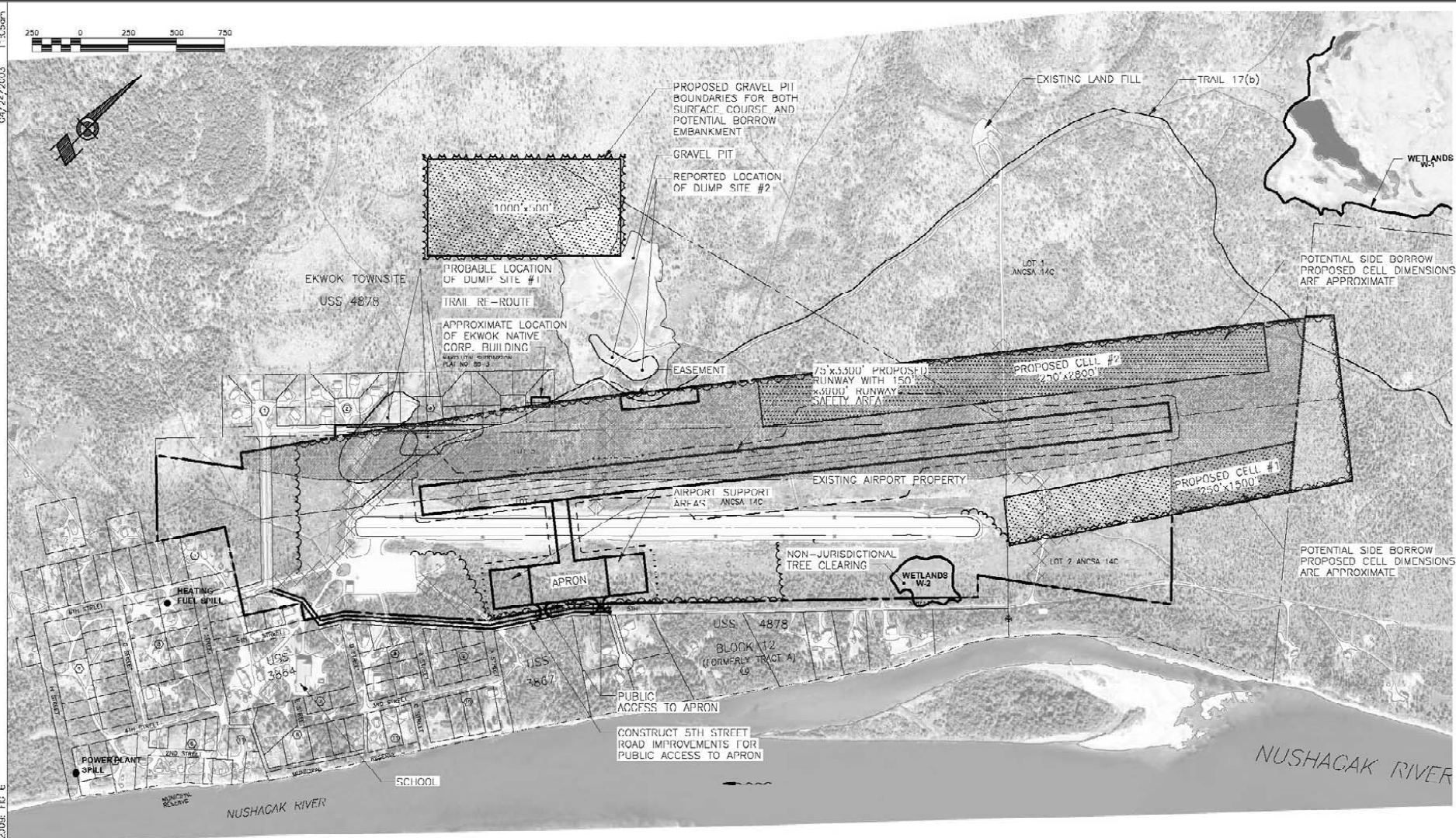
----- EXISTING PROPERTY LINES

EKWOK AIRPORT REHABILITATION  
 EXISTING AIRPORT - NO BUILD  
 EKWOK, ALASKA

DESIGN:	KAR	KAR	RLC
DRAWN:	KAR	KAR	RLC
CHECK:	KAR	KAR	RLC

SEPT 2002  
 PROJ. No.  
**F02009**  
 FIGURE

**2**



- AVIGATION EASEMENT REQUIRED FROM PRIVATE OWNERS OR CITY OF EKWOK  
 ACQUISITION REQUIRED FROM THE CITY OF EKWOK  
 NATIVE ALLOTMENT ACQUISITION REQUIRED PRIVATE ESTATE (SEE NOTE)

NOTE:  
THE FAA PREFERENCES AIRPORTS TO ACQUIRE THE LAND OR AIRSPACE ABOVE THE LAND IN THIS AREA. IF THIS IS NOT POSSIBLE, A WAIVER, A REDUCED RUNWAY LENGTH OR A DISPLACED THRESHOLD MAY BE REQUIRED. FAA COORDINATION IS ONGOING.

#### LEGEND:

- REMOVE OR BLOCK  
 AIRPORT BOUNDARY (THIS ALTERNATIVE)  
 EXISTING PROPERTY LINES  
 FILL LINES  
 CUT LINES  
 CLEARING LIMIT

PLANS DEVELOPED BY:  
FDC, INC.

EKWOK AIRPORT REHABILITATION PROJECT  
PROPOSED PROJECT IMPROVEMENTS  
EKWOK, ALASKA

DESIGN: KAR  
 DRAWN: RJP  
 CHECKED: RLC  
 JAN 2003  
 PROJ. NO. F02009  
 FIGURE  
**3**

## AIR AND WATER QUALITY CERTIFICATION

In accordance with the 1982 Airport Act, "reasonable assurance" is hereby given that the proposed airports listed below will be located, designed, constructed and operated in compliance with the applicable air and water quality standards.

<u>Airport</u>	<u>Project Number</u>
Akutan	55879 & 56329
Aniak	54740 & TBD
Atka	55291 & TBD
Bethel	55694 & TBD
Birchwood	54741, 56290 & TBD
Cheformak	TBD
Chenega	56445
Chevak	56626
Chignik Lake	54193
Clarks Point	55598
Cold Bay	54192 & TBD
Dillingham	53424
Ekwok	55377
False Pass	56514
Girdwood	51820, 54743 & 56297
Goodnews Bay	51349 & 56517
Homer	54744
Igiugig	TBD
Iliamna	TBD
Kalskag	55959
Manokotak	55313
Nunapitchuk	54850
Port Heiden	55071
Tuntutuliak	55695
Unalaska	55829 & TBD

  
\_\_\_\_\_  
David R. Eberle  
Regional Director  
Central Region DOT&PF

4/11/03  
Date

For: Commissioner Michael A. Barton  
Department of Transportation & Public Facilities

\* \* \* COMMUNICATION RESULT REPORT ( JAN. 21. 2003 9:30PM ) \* \* \*

P. 1

MODE	OPTION	ADDRESS (GROUP)	RESULT	PAGE
MEMORY TX		919077462873-03	OK	P. 9/9

Confirmation  
report  
for Corey's fax

REASON FOR ERROR  
E-1) HANG UP OR LINE FAIL  
E-3) NO ANSWER

E-2) BUSY  
E-4) NO FACSIMILE CONNECTION

 **MACTEC Engineering and Consulting, Inc.**  
t/w/a Harding ESE, Inc.

801 E 57th Place  
Anchorage, Alaska 99518  
Tel: 907/563-8102  
Fax: 907/561-4574  
Web: www.mactec.com

## Fax

To: Corey Rossi Date: 1/21/03

Number of Pages  
Including Cover 9

Phone # 745-0871 Fax # 746-0873

From: Donna Robertson

Phone # 907/563-8102 Fax # 907/561-4574

Message: Corey - Thanks for reviewing the information for Ekwok. We had you on

 **MACTEC Engineering and Consulting, Inc.**  
t/w/a Harding ESE, Inc.

801 E 57th Place  
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Number of Pages  
Including Cover 9

Phone # \_\_\_\_\_ Fax # 746-0873

From: Donna Robertson

Phone # 907/563-8102 Fax # 907/561-4574

Message: Corey - Thanks for reviewing the information for Ekwok. We had you on an original distribution list, but it appears that you did not make final distribution. I apologize for that. Please call if you cannot read the figures & we will get them in the mail to you today. I know you are very busy but if you can respond this week I would really appreciate it. Thanks,

Donna

This facsimile transmission is intended for the addressee indicated above. It may contain information that is privileged, confidential, or otherwise protected from disclosure. Any review, dissemination, or use of this transmission or its contents by persons other than the addressee is strictly prohibited. If you have received this transmission in error, please notify us immediately by telephone, and mail the original to us at the address above.



January 21, 2003  
Re: Ekwok Airport Rehabilitation  
Project Number: 55377

Subject: Agency Scoping Letter

Mr. Corey Rossi  
U.S. Department of Agriculture  
Wildlife Services  
1800 Glenn Highway, Suite 12  
Palmer, Alaska 99645-8736

To Whom It May Concern:

The Alaska Department of Transportation and Public Facilities (ADOT&PF) and the Federal Aviation Administration (FAA) are proposing to improve the Ekwok Airport. The goal of the proposed project is to provide safe aircraft access to Ekwok and plan for future needs. ADOT&PF has retained PDC, Inc. Consulting Engineers as the project design consultant. As a part of the proposed project, Harding ESE has been retained to provide the biological assessment for the project.

To ensure potential impacts of the alternatives are identified and factors to help minimize or avoid impact are considered, your agency's input at this time is important. Early identification of environmental concerns will facilitate efficient project development.

Project concepts and alternatives are in the early stages of development and we would like to invite you or your representative to participate in an agency informational meeting and agency field trip. The informational meeting will be held:

August 13, 2002      10:00 am      ADOT&PF Conference Room  
4111 Aviation Drive, Anchorage

The agency field trip will be held the subsequent day, August 14<sup>th</sup>. ADOT&PF will provide for the charter from Dillingham to Ekwok. The trip will be detailed once we have a better knowledge of who will be attending and the ground time required. RSVP for participation in the agency field trip is required by August 6<sup>th</sup>; however, the sooner the better to assure seating availability.

The goal of this proposal is to provide planning for the next 20 years, and determine design and construction improvements to meet current and near term needs of the community. During the first phase of planning for this project, needed airport improvements are determined and alternatives developed and evaluated. The environmental concerns associated with these improvements will be identified. Based on agency, public, and user comments and engineering and environmental considerations, ADOT&PF will select a preferred alternative. ADOT&PF expects to complete an Environmental Assessment (EA) to comply with the NEPA requirements for this FAA funded project. If a preferred build alternative is selected (as opposed to the no build alternative), construction documents will be developed. Construction is currently scheduled to begin as early as Fall 2003.

Since startup of the project, the team has been busy collecting background information. Activities have included:

- Public meeting and field visit (March 2002);
- Public, user and pilot questionnaires and interviews;
- Review of agencies' files;
- Collection of historical aerial photos;
- Initiation of a year of wind data collection;
- Preliminary property boundary retracement surveys; and
- Acquisition of topographic mapping from controlled aerial photography.

The enclosed attachment summarizes the project needs and preliminary research results and presents preliminary alternatives for your review. Based on agency and public input as well as additional engineering evaluations, the goal is to refine the alternatives to minimize or avoid impacts, eliminate alternatives that may not be reasonable or add additional alternatives if deemed necessary. These alternatives will then be carried forward into the formal EA evaluation process.

«CustomText1»

Remember to RSVP for the Agency field trip by August 6<sup>th</sup> to attend the informational meeting on August 13<sup>th</sup> and the agency field trip on August 14<sup>th</sup>. We are requesting that you send your written comments to our offices no later than August 28, 2002.

If you have any questions regarding the proposed project, please call me at 269-0534. You may also submit comments by mail to ADOT&PF, Design and Engineering Services, Environmental Section, P.O. Box 196900, Anchorage, Alaska 99519-6900, or e-mail your comments to: jerry\_ruehle@dot.state.ak.us.

Sincerely,

Jerry O. Ruehle  
Environmental Coordinator

Enc: Agency Scoping Attachment

cc: Don Baxter, ADOT&PF Project Manager, Anchorage  
Royce Conlon, PDC, Inc. Consulting Engineers, Project Manager



## EKWOK AIRPORT AGENCY SCOPING ATTACHMENT

### Purpose and Need

#### Introduction:

Ekwok, Alaska, is located in the Bristol Bay area at N59°21.24, W157°28.46, approximately 285 miles southwest of Anchorage. The community is situated adjacent to the Nushagak River, 43 miles northeast of Dillingham. Ekwok is a Yup'ik Eskimo community that was incorporated in 1974.

#### Existing Facility Description:

The existing airport, shown in Figure 1, is 2,720' in length and 75' wide; with safety area the dimensions are 3,200' x 120'. The apron is 200' x 300'. The separation distances for the apron setback and the runway protection zones meet only the lowest category of airport classification and do not support operations during inclement weather. Further, the airport facilities do not meet the standards required for a number of the aircraft currently operating at the airport. The south end of the runway has residential properties within the Runway Protection Zone (RPZ).

The runway surfacing is non-existent, with 4"-5" rock showing through and several dips. Drainage of the existing runway is poor, and closure during spring breakup and periods of heavy rain is common.

#### Facility Requirements:

ADOT&PF Statewide Standards (reiterated in the Southwest Alaska Transportation Plan) have been determined to be appropriate for this facility. The standards call for 3,300' minimum length, with Federal Aviation Administration (FAA) dimensional standards established for an A/B-II airport reference code. With the exception of Alternative A-1, the runway, apron, and taxiway will be designed to allow for a Global Positioning System (GPS) Non-Precision Instrument (NPI) approach.

The proposed project will likely include the following activities:

- Lengthen and widen the runway to 3,300' x 75' with safety areas 150' x 3,900', bringing the runway up to current FAA design standards.
- Provide adequate drainage, either by ditching or elevating the runway; install new drainage structures as needed.
- Relocate apron to meet separation standards.
- Relocate roads displaced by the apron or runway improvements.
- Install new Medium Intensity Runway Lights (MIRL).
- Clear vegetation from the runway and approach zones.

### Preliminary Research Results

#### Contaminated Sites, Spills and Underground Storage Tanks:

The Alaska Department of Environmental Conservation (DEC) databases of contaminated sites, spills, and underground storage tanks were researched. There are no identified contaminated sites or underground storage tanks on or adjacent to airport property. During May 2002, an oil spill report was received by the DEC for Ekwok Alaska, consisting of 120 gallons of used lubricating oil. The location was at the power plant.

#### Anadromous Fish Streams:

The Alaska Department of Fish & Game's "Atlas to the Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fish" identifies the Nushagak River and Klutuk Creek as anadromous streams. The Nushagak River is an important migration and spawning river for king, sockeye and coho salmon in addition to Arctic char. Klutuk Creek is an important spawning stream for Arctic char, and sockeye, coho and king salmon.

The proposed project is not expected to affect either the Nushagak River or Klutuk Creek.

#### State Refuges, Critical Habitat Areas and Sanctuaries:

There are no legislatively designated special areas (state game refuges, sanctuaries, or critical habitat areas) in the project vicinity.

#### State Land Use Plans and State Parks:

The Wood-Tikchik State Park is west of Ekwok. The proposed project is not expected to affect the Wood-Tikchik State Park. A "Management Plan" for the park is currently being completed by the Alaska Department of Natural Resources (DNR). A Recreational Management Plan for the Nushagak & Mulchatne Rivers was completed in 1990. The Nushagak River would not be affected by the proposed project.

#### Historical, Archaeological, and Cultural Properties:

The Alaska Heritage Resources Survey (AHRS) and the National Register of Historical Places were reviewed. No sites were listed on the national register. The AHRS has several sites listed in the general vicinity of Ekwok, though only one site is within one mile of the airport. A Russian Orthodox church is listed on the AHRS. The church, built in 1952, is now 50 years old and potentially eligible for the national register. The proposed project would not impact this structure.

#### Coastal Zone Management:

Ekwok is located in the coastal zone and participates in the Bristol Bay Coastal Zone Plan.

#### Navigability, Flood Plain Management, and Wetlands:

The Nushagak River is navigable. A review of Federal Emergency Management Agency records does not indicate that flood mapping has been completed for this area. The U.S. Army Corps of Engineers, "Alaskan Communities Flood Hazard Data" (June 2000) indicates that most of the developed area of the City of Ekwok, including the airport property, is above the "flood prone area." Flooding occurred in May 2002, but did not reach the airport.

No U.S. Fish & Wildlife Service (USF&WS) National Wetland Inventory maps or National Resource Conservation Service soil surveys are available for the area.

#### Threatened & Endangered Species:

There are no listed threatened or endangered species located in the project area.

#### Essential Fish Habitat:

Both the Nushagak River and Klutuk Creek support essential fish habitat for king, sockeye and coho salmon. At this phase of the proposed project, it does not appear that work will impact Essential Fish Habitat.

#### Preliminary Alternatives

Alternatives presented herein are for initial review; during the public and agency review as well as additional environmental and engineering analyses, the refinement or elimination of the alternatives may be necessary. Eliminated alternatives and refinements, and the reasons for these, will be documented in the EA.

#### Alternative A

This alternative is essentially along the same alignment as the existing airport, shifting to the north about 300'. The runway would be lengthened to 3,300'. The apron area would be moved to the opposite side of the runway to provide the required separation distance. An area of lease lots would be provided behind the new apron. Drainage would be improved. Medium intensity runway lights would be installed. In order to protect airspace, new access to the landfill and realignment of the existing road to the property on the north end of the airport would be required. Property would be acquired for clearing trees from the airspace.

A variation of Alternative A is shown as Alternative A-1. This alternative was developed to reduce the right of way requirements and would be for exclusively small aircraft (less than 12,500 lbs) with a visual approach. The apron and adjacent lease lot areas would be relocated beside the existing apron. Property would be acquired for the runway extension and tree clearing from the airspace. This alternative is the least costly, but does not provide for large aircraft or instrument approaches.

#### Alternative B

Alternative B would shift the runway alignment approximately 6° counterclockwise of the existing alignment. The runway would be lengthened to 3,300'. The apron with adjacent lease lot area would be located on the east side of the runway on the existing airport property. Drainage would be improved and medium intensity runway lights installed. Property would be acquired for the new runway and for clearing trees from the airspace. The access road to the landfill would have to be relocated to meet the airspace clearance requirements.

#### Alternative C

This alternative would shift the runway north to avoid platted residential lots. The runway orientation shown is rotated approximately 12° counterclockwise from the existing runway, but the final orientation will be adjusted as more wind information is acquired. The runway would be lengthened to 3,300'. The apron area would be on the east side of the runway, with lease lots behind the apron. Access to the landfill from the south end of the existing runway would remain. Drainage would be provided and medium intensity

runway lights installed. Property would be acquired for the new runway, taxiway and for clearing trees from the airspace.

#### Alternative D

Alternative D is the No-Build Alternative. This alternative leaves the existing airport as it currently exists: 2750' x 75', little to no surface course, insufficient separation between runway and apron area, and inadequate drainage.

not considered in EA



# STATE OF ALASKA

## DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION  
CENTRAL REGION - HIGHWAY DESIGN

January 13, 2003

Charles Bearfighter RedDoor  
Tribal Solid Waste Interagency Workgroup  
C/O Office of Solid Waste  
U.S. Environmental Protection Agency  
(MC-5306W)  
1200 Pennsylvania, Avenue, N.W.  
Washington, D.C. 20460

Subject: Ekwok Village Council Proposal for Relocation of Existing Sanitary Landfill

Dear Mr. Bearfighter RedDoor:

This letter is being written in support of the Ekwok Village Council's proposal to conduct a feasibility study for relocation of the Village of Ekwok's (Ekwok) existing sanitary landfill. The Alaska Department of Transportation & Public Facilities is currently in the process of designing a new runway for Ekwok. Both the existing and new runway, as depicted on Attached Figure B, are in very close proximity to the existing village landfill. Landfills located close to runways are strongly discouraged by the Federal Aviation Administration (FAA) as they are considered a bird attractant, and birds are a hazard to aircraft. Specifically, FAA AC No. 150/5200-33 recommends siting airports serving piston-powered aircraft a distance of 5,000 feet from Putrescible-Waste Disposal Operations, and siting airports serving turbine-powered aircraft a distance of 10,000 feet from such operations.

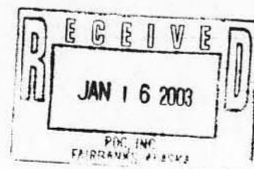
The new runway is scheduled for construction during the summer of 2004 or 2005, and FAA funding for the project is based upon the assumption that the landfill will ultimately be relocated to avoid wildlife hazards. It is our desire to work with the Ekwok Village Council in establishing a location for a new landfill that is compatible with the new runway, and we strongly support and encourage their efforts in this endeavor.

If there are any questions regarding this matter, I may be contacted at (907) 269-0510.

Sincerely,

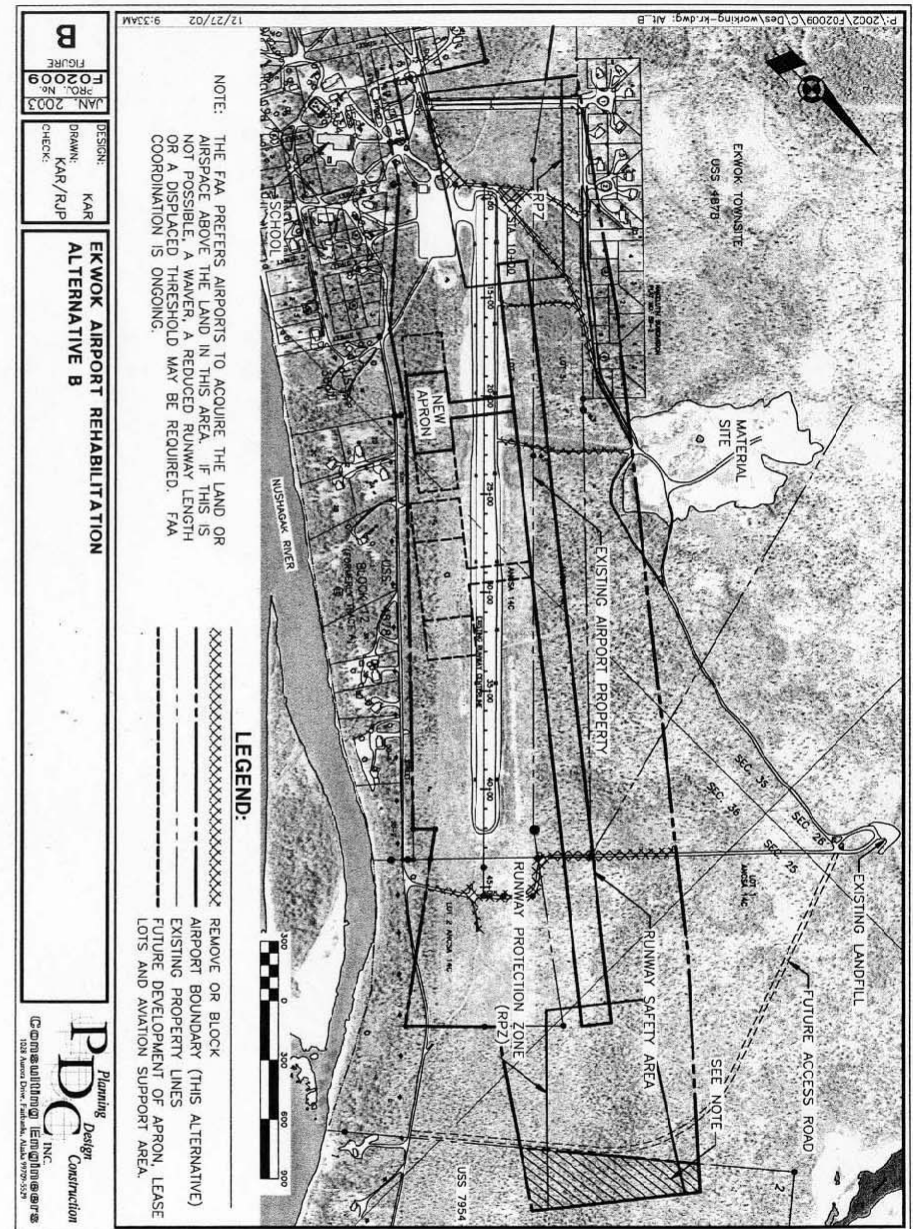
*Donald W. Baxter*  
Donald W. Baxter, P.E.  
Project Manager

cc: Royce Conlon  
PDC, Inc. Consulting Engineers



FRANK MURKOWSKI, GOVERNOR

4111 AVIATION AVE.  
ANCHORAGE, AK 99502 or  
P.O. BOX 186900  
ANCHORAGE, ALASKA 99519-6900  
(907) 269-0550 FAX (907) 243-4409



PDC  
Planning  
Design  
Construction  
1000 Avenue D, Suite 100, Fairbanks, Alaska 99701-3000  
(907) 269-0550 FAX (907) 243-4409



REPLY TO  
ATTENTION OF:  
Regulatory Branch  
South Section  
8-2002-0764

DEPARTMENT OF THE ARMY  
U.S. ARMY ENGINEER DISTRICT, ALASKA  
P.O. BOX 8898  
ELMENDORF AFB, ALASKA 99506-8898

DECEMBER 17 2002

RECEIVED

DEC 20 2002

Mr. Jerry Rushle  
Environmental Coordinator  
Alaska Department of Transportation  
and Public Facilities  
Post Office Box 196900  
Anchorage, Alaska 99519-6900

Center Region Design Section

Dear Mr. Rushle:

This is in response to your December 3, 2002, letter requesting a Department of the Army (DA) jurisdictional determination for your proposed Ekwok airport rehabilitation project (PN 55377) located within Section 35, T. 9 S., R. 48 W., Seward Meridian, Latitude 59° 21' 14" N., Longitude 157° 23' 23" W., in Ekwok, Alaska.

Based on our review of the information you furnished and available to our office, we have determined that your proposed project would not involve work in or placement of dredged and/or fill material into waters of the United States under our regulatory jurisdiction. Therefore, a DA permit is not required.

However, should you decide to alter the method, scope, or location of your proposed activity, please contact this office for a determination of DA jurisdiction and, if applicable, the required DA authorization.

Your proposed project was reviewed pursuant to Section 404 of the Clean Water Act. Section 404 of the Clean Water Act requires that a DA permit be obtained for the placement or discharge of dredged and/or fill material into waters of the United States, including wetlands, prior to conducting the work (33 U.S.C. 1344).

For regulatory purposes, the Corps of Engineers defines wetlands as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Please be advised that land clearing operations involving vegetation removal with mechanized equipment such as front-end loaders, backhoes, or bulldozers with shear blades, rakes, or discs in wetlands; or windrowing of vegetation, land leveling or other soil disturbances are considered placement of fill material under our jurisdiction.

This approved jurisdictional determination is valid for a period of five (5) years from the date of this letter, unless new information supporting a revision is provided to this office before the expiration date. Should you desire to appeal this approved jurisdictional determination, please contact this office to request additional information on the Administrative Appeals Process.

RECEIVED

DEC 17 2002

#55377

Design	
Environmental	
Section	
PD&E Eng.	
Project Mgr.	Don Bader
Inv. Control	X
Spec. Mgmt.	LN
Stat.	OG
01216	
CS	
Project File	X
Certified	X

Nothing in this letter shall be construed as excusing you from compliance with other Federal, State, or local statutes, ordinances, or regulations that may affect this work. For informational purposes, a copy of this letter is being sent to the agencies and individuals on the enclosed list.

Please take a moment to complete and return the enclosed questionnaire. Our interest is to see how we can continue to improve our service to you, our customer, and how best to achieve these improvements. Upon your request, you may also provide additional comments by telephone or a meeting. We appreciate your efforts and interest in evaluating the regulatory program.

We appreciate your cooperation with the Corps of Engineers' Regulatory Program. Please refer to file number 8-2002-0764 in future correspondence or if you have any questions concerning this determination. You may contact me at 753-2724, or by mail at the letterhead address, ATTN: CEPOA-CO-R-S.

Sincerely,

*Dennis A. Stone*  
Dennis A. Stone  
Project Manager

Enclosures

1-0-2009  
Ekwok  
Agency Coord

TONY KNOWLES, GOVERNOR

# STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

STATEWIDE DESIGN & ENGINEERING SERVICES  
PRELIMINARY DESIGN AND ENVIRONMENTAL

4111 AVIATION AVENUE  
P.O. BOX 196900  
ANCHORAGE, ALASKA 99519-6900  
(FAX) 243-6927 - TDD 269-0473  
(907) 269-0528 or (907) 269-0542

December 3, 2002

Re: Ekwok Airport Rehabilitation  
ADOT&PF Project No. 55377  
COE 9-2002-0764  
Jurisdictional Determination

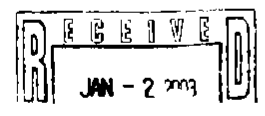
Dennis A. Stone, Project Manager  
Regulatory Branch, South Section  
U.S. Army Engineer District, Alaska  
P.O. Box 898  
Anchorage, AK 99506-0898

Dear Mr. Stone:

We are submitting the enclosed wetlands delineation for your approval in accordance with the December 17, 1992, Permit Process Accord between our agencies. Based on the information documented in the report, it is our opinion that the proposed airport upgrade project would not affect wetlands under jurisdiction of the U.S. Army Corps of Engineers. A small wetland (1.4 acres) is located approximately 100 feet east of the existing runway and a larger wetland (greater than 130 acres) was also delineated approximately 2,200 feet northwest of the existing runway. Unless there is a need for mechanized clearing within the limits of the small wetland, the proposed project at this stage of design is not likely to affect wetlands under any of the alternatives proposed. Even expansion of the gravel pit located west of the airport would not affect wetlands. Your concurrence is requested.

Harding ESE was contracted to complete the enclosed delineation. In addition to mapping and classifying the wetlands, Harding ESE assessed the functions and values of the wetlands in the study area. The impact analysis was based on five pre-design footprint alternatives. Note, preliminary analysis of the alternatives including this report favored Alternative C as the Department's preferred alternative, however, recent right of way conflicts with that alternative have made it necessary to choose Alternative B as the preferred alternative. As the design progresses, should the footprint or mechanized clearing impact a delineated wetland, the design will be refined, volumes calculated, and a Section 404 permit application submitted.

Thank you for your time and consideration. If you have any questions or require additional information, please contact Dan Golden, Environmental Analyst at 269-0537.



Sincerely,  
*Jerry O. Ruehle*  
Jerry O. Ruehle  
Environmental Coordinator

Enclosure: Wetland Delineation Report, Ekwok Airport Rehabilitation, September 2002

cc: Don Baxter, P.E., Project Manager, Aviation Design  
Royce Conlon, PDC, Inc. Consulting Engineers  
Dan Golden, Environmental Analyst, PD&E

Copies Furnished:

Mr. Tim Rumpfelt  
Alaska Department of Environmental  
Conservation  
555 Cordova Street  
Anchorage, Alaska 99501-2617

Project Coordinator  
Office of Management and Budget  
Division of Governmental Coordination  
550 West 7th Avenue, Suite 1660  
Anchorage, Alaska 99501-3568

Ms. Ann Rappoport  
Field Supervisor  
U.S. Fish and Wildlife Service  
Ecological Service Anchorage  
605 West 4th Avenue, Room 62  
Anchorage, Alaska 99501-2249

Supervisor  
Western Alaska Ecological  
National Marine Fisheries Service  
222 West Seventh Avenue, # 43  
Anchorage, Alaska 99513-7577

Ms. Judith Bittner  
Department of Natural Resources  
State Historic Preservation Office  
550 W. 7th Avenue, Suite 1310  
Anchorage, Alaska 99501-3565

Mr. Richard B. Thompson  
State of Alaska  
Department of Natural Resources  
Division of Land  
550 W. 7th Avenue, Suite 900C  
Anchorage, Alaska 99501-3577

Mr. Gary Prokosch  
State of Alaska  
Department of Natural Resources  
Division of Water  
550 W. 7th Avenue, Suite 900A  
Anchorage, Alaska 99501-3577

Mr. Lance Trasky  
Regional Supervisor  
Habitat Division Region II  
Alaska Department of Fish and Game  
333 Raspberry Road  
Anchorage, Alaska 99518-1599

Alaska Operations Office  
Environmental Protection Agency  
222 West Seventh Avenue, # 19  
Anchorage, Alaska 99513-7568

# STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

STATEWIDE DESIGN & ENGINEERING SERVICES  
PRELIMINARY DESIGN AND ENVIRONMENTAL

TONY KNOWLES, GOVERNOR  
RECEIVED

SEP 26 2002

4111 AVIATION AVENUE OHA  
P.O. BOX 196900  
ANCHORAGE, ALASKA 99519-6900  
(FAX) 143-6927 TDD 269-0473  
(907) 269-0528 or (907) 269-0542

September 19, 2002

RE: Ekwok Airport Rehabilitation  
Project No. 55377  
Section 106 Consultation

Judith Bittner  
State Historic Preservation Officer  
State of Alaska, DNR  
500 W. 7<sup>th</sup> Ave., Suite 1310  
Anchorage, AK 99501

Dear Ms. Bittner:

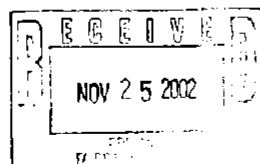
The Alaska Department of Transportation and Public Facilities (ADOT&PF) and the Federal Aviation Administration (FAA) are proposing to improve the Ekwok Airport. The project is located on the Nushagak River, about 43 miles northeast of Dillingham, Alaska, and approximately 285 miles southwest of Anchorage in Township 9 South, Range 49 West, Sections 25, 35, and 36 of the Seward Meridian (see attached figures).

Upgrades are long overdue. The existing runway is not up to current minimum FAA standards for the aircraft using the airport: the runway is too short, the aircraft parking apron is too close to the runway, and residential homes are within the Runway Protection Zone. In addition, the surfaces of the runway, taxiway, and apron are rough and eroded. A culvert draining the runway backs up, causing flooding, erosion, and closures every spring. There is no runway lighting. Considering there is no road that links Ekwok to other communities, residents of Ekwok are concerned about the reliability of the airport for emergencies and for their basic daily needs. As this is a Federal undertaking, the ADOT&PF, under direction of the FAA as the agency of record and main funding agency, is required to comply with Section 106 of the National Historic Preservation Act. Federal funding will be matched with State dollars.

## Project Description

ADOT&PF has retained PDC, Inc. Consulting Engineers as the project design consultant. The proposed project will likely include the following activities:

- Expand the runway to 3,300' x 75' with safety areas 3,900' x 150, bringing the runway up to current FAA design standards.
- Provide adequate drainage, either by ditching or elevating the runway; install new drainage structures as needed.
- Relocate apron to meet separation standards.
- Relocate roads displaced by the apron or runway improvements.



Ekwok Airport Rehabilitation  
September 19, 2002  
Page 2

- Install new Medium Intensity Runway Lights (MIRL).
- Clear vegetation from the runway and approach zones.

This project has included coordination with the community and Native, State and Federal agencies.

Various alternatives to meet the community's aviation needs are under consideration. Our letter to you dated July 24, 2002, further discussed these alternatives. Upon preliminary analysis, Alternative C has been chosen as the preferred alternative. To ease your review, a copy of this letter has been attached.

The existing inland material site is being considered for expansion at the material source for this project. The approximate boundaries of this site are shown on Figure A. In addition, unvegetated portions of river gravel bars within the proximity of the community (shown on Figure 2) may be used as a source of surface course material.

## Existing Sites

A review of the Alaska Heritage Resources Survey revealed three historic places, all far removed from the proposed project areas with no potential to be affected by the project's construction and subsequent operations. These sites are listed in Table 1 below.

Table 1: Cultural Sites

	Site Description
DIL-00002	Akulivikchuk Site Significance: An early 1800's village that was abandoned after flu and other epidemics killed much of the population. Location: On the west bank of Nushagak River, approx. 5 km downstream of Ekwok.
DIL-021	St. John the Baptist Chapel Site Significance: None noted Location: Ekwok
DIL-009	Ekwok Site Significance: None noted. Location: On the right (west) bank of Nushagak River, approx. 1 km upstream of the mouth of Kiutuk Creek.

Further coordination has been completed with the Bureau of Indian Affairs (BIA), Bristol Bay Native Association, Bristol Bay Native Corporation, City of Ekwok, Ekwok Natives, Ltd., and Ekwok Village Council. The Ekwok Natives, Ltd., president noted that he did not know of any historical or cultural properties, but felt that any that might exist would be along the river banks. The proposed project limits, with the exception of Alternatives A and A-1, are set back from the river banks by over 500 feet. In Alternatives A and A-1, project activities along the river would be limited to tree clearing and whatever property acquisition is necessary for the tree clearing.

Each of the alternatives involves minor acquisition of lands under Federally restricted status. These restricted lands include Native Allotment USS 7954 (affected by each of the alternatives) and some of the lots along the river (affected only by Alternative A).

BIA has land management authority over these lands. Consultation with BIA indicates that the Native allotment (USS 7954) was field inventoried this summer, and no archeological finds were identified (Finding of Section 106 Review enclosed; Ricky Hoff, BIA Regional Archeologist, August 29, 2002). Further, BIA indicated that if the activities on the lots along the river were restricted to hand clearing of trees, there would be a low potential for impact to any sites that might exist (Ricky Hoff, phone log).

Based on our review and coordination, we are seeking your concurrence on our finding of no known historic or archaeological resources affected by the project (signature line provided below). Thank you for taking the time to review this request. If you have any questions, please do not hesitate to call me.

Sincerely,

*Jerry O. Ruehle*  
Jerry O. Ruehle  
Environmental Coordinator

Enclosures: Historic and cultural coordination correspondence  
— Phone Logs  
— Fax coordination with BBNC, BBNA and BIA  
— Finding of Section 106 Review by BIA, August 29, 2002  
Figures 1, 2, A, A-1, B, and C

cc: Ricky Hoff, BIA Regional Archeologist  
Royce Conlon, PDC, Inc.

**No Historic Properties Affected**  
Alaska State Historic Preservation Officer  
Date: 10-8-2002  
File No.: 3130-2R DOT

**SHPO SIGNATURE FOR THE EKWOK AIRPORT REHABILITATION PROJECT**  
Determination of No Historic Properties Affected

I do concur with the above recommendations (letter dated September 19, 2002). (i.e., There are no historic or archaeological resources affected by the proposed project alternatives.)

Judith E. Bittner Date  
State Historic Preservation Officer

**PDC**  
CONSULTING ENGINEERS  
Planning • Design • Construction

Michael M. Tamm, PE  
Ronald H. Gehlert, PE  
James R. Driscoll, PE  
James J. Lister, PE  
Mark W. Egan, PE  
Greg L. Rux, PE  
Robert B. Borwick, PE

Ekwok Airport Rehab  
Correspondence Agency  
**FAXED**  
8/21/02 3:34 PM  
Anchorage  
Fairbanks  
**FAX TRANSMISSION**

To	Ralph Anderson, Director, Natural Resources Alan Backford, Realty	From	Royce Conlon
Firm	Bristol Bay Native Association	Date	August 20, 2002
Fax #	842-5932 -- 842-5933 Phone 842-5939 -- 842-5257 Phone	PDC #	F02009
No. of Pages Including This Sheet:	1	Name	Ekwok Airport Rehabilitation
Subject:	Historic, Archeological and Cultural Coordination		
		Original to be Sent?	No

Gentlemen,

As part of our environmental assessment for the Ekwok Airport project, we are required to provide coordination with tribal entities specifically related to potential impacts to historical, archeological and cultural resources. A letter dated 7-24-02 was sent to your office and a response by August 28th was requested; however since winter is approaching, we need to determine if potential sites of concern exist. If any sites do exist that may require an archeological survey, we would need to know this ASAP, so that the field investigations could be completed yet this fall, so not to delay the project development. In addition to contacting to your agency, we have completed telephone interviews with local tribal entities (see below).

Excerpts from Ekwok Phone Log

Monday, August 19, 2002 - 2:46p Entry by Shawna Laderach

Spoke with Ernie Nelson, Ekwok Mayor, 484-3450. He said that as far as he knows, there are no cultural or historic sites in the area of our proposed runway project.

Monday, August 19, 2002 - 2:34p Entry by Ken Risse

Thomas Nelson Sr., vice president of Ekwok Tribal Council, called me this afternoon about the airport project. He couldn't stay long at the meeting last week, but he has looked over the alternatives and noted that there is nothing back on that land, no old stuff, no graves or anything like that. It's all clear.

Monday, August 19, 2002 - 8:35a Entry by Ken Risse

I called Luki Akeikok (484-3317), President of Ekwok Natives, Ltd. and owner of the Maalug Lodge, where we stayed at Ekwok. He said they did not have any cultural or historic sites in the area of our proposed runway projects. He said all of the historic sites would be along the river.

We will call within the next day or two for follow-up. Thank you in advance for your attention to this matter.

P:\2001\2002\F02009\CorAgency\Archology\fax to BBNA Nat. Resources.mxd  
SHPO Attachments

Fairbanks: 1026 Aurora Drive, Fairbanks, AK 99709-5529 • Ph:(907)452-1414 • Fax:(907)455-2707





Street M. Wilson, PE  
 Ronald H. Gilmert, PE Mark A. Egan, PE  
 James R. Proddy, PE Gary L. Rux, PE  
 James J. Lefter, PE Robert B. Bourdell, PE

FILE: F02009  
 Ekwok Airport Rehab  
 CORRESPONDENCE: KUMU

**FAXED**

8/21/02 10:10:49

Anchorage  
 Fairbanks  
**FAX TRANSMISSION**

<b>To</b>	Tom Hawkins, Sr. Vice President & Chief Operating Officer	<b>From</b>	Royce Conlon
<b>Firm</b>	Bristol Bay Native Corporation	<b>Date</b>	August 20, 2002
<b>Fax #</b>	276-3924	<b>PDC #</b>	F02009
		<b>Name</b>	Ekwok Airport Rehabilitation
<b>No. of Pages Including This Sheet:</b>	1	<b>Original to be Sent?</b>	No
<b>Subject:</b>	Historic, Archeological and Cultural Coordination		

Mr. Hawkins,

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We will call within the next day or two for follow-up. Thank you in advance for your attention to this matter.

P:\2002\F02009\Correspondence\Archaeology fax to EBN.doc

**SHPO Attachments**

# STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION  
 CENTRAL REGION - AVIATION DESIGN

TONY KNOWLES, GOVERNOR

4111 AVIATION AVENUE  
 P.O. BOX 196900  
 ANCHORAGE, ALASKA 99519-6900  
 (907) 269-0590 (FAX 269-0620)

July 19, 2002

RE: Ekwok Airport Rehabilitation  
 Project # 55377  
 Subject: Tribal Consultation

Fred Tom Hurley, Jr.  
 Ekwok Village Council  
 P.O. Box 70  
 Ekwok, Alaska 99580

Dear Mr. Hurley:

The Alaska Department of Transportation and Public Facilities (ADOT&PF) is proposing to rehabilitate the airport at Ekwok, Alaska. Several alternatives are being developed to evaluate how to best meet the needs of the community and its residents while providing a safe and efficient airport. This past spring, personnel from the Department and the consultant for the Department (PDC, Inc. Consulting Engineers) were in Ekwok for a site visit and to explain the objectives of the proposed project and the preliminary engineering/environmental work that was just beginning.

The purpose of this letter is in keeping with the Governor's *Millennium Agreement* between the State of Alaska and Federally recognized tribes in Alaska. At this time, I would like to lay the foundation for consultation with your organization to determine if the proposed action would significantly or uniquely affect your tribe. Our earlier meeting in the community in no way detracts from our intention to consult with you per the Millennium Agreement as the recognized tribe in Ekwok.

We would like to meet with you to discuss the scope of work, preliminary alternatives, potential environmental issues; and generally, to discuss any concerns the Ekwok Village Council may have with the proposed project. A tentative schedule indicates that we will be in Ekwok on August 14, 2002. Will you be available? If not, is there someone else we may speak with who can represent the interests of the Council. We look forward to meeting you and your involvement with the proposed project. Please contact the Project Manager, Don Baxter at (907)269-0610 if you have any questions.

Sincerely,

Stephen M. Ryan, P.E.  
 Aviation Design Group Chief

<b>To</b>	Ricky Hoff, Regional Archeologist	<b>From</b>	Royce Conlon
<b>Firm</b>	Bureau of Indian Affairs	<b>Date</b>	August 28, 2002
<b>Fax #</b>	271-1747	<b>PDC #</b>	F002009
		<b>Name</b>	Ekwok Airport Rehabilitation
<b>No. of Pages Including this Sheet:</b>	21	<b>Original to be Sent?</b>	No
<b>Subject:</b>	Archeological Clearance and Restrictive Status of Townsite lots		

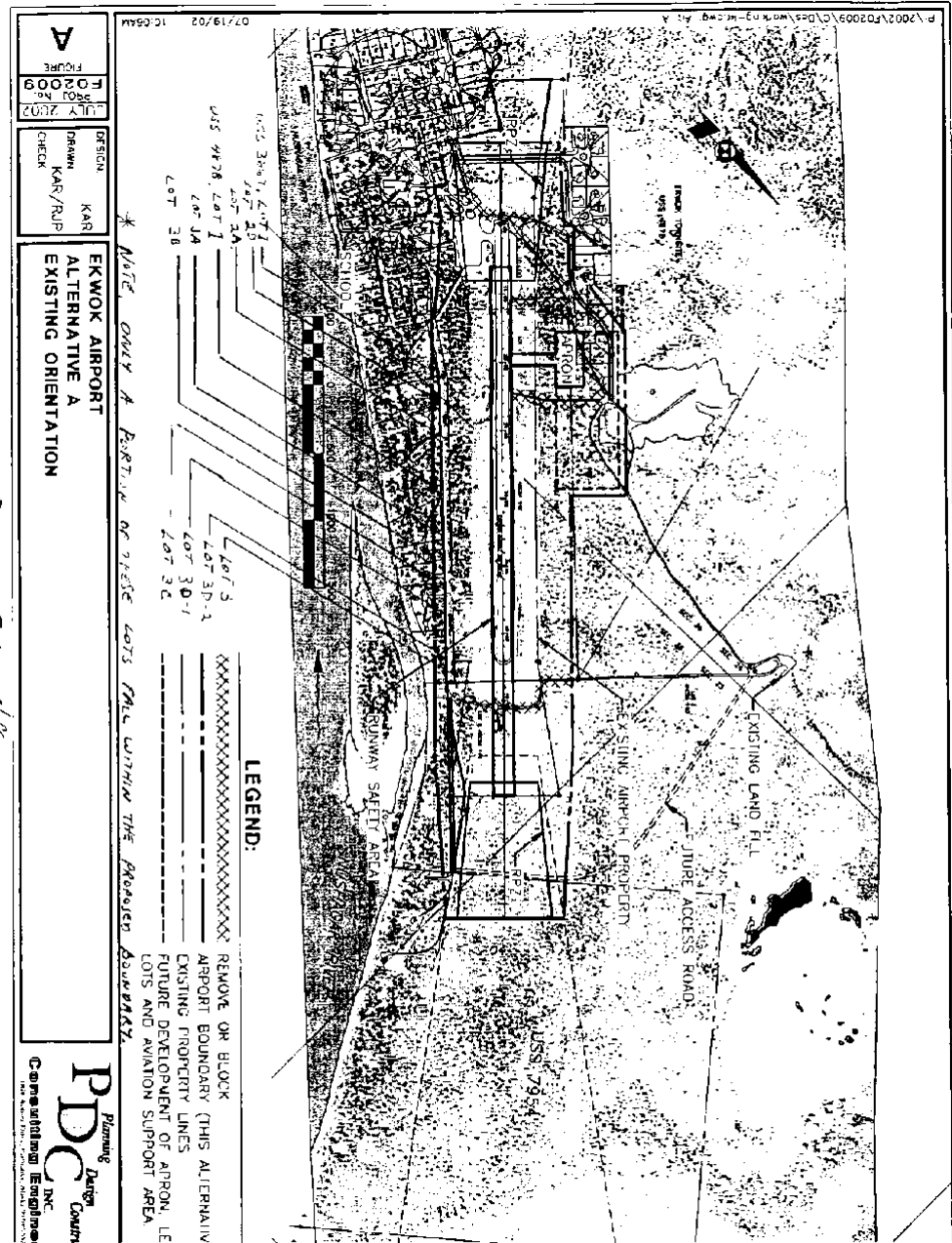
This fax contains the following documentation related to 106 Consultation:

- Agency Scoping letter with attachments
- Coordination Fax with BBNA
- Tribal Consultation Letter
- Excerpts from the phone log relating to 106 Consultation

As we discussed on the phone this afternoon, the Native Allotment at the north end of the airport, (USS 7954), will require clearance for Alternative C to go forward. We understand you completed the archeological inventory for this allotment and the documentation is forthcoming. Further, Alternative A will require clearance of the lots along the river. As discussed, the proposed activities associated with these lots involve only tree clearing. We have listed the lot numbers on Figure A. Please review this information and let us know which (if any) of these lots are Federally restricted lands and whether your office has conducted archeological inventories for any of these properties. If these lots have not been inventoried, can you provide us with your opinion as to the potential for archeological impacts of tree clearing within the proposed airport boundary.

Once we receive the information, we will include it in our request to the SHPO for clearance. We will cc you with this request. Thanks for your immediate attention and response, it really helps.

File: P:\2002\F02009\Cor\Agency\BIA Archeology-Fax.wpd



SHPO Attachments

SHPO Attachments



Steven M. Tarnie, PE  
Mark W. Fyfe, PE  
James R. Preston, PE  
Cory L. Rios, PE  
Robert B. Bannett, PE  
Randy H. Gilbert, PE  
James J. Lofgren, PE

**Anchorage  
Fairbanks  
PHONE RECORD**

106 Consultation  
August 28, 2002  
Page 2

<b>With</b>	see below	<b>By</b>	As noted in logs below
<b>Firm</b>	see below	<b>Date</b>	As noted in logs below
<b>Phone #</b>	various	<b>PDC #</b>	F02009
		<b>Name</b>	Ekwok Airport Improvements
<b>Subject:</b>	106 Consultation		

The following are excerpts from the project phone log as related to 106 Consultation.

Wednesday, August 28, 2002 - 2:48p

Entry by Royce Conlon

Contacted BIA Archeologist, Ricky Hoff, at 271-4003 to discuss the potential for historical or cultural sites on the Native Allotment or other Federally restricted lands that maybe impacted by the proposed Ekwok airport project. Ricky looked up USS 7954 in his database and reported that it had been inventoried this summer. They have determined that the allotment does not have any archeological sites. The documentation for this was not yet filed, but Ricky indicated he could complete it by the end of the day. I requested a copy of the letter. He will send it via fax.

We discussed other restricted lands that may be impacted by Alternative A. He indicated that if we sent a map with the specific lots shown he would review to see if they have previously completed inventories. We told him that only if Alternative A was selected as the preferred would the lots along the river (in USS 4878) be impact and that the activities on these lands would involve clearing of trees in the sliver of land along the existing road. He indicated that if archeological sites did exist, that they may be protected by hand clearing in those areas.

Further he indicated that even if the lots we are looking at have not been inventoried, that he would let us know about the findings of other adjacent lands. If the adjacent lands didn't have archeological sites then it would support a position that there was a low potential that these would.

Wednesday, August 28, 2002 - 10:43a

Entry by Ken Risse

I called Alan Backford of BBNA (842-5257) to discuss the fax that I'd sent down last week. He said that as far as any restricted land goes, they would require an archaeological inventory from the BIA. As far as any unrestricted property, they have no knowledge of any remains or historic/cultural sites. BBNA only deals with the restricted lands. I asked if the archeological inventory would have to be done prior to the right of entry for surveying and geotechnical drilling. He said sort of, archeological remains are highly protected. He gave me the name of the BIA Archeologist, Ricky Huff, in Anchorage at 271-4003. On the Alternatives, Alan asked if the community was leaning toward Alternative C. I told him that was correct, only one person favored any other option, and she chose the no-build and alternative A-1. He said it looks like real good land on that Native Allotment. He asked if the owners had agreed to this alternative. I told him that Rob Brown and his wife and Jim Hurney favored that alternative, I couldn't say for sure what

Juanita felt, but she did not vote for any other alternative at the meeting, and we have not met with two of the heirs who live in Fairbanks and Anchorage.

For Alternative A, it looks like we might affect some restrictive land on the southeast side of the proposed airport property. I told him that I sent a list of lots in that area to Sharon McIntock to determine the status. He said he could verify the restrictive lots if we need them to.

Tuesday, August 27, 2002 - 1:32p

Entry by Ken Risse

I called Alan Backford of BBNA (842-5257), Alan (X 335) was not in, so I asked for Tom Hoseth. He is not in either, they both will be out until tomorrow.

Monday, August 26, 2002 - 8:38a

Entry by Ken Risse

I called Alan Backford of BBNA (842-5257), Alan (X 335) was not in, so I transferred to Ralph Anderson (X 361), who was not in either. I left a message asking Ralph to return my call regarding the archeological and historic review of the Ekwok alternatives. Ralph returned my call, said BBNA Realty Dept. dealt with these issues and that he left a message with Alan Backford to call me tomorrow when he returns. If he does not get back with us by tomorrow, I should call Tom Hoseth of their Realty Dept.

Wednesday, August 21, 2002

Entry by Royce Conlon

Tom Hawkins with BBNC left me a voice mail in response to your fax asking for information on possible historic or cultural properties within the Ekwok area. He indicated that we had spoke to the people he would have. They (BBNC) do not have independent records of Historical or Archeological properties. By speaking to Luki and Thomas, he indicated that we could consider that as far as BBNC was concerned we had made the appropriate contacts.

Monday, August 19, 2002 - 2:46p

Entry by Shawna Laderach

Spoke with Ernie Nelson, Ekwok Mayor, 464-3450. He said that as far as he knows, there are no cultural or historic sites in the area of our proposed runway project.

Monday, August 19, 2002 - 2:34p

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# FINDINGS OF SECTION 106 REVIEW

**BUREAU OF INDIAN AFFAIRS**  
**ALASKA REGIONAL ARCHEOLOGY**  
 3601 C STREET, SUITE 1100  
 ANCHORAGE, ALASKA 99503

TO: BRISTOL BAY NATIVE ASSOCIATION  
 REALTY  
 P.O. BOX 310  
 DILLINGHAM, ALASKA 99576

FOR ATTENTION OF: Alan Backford, Realty Specialist

UNDERTAKING: Negotiated sale and/or Navigation Easement

AGENCY FINDINGS: No Historic Properties Affected      AIIRS SITES: No sites

REALTY TRANSACTION: **PROCEED WITH THE CURRENT OR ANY FUTURE UNDERTAKINGS.**  
 These findings apply to all future undertakings. No update will be required.

ALLOTMENT	LOCATION
ALLOTTEE: Orpha Hurley	LOCALE: Ekwok, Alaska
SERIAL NO.: AA-7768	USGS QUAD: Dillingham B-4
PARCEL: -	TOWNSHIP: 9 South
US SURVEY: 7954	RANGE: 49 West
LOT(s): -	SECTION(s): 25 & 36
ACREAGE: 159.93	MERIDIAN: Seward

INVESTIGATIVE PHASE: Identification

INVENTORY BY: K. G. Biddie & R. Meinhardt

INVENTORY DATE: July 2002

SECTION 106 REVIEW BY: Ricky Hoff

AREA OF POTENTIAL EFFECTS (APE): The APE of the undertaking is the subject allotment as defined by USS 7954.

MANAGEMENT RECOMMENDATIONS: In compliance with Section 106 (16 USC 470f) of the National Historic Preservation Act and 36 CFR §800.4, Regional Archeology's findings are for no historic properties within the APE on the subject property that meet the criteria of eligibility for inclusion in the National Register of Historic Places (36 CFR §60.4). There were no archaeological resources identified on the property. The following statements are to be included in the agreement documents for undertakings where restrictions are to be retained:

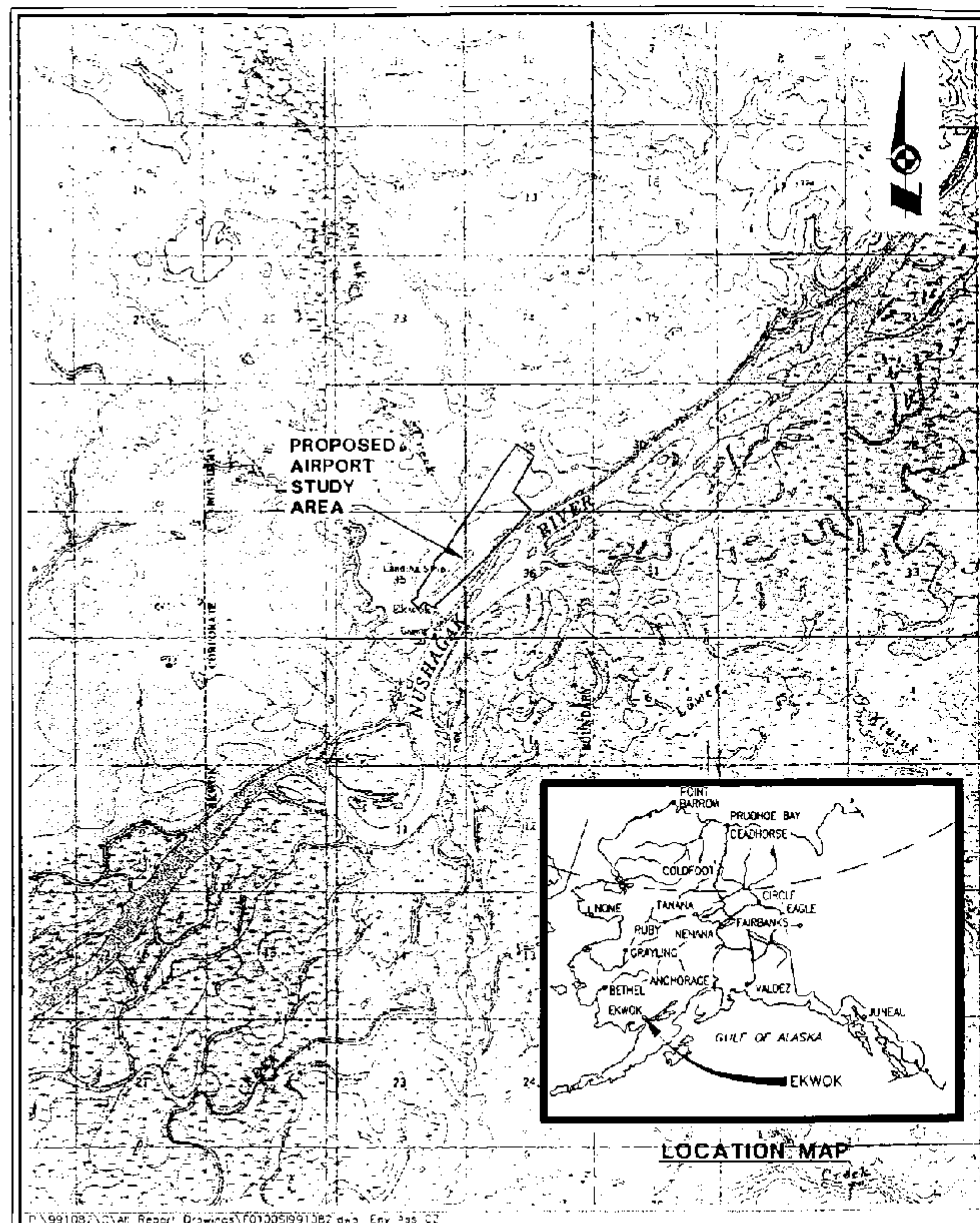
"If any previously unknown archeological or historic remains are discovered during the life of this undertaking, or in the course of associated activities on this property, they shall be protected from disturbance pending further recommendations from the BIA Regional Archeologist (36 CFR §800.13(b))."

"If any previously unknown human remains or associated cultural items are discovered during the life of this undertaking, or in the course of associated activities on this property, they shall be protected from disturbance pending further recommendations from the Regional Archeologist. Any person who knows of the discovery of human remains or associated cultural items must provide notification in writing to the BIA Regional Archeologist (43 CFR §10.4)."

*Ricky Hoff*  
 Ricky Hoff  
 Regional Archeologist

August 29, 2002  
 Date

SHPO Attachments



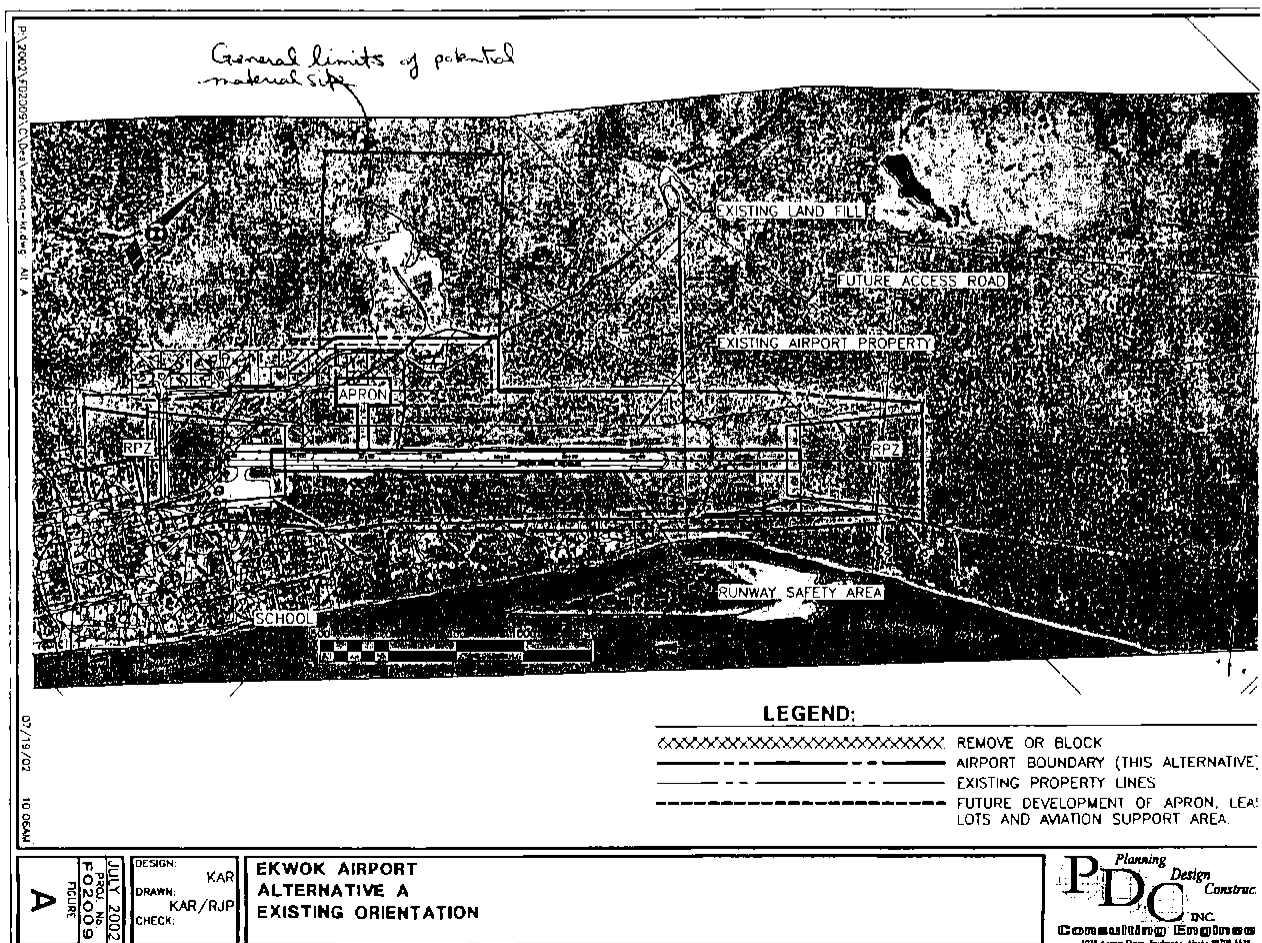
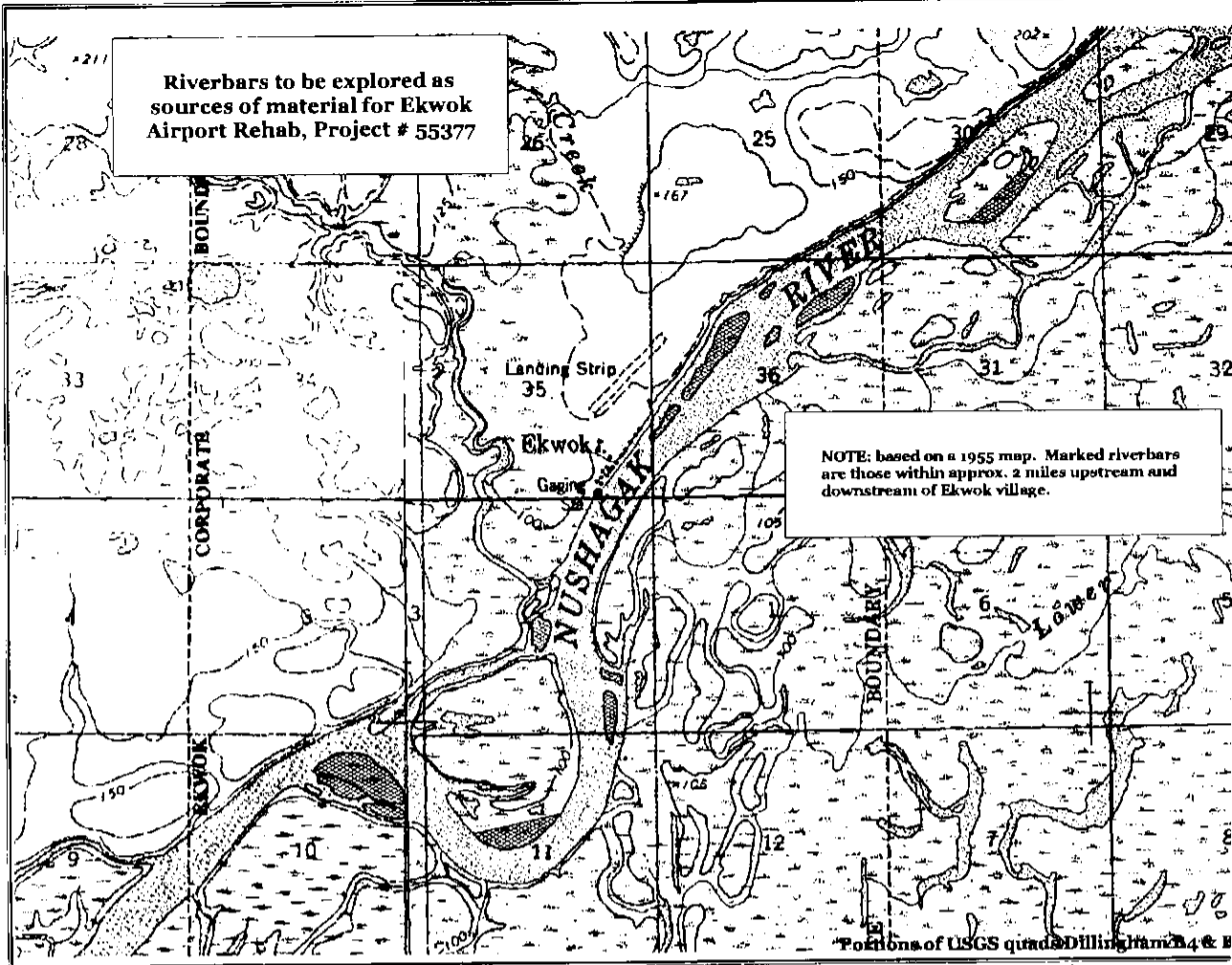
\\991082\Draws\Drawings\F01305991082.dwg    Env    3/5/02

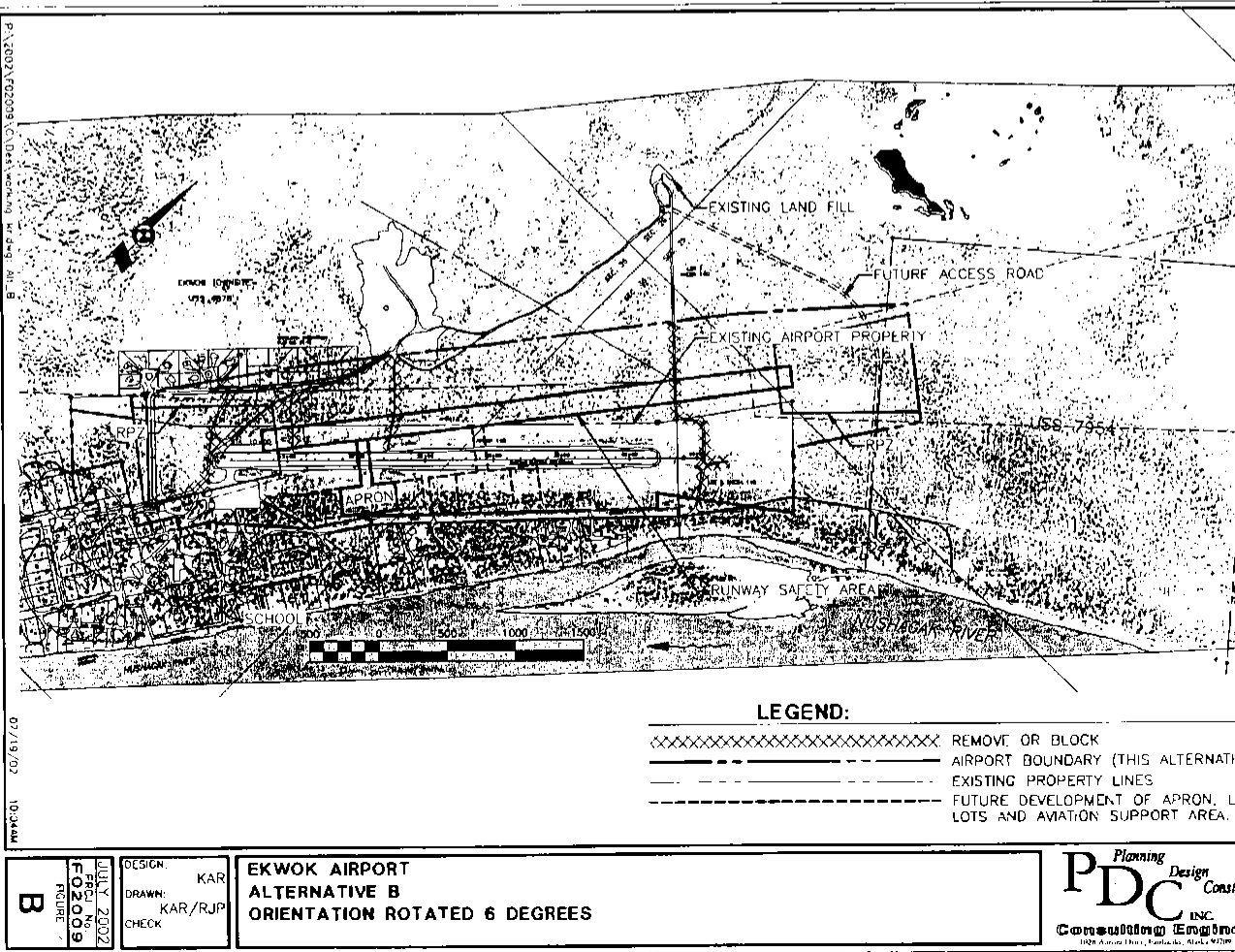
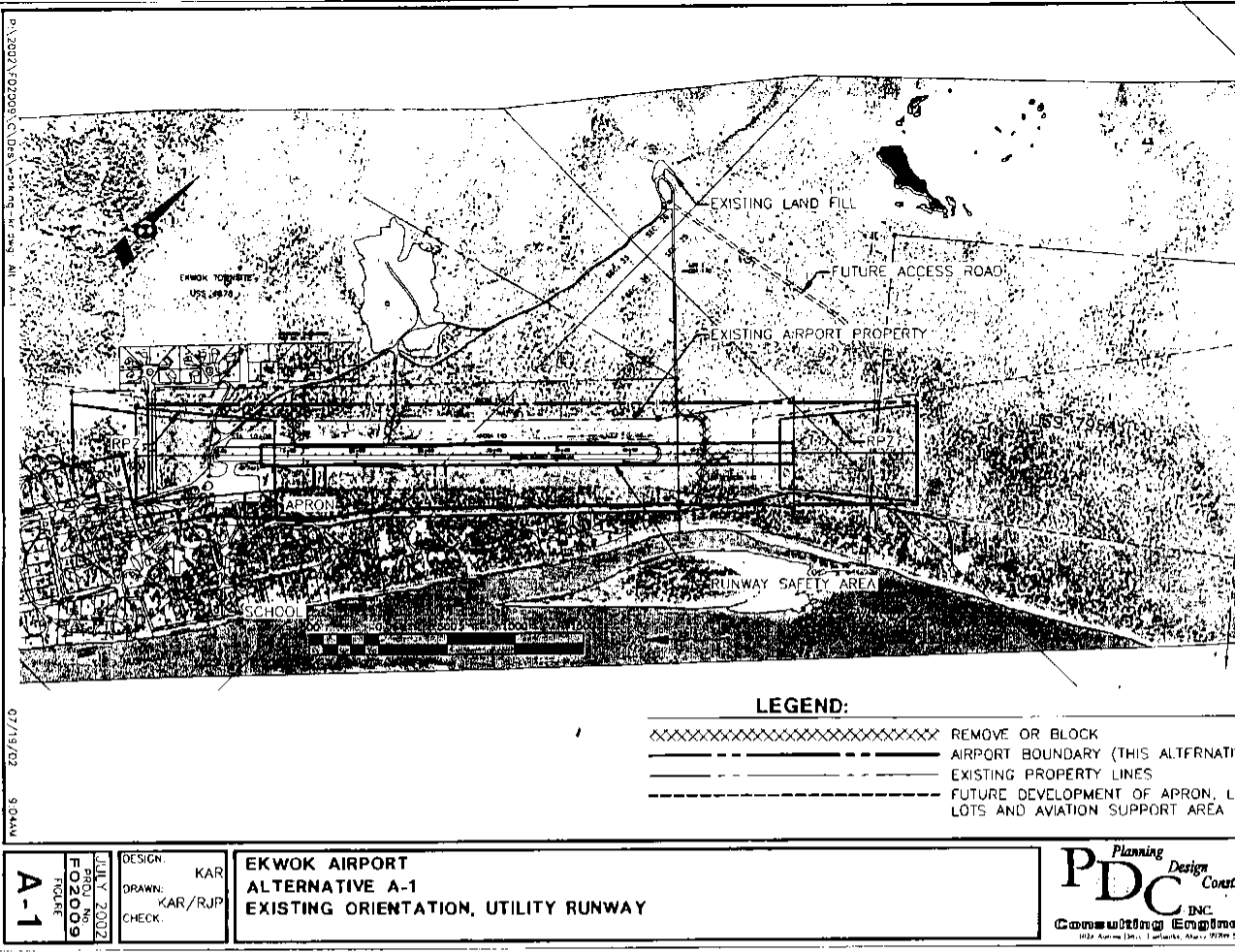
Planning  
**PDC**  
 Design  
 Construction

**EKWOK AIRPORT IMPROVEMENTS  
 VICINITY & LOCATION MAP**

DESIGN	FMI	PROJ. NO.
DRAWN	RJP	F02009
CHECK	RLC	FIGURE
		<b>1</b>

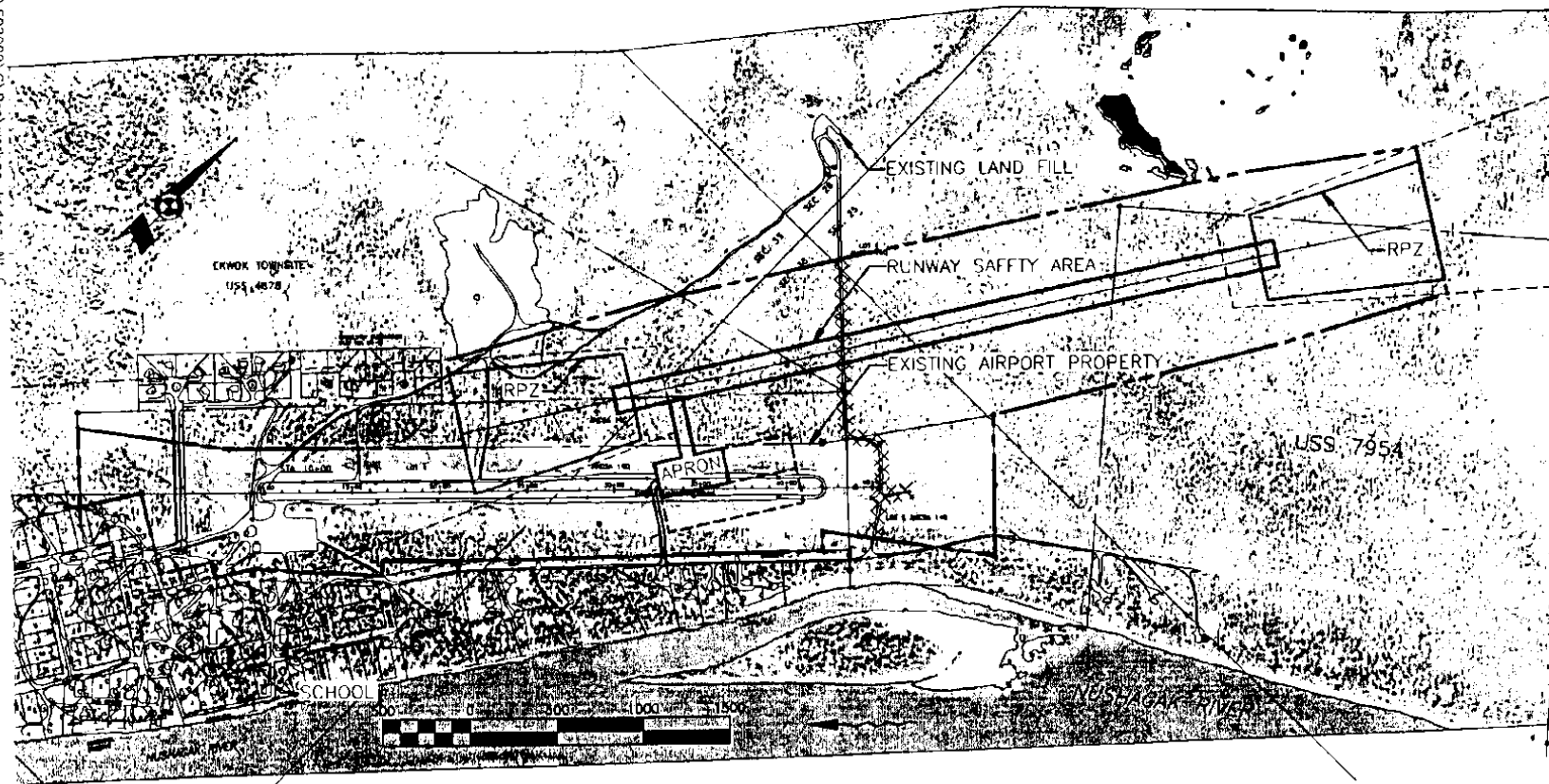
SHPO Attachments





P:\2002\F02009\CD\Des Working-KAR.dwg All C

07/9/02 10:01AM



**LEGEND:**

- XXXXXXXXXXXXXXXXXXXX REMOVE OR BLOCK
- AIRPORT BOUNDARY (THIS ALTERNATIVE)
- EXISTING PROPERTY LINES
- FUTURE DEVELOPMENT OF APRON, LOTS AND AVIATION SUPPORT AREA.

**C**  
FIGURE  
JULY 2002  
PROJ. No  
F02009

DESIGN: KAR  
DRAWN: KAR/RJP  
CHECK:

**EKWOK AIRPORT  
ALTERNATIVE C  
ORIENTATION ROTATED 12 DEGREES**

Planning  
**PDC** Design Const  
INC.  
Consulting Engineers  
1124 Aurora Drive, Fairbanks, Alaska 99709-5



## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

Ecological Services Anchorage  
605 West 1st Avenue, Room 61  
Anchorage, Alaska 99501-2249

**COPY FOR YOUR  
INFORMATION**

Alaska Department of Transportation  
and Public Facilities  
Environmental Section  
4111 Aviation Avenue  
Anchorage, AK 99519

SEP 12 2002  
AUG 29 2002  
SEP 16 2002

Attn: Dan Golden

RE: Ekwok Airport Rehabilitation  
Agency Scoping, No. 55377

Dear Mr. Golden,

We have received your agency scoping comments request for airport rehabilitation and improvement activities at Ekwok. The Alaska Department of Transportation and Public Facilities has formulated five design alternatives (A, A-1, B, C, and D) in the document. In each alternative, the runway and safety areas would be lengthened to 3,900 feet and widened to 150 feet to bring runway and facilities into compliance with FAA standards. In addition, access roads would be relocated, aircraft aprons reconstructed, medium intensity lights installed, and vegetation cleared.

Construction activities may involve the placement of fill in wetlands for the runway and access road construction, and the excavation of additional areas for siting of borrow pits. The source of fill materials for the runway embankment and the surface course was not identified in the scoping document.

We provide the following responses to your inquiry:

1. Based on our records, we believe there are no federally listed or proposed species and/or designated or proposed critical habitat areas within the action area of the project.
2. Wetlands may be affected by the proposed action. During the scoping meeting with the consultant teams, it was discussed that any wetlands in the project area would be identified with aerial photography and ground-truthed as necessary. We ask that those wetlands, and the degree of proposed impacts to those wetlands, including the materials sites, be more fully described in forthcoming correspondence.

3. The Nushagak River and Klutuk Creek provides spawning, rearing, and migration habitat for sockeye salmon, coho salmon, chinook salmon, and Arctic char. Wetland and upland habitat in the Ekwok area support caribou, moose, brown and black bear, wolverine, hares, lynx, and fox. Bird species in the project area are likely to include Yellow warblers, Wilson's warblers, common redpolls, fox sparrows, spruce grouse, magpies and ravens.

4. No known active or inactive eagle nests are in the immediate project area; however if an eagle nest is observed near the project area, please consult further with the Service.

We provide the following preliminary recommendations to your proposed project:

1. Based upon Clean Water Act 404 (b)(1) guidelines for the discharge of fill into wetlands, reasonable efforts to avoid, minimize, restore, or compensate for impacts at the Ekwok airport project area should be demonstrated by the applicant. Similarly, the Service recommends the selection of design alternatives that have the least environmental impact. Among the build alternatives, A-1 appears to have the least damaging impact to wildlife habitat in the Ekwok area.
2. The Nushagak River and Klutuk Creek provides habitat for sockeye salmon, coho salmon, chinook salmon, and Arctic char. Gravel mining in the Nushagak River or Klutuk Creek could alter the natural hydrologic processes in the river, increase sediment availability and transport, and reduce riparian cover for juvenile and adult anadromous fish. Although the scoping document states that these waters will not be affected by the project, we recommend that all other practicable alternatives for gravel sources be fully explored.

Thank you for the opportunity for us to comment on your project. If you have any questions, please contact me at (907) 271-2787.

Sincerely,

Ann G. Rappoport  
Field Supervisor

cc:  
COE, Regulatory, D. Stone  
ADFG, W. Dolezal  
NMFS, M. Eagleton  
PDC, Inc, R. Conlon



Royce Conlon

From: Wayne Dolezal [wayne\_dolezal@fishgame.state.ak.us]  
 Sent: Tuesday, August 27, 2002 10:55 PM  
 To: Daniel T Golden  
 Cc: 'Rumfelt, Tim'; 'Gaskill, Karlee'; 'Rappoport, Ann'; 'Hanson, Jeanne'; 'Browning, Jim'; 'Whitmore, Craig'; 'Woolington, Jim'; Jason E Dye  
 Subject: Ekwok Airport Improvement - ADOT&PF Number 55377

The Alaska Department of Fish and Game (ADF&G) has briefly reviewed the scoping document for the proposed airport upgrade project at Ekwok, Alaska. We understand that under each of the four (4) alternatives outlined in the preliminary scoping document the runway would be lengthened and widened to become 3,300 feet by 75 feet atop a safety area measuring 3,900 feet by 150 feet. Two of the alternatives accomplish the work at the site of the existing runway with access road alignments and apron locations being the primary difference between the two. Another alternative rotates the runway alignment 60 counterclockwise and the last alternative rotates the runway alignment 120 counterclockwise and repositions it a short distance to the north. The source of fill materials for the runway embankment and the surface course is not identified.

A Fish Habitat Permit issued by the ADF&G Habitat and Restoration Division would be required if any project related activities such as equipment and materials transport to the site required either placement of fill or removal of material, equipment operation, fording, barge off-loading ramps or bulkheads, bank stabilization, ice bridges or winter stream crossings to be conducted below the ordinary high water level of any specified anadromous fish water body such as the Nushagak River and Klutuk Creek. A Fish Habitat Permit would also be required if materials mining for the project were to occur in these streams. Uplands materials sources are preferred.

There are no state legislatively designated special areas (i.e., State Game Refuges, Sanctuaries, or Critical Habitat Areas) near the project site over which ADF&G exerts Title 16 Special Areas permitting authority.

If you have any questions please contact me at 267-2333.



DEPARTMENT OF THE ARMY  
 U.S. ARMY ENGINEER DISTRICT, ALASKA  
 P.O. BOX 898  
 ANCHORAGE, ALASKA 99506-0898

RECEIVED 10 2002

Regulatory Branch  
 South Section  
 9-2002-0764

Mr. Daniel Golden  
 ADOT&PF  
 Preliminary Design & Environmental  
 P.O. Box 196900  
 Anchorage, Alaska 99516-6900

Dear Mr. Golden:

This is in response to your request for permit information at the August 13, 2002 informational meeting for your proposed airport improvement project located at Ekwok, Alaska (Project Number 55377). There is a possibility that your project will require a Department of the Army permit under Section 404 of the Clean Water Act. The final determination will be made when your consultant sends us the result of the wetlands study on the site.

We appreciate your cooperation with the Corps of Engineers' Regulatory Program. Please refer to file number 9-2002-0764 in future correspondence or if you have any questions. You may contact me at the letterhead address, ATTN: CEPOA-CO-R-S, at (907) 753-2724, toll free in Alaska at (800) 478-2712, or by FAX at (907) 753-5567. For additional information about our Regulatory Program, visit our web site at [www.poa.usace.army.mil/reg](http://www.poa.usace.army.mil/reg).

Sincerely,

*Dennis A. Stone*  
 Dennis A. Stone  
 Project Manager

RECEIVED

AK 20'02

#55377

ADOT&PF	COPY	U/M
Environmental		
Design		
USE Engr		
Reg. Mgr.		
Coord.	(X)	
Team Leader	(X)	
in	06	
0216		CS
Hydrology		
Impact File	(X)	
Central	(X)	

**Royce Conlon**

---

**From:** Cynthia Zuelow Osborne [Cynthia.Zuelow-Osborne@gov.state.ak.us]  
**Sent:** Monday, August 05, 2002 9:29 AM  
**To:** dan\_golden@dot.state.ak.us  
**Cc:** Don J Perrin  
**Subject:** Ekwok Airport Rehab. Proj. 55377

Hello Dan,

Don Perrin will represent DGC at the August 13, 2002 Agency Informational Meeting for the Ekwok Airport Rehab. proposal (ADOT Project # 55377). DGC will not be participating in the Dillingham/Ekwok field trip planned for the following day. Don's direct line is 269-7476.

Cynthia Zuelow-Osborne  
Project Review Assistant  
DGC

# STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

STATEWIDE DESIGN & ENGINEERING SERVICES  
PRELIMINARY DESIGN AND ENVIRONMENTAL

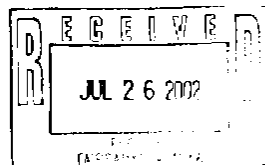
TONY KNOWLES, GOVERNOR

4111 AVIATION AVENUE  
P.O. BOX 196900  
ANCHORAGE, ALASKA 99519-6900  
(FAX) 243-6927 - TDD 269-0473  
(907) 269-0528 or (907) 269-0543

July 24, 2002

Re: Ekwok Airport Rehabilitation  
Project Number: 55377

## Agency Scoping Letter



Lynn Marino  
Alaska Dept. of Environmental Conservation  
Village Safe Water  
555 Cordova St.  
Anchorage, AK 99501

Dear Ms. Marino:

The Alaska Department of Transportation and Public Facilities (ADOT&PF) and the Federal Aviation Administration (FAA) are proposing to improve the Ekwok Airport. The goal of the proposed project is to provide safe aircraft access to Ekwok and plan for future needs. ADOT&PF has retained PDC, Inc. Consulting Engineers as the project design consultant. As a part of the proposed project, Harding ESE has been retained to provide the environmental assessment for the project.

To ensure potential impacts of the alternatives are identified and factors to help minimize or avoid impact are considered, your agency's input at this time is important. Early identification of environmental concerns will facilitate efficient project development.

Project concepts and alternatives are in the early stages of development and we would like to invite you or your representative to participate in an agency informational meeting and agency field trip. The informational meeting will be held:

August 13, 2002      10:00 am      ADOT&PF Conference Room  
4111 Aviation Drive, Anchorage

The agency field trip will be held the subsequent day, August 14<sup>th</sup>. ADOT&PF will provide for the charter from Dillingham to Ekwok. The trip will be detailed once we have a better knowledge of who will be attending and the ground time required. RSVP for participation in the agency field trip is required by August 6<sup>th</sup> however, the sooner the better to assure seating availability.

The goal of this proposal is to provide planning for the next 20 years, and determine design and construction improvements to meet current and near term needs of the community. During the first phase of planning for this project, needed airport improvements are determined and alternatives

Ekwok Airport Rehabilitation / 55377  
Agency Scoping Letter

2

July 24, 2002

developed and evaluated. The environmental concerns associated with these improvements will be identified. Based on agency, public, and user comments and engineering and environmental considerations, ADOT&PF will select a preferred alternative. ADOT&PF expects to complete an Environmental Assessment (EA) to comply with the NEPA requirements for this FAA funded project. Construction is currently scheduled to begin as early as Fall 2003.

Since startup of the project, the team has been busy collecting background information. Activities have included:

- Public meeting and field visit (March 2002);
- Public, user and pilot questionnaires and interviews;
- Review of agencies' files;
- Collection of historical aerial photos;
- Initiation of a year of wind data collection;
- Preliminary property boundary retracement surveys; and
- Acquisition of topographic mapping from controlled aerial photography.

The enclosed attachment summarizes the project needs and preliminary research results and presents preliminary alternatives for your review. Based on agency and public input as well as additional engineering evaluations, the goal is to refine the alternatives to minimize or avoid impacts, eliminate alternatives that may not be reasonable or add additional alternatives if deemed necessary. These alternatives will then be carried forward into the formal EA evaluation process.

It is understood that Village Safe Water is conducting groundwater investigations in Ekwok, Alaska, for new housing. Any information you could share with us regarding the community of Ekwok would be appreciated.

Remember to RSVP for the Agency field trip by August 6<sup>th</sup> to attend the informational meeting on August 13<sup>th</sup> and the agency field trip on August 14<sup>th</sup>. We are requesting that you send your written comments to our offices no later than August 28, 2002.

If you have any questions regarding the proposed project, please contact Daniel Golden at 269-0537. You may also submit comments by mail to ADOT&PF, Preliminary Design and Environmental, P.O. Box 196900, Anchorage, Alaska 99519-6900, or e-mail your comments to: dan\_golden@dot.state.ak.us.

Sincerely,

*Jerry O. Ruehle*  
Jerry O. Ruehle  
Environmental Coordinator

Enclosure: Agency Scoping Attachment

CC: Don Baxter, P.E., ADOT&PF Project Manager, Anchorage  
Royce Conlon, P.E., PDC, Inc. Consulting Engineers, Project Manager

Agency	Agency Scoping Questions
Alaska Dept. of Environmental Conservation Village Safe Water	It is understood that Village Safe Water is conducting groundwater investigations in Ekwok, Alaska, for new housing. Any information you could share with us regarding the community of Ekwok would be appreciated.
Alaska Dept. of Environmental Conservation	<p>We have researched the Alaska Department of Environmental Conservation databases of contaminated sites, spills, and the leaking underground storage tank program, and have identified no contaminated sites, spills, or leaking underground tanks in the project area.</p> <p>In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:</p> <ul style="list-style-type: none"> <li>• If you know of any confirmed or suspected contaminated sites, spills, and any registered underground or aboveground fuel storage tanks that may affect or be affected by the proposed project, please provide that information.</li> <li>• Identify any water quality concerns.</li> <li>• Provide information and/or data on existing (permitted or unpermitted) solid waste landfills, dumps, discharges, or sewage lagoons in the project area.</li> <li>• Provide information and/or data on existing drinking water supplies in the project area.</li> <li>• Identify permits or clearances, if any, to be obtained from your agency for the proposed project.</li> </ul>
Alaska Dept. of Fish & Game Habitat & Restoration Division	<p>We have researched the Alaska Department of Fish &amp; Game "Atlas to the Catalog of Waters Important to the Spawning, Rearing, or Migration of Anadromous Fishes" and have identified the Nushagak River and Klutuk Creek as anadromous fish streams. The Nushagak River is an important migration and spawning river for king, sockeye, coho, and Arctic char. Klutuk Creek is an important spawning stream for Arctic char, coho, sockeye, and king salmon. The Nushagak River and Klutuk Creek are not expected to be affected by the proposed project.</p> <p>We have researched the Alaska Department of Fish &amp; Game "State of Alaska Refuges, Critical Habitat Areas and Sanctuaries." There are no state legislatively designated special areas (state game refuges, sanctuaries, or critical habitat areas) in the project vicinity.</p> <p>In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:</p> <ul style="list-style-type: none"> <li>• 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,</li> </ul>

Agency	Agency Scoping Questions
	<p>please provide that information.</p> <ul style="list-style-type: none"> <li>• If the project affects wildlife migration corridors or bisects wildlife habitat, please provide that information.</li> <li>• Identify any fish species within the project boundaries that may be used for subsistence.</li> <li>• Provide information on wildlife other than fish in the vicinity of the proposed project.</li> <li>• Identify any permits or clearances to be obtained from your agency for the proposed project.</li> </ul>
Alaska Dept. of Natural Resources Div. of Mining, Land, & Water Southcentral Region	<p>In addition to identifying any concerns and/or issues you might have with the proposed project, the following information is requested:</p> <ul style="list-style-type: none"> <li>• Please identify any permits or clearances to be obtained from your agency for the proposed project.</li> </ul>
Alaska Dept. of Natural Resources Div. of Parks & Outdoor Recreation	<p>We have reviewed the Alaska Heritage Resources Survey for the Ekwok area. Three sites are in the vicinity of the proposed project:</p> <ul style="list-style-type: none"> <li>• DIL-0002 Akulivikchuk Village 5 km downstream from Ekwok</li> <li>• DIL-021 St. John the Baptist Chapel in Ekwok</li> <li>• DIL-009 Ekwok, historic &amp; modern 1 km upstream of the mouth of Klutuk Village Creek</li> </ul> <p>None of the above sites would be impacted by the proposed airport improvements. In addition to the information in Appendix A, are there sites in addition to those listed that we should be aware of? Are there any concerns and/or issues you might have with the proposed project, or any of the alternatives?</p>
Bristol Bay CRSA	<p>In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:</p> <ul style="list-style-type: none"> <li>• Identify any potential conflicts the proposed project may have with the goals or objectives of the local coastal management plan.</li> <li>• At the present time based upon the enclosed information, does your district have any objections to the proposed project?</li> </ul>
Bristol Bay Economic Development Corp.	<p>In addition to identifying any concerns and/or issues your organization might have with the proposed project, the following information is requested:</p> <ul style="list-style-type: none"> <li>• Identify any other local improvement and/or economic development plans within the project area.</li> <li>• Does your organization support the proposed project?</li> </ul>
Bristol Bay Native Association	We have researched the Alaska Heritage Resources Survey (AHRS) for the project area and

Agency	Agency Scoping Questions
	any findings are identified in the scoping letter. If you know of any other confirmed or potential archaeological, historical, cultural, and/or religious sites that may be affected by the proposed project, please provide that information.
Bristol Bay Native Corporation	<p>In addition to identifying any concerns and/or issues your organization might have with the proposed project, the following information is requested:</p> <ul style="list-style-type: none"> <li>Identify any other local improvement and/or economic development plans within the project area.</li> <li>We have researched the Alaska Heritage Resources Survey (AHRS) for the project area and any findings are identified in the scoping letter. If you know of any other confirmed or potential archaeological, historical, cultural, and/or religious sites that may be affected by the proposed project, please provide that information.</li> <li>Does your organization support the proposed project?</li> </ul>
City of Ekwok	<p>In addition to identifying any concerns and/or issues the city might have with the proposed project, the following information is requested:</p> <ul style="list-style-type: none"> <li>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.</li> <li>Identify any other local improvement project(s) proposed for or under construction in the vicinity of the proposed airport project within the foreseeable future.</li> <li>We have researched the Alaska Heritage Resources Survey (AHRS) for the project area and any findings are identified in the scoping letter. If you know of any other confirmed or potential archaeological, historical, cultural, and/or religious sites that may be affected by the proposed project, please provide that information.</li> <li>Does the community support the proposed project?</li> </ul>
Ekwok Natives, Ltd.	<p>We have researched the Alaska Heritage Resources Survey (AHRS) for the project area and any findings are identified in the scoping letter. If you know of any other confirmed or potential archaeological, historical, cultural, and/or religious sites that may be affected by the proposed project, please provide that information.</p> <p>Please identify any concerns and/or issues your organization might have with the proposed project or any of the alternatives presented herein.</p> <ul style="list-style-type: none"> <li>Does the village corporation support the proposed project?</li> <li>Does the village corporation favor one alternative over another?</li> </ul>
Ekwok Village Council	

Agency	Agency Scoping Questions
	<p>We have researched the Alaska Heritage Resources Survey (AHRS) for the project area and any findings are identified in the scoping letter. If you know of any other confirmed or potential archaeological, historical, cultural, and/or religious sites that may be affected by the proposed project, please provide that information.</p> <p>Please identify any concerns and/or issues your organization might have with the proposed project.</p> <ul style="list-style-type: none"> <li>Does the village council support the proposed project?</li> <li>Does the council favor one alternative over another?</li> </ul>
National Marine Fisheries Service Habitat Conservation Division	<p>Based on our research, no threatened or endangered species or essential fish habitat is located in the project area.</p> <p>In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:</p> <ul style="list-style-type: none"> <li>If you have any other information or data on threatened or endangered species in the project area that may be affected by the proposed project, please provide that information.</li> <li>If you have any other information or data on essential fish habitat species or habitat, please provide that information.</li> </ul>
Office of the Governor Division of Governmental Coordination	<p>In addition to identifying any concerns and/or issues your agency might have with the proposed project the following information is requested:</p> <ul style="list-style-type: none"> <li>Identify any potential conflicts the proposed project may have with the goals or objectives of the local coastal management plan. The "Bristol Bay Coastal Resources Service Area, Coastal Management Plan" and the "Nushagak &amp; Mulchatna Rivers Recreation Management Plan" have been reviewed in respect to the proposed airport improvement project. Any additional information or insight you might have would be appreciated.</li> <li>Are there any additional studies that you are aware of that could help in our task of assessing the environmental aspects in this region?</li> </ul>
U.S. Army Corps of Engineers South Section, West Unit	<p>We will identify wetlands in the project area and delineate them based on aerial photography. No National Wetland Inventory maps or soil surveys are available for the project area.</p> <p>In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested.</p> <ul style="list-style-type: none"> <li>Identify any permits and/or clearances to be obtained from your agency for the proposed</li> </ul>

Agency	Agency Scoping Questions
	project.
U.S. Environmental Protection Agency	<p>We have researched the Alaska Department of Environmental Conservation databases on contaminated sites, spills, and the leaking underground storage tank program, and no contaminated sites, spills, or leaking underground tanks were identified.</p> <p>In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:</p> <ul style="list-style-type: none"> <li>• Identify any sole source or principal drinking water sources that may be affected by the proposed project.</li> <li>• If you know of any other confirmed or suspected contaminated sites, spills, and any registered underground or aboveground fuel storage tanks that may affect or be affected by the proposed project, please provide that information.</li> <li>• Identify any permits and/or clearances to be obtained from your agency for the proposed project.</li> </ul>
U.S. Fish & Wildlife Service Western Alaska Ecological Services	<p>Based on our research, no threatened or endangered species or National Wildlife Refuge lands are located in the project area. No National Wetland Inventory maps are available for the project area. Wetlands will be delineated based on aerial photography.</p> <p>In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:</p> <ul style="list-style-type: none"> <li>• If you have any other information or data on threatened or endangered species in the project area that might potentially be affected by the proposal, please provide that information.</li> <li>• If you know of any wetlands that might be affected by the proposed project, please provide that information.</li> <li>• Provide information or data on important fish and wildlife habitats or migration corridors potentially affected by the proposed project.</li> <li>• Provide information on any known active or inactive eagle nests in the project area.</li> <li>• Identify any permits and/or clearances to be obtained from your agency for the proposed project.</li> </ul>
Wood-Tikchik State Park Alaska Dept. of Natural Resources Div. of Parks & Outdoor Recreation	The "Wood-Tikchik State Park Management Plan" and the "Nushagak & Mulchatna Rivers Recreation Management Plan" have been reviewed relative to the proposed airport improvement project. There does not appear to be a conflict between these plans and the Ekwok Airport Improvements project. However, it is understood that the State Park's plan is

Agency	Agency Scoping Questions
	currently undergoing a comprehensive update. If there is anything that could have an impact on the current plans to upgrade the airport, please let us know. Are there any objectives or activities in the updated plan that could conflict with the proposed project?

Lynn Marino  
Alaska Dept. of Environmental  
Conservation  
Village Safe Water  
555 Cordova St.  
Anchorage, AK 99501

Bob Loeffler  
Alaska Dept. of Natural Resources  
Div. of Mining, Land, & Water  
Southcentral Region  
550 W. 7th Ave.  
Anchorage, AK 99501-3565

Rod Mebius  
Bristol Bay Economic Development  
Corp.  
P.O. Box 1464  
Dillingham, AK 99576

Ernie Nelson  
City of Ekwok  
P.O. Box 49  
Ekwok, AK 99580

Jeanne Hanson  
National Marine Fisheries Service  
Habitat Conservation Division  
222 W. 7th Ave. #43  
Anchorage, AK 99513-7577

Ted Rockwell  
U.S. Environmental Protection Agency  
Federal Bldg. Room 537  
222 W. 7th Ave. #19  
Anchorage, AK 99513-7588

Alan Wien  
Alaska Dept. of Environmental  
Conservation  
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## EKWOK AIRPORT AGENCY SCOPING ATTACHMENT

### Purpose and Need

#### Introduction:

Ekwok, Alaska, is located in the Bristol Bay area at N59°21.24, W157°28.46, approximately 285 miles southwest of Anchorage. The community is situated adjacent to the Nushagak River, 43 miles northeast of Dillingham. Ekwok is a Yup'ik Eskimo community that was incorporated in 1974.

#### Existing Facility Description:

The existing airport, shown in Figure 1, is 2,720' in length and 75' wide; with safety area the dimensions are 3,200' x 120'. The apron is 200' x 300'. The separation distances for the apron setback and the runway protection zones meet only the lowest category of airport classification and do not support operations during inclement weather. Further, the airport facilities do not meet the standards required for a number of the aircraft currently operating at the airport. The south end of the runway has residential properties within the Runway Protection Zone (RPZ).

The runway surfacing is non-existent, with 4"-5" rock showing through and several dips. Drainage of the existing runway is poor, and closure during spring breakup and periods of heavy rain is common.

#### Facility Requirements:

ADOT&PF Statewide Standards (reiterated in the Southwest Alaska Transportation Plan) have been determined to be appropriate for this facility. The standards call for 3,300' minimum length, with Federal Aviation Administration (FAA) dimensional standards established for an A/B-II airport reference code. With the exception of Alternative A-1, the runway, apron, and taxiway will be designed to allow for a Global Positioning System (GPS) Non-Precision Instrument (NPI) approach.

The proposed project will likely include the following activities:

- Lengthen and widen the runway to 3,300' x 75' with safety areas 150' x 3,900', bringing the runway up to current FAA design standards.
- Provide adequate drainage, either by ditching or elevating the runway; install new drainage structures as needed.
- Relocate apron to meet separation standards.
- Relocate roads displaced by the apron or runway improvements.
- Install new Medium Intensity Runway Lights (MIRL).
- Clear vegetation from the runway and approach zones.

### Preliminary Alternatives

Alternatives presented herein are for initial review; during the public and agency review as well as additional environmental and engineering analyses, the refinement or elimination of the alternatives may be necessary. Eliminated alternatives and refinements, and the reasons for these, will be documented in the EA.

#### Alternative A

This alternative is essentially along the same alignment as the existing airport, shifting to the north about 300'. The runway would be lengthened to 3,300'. The apron area would be moved to the opposite side of the runway to provide the required separation distance. An area of lease lots would be provided behind the new apron. Drainage would be improved. Medium intensity runway lights would be installed. In order to protect airspace, new access to the landfill and realignment of the existing road to the property on the north end of the airport would be required. Property would be acquired for clearing trees from the airspace.

A variation of Alternative A is shown as Alternative A-1. This alternative was developed to reduce the right of way requirements and would be for exclusively small aircraft (less than 12,500 lbs) with a visual approach. The apron and adjacent lease lot areas would be relocated beside the existing apron. Property would be acquired for the runway extension and tree clearing from the airspace. This alternative is the least costly, but does not provide for large aircraft or instrument approaches.

#### Alternative B

Alternative B would shift the runway alignment approximately 6° counterclockwise of the existing alignment. The runway would be lengthened to 3,300'. The apron with adjacent lease lot area would be located on the east side of the runway on the existing airport property. Drainage would be improved and medium intensity runway lights installed. Property would be acquired for the new runway and for clearing trees from the airspace. The access road to the landfill would have to be relocated to meet the airspace clearance requirements.

#### Alternative C

This alternative would shift the runway north to avoid platted residential lots. The runway orientation shown is rotated approximately 12° counterclockwise from the existing runway, but the final orientation will be adjusted as more wind information is acquired. The runway would be lengthened to 3,300'. The apron area would be on the east side of the runway, with lease lots behind the apron. Access to the landfill from the south end of the existing runway would remain. Drainage would be provided and medium intensity runway lights installed. Property would be acquired for the new runway, taxiway and for clearing trees from the airspace.

#### Alternative D

Alternative D is the No-Build Alternative. This alternative leaves the existing airport as it currently exists: 2,750' x 75', little to no surface course, insufficient separation between runway and apron area, and inadequate drainage.

## **Preliminary Research Results**

### Contaminated Sites, Spills and Underground Storage Tanks:

The Alaska Department of Environmental Conservation (DEC) databases of contaminated sites, spills, and underground storage tanks were researched. There are no identified contaminated sites or underground storage tanks on or adjacent to airport property. During May 2002, an oil spill report was received by the DEC for Ekwok Alaska, consisting of 120 gallons of used lubricating oil. The location was at the power plant.

### Anadromous Fish Streams:

The Alaska Department of Fish & Game's *"Atlas to the Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fish"* identifies the Nushagak River and Klutuk Creek as anadromous streams. The Nushagak River is an important migration and spawning river for king, sockeye and coho salmon in addition to Arctic char. Klutuk Creek is an important spawning stream for Arctic char, and sockeye, coho and king salmon.

The proposed project is not expected to affect either the Nushagak River or Klutuk Creek.

### State Refuges, Critical Habitat Areas and Sanctuaries:

There are no legislatively designated special areas (state game refuges, sanctuaries, or critical habitat areas) in the project vicinity.

### State Land Use Plans and State Parks:

The Wood-Tikchik State Park is west of Ekwok. The proposed project is not expected to affect the Wood-Tikchik State Park. A "Management Plan" for the park is currently being completed by the Alaska Department of Natural Resources (DNR). A Recreational Management Plan for the Nushagak & Mulchatna Rivers was completed in 1990. The Nushagak River would not be affected by the proposed project.

### Historical, Archaeological, and Cultural Properties:

The Alaska Heritage Resources Survey (AHRS) and the National Register of Historical Places were reviewed. No sites were listed on the national register. The AHRS has several sites listed in the general vicinity of Ekwok, though only one site is within one mile of the airport. A Russian Orthodox church is listed on the AHRS. The church, built in 1952, is now 50 years old and potentially eligible for the national register. The proposed project would not impact this structure.

### Coastal Zone Management:

Ekwok is located in the coastal zone and participates in the Bristol Bay Coastal Zone Plan.

### Navigability, Flood Plain Management, and Wetlands:

The Nushagak River is navigable. A review of Federal Emergency Management Agency records does not indicate that flood mapping has been completed for this area. The U.S. Army Corps of Engineers, "Alaskan Communities Flood Hazard Data" (June 2000) indicates that most of the developed area of the City of Ekwok, including the airport property, is above the "flood prone area." Flooding occurred in May 2002, but did not reach the airport.

No U.S. Fish & Wildlife Service (USF&WS) National Wetland Inventory maps or National Resource Conservation Service soil surveys are available for the area.

### Threatened & Endangered Species:

There are no listed threatened or endangered species located in the project area.

### Essential Fish Habitat:

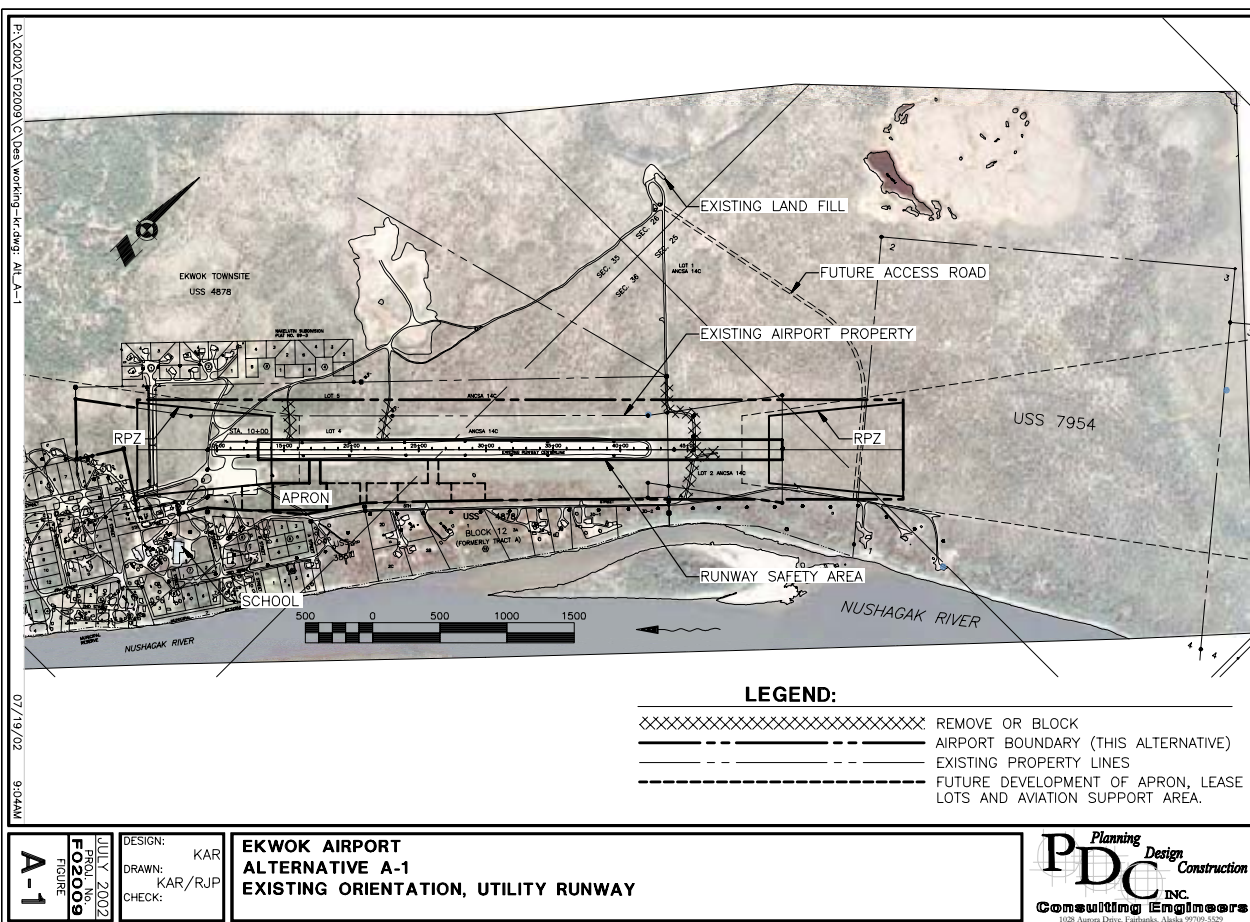
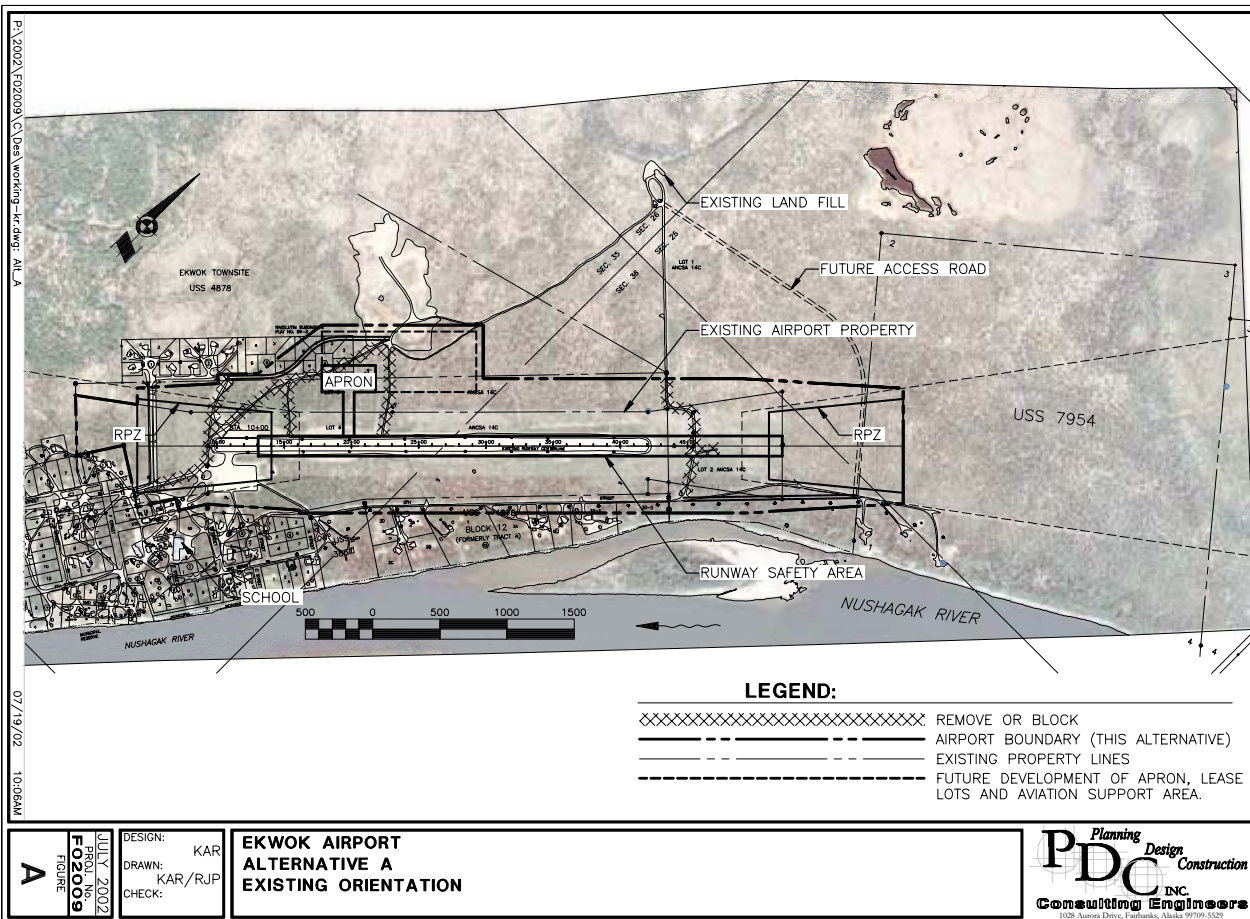
Both the Nushagak River and Klutuk Creek support essential fish habitat for king, sockeye and coho salmon. At this phase of the proposed project, it does not appear that work will impact Essential Fish Habitat.

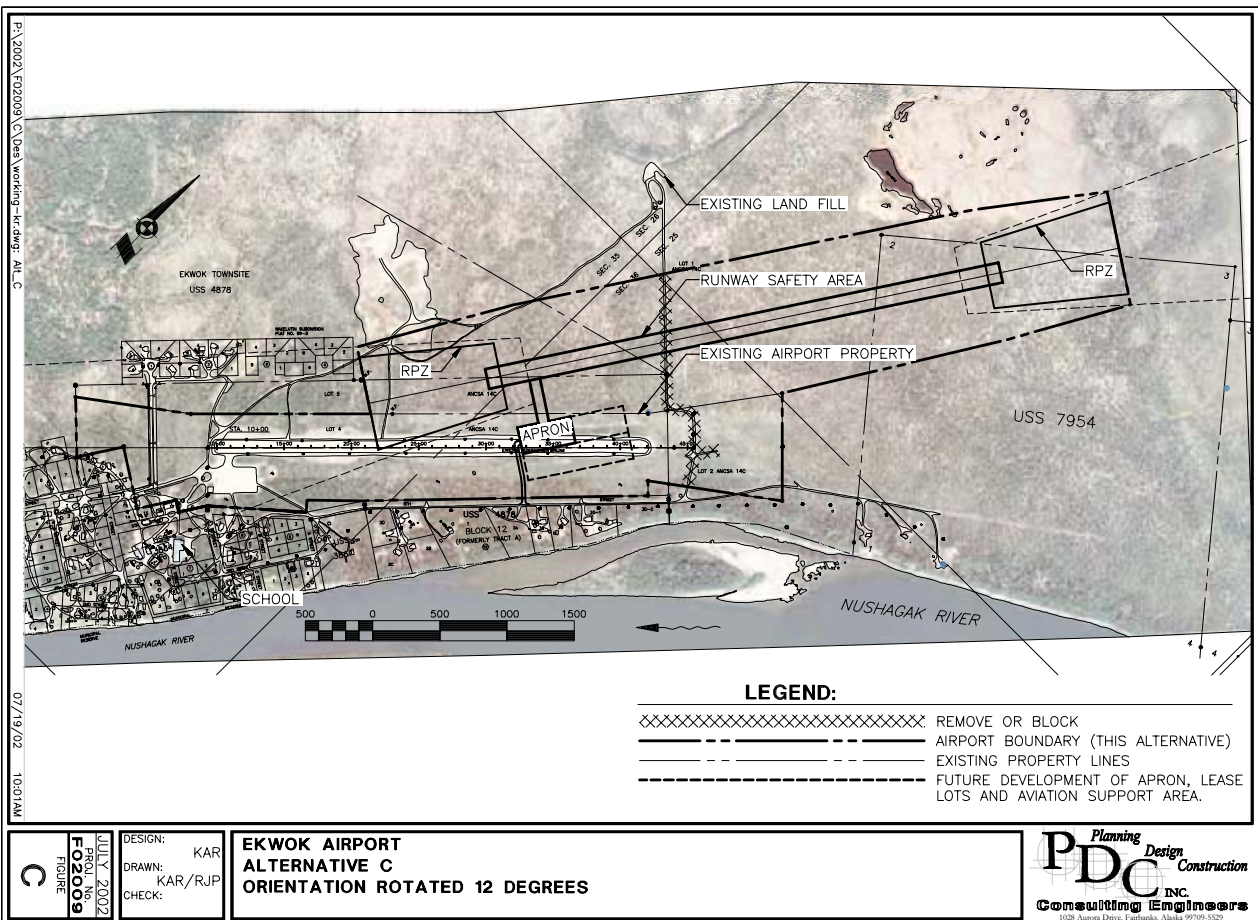
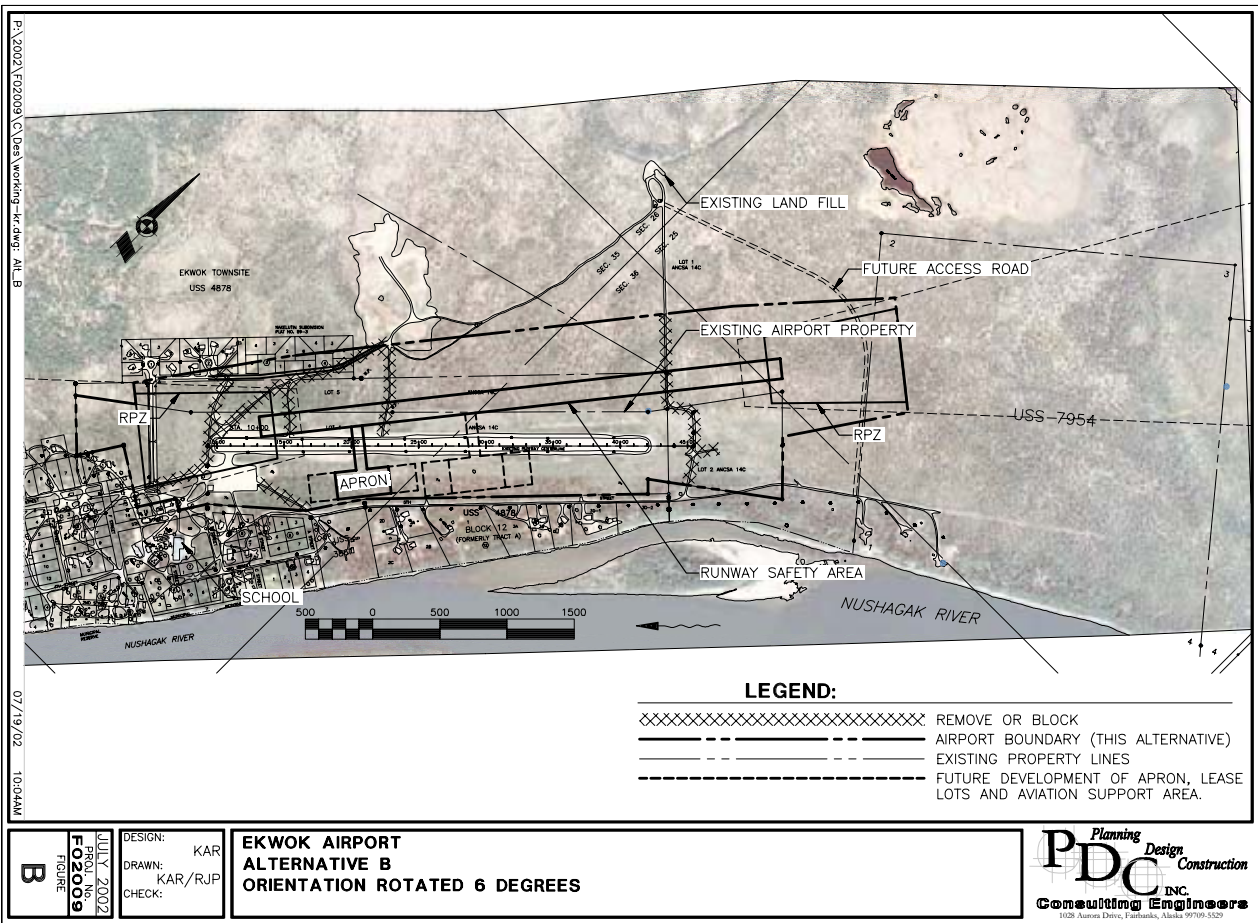




PROJECT :		CONSULTANT :	
EKWOK AIRPORT IMPROVEMENTS			
EXISTING CONDITIONS			
SHEET TITLE :			
AERIAL PHOTO			
DESIGN	R.C.		
DRAWN	R.P.		
CHECKED	R.C.		
DATE	7-10-02		
PROJECT No.			
F02009			
FIGURE			
1			

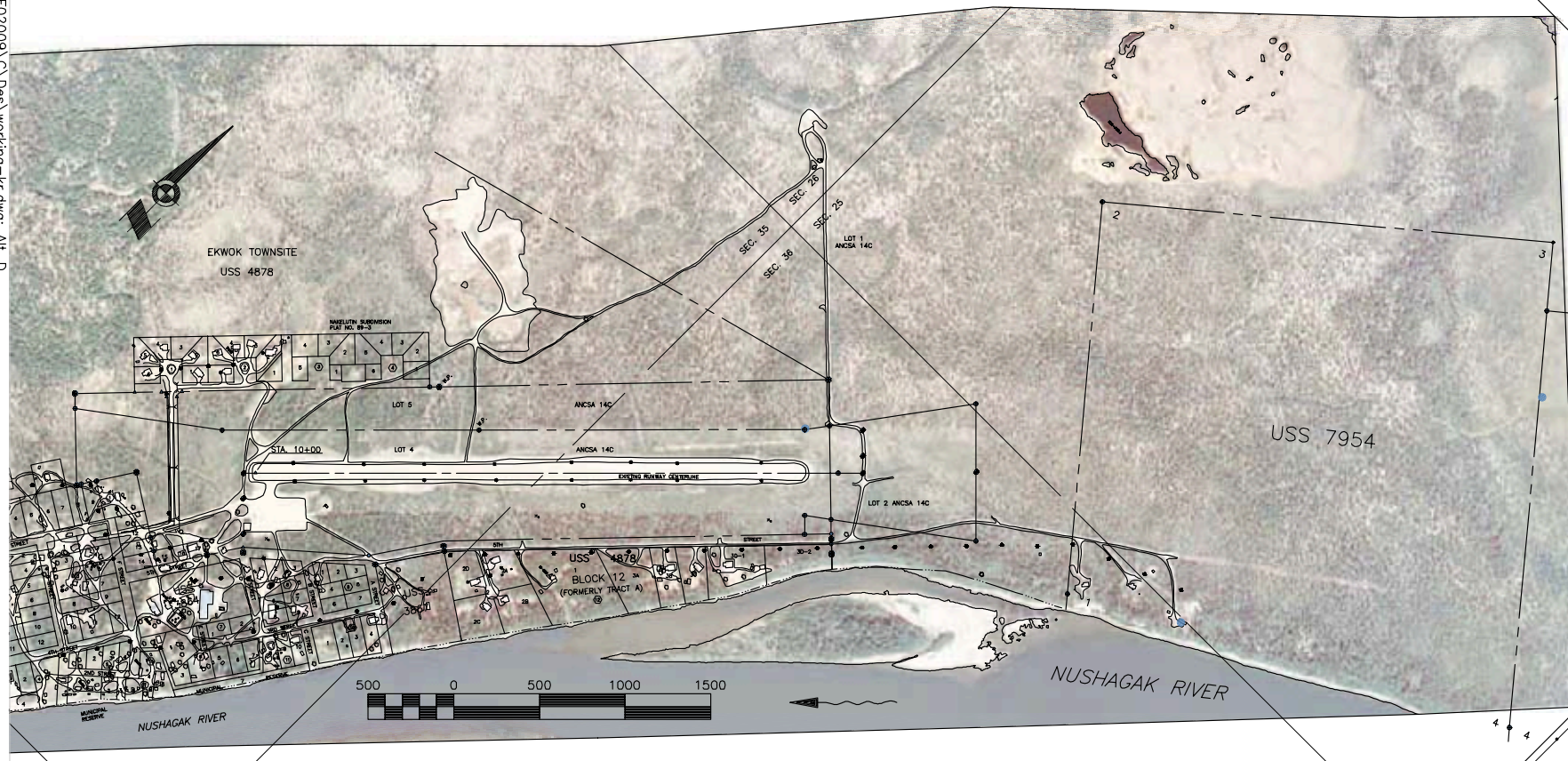








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JULY 2002
PROJ. No.
<b>F02009</b>
FIGURE

DESIGN: KAR  
DRAWN: KAR/RJP  
CHECK:

**EKWOK AIRPORT  
ALTERNATIVE D  
NO-BUILD ALTERNATIVE**

**PDC** *Planning Design Construction*  
INC.  
**Consulting Engineers**  
1028 Aurora Drive, Fairbanks, Alaska 99709-5529

**Anchorage  
Fairbanks  
MEETING MINUTES**

Location	Anchorage, AK		Date	August 13, 2002
Attendees	Don Baxter, ADOT&PF	Don Perrin, DGC	PDC #	F02009
	Brian Hanson, ADOT&PF	Donna Robertson, Harding ESE	State #	55377
	Dan Golden, ADOT&PF Environmental	Ron Gebhart, PDC	Name	Ekwok Airport Rehabilitation
	John Fritz, ADOT&PF Geology	Ken Risse, PDC	Minutes Prepared	August 16, 2002 by Ken Risse
Dennis Stone, COE	Neil Stichert, USF&WS			
Subject	Agency Meeting			

## OVERVIEW

This meeting was held between members of the Ekwok Airport Rehabilitation project team and representatives of several governmental regulatory agencies. Project team members present were Don Baxter, Brian Hanson, Dan Golden, and John Fritz of the Alaska Department of Transportation and Public Facilities (ADOT&PF); Ron Gebhart and Ken Risse of PDC, Inc. Consulting Engineers; and Donna Robertson of Harding ESE. Agency representatives in attendance were Don Perrin, Alaska Division of Governmental Coordination (DGC); Dennis Stone, U.S. Army Corps of Engineers (COE), and Neil Stichert, U.S. Fish & Wildlife Service (USF&WS).

The purpose of the meeting was to introduce the project to the agencies, present the preliminary design alternatives, and allow the agencies to discuss their initial questions, comments, and/or concerns with the project team. Presentation materials used in the meeting included an aerial photo of Ekwok, full- and half-size drawings of the design alternatives, a handout defining relevant airport terms and acronyms, and copies of the meeting agenda.

## MEETING NOTES

### Project and Staff Introductions

Don Baxter introduced the project and described the need for the project and its history to date. The current budget for the project is \$4.9 million.

Ken Risse listed the project team:

- PDC, Inc. – Design
- Harding ESE – Environmental Consultant
- McClintock Land Associates – Surveying
- Brooks and Associates – Public Involvement
- Dryden Instrumentation – Wind Data Collection

Ken presented the project's purpose and need and the facility requirements, as follows:

- The airport is the only reliable year-round transportation linking the community to the rest of the state. There are no roads connecting the community to any other settled area.
- The runway has lost most, if not all, of its surfacing material.

## Agency Meeting Minutes

August 13, 2002

Page 2

- Drainage is poor, and there are numerous times when the airport is unusable during spring break-up.
- Currently without lighting; during the winter when daylight is at a minimum, airport operations are severely limited.
- The short length and poor surface conditions of the runway contribute to reduced service and limit emergency medical evacuations and support of the Alaska State Troopers.
- The Alaska Aviation System Plan (AASP) addresses the needs of community airports in its recommendations for airport improvements to bring all community airports up to a minimum standard. Ekwok Airport improvements will provide for an airport reference code (ARC) of B-II (defined in the Airport Definitions handout attached to the agenda.)
- Facility requirements will be based on the airport B-II designation with a runway of 3,300' as recommended in the Southwest Alaska Regional Transportation Plan.

### Presentation of Alternatives

Ken Risse presented the alternatives developed to meet the project's purpose and need, describing the advantages and disadvantages of each. All of the alternatives were designed for a B-II facility with a 3,300' runway length. All of the alternatives except A-1 were designed to provide for Non-Precision Instrument GPS approaches. For the purposes of estimating property requirements, it was assumed that the tree height in the vicinity could reach 35' above the runway elevation. Property limits were shown to provide for clearing of trees from the airspace.

#### Alternative A – Extend Existing Alignment

Advantages:

- Reuse of existing area and nearly all of the embankment.
- Smallest footprint of the alternatives that support GPS approaches: 145 acres are shown within airport boundary, including 79 acres of existing airport property.
- Existing orientation has been described by pilots as OK for winds, although there are crosswinds.
- Estimated to have the lowest cost of the alternatives that support GPS approaches.

Disadvantages:

- Apron on opposite side of most of the community; encourages trespass runway crossings.
- Property acquisitions for the boundary shown will affect about 21 properties.
- Drainage from the southwest end of the runway may require ditching back to the existing ditch system to the old borrow pit. No clear drainage pattern flowing toward the Nushagak River was apparent in the mapping.
- Rerouting of the access roads to the existing landfill and to the properties on the north end of the airport would be necessary to provide the required airspace clearance.
- Possible airspace penetrations by power poles.

#### Alternative A-1 – Limit Design to a Visual, Utility Runway

Advantages:

- Reuse of existing area and some of the embankment.
- Smallest footprint of the alternatives: 105 acres are shown within airport boundary of this alternative, including 79 acres of existing airport property.
- Runway tree-clearing width is reduced by about 125 feet on each side of the runway with the lower clearing requirements of the visual, utility runway.

- Existing orientation has been described by pilots as OK for winds, although there are crosswinds.
- Estimated to have the lowest cost of all the build alternatives.

Disadvantages:

- Does not support Non-Precision Instrument GPS approaches, which will limit pilots' ability to land at Ekwok.
- Not designed for planes larger than 12,500 lbs.
- The smaller airport property requirements will limit the opportunity to expand the airport in the future.
- The room for apron expansion is limited. With adjacent lease lots, apron expansion will require an additional taxiway.
- Drainage from the southwest end of the runway may require ditching back to the existing ditch system to the old borrow pit. No clear drainage pattern flowing toward the Nushagak River was apparent in the mapping.

Alternative B – Move North and Rotate About 6° Counterclockwise

Advantages:

- Apron can be placed on the east side of the runway, convenient to most of the community.
- Allows GPS approaches.
- Airport property requirement is only slightly larger footprint than Alternative A: 155 acres total, including the 79 acres of existing airport property.

Disadvantages:

- No reuse of existing runway or apron improvements.
- Requires property acquisition from about 15 properties.
- Requires potential lease lots to be placed adjacent to the apron rather than the desired configuration with the lease lots behind the apron. Future apron expansion will require a second taxiway.
- Estimated to have the highest cost of all alternatives.

Alternative C – Move North and Rotate as Required

Advantages:

- Although this requires the greatest land area, it affects the smallest number of properties of all the build alternatives.
- Least disturbance of the existing trails surrounding Ekwok.
- The old runway could be reused for the new apron and/or access road.
- Most flexible in terms of orientation for optimization of wind coverage.
- Allows GPS approaches. Best able to support future upgrades to lower visibility minimums.

Disadvantages:

- Extends runway into a Native allotment and perhaps a blueberry-picking area. Right-of-Way acquisition may be more difficult.
- Estimated to have a higher construction cost than Alternatives A and A-1.

Alternative D – No-Build

Advantages:

- Least impact to the natural environment.

Disadvantages:

- Does not address the transportation needs of the people of Ekwok.

***Planned Environmental Studies and Considerations***

After describing the alternatives, Ken turned the meeting over to Donna Robertson, who described the planned environmental and hazardous materials studies. Wetlands assessment will be by photo interpretation. There are no NWI maps available. A Phase I Hazardous Materials Assessment and a Windshield Survey will also be conducted. The site assessment will use aerial photos from 1962, 1974, 1976 and the most recent photo (1996) to identify potential areas of contamination. The "windshield survey does not include excavation and identification of contaminants in old landfill areas, or identification of hazardous materials found.

***Question & Answer Discussion***

A question and answer discussion followed. The following topics were discussed:

- The material sites for the project have not been identified at this time. Bars in the Nushagak River and along the creek west of Ekwok are being considered. The airport project at New Stuyahok has material permits in hand for using the river sources. ADOT&PF plans to mobilize a rig to Ekwok this week and complete the geotechnical investigation, including locating a material site, before freeze-up. They will need Right-of-Entry permits for the exploration on the Native allotment. Neil Stichert asked how material from the river sources would be transported. USF&WS prefers winter haul and the use of unvegetated gravel bars where possible. They would like the project to avoid tributary gravel bars and small areas that would produce little material, and also to avoid the island just upstream of the village to keep from causing a channel shift in the river toward the village.
- Don Baxter asked, and John Fritz agreed, that the Geotechnical Report would provide drainage recommendations for the airport project.
- Neil asked if the geotechnical borings would classify the soils (for wetland implications). John clarified that only the engineering properties of the soils would be classified.
- The wetland delineation will be done by photo interpretation, with some ground truthing of the vegetation that appears as light-colored areas in the aerial photographs. Dennis Stone (COE) accepted that approach.
- Neil asked when the Harding ESE would be going out for the Phase I Site Assessment, Donna thought August 27-28, Neil may go out at the same time.

***Agency Comments and Concerns***

At the end of the presentation, the agencies were asked for any comments or concerns they might have at this stage of the project.

Neil Stichert said that USF&WS preferred Alternatives A and A-1 strictly because they avoided land impacts the best. USF&WS's preference, in this order, is 1) avoid impacts; 2) restore lands; 3) compensate. During the August 14 Ekwok site visit, the project team should look around to see what

restoration opportunities exist. Neil asked when the Harding would be going out for the Phase I Site Assessment,

Dennis Stone said the COE will need to see what areas, if any, are wetlands. If in-stream gravel sources are used for construction material, permits will need to be obtained from the Alaska Department of Natural Resources, the Alaska Department of Fish & Game, and the National Marine Fisheries Service.

The agencies were reminded to send their written comments by August 28, 2002, and the meeting ended.

