DRAFT ENVIRONMENTAL ASSESSMENT

Kongiganak Airport Improvements
Project # CFAPT00433

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

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Responsible FAA Official — Date

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Acronyms and Abbreviations

ADCCED	Alaska Department of Commerce, Community, and Economic Development
ADEC	Alaska Department of Environmental Conservation
ADF&G	Alaska Department of Fish and Game
ADG	Aircraft Design Group
ADNR	Alaska Department of Natural Resources
AIP	Airport Improvement Plan
ALP	Airport Layout Plan
APDES CGP	Alaska Pollution Discharge Elimination System Construction General Permit
APE	Area of Potential Effect
AWOS	Automated Weather Observation System

BMP	best management practice
CFR	Code of Federal Regulations
CWA	Clean Water Act
c.y.	cubic yards
DOT	U.S. Department of Transportation
DOT&PF	Alaska Department of Transportation and Public Facilities
EFH	essential fish habitat
ESA	Endangered Species Act
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
HMCP	Hazardous Materials Control Plan
LCWFA	Land and Conservation Water Fund Act
mph	miles/hour
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NRHP	National Register of Historic Places
OHW	ordinary high water
PA	Programmatic Agreement
RDC	Runway Design Code
ROW	right-of-way
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RW	Runway
SFHA	Special Flood Hazard Area
SHPO	State Historic Preservation Officer
SREB	Snow Removal Equipment Building
SWPPP	Storm Water Pollution Prevention Plan
TL	Taxilane
TW	Taxiway
USACE	United States Army Corps of Engineers
USCG	United States Coast Guard
USFWS	United States Fish and Wildlife Service
WOUS	Waters of the United States
YDNWR	Yukon Delta National Wildlife Refuge

1 Proposed Action

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing a project to rehabilitate the Kongiganak Airport in Kongiganak, Alaska.

Improvements would include rehabilitating airport surfaces, expanding the apron and runway safety areas (RSA); installing a new Snow Removal Equipment Building (SREB), Automated Weather Observation System (AWOS), a rotating beacon on a tip-down pole, and tie-downs; relocating the existing SREB; and replacing wind cones, airfield lighting, and the segmented circle. The DOT&PF will also acquire Temporary Construction Easements (TCEs) for the existing haul route, existing barge landing, and proposed apron work; and will update the Airport Layout Plan (ALP) to reflect the project scope.

See 2.2 (below), for a full list of project components.

Kongiganak Airport is located on the south side of the Yukon-Kuskokwim River Delta, approximately 450 air miles west of Anchorage, The project is located in Sections 28, 32, and 33, Township 2 South, Range 79 West, Seward Meridian on USGS Quad Map Kuskokwim Bay D-3, Latitude 59°57′41.87″N and Longitude 162°52’50.14”W. (Figure 1).

1.1 Purpose and Need

The purpose of the proposed project is to improve safety, lower maintenance costs, and extend the service life of the airport. The runway, taxiway, safety areas, and apron are in poor condition due to erosion and settlement; the RSA does not meet the federal standards for the Aircraft Design Group (ADG) II aircraft currently using the airport; and more apron space is needed for safe operations and an additional SREB.

1.2 Identification of Federal Action

The Federal action requested by DOT&PF is FAA approval of and participation in funding the Kongiganak Airport Improvements project through the FAA’s Airport Improvement Program (AIP).

2 Alternatives

2.1 No-build Alternative

The no-build alternative would leave the Kongiganak Airport in its existing condition, and would not meet the purpose and need of the project. The RSA would not meet federal standards for the ADG II aircraft currently using the airport. Continued maintenance to address deteriorating gravel surfaces and lighting would be required to keep the airport operational. Temporary and/or permanent closures could eventually occur due to unsafe operational surfaces or lighting conditions. The no-build alternative does not take into account the need for additional taxiing and parking space on the apron or the installation of the AWOS, SREB, and visual navigational aids.

2.2 Proposed Action

The Proposed Action would consist of the following components (Figure 2):

- Rehabilitate the runway, taxiway, apron, visual navigational aid pads and access roads, Automated Weather Observation System (AWOS) pad and access road
- Expand Runway Safety Area (RSA) to accommodate Aircraft Design Group (ADG) II aircraft
- Shift runway threshold locations to accommodate RSA expansion to meet Runway Design Code (RDC) A-II (small) dimensional standards

- Drainage improvements, including culvert replacement to accommodate expanded RSA
- Expand apron and install tie-downs
- Relocate the existing SREB and install a new SREB
- Improve and relocate overhead electric utilities as needed
- Place dust palliative on all resurfaced and expanded areas
- Install a new AWOS system
- Install a new rotating beacon on a tip down pole
- Replace airfield lighting system, wind cones, and segmented circle
- Acquire Temporary Construction Easements (TCEs) for existing haul route, barge landing, and apron work
- Update Airport Layout Plan (ALP) to reflect project scope

2.3 Connected Actions

Materials to construct the proposed project would either be barged in or sourced from a local material site near Kongiganak. Material site selection would ultimately be left up to the construction contractor.

One potential material site, located southeast of the Kongiganak airport (Figure 3) is accessible by land. The construction contractor would haul material from this site only during the winter when the ground is frozen, as there are no existing access roads. This material site is not currently permitted and would need to be reopened if the contractor chooses to utilize it. Additional NEPA analysis, documentation, and permitting would also be required.

Material not sourced from the local site would need to be barged in from another permitted material site (e.g., Nome or Platinum). One option would be to use the existing barge landing on the Kongnignanohk River northwest of the airport and transport using the existing haul road to the airport. (Figure 2) Another option would be to haul material over an ice road during the winter from the mouth of the Kongnignanohk River and stockpile it at the airport.

The contractor would likely develop construction staging and disposal areas at potential material sites on airport property. Disposal site selection would also be the ultimate responsibility of the contractor. Unsuitable material would be disposed of at an Alaska Department of Environmental Conservation (ADEC) approved facility in accordance with state and federal laws and regulations.

2.4 Alternatives Comparison

NEPA requires that an Environmental Assessment present a comparative analysis of the environmental consequences of taking no action, implementing the proposed-action alternative, and other reasonable alternatives that fulfill the project's purpose and need. Only the Proposed-Action Alternative and the No-Build Alternative are carried forward in the following analysis, as there were no other reasonable alternatives that would meet the purpose and need. One alternative, relocating the entire airport to avoid wetland impacts, is not actually feasible because of the extensive wetlands mapped throughout the surrounding area. There are no upland areas close enough to Kongiganak that a relocated airport would provide service for the residents. Relocation would also cause greater adverse environmental impacts in nearly every category, as well as being far more expensive in both money and time; this was not considered to be a reasonable alternative. Table 1 summarizes the potential environmental consequences of the two alternatives considered, and how each meets or does not meet the project purpose and need. Section 3 contains a detailed analysis evaluating each alternative's potential impacts to the resource categories listed in FAA Order 1050.1F.

Table 1. Alternatives Evaluation

	Proposed-Action	No-Build
Purpose and Need	The proposed action alternative would meet the project purpose and need.	The no build alternative would not meet the project purpose and need. The RSA would be too small to meet FAA guidance, need for additional taxiing and parking space would not be addressed, and the airport facilities and equipment would continue to deteriorate.
Historic and Cultural Resources	No historic properties would be affected as a result of the proposed project or connected activities.	No effect.
U.S. DOT Act Section 4(f); Section 6(f) of LWCFA	The proposed action would not result in a use of a Section 4(f) resource or a conversion of use under Section 6(f) of the LWCFA.	No effect.
Endangered Species Act	The proposed action would not adversely affect threatened or endangered species or their critical habitat.	No effect.
Anadromous and Resident Fish	The proposed action would have no permanent adverse impacts to anadromous fish or Essential Fish Habitat.	No effect.
Floodplains	The proposed action would not encroach on a mapped floodplain.	No effect.
Water Quality	The proposed action would have no adverse long-term impacts to water quality; however, temporary degradation may occur during construction.	No effect.
Navigation, Wetlands, and Waters of the U.S.	The proposed action would impact up to 8.3 acres of wetlands. The proposed action would have no adverse impacts to navigable waterbodies.	No effect.
Noise and Noise Compatible Land Use	The proposed action would not change air traffic patterns or the fleet mix. No	No effect.

	permanent aviation-related noise impacts would occur.	
Hazardous Materials, Pollution Prevention, and Solid Waste	There are no known contaminated sites within the project area, therefore the proposed action is not anticipated to have any adverse impacts.	No effect.

Although the No-Build Alternative would be least disruptive in terms of impacts, it would not provide the improvements necessary to achieve the project's purpose and need. FAA has selected the Proposed-Action Alternative as the preferred alternative because it is reasonable, practicable, and provides the improvements necessary to achieve the project's purpose and need.

3 Affected Environment and Environmental Consequences

This section analyzes the affected environment and potential environmental impacts associated with each alternative. The purpose of this analysis is to determine whether potential impacts would be significant as defined by FAA Orders 1050.1F and 5050.4B.

The following resource categories will not be evaluated in this EA because they either do not exist within the project area or have no potential to be impacted by the proposed action. Justification for this determination can be found in Appendix A.

- Air Quality
- Biological Resources
- Climate
- Coastal Resources
- Farmlands
- Land Use
- Light Emissions and Visual Impacts
- Natural Resources and Energy Supply
- Secondary (Induced) Impacts
- Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks
- Wild and Scenic Rivers

3.1 Historical, Architectural, Archaeological, and Cultural Resources

Applicable laws and regulations for this resource category include:

Statute	Regulation	Oversight Agency
National Historic Preservation Act	36 CFR parts 800, 60	Advisory Council on Historic Preservation (ACHP), State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO)

Section 106 of the National Historic Preservation Act requires Federal Agencies to consider the effects of their undertaking on properties on, or eligible for inclusion in, the National Register of Historic Places.

3.1.1 Affected Environment

Research prompted by a previous airport reconstruction project identified two known sites in the area, the St. Gabriel Chapel (1,500 feet from airport property) and a settlement site (2,700 feet from airport property). The State Historic Preservation Office (SHPO) concurred with findings of no historic properties affected on airport property in 2005 and 2006.

3.1.2 Environmental Consequences

Proposed-Action Alternative

DOT&PF initiated consultation with the State Historic Preservation Officer (SHPO), local government, tribes, and other consulting parties under Section 106 of the National Historic Preservation Act on August 20, 2019.

The project's direct APE includes the graveled surfaces of the runway, taxiway, apron, pads for lighting, overhead electric utility improvements, staging/disposal areas, wind cones, AWOS system, and the access roads to those pads to be renewed for the project. The apron, the runway, gravel pads and access roads for the AWOS system and new lighting system pads will be expanded. An indirect APE was also defined, and consists of areas where noise, light, and dust could cause effects during construction.

A review of the Alaska Department of Natural Resources (ADNR) Alaska Heritage Resources Survey (AHRS) on September 17, 2019, indicated no known cultural resources or historic properties within the direct or indirect APE. On September 24, 2019, DOT&PF found that no historic properties would be affected by the proposed action; SHPO concurred with that finding on October 7, 2019. On July 15, 2020, and again on May 6, 2021, FAA sent informational letters to SHPO and other consulting parties describing an expansion of the RSA beyond the work depicted in the original findings letter. Because this change did not alter the project's finding of effect and because SHPO had been notified, SHPO continued to concur with the finding of No Historic Properties Affected.

Refer to Appendix B for Section 106 documentation, and to Section 4 of this EA for environmental commitments pertaining to Section 106 resources.

No-Build Alternative

The no-build alternative would not construct in or alter the project area. Therefore, no impacts to historic properties or cultural resources would occur.

3.2 U.S. Department of Transportation Act Section 4(f) & LWCFA Section 6(f)

Applicable laws and regulations for this resource category include:

Statute	Regulation	Oversight Agency
Department of Transportation Act of 1966, Section 4(f), re-codified as 49 U.S.C. 303(c)		U.S. Department of Transportation
Land and Water Conservation Fund Act of 1965, Section 6(f)	36 CFR Part 59	Department of the Interior, National Park Service

Section 4(f) of the U.S. Department of Transportation (DOT) Act of 1966 protects significant publicly owned parks, recreation areas, wildlife and waterfowl refuges, and public and private historic sites. Section 4(f) provides that the U.S. Secretary of Transportation may approve a transportation project that requires the use of publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance or land from any privately owned historic site of national, state, or local significance, only if there is no feasible and prudent alternative to the use of such land and the project incorporates all possible planning to minimize harm resulting from the use.

Section 6(f) of the Land and Water Conservation Fund Act (LWCFA) states that no property acquired or developed with LWCFA money shall be converted to other than public outdoor recreation uses without the approval of the Secretary of the Interior.

3.2.1 Affected Environment

The project area is within the village of Kongiganak, which is surrounded by Yukon Delta National Wildlife Refuge (YDNWR). There are no other 4(f) resources within or directly adjacent to the project area.

There are no facilities acquired or developed using funds from the LWCFA within or near the proposed project area.

3.2.2 Environmental Consequences

Proposed-Action Alternative

Section 4(f)

In order for a Section 4(f) use to occur, a DOT action must result in either a physical or constructive use of a Section 4(f) resource. A *physical use* is defined by the FAA 1050.1F Desk Reference as an action or alternative that would involve a physical taking of a Section 4(f) property through purchase of land, a permanent easement, physical occupation of a portion or all of the property, temporary occupancy of a 4(f) resource, or alteration of structures or facilities on the property. Construction activities would occur only on the airport property and access road, and therefore the project would not result in a physical use of the YDNWR 4(f) property.

A *constructive use*, defined in 23 CFR 774.15, occurs when the proximity impacts of a project on a Section 4(f) property are so severe that the activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. The project scope is limited to reconstruction of an existing airport facility, and construction activities would not affect the YDNWR; therefore no constructive use of the 4(f) property would occur.

Section 6(f)

As there are no facilities funded by the LWCFA within or near the proposed project area, the project would not involve a Section 6(f) conversion of use.

No-Build Alternative

The no-build alternative would not result in a "use" under Section 4(f) or Section 6(f).

3.3 Endangered Species Act

Applicable laws and regulations for this resource category include:

Statute	Regulation	Oversight Agency
Endangered Species Act (ESA) of 1973	50 CFR parts 17 and 402	U.S. Fish and Wildlife Service (USFWS); National Marine Fisheries Service (NMFS)

The Endangered Species Act requires federal agencies, in consultation with USFWS and/or NMFS, to ensure that actions they authorize, fund, or carry out are not likely to jeopardize the continued existence

of any threatened or endangered species or result in the adverse modification of designated critical habitat.

3.3.1 Affected Environment

A review of the USFWS Information for Planning and Consultation (IPaC) mapper on January 10, 2020, indicated that the range of spectacled eiders (a Threatened Species) may overlap with the proposed project, however no critical habitat occurs within or near the project area. No other listed species, including bald eagles, are known to occur near the project area.

The proposed project is not anticipated to cause direct effects on the spectacled eider. While the wetland tundra surrounding Kongiganak may provide suitable nesting habitat, normal airplane operations and airport lighting are likely to deter birds from remaining near the airport long enough to establish nest sites. No construction activities would impact marine waters, and materials transport would use established marine shipping routes.

Informal Section 7 consultation letters were sent from FAA to USFWS and NOAA NMFS. See Appendix C for correspondence.

3.3.2 Environmental Consequences

Proposed-Action Alternative

No critical habitat for endangered or threatened species is found within or near the proposed project area. The proposed project is not likely to adversely affect threatened or endangered species, or their designated critical habitat.

No-Build Alternative

Under the no-build alternative, no impacts to threatened or endangered species or their critical habitat would occur.

3.4 Anadromous and Resident Fish

Applicable laws and regulations for this resource category include:

Statute	Regulation	Oversight Agency
Magnuson-Stevens Fishery Conservation and Management Act	50 CFR part 600	NMFS
Fish and Wildlife Coordination Act		USFWS
Anadromous Fish Act (State of Alaska)	AS 16.05.871 – .901	ADF&G
Fishway Act (State of Alaska)	AS 16.05.841 – AS 16.05.861	ADF&G

The Magnuson-Stevens Fishery Conservation and Management Act protects essential fish habitat, conserves fishery resources, and provides for the implementation of fishery management plans, among other purposes.

The Fish and Wildlife Coordination Act provides the U.S. Fish and Wildlife Service with the authority to evaluate and comment on federal actions that would control or modify bodies of water utilized by wildlife resources.

The Anadromous Fish Act (Alaska Statute 16.05.871 – .901) and Fishway Act (Alaska Statute 16.05.841 – AS 16.05.861) were established by the State of Alaska and require an applicant to provide prior

notification and obtain permit approval from the Alaska Department of Fish and Game prior to altering or affecting the natural flow or bed of an anadromous water body (Anadromous Fish Act) or working within or across a fish stream if the work is determined to potentially represent an impediment to the efficient passage of fish (Fishway Act).

3.4.1 Affected Environment

The Kongnignanohk River flows along the west side of Kongiganak and provides boat access to the village and barge access to the project area. As of September 24, 2020, the Kongnignanohk River is the only waterbody in the vicinity of the proposed project that is listed on the Alaska Department of Fish and Game Anadromous Waters Catalog (AWC #335-40-16200). Because of its status as an anadromous waterbody, the Kongnignanohk River is also classified as essential fish habitat (EFH) by the National Oceanic and Atmospheric Association (NOAA) National Marine Fisheries Service (NMFS). This river flows along the west side of the project area, and supports whitefish. Several unnamed small lakes nearby lack documentation, but may support freshwater fish as well. These fish species serve as an important subsistence food source for the community.

3.4.2 Environmental Consequences

Proposed-Action Alternative

No work would be done in the Kongnignanohk River, although the existing barge landing on the east bank would be used to transport equipment and materials. Standard best management erosion and sediment control practices would minimize stormwater impacts to these water bodies.

No-Build Alternative

Under the no build alternative, environmental conditions would remain unchanged; therefore, no impact to anadromous or resident fish, their habitat, or EFH would occur.

3.5 Floodplains

Applicable laws and regulations for this resource category include:

Statute	Regulation	Oversight Agency
Executive Order 11988, Floodplain Management		U.S. Department of Transportation

Executive Order 11988, *Floodplain Management*, directs Federal agencies to take action to reduce the risk of flood loss, minimize the impact of floods on human safety, health, and welfare, and restore and preserve natural and beneficial values served by floodplains. DOT Order 5650.2, *Floodplain Management and Protection*, contains DOT policies and procedures for implementing Executive Order 11988. Agencies are required to make a finding that there is no practicable alternative before taking action that would encroach on a base (100-year) floodplain.

3.5.1 Affected Environment

A review of the Federal Emergency Management Agency (FEMA) Flood insurance rate mapper on October 12, 2020, indicated that the proposed project is in an unmapped area. The community of Kongiganak does not participate in the National Flood Insurance Program (NFIP), so FEMA floodplain mapping is not available for the area.

3.5.2 Environmental Consequences

Proposed-Action Alternative

The proposed project does not include work within a mapped floodplain. No impacts to floodplains are anticipated.

No-Build Alternative

The no-build alternative would not result in impacts to floodplains or regulatory floodways.

3.6 Water Quality

Applicable laws and regulations for this resource category include:

Statute	Regulation	Oversight Agency
Clean Water Act (CWA)	40 CFR parts 110-112, 116, 117, 122, 125, 129, 130, 131, 136, and 403	EPA ADEC
Fish and Wildlife Coordination Act		USFWS
Statewide Standards for Water Quality (State of Alaska)	18 AAC 70.010 – .020	ADEC

The Clean Water Act provides the authority to establish water quality standards, control discharges, develop waste treatment management plans and practices, prevent or minimize the loss of wetlands, and regulate other issues concerning water quality.

The Fish and Wildlife Coordination Act applies if a proposed Federal action would impound water within an area greater than 10 acres or divert, drain, control, or otherwise modify a body of water.

The State of Alaska Statewide Standards for Water Quality were established under Clean Water Act provisions, and specify the degree of degradation that may not be exceeded in a waterbody as a result of human actions.

3.6.1 Affected Environment

Storm water drains from the airport facility's surface into adjacent wetlands, and then enters groundwater or the Kongnignanohk River. The project area is surrounded by wetlands and numerous small lakes. The Kongnignanohk River flows along the west side of the project, and the barge landing along the riverbank will be used to transfer equipment and materials to and from the proposed project.

A small unnamed lake approximately 1,500 meters northeast of the runway serves as the public water supply for Kongiganak. Pipelines attached to the boardwalk system convey this water around the airport to the water treatment plant west of the airport.

No impaired waterways listed under Section 303(d) of the Clean Water Act are in or near the proposed project. No drinking water sources or drinking water protection areas are located within the project area.

3.6.2 Environmental Consequences

Proposed-Action Alternative

The proposed project will be designed to minimize impacts to water resources. Potential impacts include dredging and fill in less than 10 acres of wetland and small water bodies adjacent to the existing apron

and runway. The existing airstrip is built on, and surrounded by wetlands, so avoiding wetlands is not feasible while still fulfilling the purpose and need. All of the drinking water infrastructure, including the source lake, lies outside the proposed project area; therefore no impacts to drinking water sources are anticipated.

The proposed project does not include paving, and so will not permanently increase impervious surface area or alter existing drainage patterns. Construction activities may cause a minor, temporary increase in local stormwater runoff. The contractor will use best management practices and operate in accordance with a Stormwater Pollution Prevention Plan (SWPPP) and a DEC-approved Hazardous Material Control Plan (HMCP).

No-Build Alternative

The no-build alternative would not cause impacts to drinking water sources or any other changes in water quality.

3.7 Navigability, Wetlands, and Waters of the U.S.

Applicable laws and regulations for this resource category include:

Statute	Regulation	Oversight Agency
Clean Water Act (CWA), Section 404	33 CFR Parts 320-330	USACE
Rivers and Harbors Act of 1899, Section 10	33 CFR parts 320-332	USACE
Executive Order 11990, Protection of Wetlands		FAA

The Clean Water Act provides the authority to establish water quality standards, control discharges, develop waste treatment management plans and practices, prevent or minimize the loss of wetlands, and regulate other issues concerning water quality.

Section 10 of the Rivers and Harbors Act of 1899 requires USACE permits for regulated work (placing/removing structures, excavation, placing fill, or otherwise disturbing soils and sediments) below OHW of navigable waters of the U.S. Navigable waterways of the U.S. are waterways that are presently used, have been historically used, or are susceptible to use for interstate or foreign commerce.

The stated purpose of Executive Order (EO) 11990 is to "minimize the destruction, loss or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands". This EO requires federal agencies to consider alternatives to work in wetland areas, and to minimize impacts where wetlands cannot be avoided.

3.7.1 Affected Environment

<u>Navigability</u>

No federal navigability determination has been made for the Kongnignanohk River, but according to the State of Alaska Navigable Waters mapper, tidal influence extends several miles upstream from the mouth and past the village of Kongiganak. The riverbank barge landing used to transport materials and equipment for the proposed project is within the tidally influenced section of the river.

<u>Wetlands and Waters of the U.S.</u>

A review of the U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory on June 4, 2019, indicated that the project area is surrounded by freshwater emergent wetland and small lakes. Aerial imagery of the area shows numerous small ponds and green areas that are likely wetland.

On September 30, 2019, DOT&PF staff conducted a site investigation to verify the extent of the wetlands, with a particular focus on the area immediately adjacent to the apron to be expanded. Vegetation, soils, and hydrology clearly indicated the presence of wetlands surrounding the entire project area. The topography and the prescence of several small streams indicated that the wetlands appear hydrologically connected to the Kongnignanohk River (WOUS) by surface and/or subsurface flow. On September 24, 2020, DOT&PF staff visited the site again and took more photographs documenting the vegetation and hydrology to confirm the extent of the wetlands along the northwest side of the runway and access road.

The Kongnignanohk River has no navigability determination, but flows directly into Kuskokwim Bay. Based on these observations, all wetlands and the Kongnignanohk River are assumed to be Waters of the U.S. and subject to USACE jurisdiction under the CWA (Section 404), despite the lack of a specific determination by the USACE. See Appendix D for Wetland Reconnaissance Memo.

3.7.2 Environmental Consequences

Proposed-Action Alternative

Navigability

No work will be done in the Kongignanohk River, and no bridges are involved. The DOT&PF submitted agency scoping materials to USCG and USACE on July 31, 2019. No comments were received.

Wetlands and Waters of the U.S.

The proposed project was designed to avoid and minimize impacts to wetlands and other waters of the U.S. to the maximum extent feasible while still meeting the project purpose and need. Impacts include excavating up to 12,550 cy of wetland material and permanently placing 48,835 cy of fill in 8.3 acres of palustrine emergent wetland to expand the runway safety area (RSA) and aprons. Fill may be barged to Kongiganak, then transported by dump truck along the access road from the barge landing to the airport, obtained from a local material source, or transported by ice road and placed in the project area.

Much of the wetland to be filled has been previously disturbed, and continues to be impacted by ongoing ground subsidence and erosion. The project is surrounded by vast areas of higher-value undisturbed wetlands, so the overall effect on the functions and values of wetland habitat in the area would be negligible. Prior to construction, DOT&PF will obtain a Section 404 Individual Permit from the USACE for wetland fill, and will follow all permit conditions.

No-Build Alternative

The no-build alternative would not result in impacts to navigable waterways, wetlands, or any other waters of the U.S.

3.8 Noise and Noise Compatible Land Use

Applicable laws and regulations for this resource category include:

Statute	Regulation	Oversight Agency
Aviation Safety and Noise Abatement Act of 1979	14 CFR part 150	FAA

The Aviation Safety and Noise Abatement Act of 1979 requires that FAA establish a uniform system for considering aviation noise. It also directs the FAA to identify land uses which are incompatible with aviation noise, and to encourage compatible land uses to locate around airport facilities.

3.8.1 Affected Environment

The Kongiganak Airport consists of one unpaved runway located between a newer residential section and the older core area of the community. Residences, a school, cemeteries, and commercial facilities are within 0.3 miles of the airport. As of 2019, an average of 81 flights per week used the airport.

According to the DOT&PF Kongiganak Airport Layout Plan (ALP), the runway was originally designed for Airplane Design Group (ADG) I aircraft – aircraft with wingspans less than 49 feet and tail heights less than 20 feet. This group includes the Cessna 421 Golden Eagle and the Piper PA-31. In recent years, more ADG II planes have been using this runway, and this group is now considered the typical aircraft, or "critical aircraft" according to FAA. Aircraft in ADG Group II are larger than ADG I, with wingspans between 49 and 79 feet, and tail heights between 20 and 30 feet. Examples of ADG II are the Cessna 208 Caravan and the SAAB 340.

3.8.2 Environmental Consequences

Proposed-Action Alternative

The proposed project would be constructed on existing airport property owned by the State of Alaska DOT&PF. The larger ADG II aircraft are already regularly using the airport, despite lack of sufficient RSA. The project would not alter the existing fleet mix, number or type of aircraft operations, air traffic, approaches, runway utilization, or flight tracks. No permanent aviation-related noise impacts or impacts to land uses would occur.

Temporary noise increases would occur as a result of construction activity and material transport. Flight patterns may temporarily change due to brief runway closures to allow safe construction activities. No permanent change in noise levels is anticipated after construction is completed.

The airport will remain in continuous operation throughout construction. Half-width operations will be provided as detailed in the Construction Safety and Phasing Plan (CSPP). The contractor would be required to accommodate flights by clearing all vehicles and personnel from the runway within 15 minutes of notification, and will be required to monitor aircraft radio frequencies.

No-Build Alternative

The no-build alternative would not result in noise impacts.

3.9. Hazardous Materials, Solid Waste, and Pollution Prevention

Applicable laws and regulations for this resource category include:

Statute	Regulation	Oversight Agency
Pollution Prevention Act	CEQ Memorandum on Pollution Prevention and the National Environmental Policy Act, 58 *Federal Register* 6478 (January 12, 1993)	U.S. Center for Environmental Quality; Environmental Protection Agency
Resource Conservation and Recovery Act	40 CFR parts 240-299	Environmental Protection Agency

Alaska Statutes	AS 43.40 AS 46.03-46.04 AS 46.08-46.09	Alaska Department of Environmental Conservation (ADEC), Spill Prevention and Response

The Pollution Prevention Act reduces pollution by regulating production, operation, and disposal of hazardous or potentially hazardous materials. Under the Act, the EPA develops source reduction programs and requires facilities to report toxic chemical releases.

The Resource Conservation and Recovery Act (RCRA) gives the EPA authority over management and cleanup of hazardous and non-hazardous solid waste. Regulations included in RCRA establish standards for underground storage tanks and managing used oil disposal.

According to Alaska statutes (listed above), ADEC manages programs to abate pollution from underground storage tanks, and to investigate, clean up, and monitor hazardous substance releases.

3.9.1 Affected Environment

A search of the Alaska Department of Environmental Conservation (ADEC) Contaminated Sites Database on May 10, 2021 indicated one active contaminated site (Kongiganak Qemirtalek Coast Corporation Tank Farm) approximately 1200 feet northwest of the airstrip.

3.9.2 Environmental Consequences

Proposed-Action Alternative

No soil disturbing activities near this site are anticipated, and the proposed project has minimal potential for encountering hazardous materials. In response to a scoping letter, ADEC stated that there are no known contaminated sites within the project area, and that ADEC must be contacted if contamination is encountered during construction. See Appendix E for ADEC correspondence.

Construction waste would be managed and disposed of in accordance with state and federal solid waste management laws and regulations.

No-Build Alternative

The no-build alternative involves no ground disturbance and thus would not result in impacts to contaminated sites, or include handling and storage of hazardous materials.

4 Environmental Commitments

The following measures and commitments would be implemented to avoid, minimize, or mitigate potential adverse effects to the environment:

Air Quality

- Air quality would be maintained through the use of BMPs such as watering, stabilizing construction entrances/exits, application of dust palliative, and stabilizing disturbed ground as soon as practicable.

Biological Resources

- Clearing and grubbing is not permitted within the migratory bird window of May 5 to July 25, except as allowed by federal, state, and local laws and approved by the Project Engineer.

- DOT&PF will comply with all federal, state, and local laws regarding invasive species during construction of the proposed project.

Hazardous Materials and Solid Waste

- If previously undocumented contaminated materials are encountered during project construction, all work in the vicinity of the contamination would stop and ADEC would be consulted to determine the appropriate corrective action.
- Construction waste will be disposed of in accordance with state and federal laws and regulations.

Historical, Architectural, Archaeological, and Cultural Resources

- If cultural, archaeological, or historic resources are discovered during project construction, all work that may impact these resources shall stop until DOT&PF consults SHPO to determine the appropriate corrective action.

Water Quality

- DOT&PF will prepare an Erosion and Sediment Control Plan and provide it to the Contractor.
- A DOT&PF approved Storm Water Pollution Prevention Plan (SWPPP), Hazardous Materials Control Plan, and Spill Prevention, Control, and Countermeasure Plan (if applicable) would be implemented in accordance with contract specifications and the Alaska Pollutant Discharge Elimination System Construction General Permit.
- All vehicles, trucks, and heavy equipment would be kept within construction limits and operated in a manner that limits unnecessary ground disturbance.

Wetlands and Waters of the U.S.

- Project boundaries shall be staked, flagged, or otherwise clearly delineated prior to the commencement of ground disturbing activities. Embankment fill material will be stockpiled within the project-fill footprint or upland areas to avoid impacts to wetlands.
- Site preparation, excavation, and fill placement shall be conducted in a manner that prevents adverse hydrologic effects. Natural drainage patterns shall be maintained using appropriate ditching, culverts, or other measures to prevent ponding or drying.
- Ground disturbance would be minimized to the maximum extent practicable.
- Practices such as placing heavy equipment on mats in wetlands, and other measures identified in the project's Section 404 permit would minimize unnecessary soil and vegetation disturbance.
- Materials will be stockpiled and machinery will be staged primarily in developed areas of airport property to avoid new ground disturbance. No stockpiles or staging will occur in wetlands.

5 Comments and Coordination

Throughout the NEPA process, DOT&PF sought public and agency comment to ensure public awareness, identify resource agency concerns, and identify potential environmental resources which may be impacted by the project.

5.1 Public Involvement

The DOT&PF published a Notice of Intent to Begin Engineering and Environmental Studies (NOI) on the DOT&PF Online Public Notice Website on April 16, 2019, and in the Delta Discovery on May 8, 2019. A second NOI including the increased project scope was published DOT&PF Online Public Notice

Website on June 7, 2021, and in the Anchorage Daily News on June 9, 2021. No public comments were received. (Appendix E)

5.2 Agency Involvement

On July 31, 2019, DOT&PF distributed a request for scoping comments to federal and state resource agencies, local government, tribes, and native corporations via email. The letter requested information on sensitive resources potentially impacted by the project, permits and clearances that may be required, and any general concerns with the project. The ADEC Contaminated Sites Program responded that they had no objections to the project, as there are no known contaminated sites in the project area. The ADEC advised that if undocumented contamination is encountered, ADEC should be contacted for guidance. No other agencies responding to the request for scoping comments.

Agency scoping correspondence is included in Appendix E.

6 List of Preparers

Name	Position	Contribution
Jenelle Brinkman, P.E.	Project Manager, DOT&PF	Design Support
Phil Cheasebro, P.E.	Project Engineer, DOT&PF	Design Support
Rory Bryant	Designer, DOT&PF	Figures
Brian Elliott	Regional Environmental Manager, DOT&PF	Content Review
	Engineering Project Manager, FAA	Content Review
Jack Gilbertsen	Environmental Protection Specialist, FAA	Content Review and Environmental Compliance
Heidi Zimmer	Environmental Impact Analyst, DOT&PF	Document Content

7 References

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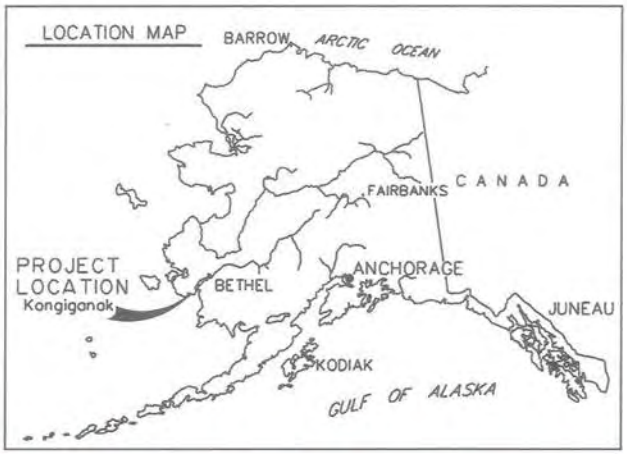
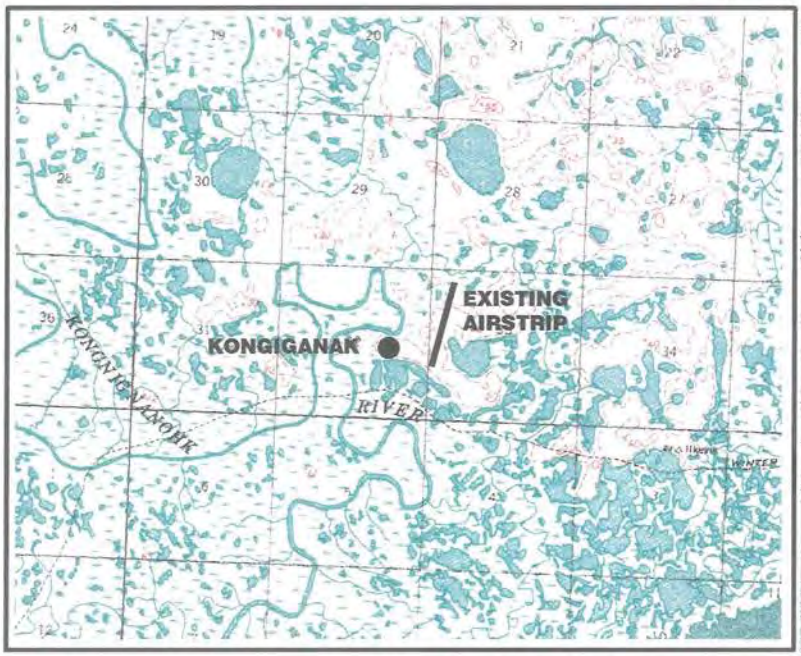
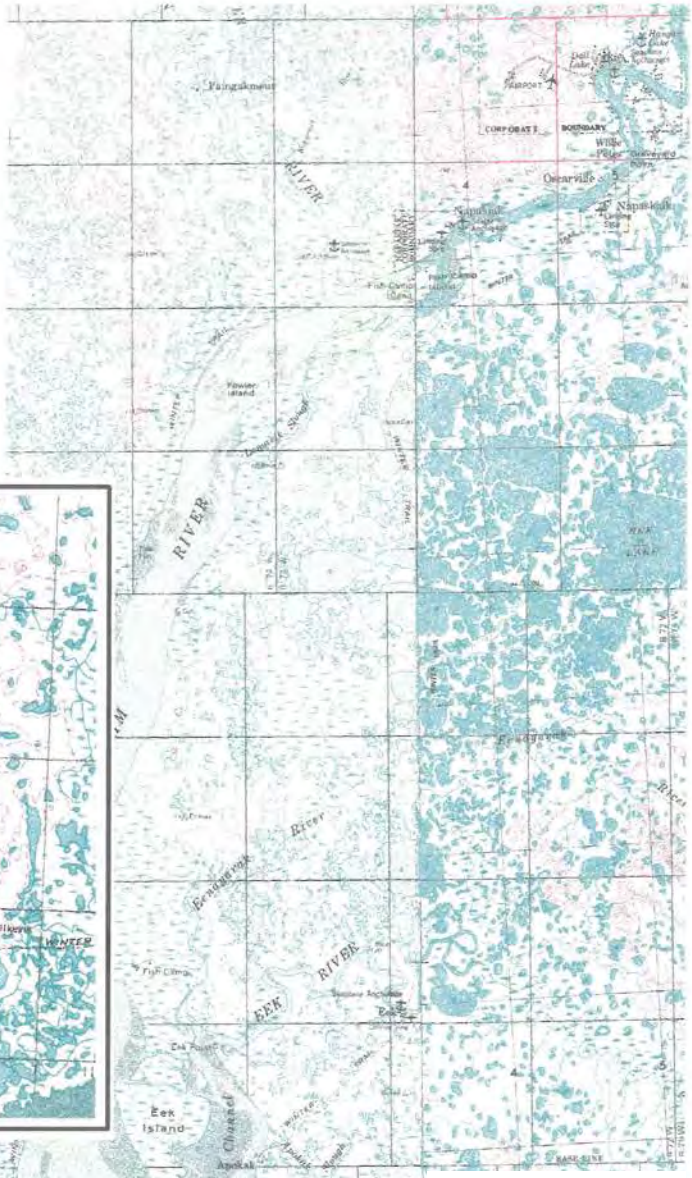
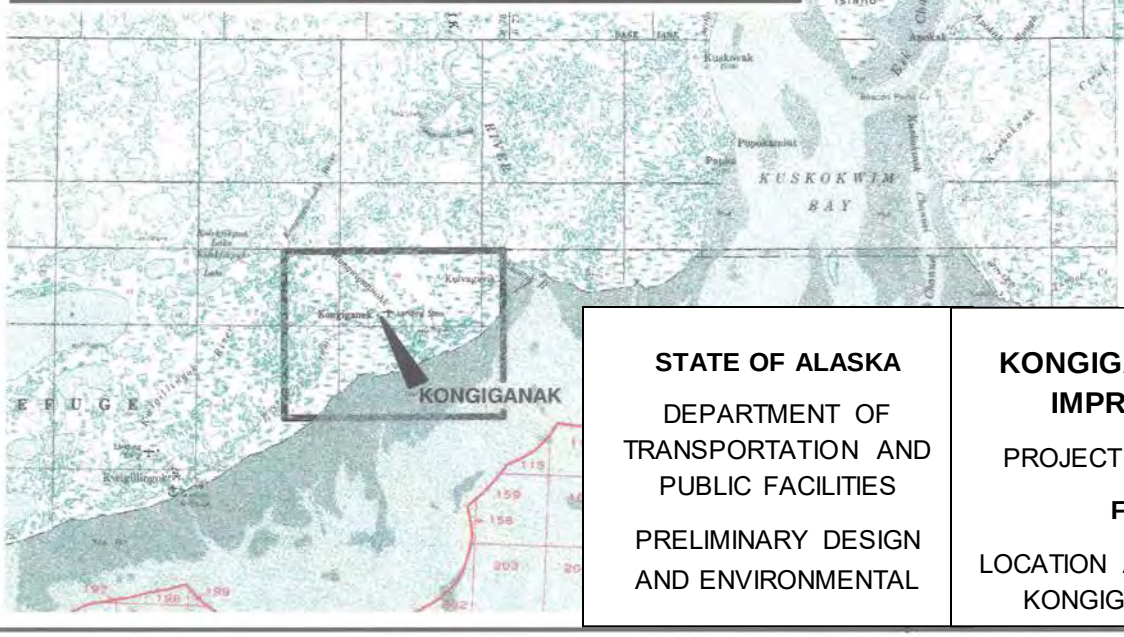








STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

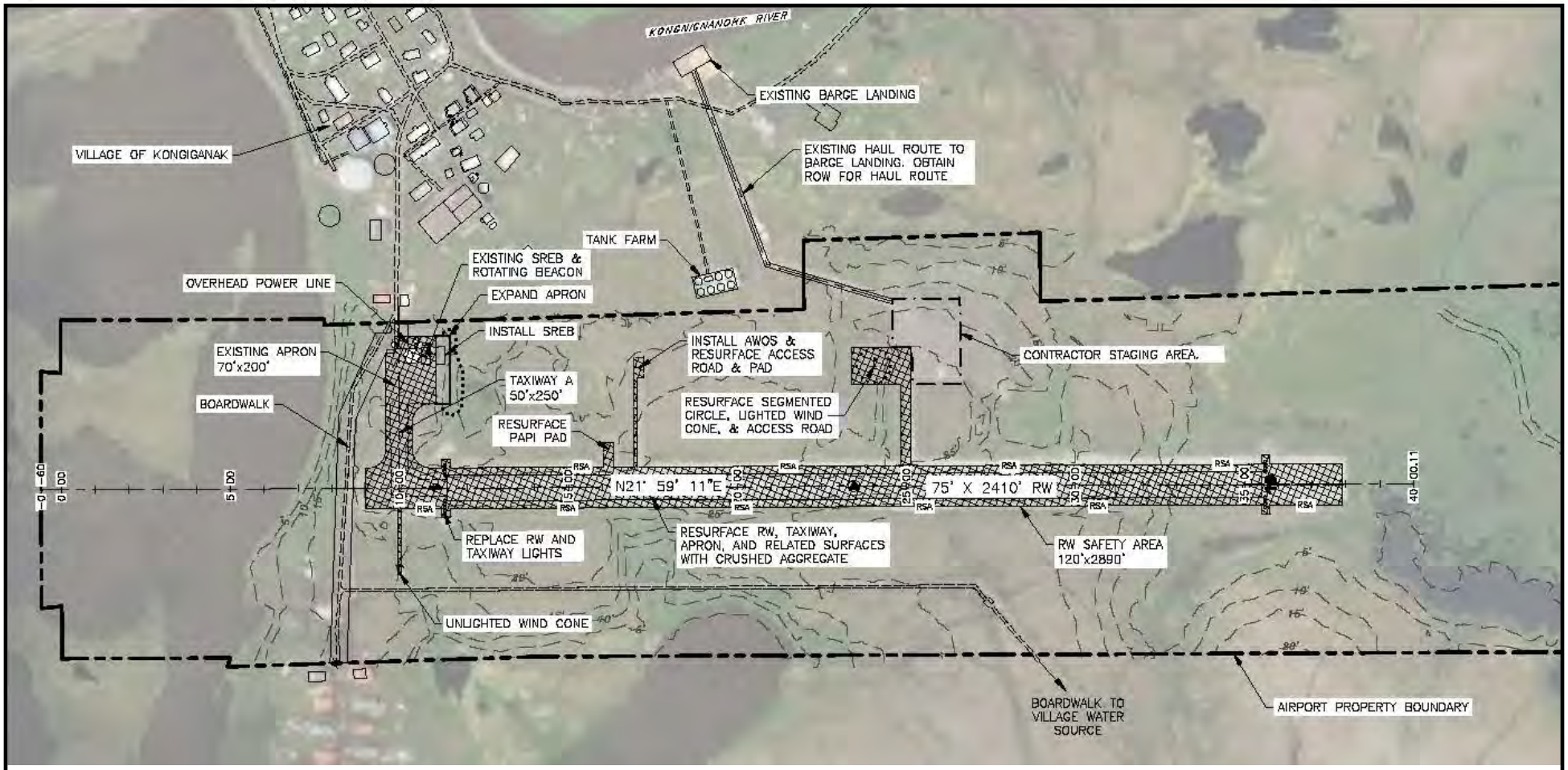
PRELIMINARY DESIGN AND ENVIRONMENTAL

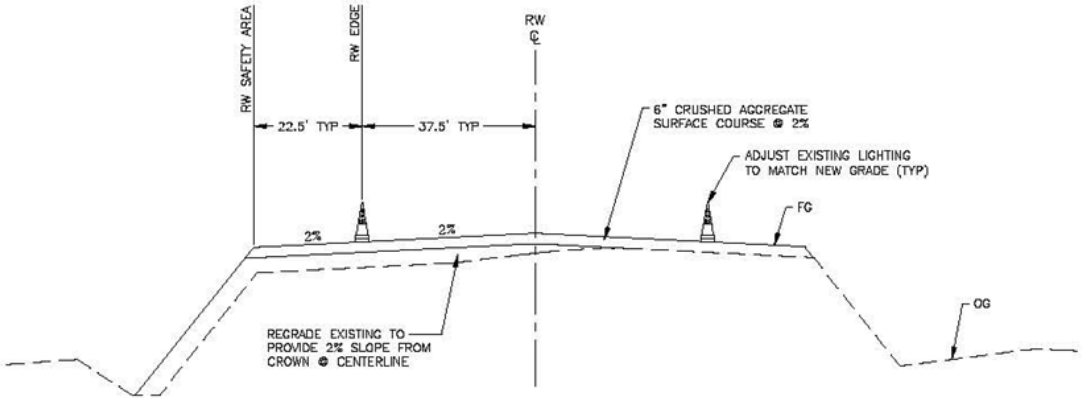
KONGIGANAK AIRPORT IMPROVEMENTS

PROJECT NO. CFAPT00433

FIGURE 1

LOCATION AND VICINITY MAP
KONGIGANAK, ALASKA





TYPICAL RW SECTION
NTS

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PRELIMINARY DESIGN AND ENVIRONMENTAL

KONGIGANAK AIRPORT IMPROVEMENTS

PROJECT NO. CFAPT00433

FIGURE 2

PROJECT AREA
KONGIGANAK, ALASKA

APPENDIX A

Non-Issue Categories

Non-Issue Categories

This section contains a list of environmental impact categories from FAA 1050.1F and 5050.4B that have been determined to be categories of non-issue. Rationale for this determination is provided below.

- Air Quality
- Biological Resources
- Climate
- Coastal Resources
- Farmlands
- Land Use
- Light Emissions and Visual Impacts
- Natural Resources and Energy Supply
- Secondary (Induced) Impacts
- Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks
- Wild and Scenic Rivers

Air Quality

As of October 31, 2020, U.S. Environmental Protection Agency Non-attainment Areas for Criteria Pollutants website indicated that the proposed project is not in an air quality non-attainment or maintenance area for National Ambient Air Quality Standards. According to FAA Order 1050.1F, the General Conformity Rule does not apply.

Biological Resources

Marine Mammals
Kongiganak is located several miles inland from Kuskokwim Bay. There is no marine habitat within or near the project area; therefore no marine mammals subject to the Marine Mammal Protection Act (MMPA) are found in the area.

Eagles
Kongiganak is surrounded by tundra and wetland, which is not suitable habitat for eagles due to the lack of trees large enough for nest sites.

Migratory Birds
According to the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) mapper, several species of migratory birds may travel through the proposed project area and may be disturbed by clearing operations. Any vegetation clearing associated with the proposed project would be avoided from May 5 through July 25, according to USFWS guidelines for shrub and open habitat on the Yukon-Kuskokwim Delta. If clearing during this time period is necessary, DOT&PF will proceed as approved by the project manager, in accordance with federal, state, and local laws. In addition, all ground-disturbing activities will occur on or adjacent to the existing airport facilities and access road; these areas are not favorable nesting habitat for migratory birds due to noise and other disturbance from normal airport operations.

Wildlife
The area surrounding Kongiganak provides habitat for moose, brown bear, and other fur-bearers. All ground-disturbing activities will occur on or adjacent to the existing airport facilities and access road. No permanent adverse impacts to wildlife are expected as a result of the proposed project.

Invasive Species
A review of the University of Alaska Anchorage (UAA) Alaska Exotic Plants Information Clearinghouse (AK-EPIC) data portal on November 19, 2020, found no documented occurrences of non-native or invasive plants in the vicinity of the proposed project. The DOT&PF will comply with Executive Order 13112 (Invasive Species) and all other federal, state, and local laws and regulations to minimize importation of invasive species.

Refer to Section 4 of the Environmental Assessment (EA) for environmental commitments to prevent introducing and spreading invasive species.

Climate
Construction of the proposed project would result in a temporary increase in greenhouse gas (GHG) emissions due to operating construction equipment. Post-construction, there will be no change from the current aircraft fleet mix or flight operations. The proposed project would not result in a net significant increase in GHG emissions.

Coastal Resources
The Alaska Coastal Management Program (ACMP) expired on June 30, 2011, by operation of Alaska Statutes 44.66.020 and 44.66.030. As of July 1, 2011, Alaska was withdrawn from the National Coastal Management Program.

Farmlands
A review of the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service Web Soil Survey on November 19, 2020, indicated no designated prime or unique farmlands, or farmlands of local importance in the vicinity of the project area.

Land Use
The proposed project is consistent with the 2018 Yukon Kuskokwim (Y-K) Delta Transportation Plan, a product of collaboration between DOT&PF, other public agencies, and municipal and tribal governments. The Plan's stated goals are to promote safety, livability, economic development and intermodal connectivity throughout the Y-K Delta area. Upgrading and maintaining airport infrastructure supports all of these goals.
As air travel is the main transportation link between Kongiganak and other communities, including the regional hub community of Bethel, the proposed airport improvements are non-disruptive and consistent with community goals and planned development.

Light Emissions and Visual Impacts
The proposed project would replace the existing airport lighting systems. No increase in light emissions will occur. The proposed project includes only minimal changes to the airport layout or visual context, such as relocating navigational aids, relocating one SREB, and adding a SREB next to a building of similar size. No visual or aesthetic impacts are anticipated as a result of the proposed project.

Natural Resources and Energy Supply
Construction activities would require a temporary increase in energy consumption due to fuel usage by heavy equipment. After the project construction is complete, the proposed airport improvements would not have a measurable effect on the local energy supply or existing natural resources.

Secondary (Induced) Impacts
The proposed action would improve the existing airport and does not constitute a major development; therefore the project would not cause a shift in population or growth, public service demands, or a change in business or economic activity.

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

The rural community of Kongiganak has a population of 476, of which 99% are American Indian (Alaska Native) according to the U.S. Census Bureau, American Community Survey (ACS) 2012-2016. Air travel is the main year-round transportation for people and goods in and out of the community. The proposed project will improve safety for airplanes using the Kongiganak Airport, and so will be a benefit to this population.

The proposed action would not result in disproportionately high or adverse human health or environmental effects, or children's environmental health and safety risks, as no substantial impacts to environmental resources (including noise, air quality, water quality, and cultural resources) are anticipated. The community relies heavily on subsistence hunting, fishing, and gathering; these activities would not be impacted by the proposed project.

Wild and Scenic Rivers

The only river in or near the project area is the Kongnignanohk River, which is not designated or proposed for listing on the U.S. National Park Service (USNPS) National Wild and Scenic River list as of November 19, 2020.

APPENDIX B

NHPA Section 106 Consultation Documentation

From:	Ortiz, Liz M (DNR)
To:	Rollins, Mark W (DOT)
Cc:	Ortiz, Liz M (DNR)
Subject:	RE: Kongiganak Airport Resurfacing Update, Project No.: CFAPT00433/ 3-02-0380-004-2022, Finding of No Historic Properties Affected
Date:	Tuesday, June 8, 2021 11:46:48 AM

3130-1R FAA / 2019-00968

Good morning Mark,

The Alaska State Historic Preservation Office (AK SHPO) received your correspondence (dated May 6, 2021) concerning the Kongiganak Airport Resurfacing updates on May 10, 2021. Following our review of the documentation provided, we concur with the finding of No Historic Properties Affected. Please note that our office may need to re-evaluate our concurrence if further changes are made to the project's scope or design.

As stipulated in 36 CFR 800.3, other consulting parties such as the local government and Tribes are required to be notified of the undertaking. Additional information provided by the local government, Tribes, or other consulting parties may cause our office to re-evaluate our comments and recommendations. Please note that our response does not end the 30-day review period provided to other consulting parties.

Should unidentified archaeological resources be discovered in the course of the project, work must be interrupted until the resources have been evaluated in terms of the National Register of Historic Places eligibility criteria (36 CFR 60.4), in consultation with our office. Please note that some sites can be deeply buried and that fossils are considered cultural resources subject to the Alaska Historic Preservation Act.

This email serves as our office's official correspondence for the purposes of Section 106. Thank you for the opportunity to review and comment. Please contact Liz Ortiz at 269-8722 or liz.ortiz@alaska.gov if you have any questions or we can be of further assistance.

Liz Ortiz

Archaeologist II - Review and Compliance
Alaska State Historic Preservation Office
Office of History and Archaeology
Department of Natural Resources
550 W. 7th Ave, Suite 1310
Anchorage AK, 99501
(907) 269-8722
liz.ortiz@alaska.gov
We are currently teleworking; email communication is best. Be well!

From: Ortiz, Liz M (DNR)
Sent: Monday, May 10, 2021 12:10 PM
To: Rollins, Mark W (DOT) <mark.rollins@alaska.gov>; DNR, Parks OHA Review Compliance (DNR sponsored) <oha.revcomp@alaska.gov>
Subject: RE: Kongiganak Airport Resurfacing Update, Project No.: CFAPT00433/ 3-02-0380-004-2022, Finding of No Historic Properties Affected

Hi Mark,

Documentation received and logged with me under 2019-00968. We are still tolling, but I will get back to you as soon as I can.

Thanks,
Liz Ortiz

Archaeologist II - Review and Compliance
Alaska State Historic Preservation Office
Office of History and Archaeology
Department of Natural Resources
550 W. 7th Ave, Suite 1310
Anchorage AK, 99501
(907) 269-8722
liz.ortiz@alaska.gov

Due to Covid-19 concerns, we are currently teleworking. Email is the best communication method. Be Well!

From: Rollins, Mark W (DOT) <mark.rollins@alaska.gov>
Sent: Thursday, May 6, 2021 5:00 PM
To: DNR, Parks OHA Review Compliance (DNR sponsored) <oha.revcomp@alaska.gov>
Cc: Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>
Subject: Kongiganak Airport Resurfacing Update, Project No.: CFAPT00433/ 3-02-0380-004-2022, Finding of No Historic Properties Affected

Hi Sarah and Liz,
Attached is an updated findings for the Kongiganak Airport Resurfacing Project for your review and comment, pursuant to Section 106 of the National Historic Preservation Act. The DOT&PF previously consulted on an update for the project in July, 2020 and since then there have been a number of project changes proposed that required a revised APE (see attached figures). If you have any questions or comments during your review, please let me know.

Thank you,
-Mark

Mark W. Rollins, MA
Environmental Impact Analyst III, Cultural Resources Specialist
Alaska Dept. of Transportation & Public Facilities
Preliminary Design and Environmental Section
P.O. Box 196900, Anchorage, Alaska 99519-6900
Cell (907) 631-9449, Office (907) 269-0527 | Email: mark.rollins@alaska.gov

CALISTA CORPORATION
www.calistacorp.com

May 17, 2021

Mr. Mark W. Rollins, Cultural Resources Specialist
Central Region, DOT&PF
Aviation Design
P.O. Box 196900
Anchorage, Alaska 99519-6900

Via E-mail: mark.rollins@alaska.gov

Re: Kongiganak Airport Resurfacing
Project No. CFAPT00433/ 3-02-0380-004-2022

Dear Mr. Rollins:

Thank you for the opportunity to comment on the Kongiganak Airport Rehabilitation project. According to Calista Corporation's databases, we have confirmed that there are no historical sites near the Kongiganak Airport Project that are located on Calista lands that may be impacted by your operations. Calista Corporation supports the State of Alaska Department of Transportation's Kongiganak airport rehabilitation project. This project will improve the airport surfaces, including the runway, taxiway, apron and navigational aid pad, and rehabilitate the airport access roads and lighting system. Kongiganak relies on air transportation for travel, air cargo and medivac services which is a critical need in the community. The improvement project will also provide reliable and safe landing access for air carriers.

Calista Corporation supports projects that provide benefits to its residents, including improving the safety of airports in rural Alaska.

Sincerely,

CALISTA CORPORATION

Mary Martinez, Land Planner
Land and Natural Resources

5015 Business Park Blvd., Suite 3000, Anchorage, AK 99503
t: (907) 275-2800 • f: (907) 275-2919

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN & ENVIRONMENTAL

PO Box 196900
Anchorage, Alaska 99519-6900
Main: 907.269.0542
Toll Free: 800.770.5263
TDD: 907.269.0473

In Reply Refer To:
Kongiganak Airport Resurfacing Update
Project No.: CFAPT00433/ 3-02-0380-004-2022
Finding of No Historic Properties Affected
May 6, 2021

Steven R. Street, Director
Department of Cultural and Environmental Sciences
Association of Village Council Presidents
PO Box 219
Bethel, Alaska 99559

Dear Mr. Street:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to rehabilitate the airport surfaces, as well as conduct other airport improvements, at the Kongiganak Airport. The project is located at approximately Latitude 59.961991 N and Longitude -162.880371 W, within Sections 32 and 33, Township 2 South, Range 79 West, Seward Meridian, USGS quadrangle Kuskokwim Bay D-3 (Figure 1).

This letter seeks to inform consulting parties that project design and the areas of direct effects have changed to better serve project needs. The DOT&PF, on behalf of FAA, continues to find that no historic properties would be affected by the proposed project pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(d).

Project Description
DOT&PF proposes to rehabilitate airport surfaces including the runway, taxiway, apron, navigational aid pad, Automated Weather Observation System (AWOS) pad, lighted and unlighted wind cones pads and access roads to the AWOS and wind cone pads. The runway safety area (RSA) would be widened and extended and the runway threshold locations shifted in order to meet Airport Reference Code A-II (small) dimensional standards. Drainage improvements, including culvert replacements, will be constructed to accommodate the widened RSA. Dust palliative will be applied to the rehabilitated and expanded surfaces. DOT&PF will install a new single bay Snow Removal Equipment Building (SREB), AWOS system, relocate the existing SREB, improve overhead electric utilities, install rotating beacon on tip-down pole, replace runway and taxiway lights, replace wind cones and segmented circle, and expand the apron area (Figures 2 and 3). DOT&PF will also acquire Temporary Construction Easements (TCEs) for the existing haul route and apron work. The Airport Layout Plan (ALP) will be updated to reflect the project scope.

Project Changes
The proposed project changes, since the DOT&PF's July 15, 2020 update, include the following:

- The previous proposed resurfacing of infrastructure will now include rehabilitation of surfaces.
- The RSA will be widened and extended and the runway threshold locations shifted in order to meet Code A-II (small) dimensional standards.
- Drainage improvements, including culvert replacements, will be constructed to accommodate the widened RSA.
- Relocate the existing SREB.
- Overhead Electric utility improvements
- Install rotating beacon on tip-down pole.
- Replace wind cones and segmented circle.
- The previous identified PUEs will now be Temporary Construction Easements (TCEs).

Area of Potential Effect (APE)
The area of potential effects (APE) continues to include direct and indirect effects; however, it now includes additional direct effects within the APE boundary. The APE includes all project activities, barge landing area, haul route, contractor staging area, and disposal areas. The APE encompasses approximately 66 acres within the airport property boundary and within the TCEs (Figures 2 and 3). The expansion of the RSA and the apron would include excavations up to five feet in undisturbed areas (see call-outs 6 and 7 on Figure 3). The total disturbance area for the RSA is approximately 5.12acres, and 1.20 acres for the apron expansion (Figure 4a-c). The expansion areas will be filled with clean material after excavation. The improvements on the other operational surfaces would include excavations up to one foot in previously disturbed areas, i.e., existing fill.

The contractor will be responsible for selecting material sites, acquiring all necessary permits and clearances for those sites, and/or barging in the material needed for the project.

Identification Efforts
Erik Hilsinger, professionally qualified individual (PQI) at DOT&PF Central Region Preliminary Design and Environmental, examined the Alaska Heritage Resources Survey (AHRS) online database on September 17, 2019. Also, Mark Rollins, PQI at DOT&PF Central Region Preliminary Design and Environmental, examined the AHRS online database on October 2, 2020 and again on May 4, 2021, to identify cultural resources (e.g., historic, prehistoric, and archaeological sites, structures, locations, remains, or objects) and historic properties [eligible for or listed on the National Register of Historic Places (NRHP)]. There were no AHRS sites observed within or adjacent to the APE. Additional identification includes examination of the Alaska Aviation System Plan database, which includes DOT&PF As-Builts, ALPs, and inspection reports. A literature review of the surrounding area was also conducted and included cultural resources survey reports and other applicable studies (Andrew 2003; ARS 2017; Boatwright 2001; Clarus 2008; NLURA 2016; Pipkin 2012, 2013). The research of the Kongiganak Airport and surrounding area, did not reveal any indication of cultural resources within the APE.

As of 2019, Kongiganak had a population of 544 residents. The unincorporated city was settled more recently in the 1960s by peoples from Kwigillingok, who were seeking a more suitable village site that was not prone to flooding (DCRA 2019). Also, Pipkin (2013:12) noted that the current village site may have been settled between 1967 and 1969, based on information from a local resident. Several areas around Kongiganak Airport have been previously surveyed and tested (i.e. shovel tests) for cultural resources, with negative results (Boatwright 2001; Pipkin 2012, 2013). FAA previously conducted community outreach for the Kongiganak Airport Reconstruction project, which proposed to expand the runway and relocate and reconstruct other airport infrastructure. There were no cultural resources identified by the community at this time; however, public

comments were taken into consideration (i.e. significant berry picking locations) for the future development of material sites (FAA 2005, 2006). Based on the literature review, airport's location setback from the river, wet topography, and the fact that present-day Kongiganak has been recently established, the PQI has determined that the APE has low probability for cultural resources.

Finding of Effect
Because of the sizeable project changes that resulted in a revised APE, the DOT&PF is again seeking concurrence with a finding of effect for the proposed project. The DOT&PF on behalf of FAA continues to find that the subject project will result in no historic properties affected and seeks concurrence with this finding from the Alaska State Historic Preservation Office (AK SHPO). The basis for the finding is that no historic properties are present in the APE and there is a low probability for cultural resources.

Consultation Efforts
DOT&PF has consulted with the Alaska State Historic Preservation Officer (AK SHPO), the Association of Village Council Presidents, Calista, Inc., the Native Village of Kongiganak, and the Qemirtalek Coast Corporation. A finding of no historic properties affected was submitted to consulting parties on September 24, 2019; the SHPO responded with a concurrence dated October 7, 2019 (Figure 5). A project update was later submitted to consulting parties on Jul 15, 2020; Calista, Inc. called DOT&PF on July 28, 2020, with some general questions about the project, and the AK SHPO responded to DOT&PF on August 18, 2020 that a finding of no historic properties affected remains appropriate (Figure 6). There were no other comments received from consulting parties. DOT&PF will inform the consulting parties listed above of the proposed changes to the project.

If you wish to comment on this finding, I can be reached at the address above, by telephone at 907-269-0527, or by e-mail at mark.rollins@alaska.gov . Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

Mark W. Rollins

Mark W. Rollins, MA
Cultural Resources Specialist, DOT&PF CR

Enclosures:
- Figure 1: Location and Vicinity Map
- Figure 2: Direct Area of Potential Effect
- Figure 3: Area of Potential Effect, Direct and Indirect
- Figure 4a-c: Site Photos of Expansion Areas
- Figure 5: AK SHPO Concurrence 10.7.19
- Figure 6: AK SHPO Response 8.18.20

Electronic cc w/ enclosures:

Jenelle Brinkman, P.E., DOT&PF Central Region, Project Manager
Brian Elliott, DOT&PF Central Region, Regional Environmental Manager
Heidi Zimmer, DOT&PF Central Region, Environmental Impact Analyst
Jack Gilbertson, FAA Environmental Protection Specialist
Kathy Price, DOT&PF Statewide Cultural Resources Manager

References:

Andrew, Roland P.
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Boatwright, Mark A.
2001 *Section 106 Review of proposed Road Project No. 363(1), Kongiganak, Alaska*. Prepared by United States Department of the Interior Bureau of Indian Affairs, Alaska Region for Native Village of Kongiganak, Kongiganak, Alaska, and, Alaska State Historic Preservation Office, Office of History and Archaeology, Anchorage, Alaska.

Clarus Technologies, LLC (Clarus)
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THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN & ENVIRONMENTAL

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TDD: 907.269.0473

In Reply Refer To:
Kongiganak Airport Resurfacing Update
Project No.: CFAPT00433/ 3-02-0380-004-2022
Finding of No Historic Properties Affected
May 6, 2021

Tisha L. Kuhns
Vice President of Land and Natural Resources
Calista Corporation
5015 Business Park Blvd, Ste. 3000
Anchorage, AK 99503

Dear Ms. Kuhns:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to rehabilitate the airport surfaces, as well as conduct other airport improvements, at the Kongiganak Airport. The project is located at approximately Latitude 59.961991 N and Longitude -162.880371 W, within Sections 32 and 33, Township 2 South, Range 79 West, Seward Meridian, USGS quadrangle Kuskokwim Bay D-3 (Figure 1).

This letter seeks to inform consulting parties that project design and the areas of direct effects have changed to better serve project needs. The DOT&PF, on behalf of FAA, continues to find that no historic properties would be affected by the proposed project pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(d).

Project Description
DOT&PF proposes to rehabilitate airport surfaces including the runway, taxiway, apron, navigational aid pad, Automated Weather Observation System (AWOS) pad, lighted and unlighted wind cones pads and access roads to the AWOS and wind cone pads. The runway safety area (RSA) would be widened and extended and the runway threshold locations shifted in order to meet Airport Reference Code A-II (small) dimensional standards. Drainage improvements, including culvert replacements, will be constructed to accommodate the widened RSA. Dust palliative will be applied to the rehabilitated and expanded surfaces. DOT&PF will install a new single bay Snow Removal Equipment Building (SREB), AWOS system, relocate the existing SREB, improve overhead electric utilities, install rotating beacon on tip-down pole, replace runway and taxiway lights, replace wind cones and segmented circle, and expand the apron area (Figures 2 and 3). DOT&PF will also acquire

Temporary Construction Easements (TCEs) for the existing haul route and apron work. The Airport Layout Plan (ALP) will be updated to reflect the project scope.

Project Changes
The proposed project changes, since the DOT&PF's July 15, 2020 update, include the following:

- The previous proposed resurfacing of infrastructure will now include rehabilitation of surfaces.
- The RSA will be widened and extended and the runway threshold locations shifted in order to meet Code A-II (small) dimensional standards.
- Drainage improvements, including culvert replacements, will be constructed to accommodate the widened RSA.
- Relocate the existing SREB.
- Overhead Electric utility improvements
- Install rotating beacon on tip-down pole.
- Replace wind cones and segmented circle.
- The previous identified PUEs will now be Temporary Construction Easements (TCEs).

Area of Potential Effect (APE)
The area of potential effects (APE) continues to include direct and indirect effects; however, it now includes additional direct effects within the APE boundary. The APE includes all project activities, barge landing area, haul route, contractor staging area, and disposal areas. The APE encompasses approximately 66 acres within the airport property boundary and within the TCEs (Figures 2 and 3). The expansion of the RSA and the apron would include excavations up to five feet in undisturbed areas (see call-outs 6 and 7 on Figure 3). The total disturbance area for the RSA is approximately 5.12acres, and 1.20 acres for the apron expansion (Figure 4a-c). The expansion areas will be filled with clean material after excavation. The improvements on the other operational surfaces would include excavations up to one foot in previously disturbed areas, i.e., existing fill.

The contractor will be responsible for selecting material sites, acquiring all necessary permits and clearances for those sites, and/or barging in the material needed for the project.

Identification Efforts
Erik Hilsinger, professionally qualified individual (PQI) at DOT&PF Central Region Preliminary Design and Environmental, examined the Alaska Heritage Resources Survey (AHRS) online database on September 17, 2019. Also, Mark Rollins, PQI at DOT&PF Central Region Preliminary Design and Environmental, examined the AHRS online database on October 2, 2020 and again on May 4, 2021, to identify cultural resources (e.g., historic, prehistoric, and archaeological sites, structures, locations, remains, or objects) and historic properties [eligible for or listed on the National Register of Historic Places (NRHP)]. There were no AHRS sites observed within or adjacent to the APE. Additional identification includes examination of the Alaska Aviation System Plan database, which includes DOT&PF As-Builts, ALPs, and inspection reports. A literature review of the surrounding area was also conducted and included cultural resources survey reports and other applicable studies (Andrew 2003; ARS 2017; Boatwright 2001; Clarus 2008; NLURA 2016; Pipkin 2012, 2013). The research of the Kongiganak Airport and surrounding area, did not reveal any indication of cultural resources within the APE.

As of 2019, Kongiganak had a population of 544 residents. The unincorporated city was settled more recently in the 1960s by peoples from Kwigillingok, who were seeking a more suitable village site that was not prone to flooding (DCRA 2019). Also, Pipkin (2013:12) noted that the current village site may have been settled between 1967 and 1969, based on information from a local resident. Several areas around Kongiganak Airport have been previously surveyed and tested (i.e. shovel tests) for cultural resources, with negative results (Boatwright 2001; Pipkin 2012, 2013). FAA previously conducted community outreach for the Kongiganak

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Finding of Effect
Because of the sizeable project changes that resulted in a revised APE, the DOT&PF is again seeking concurrence with a finding of effect for the proposed project. The DOT&PF on behalf of FAA continues to find that the subject project will result in no historic properties affected and seeks concurrence with this finding from the Alaska State Historic Preservation Office (AK SHPO). The basis for the finding is that no historic properties are present in the APE and there is a low probability for cultural resources.

Consultation Efforts
DOT&PF has consulted with the Alaska State Historic Preservation Officer (AK SHPO), the Association of Village Council Presidents, Calista, Inc., the Native Village of Kongiganak, and the Qemirtalek Coast Corporation. A finding of no historic properties affected was submitted to consulting parties on September 24, 2019; the SHPO responded with a concurrence dated October 7, 2019 (Figure 5). A project update was later submitted to consulting parties on Jul 15, 2020; Calista, Inc. called DOT&PF on July 28, 2020, with some general questions about the project, and the AK SHPO responded to DOT&PF on August 18, 2020 that a finding of no historic properties affected remains appropriate (Figure 6). There were no other comments received from consulting parties. DOT&PF will inform the consulting parties listed above of the proposed changes to the project.

If you wish to comment on this finding, I can be reached at the address above, by telephone at 907-269-0527, or by e-mail at mark.rollins@alaska.gov . Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

Mark W. Rollins

Mark W. Rollins, MA
Cultural Resources Specialist, DOT&PF CR

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In Reply Refer To:
Kongiganak Airport Resurfacing Update
Project No.: CFAPT00433/ 3-02-0380-004-2022
Finding of No Historic Properties Affected
May 6, 2021

Joseph Joseph, President
Native Village of Kongiganak
PO Box 5069
Kongiganak AK 99559-5069

Dear Mr. Joseph**,**

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Project Changes
The proposed project changes, since the DOT&PF's July 15, 2020 update, include the following:

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In Reply Refer To:
Kongiganak Airport Resurfacing Update
Project No.: CFAPT00433/ 3-02-0380-004-2022
Finding of No Historic Properties Affected
May 6, 2021

Qemirtalek Coast Corporation
PO Box 5070
Kongiganak, AK 99559

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References:

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2003 Letter Re: Construction of Senior Citizens Assisted Living Housing, Kongiganak, AK ADP File 3130-2R AHFC. Electronic document, http://dnr.alaska.gov/parks/oha/ahrs/ahrs.htm, accessed October 2, 2020.

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Boatwright, Mark A.

2001 *Section 106 Review of proposed Road Project No. 363(1), Kongiganak, Alaska*. Prepared by United States Department of the Interior Bureau of Indian Affairs, Alaska Region for Native Village of Kongiganak, Kongiganak, Alaska, and, Alaska State Historic Preservation Office, Office of History and Archaeology, Anchorage, Alaska.

Clarus Technologies, LLC (Clarus)

2008 *Alaska Army National Guard, Cultural Resources Survey Local Training Area Kongiganak, Alaska.* Prepared by Clarus for Alaska Army National Guard, Fort Richardson, Alaska.

Division of Cumminity and Regional Affairs (DCRA)

2019 DCRA Information Portal, Kongiganak, Alaska. Electronic document, https://dcra-cdodcced.opendata.arcgis.com/, accessed October 6, 2020.

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2006 Letter Re: Kongiganak Airport Reconstruction, Use of Two Material Sites, ADP File 3130 1R FAA. Electronic document, http://dnr.alaska.gov/parks/oha/ahrs/ahrs.htm, accessed October 6, 2020.

NLURA

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2013 *Archaeological Survey of the Kongiganak Boardwalk Replacement Project Area*. Prepared by Walking Dog Archaeology for Rodney P. Kinney and Associates, Inc., Alaska.

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN & ENVIRONMENTAL

PO Box 196900
Anchorage, Alaska 99519-6900
Main: 907.269.0542
Toll Free: 800.770.5263
TDD: 907.269.0473

In Reply Refer To:
Kongiganak Airport Resurfacing Update
Project No.: CFAPT00433/ 3-02-0380-004-2022
Finding of No Historic Properties Affected
May 6, 2021
ATTENTION: This finding contains no DOE(s)

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
Anchorage, AK 99501-3565

Dear Ms. Bittner,

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to rehabilitate the airport surfaces, as well as conduct other airport improvements, at the Kongiganak Airport. The project is located at approximately Latitude 59.961991 N and Longitude -162.880371 W, within Sections 32 and 33, Township 2 South, Range 79 West, Seward Meridian, USGS quadrangle Kuskokwim Bay D-3 (Figure 1).

This letter seeks to inform consulting parties that project design and the areas of direct effects have changed to better serve project needs. The DOT&PF, on behalf of FAA, continues to find that no historic properties would be affected by the proposed project pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(d).

Project Description
DOT&PF proposes to rehabilitate airport surfaces including the runway, taxiway, apron, navigational aid pad, Automated Weather Observation System (AWOS) pad, lighted and unlighted wind cones pads and access roads to the AWOS and wind cone pads. The runway safety area (RSA) would be widened and extended and the runway threshold locations shifted in order to meet Airport Reference Code A-II (small) dimensional standards. Drainage improvements, including culvert replacements, will be constructed to accommodate the widened RSA. Dust palliative will be applied to the rehabilitated and expanded surfaces. DOT&PF will install a new single bay Snow Removal Equipment Building (SREB), AWOS system, relocate the existing SREB, improve overhead electric utilities, install rotating beacon on tip-down pole, replace runway and taxiway lights, replace wind cones and segmented circle, and expand the apron area (Figures 2 and 3). DOT&PF will also acquire

Temporary Construction Easements (TCEs) for the existing haul route and apron work. The Airport Layout Plan (ALP) will be updated to reflect the project scope.

Project Changes
The proposed project changes, since the DOT&PF's July 15, 2020 update, include the following:

- The previous proposed resurfacing of infrastructure will now include rehabilitation of surfaces.
- The RSA will be widened and extended and the runway threshold locations shifted in order to meet Code A-II (small) dimensional standards.
- Drainage improvements, including culvert replacements, will be constructed to accommodate the widened RSA.
- Relocate the existing SREB.
- Overhead Electric utility improvements
- Install rotating beacon on tip-down pole.
- Replace wind cones and segmented circle.
- The previous identified PUEs will now be Temporary Construction Easements (TCEs).

Area of Potential Effect (APE)
The area of potential effects (APE) continues to include direct and indirect effects; however, it now includes additional direct effects within the APE boundary. The APE includes all project activities, barge landing area, haul route, contractor staging area, and disposal areas. The APE encompasses approximately 66 acres within the airport property boundary and within the TCEs (Figures 2 and 3). The expansion of the RSA and the apron would include excavations up to five feet in undisturbed areas (see call-outs 6 and 7 on Figure 3). The total disturbance area for the RSA is approximately 5.12acres, and 1.20 acres for the apron expansion (Figure 4a-c). The expansion areas will be filled with clean material after excavation. The improvements on the other operational surfaces would include excavations up to one foot in previously disturbed areas, i.e., existing fill.

The contractor will be responsible for selecting material sites, acquiring all necessary permits and clearances for those sites, and/or barging in the material needed for the project.

Identification Efforts
Erik Hilsinger, professionally qualified individual (PQI) at DOT&PF Central Region Preliminary Design and Environmental, examined the Alaska Heritage Resources Survey (AHRS) online database on September 17, 2019. Also, Mark Rollins, PQI at DOT&PF Central Region Preliminary Design and Environmental, examined the AHRS online database on October 2, 2020 and again on May 4, 2021, to identify cultural resources (e.g., historic, prehistoric, and archaeological sites, structures, locations, remains, or objects) and historic properties [eligible for or listed on the National Register of Historic Places (NRHP)]. There were no AHRS sites observed within or adjacent to the APE. Additional identification includes examination of the Alaska Aviation System Plan database, which includes DOT&PF As-Builts, ALPs, and inspection reports. A literature review of the surrounding area was also conducted and included cultural resources survey reports and other applicable studies (Andrew 2003; ARS 2017; Boatwright 2001; Clarus 2008; NLURA 2016; Pipkin 2012, 2013). The research of the Kongiganak Airport and surrounding area, did not reveal any indication of cultural resources within the APE.

As of 2019, Kongiganak had a population of 544 residents. The unincorporated city was settled more recently in the 1960s by peoples from Kwigillingok, who were seeking a more suitable village site that was not prone to flooding (DCRA 2019). Also, Pipkin (2013:12) noted that the current village site may have been settled between 1967 and 1969, based on information from a local resident. Several areas around Kongiganak Airport have been previously surveyed and tested (i.e. shovel tests) for cultural resources, with negative results (Boatwright 2001; Pipkin 2012, 2013). FAA previously conducted community outreach for the Kongiganak

Airport Reconstruction project, which proposed to expand the runway and relocate and reconstruct other airport infrastructure. There were no cultural resources identified by the community at this time; however, public comments were taken into consideration (i.e. significant berry picking locations) for the future development of material sites (FAA 2005, 2006). Based on the literature review, airport's location setback from the river, wet topography, and the fact that present-day Kongiganak has been recently established, the PQI has determined that the APE has low probability for cultural resources.

Finding of Effect
Because of the sizeable project changes that resulted in a revised APE, the DOT&PF is again seeking concurrence with a finding of effect for the proposed project. The DOT&PF on behalf of FAA continues to find that the subject project will result in no historic properties affected and seeks concurrence with this finding from the Alaska State Historic Preservation Office (AK SHPO). The basis for the finding is that no historic properties are present in the APE and there is a low probability for cultural resources.

Consultation Efforts
DOT&PF has consulted with the Alaska State Historic Preservation Officer (AK SHPO), the Association of Village Council Presidents, Calista, Inc., the Native Village of Kongiganak, and the Qemirtalek Coast Corporation. A finding of no historic properties affected was submitted to consulting parties on September 24, 2019; the SHPO responded with a concurrence dated October 7, 2019 (Figure 5). A project update was later submitted to consulting parties on Jul 15, 2020; Calista, Inc. called DOT&PF on July 28, 2020, with some general questions about the project, and the AK SHPO responded to DOT&PF on August 18, 2020 that a finding of no historic properties affected remains appropriate (Figure 6). There were no other comments received from consulting parties. DOT&PF will inform the consulting parties listed above of the proposed changes to the project.

Please direct your concurrence or comments to me at the address above, by telephone at 907-269-0527, or by e-mail at mark.rollins@alaska.gov . Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

Mark W. Rollins

Mark W. Rollins, MA
Cultural Resources Specialist, DOT&PF CR

Enclosures:
- Figure 1: Location and Vicinity Map
- Figure 2: Direct Area of Potential Effect
- Figure 3: Area of Potential Effect, Direct and Indirect
- Figure 4a-c: Site Photos of Expansion Areas
- Figure 5: AK SHPO Concurrence 10.7.19
- Figure 6: AK SHPO Response 8.18.20

Electronic cc w/ enclosures:

Jenelle Brinkman, P.E., DOT&PF Central Region, Project Manager
Brian Elliott, DOT&PF Central Region, Regional Environmental Manager
Heidi Zimmer, DOT&PF Central Region, Environmental Impact Analyst
Jack Gilbertson, FAA Environmental Protection Specialist
Kathy Price, DOT&PF Statewide Cultural Resources Manager

References:

Andrew, Roland P.
2003 Letter Re: Construction of Senior Citizens Assisted Living Housing, Kongiganak, AK ADP File 3130-2R AHFC. Electronic document, http://dnr.alaska.gov/parks/oha/ahrs/ahrs.htm, accessed October 2, 2020.

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NLURA
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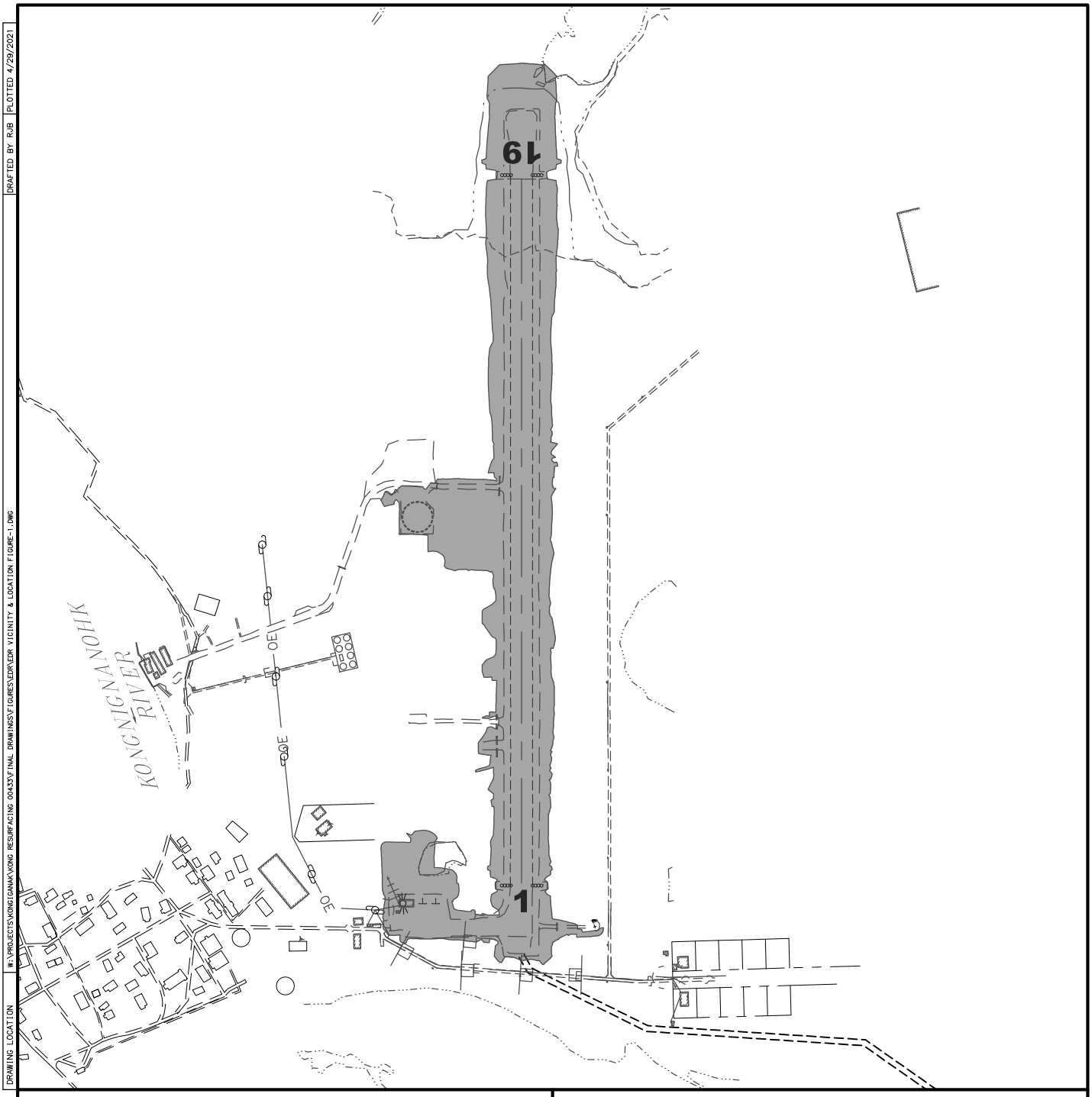
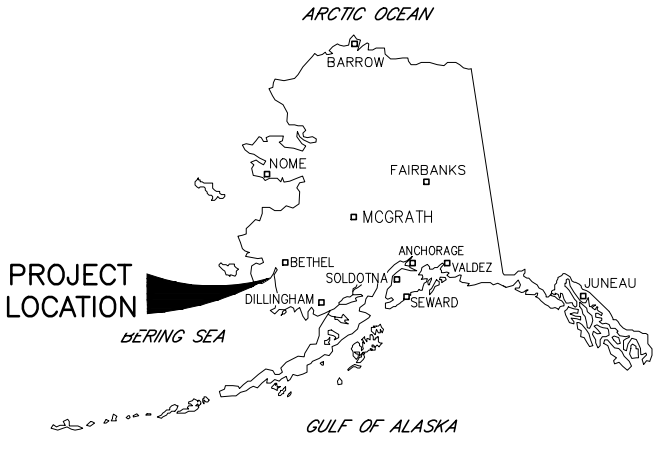
2013 *Archaeological Survey of the Kongiganak Boardwalk Replacement Project Area*. Prepared by Walking Dog Archaeology for Rodney P. Kinney and Associates, Inc., Alaska.

DRAWING LOCATION | W:\PROJECTS\KONGIGANAK\KONG RESURFACING 00433\FINAL DRAWINGS\FIGURES\EDR\EDR VICINITY & LOCATION FIGURE-1.DWG | DRAFTED BY RJB | PLOTTED 4/29/2021





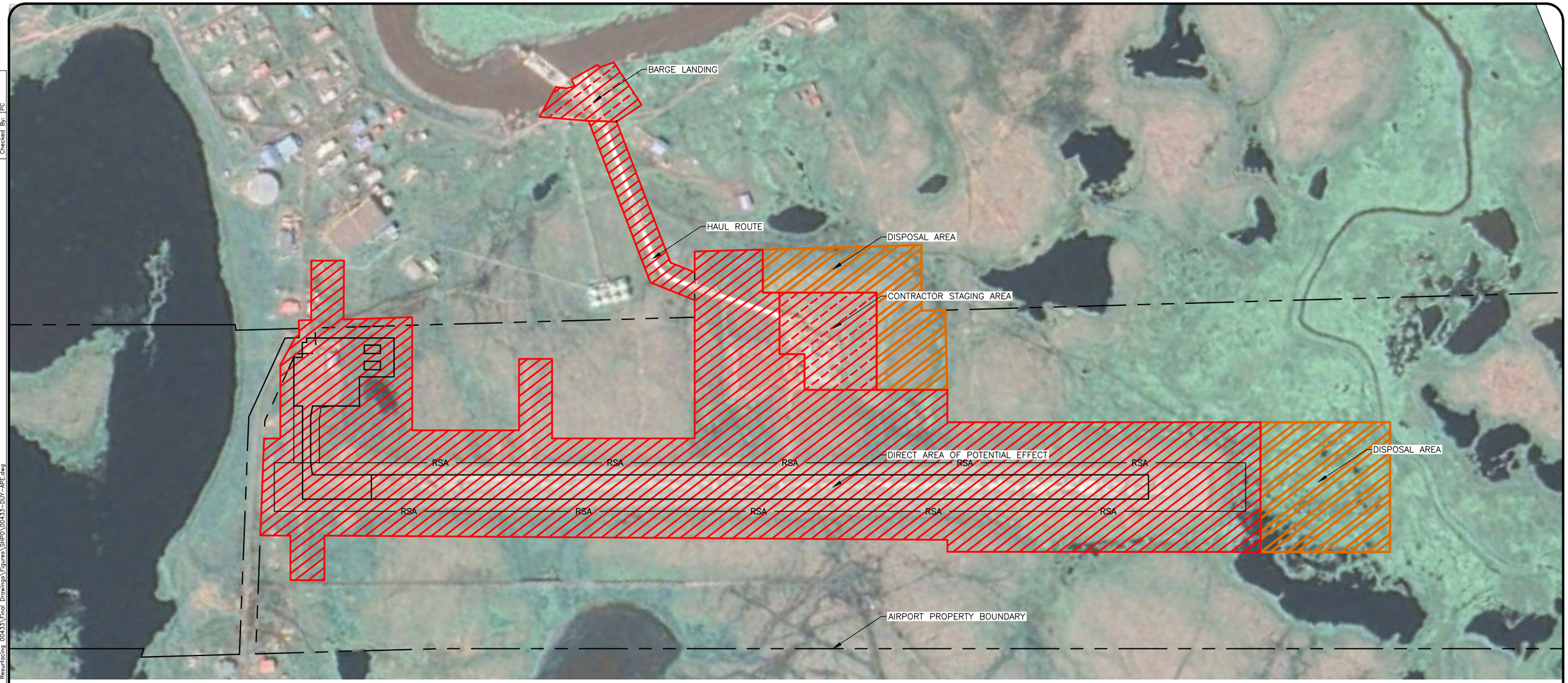
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

FIGURE 1

KONGIGANAK AIRPORT IMPROVEMENTS

PROJECT NO. CFAPT00433

LOCATION AND VICINITY MAP



LEGEND

BARGE LANDING/CONTRACTOR STAGING AREA

DIRECT AREA OF POTENTIAL EFFECT

DISPOSAL AREA

HAUL ROUTE

150' 75' 0 150' 300'

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

KONGIGANAK AIRPORT
KONGIGANAK, ALASKA
AIRPORT IMPROVEMENTS
PROJECT No. CFAPT00433
AIP No. 3-02-0380-004-2022
DIRECT AREA OF POTENTIAL EFFECT
FIGURE 2

DATE: 4/29/21

SHEET: 2 OF 3

Designed By: GB, RB, JM
Drawn By: GB
Checked By: PC

Date Revised: 4/29/2021, 3:41 PM
Layout Name: DIRECT APE
File Path and Name: \\dot.soa.alaska.gov\shared\AVI\AVD\Projects\Kongiganak\Kong Resurfacing 00433\Final Drawings\Figures\SHPO\00433-DOT-APE.dwg

BARGE LANDING

HAUL ROUTE

DISPOSAL AREA

CONTRACTOR STAGING AREA

DISPOSAL AREA

DIRECT AREA OF POTENTIAL EFFECT

RSA

AREA OF POTENTIAL EFFECT

AIRPORT PROPERTY BOUNDARY

LEGEND

- AREA OF POTENTIAL EFFECT
- BARGE LANDING/CONTRACTOR STAGING AREA
- DIRECT AREA OF POTENTIAL EFFECT
- DISPOSAL AREA
- HAUL ROUTE

150' 75' 0 150' 300'

SCOPE OF THE PROJECT INCLUDES, BUT IS NOT LIMITED TO CONSTRUCTION OF THE FOLLOWING:

1. REHABILITATE RW 01/19 AND SAFETY AREAS
2. REHABILITATE TW AND SAFETY AREAS
3. REHABILITATE APRON
4. REHABILITATE SEGMENTED CIRCLE AND LIGHTED WIND CONE ACCESS/PAD
5. REHABILITATE UNLIGHTED WIND CONE ACCESS/PAD
6. WIDEN AND EXTEND RSA TO ACCOMMODATE ADG II AIRCRAFT
7. EXPAND APRON AND INSTALL NEW SINGLE-BAY SREB
8. RELOCATE THE EXISTING SINGLE-BAY SREB, EEB, AND FUEL TANKS, AND RELOCATE ELECTRICAL CONNECTION
9. INSTALL NEW ROTATING BEACON ON TIP-DOWN-POLE
10. INSTALL AIRCRAFT TIE-DOWNS
11. REPLACE AIRFIELD LIGHTING SYSTEM
12. REPLACE LIGHTED WIND CONE AND SEGMENTED CIRCLE
13. REPLACE UNLIGHTED WIND CONE
14. REMOVE AND REPLACE CULVERTS
15. REPLACE AIRPORT SIGNAGE
16. APPLY DUST PALLIATIVE TO RW, RSA, TW, TSA, APRON, SEGMENTED CIRCLE ACCESS/PAD, AND SUPPLEMENTAL WINDCONE ACCESS/PAD FINISHED SURFACES.
17. INSTALL AWOS
18. OVERHEAD ELECTRIC UTILITY IMPROVEMENTS

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

KONGIGANAK AIRPORT
KONGIGANAK, ALASKA
AIRPORT IMPROVEMENTS
PROJECT No. CFAPT00433
AIP No. 3-02-0380-004-2022
AREA OF POTENTIAL EFFECT
FIGURE 3

DATE: 4/29/21

SHEET: 3 OF 3

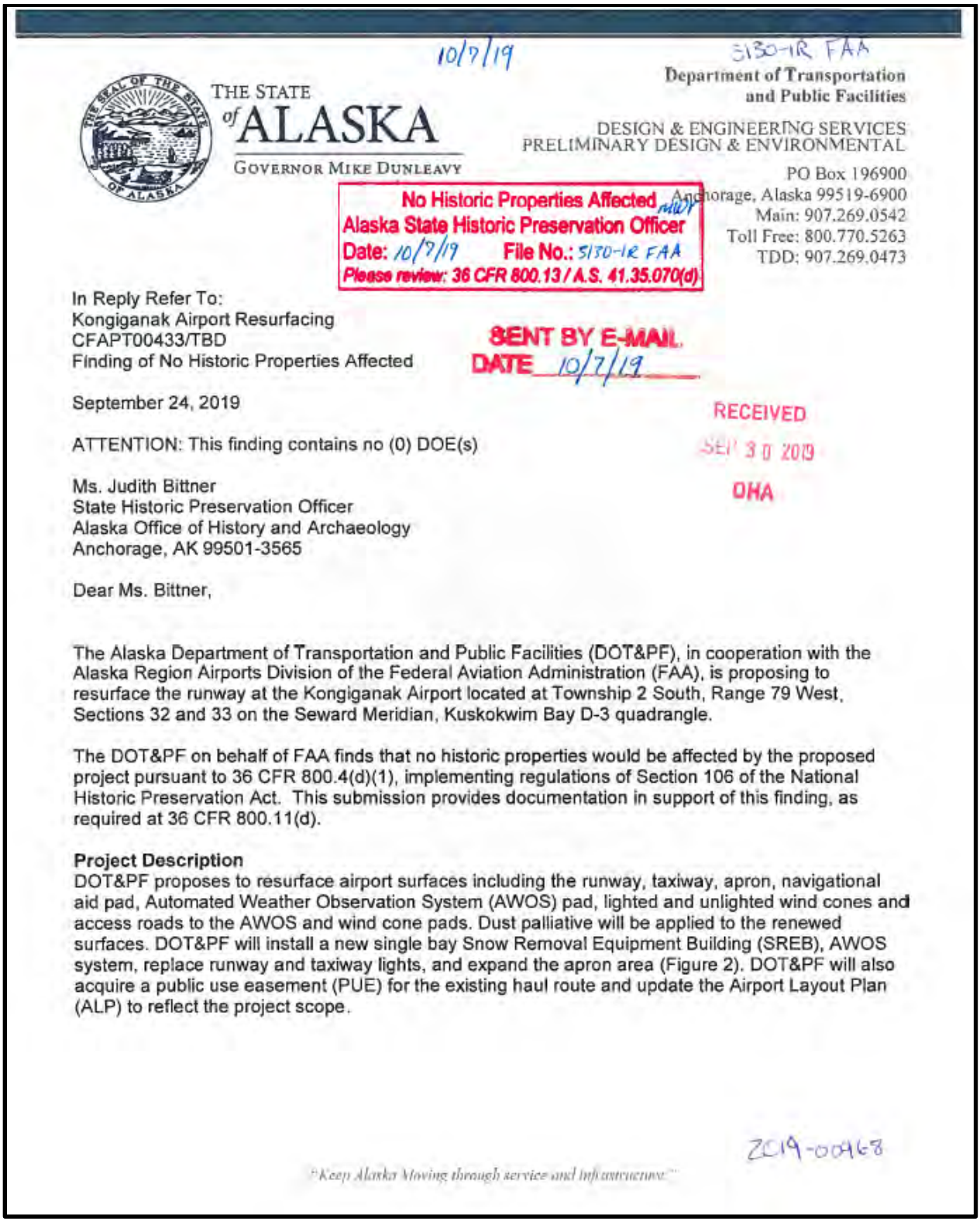
Designed By: GB, RB, JM
Drawn By: GB
Checked By: PC

Date Revised:
Layout Name: APE
File Path and Name: \\dot.soa.alaska.gov\shared\AVI\AVD\Projects\Kongiganak\Kong Resurfacing 00433\Final Drawings\Figures\SHPO\00433-DU7-APE.dwg

Figure 4a. Site Photos of Expansion Areas, apron and SREB expansion area. From Central Region Aviation Design Section.

Figure 4b. Site Photos of Expansion Areas, north RSA extension from below. From Central Region Aviation Design Section.

Figure 4c. Site Photos of Expansion Areas, north RSA extension from above. From Central Region Aviation Design Section.



10/7/19

5130-1R FAA

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN & ENVIRONMENTAL

PO Box 196900
Anchorage, Alaska 99519-6900
Main: 907.269.0542
Toll Free: 800.770.5263
TDD: 907.269.0473

No Historic Properties Affected MWF
Alaska State Historic Preservation Officer
Date: 10/7/19 File No.: 5130-1R FAA
Please review: 36 CFR 800.13 / A.S. 41.35.070(d)

In Reply Refer To:
Kongiganak Airport Resurfacing
CFAPT00433/TBD
Finding of No Historic Properties Affected

SENT BY E-MAIL
DATE 10/7/19

September 24, 2019

RECEIVED
SEP 30 2019
OHA

ATTENTION: This finding contains no (0) DOE(s)

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
Anchorage, AK 99501-3565

Dear Ms. Bittner,

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to resurface the runway at the Kongiganak Airport located at Township 2 South, Range 79 West, Sections 32 and 33 on the Seward Meridian, Kuskokwim Bay D-3 quadrangle.

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

Project Description
DOT&PF proposes to resurface airport surfaces including the runway, taxiway, apron, navigational aid pad, Automated Weather Observation System (AWOS) pad, lighted and unlighted wind cones and access roads to the AWOS and wind cone pads. Dust palliative will be applied to the renewed surfaces. DOT&PF will install a new single bay Snow Removal Equipment Building (SREB), AWOS system, replace runway and taxiway lights, and expand the apron area (Figure 2). DOT&PF will also acquire a public use easement (PUE) for the existing haul route and update the Airport Layout Plan (ALP) to reflect the project scope.

2019-00468

"Keep Alaska Moving through service and infrastructure."

Figure 5. Alaska SHPO Concurrence 10.7.19[1]

[1] DOT&PF can provide the complete correspondence upon request.

From: Meitl, Sarah J (DNR) <sarah.meitl@alaska.gov>
Sent: Tuesday, August 18, 2020 1:20 PM
To: Hilsinger, Erik D (DOT) <erik.hilsinger@alaska.gov>
Cc: Meitl, Sarah J (DNR) <sarah.meitl@alaska.gov>
Subject: Kongiganak Airport Resurfacing

3130-1R FAA / 2019-00968

Good afternoon,

The Alaska State Historic Preservation Office (AK SHPO) received your correspondence (dated July 15, 2020) concerning the subject project on July 16, 2020. The AK SHPO has entered tolling in response to COVID-19. Per ACHP direction, responses received from our office should be considered by the federal agency after the 30-day time periods outlined in 36 CFR 800 until our office has returned to normal status. Following our review of the documentation provided, we agree that the finding of No Historic Properties Affected remains appropriate for the proposed undertaking. Please note that our office may need to re-evaluate our concurrence if changes are made to the project's scope or design.

As stipulated in 36 CFR 800.3, other consulting parties such as the local government and Tribes are required to be notified of the undertaking. Additional information provided by the local government, Tribes, or other consulting parties may cause our office to re-evaluate our comments and recommendations. Please note that our response does not end the 30-day review period provided to other consulting parties. Should unidentified archaeological resources be discovered in the course of the project, work must be interrupted until the resources have been evaluated in terms of the National Register of Historic Places eligibility criteria (36 CFR 60.4), in consultation with our office. Please note that some sites can be deeply buried and that fossils are considered cultural resources subject to the Alaska Historic Preservation Act.

Thank you for the opportunity to comment. Please contact Sarah Meitl at 907-269-8720 or sarah.meitl@alaska.gov if you have any questions or if we can be of further assistance.

Best,
Sarah

Sarah Meitl
Review and Compliance Coordinator
Alaska State Historic Preservation Office
Office of History and Archaeology
550 W. 7th Avenue, Suite 1310
Anchorage, AK 99501-3561
Office: 907-269-8720
***Teleworking** - Email is best method of communication.*

Figure 6. AK SHPO Response 8.18.20

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES
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PO Box 196900
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TDD: 907.269.0473

In Reply Refer To:
Kongiganak Airport Resurfacing
CFAPT00433/TBD

July 15, 2020

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
Anchorage, AK 99501-3565

Dear Ms. Bittner,

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to resurface the runway at the Kongiganak Airport located at Township 2 South, Range 79 West, Sections 32 and 33 on the Seward Meridian, Kuskokwim Bay D-3 quadrangle (Figure 1).

This letter seeks to inform consulting parties that project design and the areas of direct effects have changed to better serve project needs. These changes are minor and will not change the finding of no historic properties affected for the project.

Project Description
DOT&PF proposes to resurface airport surfaces including the runway, taxiway, apron, navigational aid pad, Automated Weather Observation System (AWOS) pad, lighted and unlighted wind cones and access roads to the AWOS and wind cone pads. Dust palliative will be applied to the renewed surfaces. DOT&PF will install a new single bay Snow Removal Equipment Building (SREB), AWOS system, replace runway and taxiway lights, and expand the apron area (Figure 2). DOT&PF will also acquire a public use easement (PUE) for the existing haul route and update the Airport Layout Plan (ALP) to reflect the project scope.

Project Changes
The proposed project changes include an expanded SREB pad with the old and new SREBs in a new arrangement; increases the apron such that one small and three large aircraft tiedowns can be accommodated; widens and extends the runway safety area; and extends the slope of fill around existing fill areas. The changes to the fill areas are presented in Figure 3 for the facility as a whole;

changes to the apron and segmented circle are depicted in Figure 4. The overall change in filled area is depicted in Figure 5 which highlights new fill areas in green.

Because these changes are minor and unlikely to have any effect on historic properties in the vicinity of the airport, DOT&PF is not seeking concurrence with a finding of effect for these minor changes to the project.

Consultation Efforts
DOT&PF has consulted with the SHPO and interested parties for this project. A finding of no historic properties affected was submitted to SHPO on September 24, 2019; the SHPO responded with a concurrence dated October 7, 2019.

DOT&PF will inform the following parties of these proposed changes to the project: the State Historic Preservation Officer, the Association of Village Council Presidents, Calista, Inc., the Native Village of Kongiganak, and the Qemirtalek Coast Corporation.

Please direct your comments or concerns to me at the address above, by telephone at 907-269-0534, or by e-mail at erik.hilsinger@alaska.gov.

Sincerely,

Erik D. Hilsinger
Cultural Resources Specialist
Central Region DOT&PF Preliminary Design & Environmental

Enclosures:
Figure 1: Location and Vicinity Map
Figure 2: Area of Potential Effect Map
Figure 3: Layout Option 4 Expanded Apron-Overview
Figure 4: Layout Option 4: Apron and Segmented Circle
Figure 5: Layout Option 4: New Fill Areas

Electronic cc w/ enclosures:
Jenelle Brinkman, P.E., DOT&PF Central Region, Project Manager
Brian Elliott, DOT&PF Central Region, Regional Environmental Manager
Bob Effinger, DOT&PF Central Region, Environmental Impact Analyst
Keith Gordon, FAA Environmental Protection Specialist
Kathy Price, DOT&PF Statewide Cultural Resources Manager

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES
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In Reply Refer To:
Kongiganak Airport Resurfacing
CFAPT00433/TBD

July 15, 2020

Qemirtalek Coast Corporation
PO Box 5070
Kongiganak, AK 99559

To the Board of Directors;

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Consultation Efforts
DOT&PF has consulted with the SHPO and interested parties for this project. A finding of no historic properties affected was submitted to SHPO on September 24, 2019; the SHPO responded with a concurrence dated October 7, 2019.

DOT&PF will inform the following parties of these proposed changes to the project: the State Historic Preservation Officer, the Association of Village Council Presidents, Calista, Inc., the Native Village of Kongiganak, and the Qemirtalek Coast Corporation.

Please direct your comments or concerns to me at the address above, by telephone at 907-269-0534, or by e-mail at erik.hilsinger@alaska.gov.

Sincerely,

Erik D. Hilsinger
Cultural Resources Specialist
Central Region DOT&PF Preliminary Design & Environmental

Enclosures:
Figure 1: Location and Vicinity Map
Figure 2: Area of Potential Effect Map
Figure 3: Layout Option 4 Expanded Apron-Overview
Figure 4: Layout Option 4: Apron and Segmented Circle
Figure 5: Layout Option 4: New Fill Areas

Electronic cc w/ enclosures:
Jenelle Brinkman, P.E., DOT&PF Central Region, Project Manager
Brian Elliott, DOT&PF Central Region, Regional Environmental Manager
Bob Effinger, DOT&PF Central Region, Environmental Impact Analyst
Keith Gordon, FAA Environmental Protection Specialist
Kathy Price, DOT&PF Statewide Cultural Resources Manager

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN & ENVIRONMENTAL

PO Box 196900
Anchorage, Alaska 99519-6900
Main: 907.269.0542
Toll Free: 800.770.5263
TDD: 907.269.0473

In Reply Refer To:
Kongiganak Airport Resurfacing
CFAPT00433/TBD

July 15, 2020

Tisha L. Kuhns
Interim Vice President of Land and Natural Resources / Geologist II
CALISTA CORPORATION
5015 Business Park Blvd, Ste. 3000
Anchorage, AK 99503

Dear Ms. Kuhns**,**

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to resurface the runway at the Kongiganak Airport located at Township 2 South, Range 79 West, Sections 32 and 33 on the Seward Meridian, Kuskokwim Bay D-3 quadrangle (Figure 1).

This letter seeks to inform consulting parties that project design and the areas of direct effects have changed to better serve project needs. These changes are minor and will not change the finding of no historic properties affected for the project.

Project Description
DOT&PF proposes to resurface airport surfaces including the runway, taxiway, apron, navigational aid pad, Automated Weather Observation System (AWOS) pad, lighted and unlighted wind cones and access roads to the AWOS and wind cone pads. Dust palliative will be applied to the renewed surfaces. DOT&PF will install a new single bay Snow Removal Equipment Building (SREB), AWOS system, replace runway and taxiway lights, and expand the apron area (Figure 2). DOT&PF will also acquire a public use easement (PUE) for the existing haul route and update the Airport Layout Plan (ALP) to reflect the project scope.

Project Changes
The proposed project changes include an expanded SREB pad with the old and new SREBs in a new arrangement; increases the apron such that one small and three large aircraft tiedowns can be accommodated; widens and extends the runway safety area; and extends the slope of fill around existing fill areas. The changes to the fill areas are presented in Figure 3 for the facility as a whole;

changes to the apron and segmented circle are depicted in Figure 4. The overall change in filled area is depicted in Figure 5 which highlights new fill areas in green.

Because these changes are minor and unlikely to have any effect on historic properties in the vicinity of the airport, DOT&PF is not seeking concurrence with a finding of effect for these minor changes to the project.

Consultation Efforts
DOT&PF has consulted with the SHPO and interested parties for this project. A finding of no historic properties affected was submitted to SHPO on September 24, 2019; the SHPO responded with a concurrence dated October 7, 2019.

DOT&PF will inform the following parties of these proposed changes to the project: the State Historic Preservation Officer, the Association of Village Council Presidents, Calista, Inc., the Native Village of Kongiganak, and the Qemirtalek Coast Corporation.

Please direct your comments or concerns to me at the address above, by telephone at 907-269-0534, or by e-mail at erik.hilsinger@alaska.gov.

Sincerely,

Erik D. Hilsinger
Cultural Resources Specialist
Central Region DOT&PF Preliminary Design & Environmental

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THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN & ENVIRONMENTAL

PO Box 196900
Anchorage, Alaska 99519-6900
Main: 907.269.0542
Toll Free: 800.770.5263
TDD: 907.269.0473

In Reply Refer To:
Kongiganak Airport Resurfacing
CFAPT00433/TBD

July 15, 2020

Joseph Joseph, President
Native Village of Kongiganak
PO Box 5069
Kongiganak AK 99559-5069

Dear Mr. Joseph**,**

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to resurface the runway at the Kongiganak Airport located at Township 2 South, Range 79 West, Sections 32 and 33 on the Seward Meridian, Kuskokwim Bay D-3 quadrangle (Figure 1).

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Erik D. Hilsinger
Cultural Resources Specialist
Central Region DOT&PF Preliminary Design & Environmental

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Keith Gordon, FAA Environmental Protection Specialist
Kathy Price, DOT&PF Statewide Cultural Resources Manager

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES
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PO Box 196900
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Main: 907.269.0542
Toll Free: 800.770.5263
TDD: 907.269.0473

In Reply Refer To:
Kongiganak Airport Resurfacing
CFAPT00433/TBD

July 15, 2020

Steven R. Street, Director
Department of Cultural and Environmental Sciences
Association of Village Council Presidents
PO Box 219
Bethel, Alaska 99559

Dear Mr. Street:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to resurface the runway at the Kongiganak Airport located at Township 2 South, Range 79 West, Sections 32 and 33 on the Seward Meridian, Kuskokwim Bay D-3 quadrangle (Figure 1).

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Sincerely,

Erik D. Hilsinger
Cultural Resources Specialist
Central Region DOT&PF Preliminary Design & Environmental

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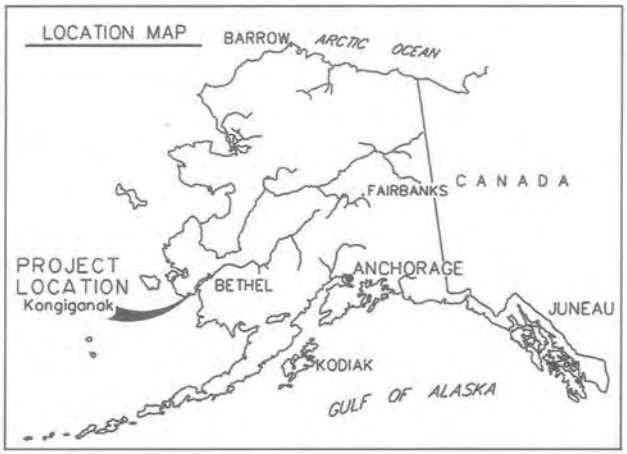
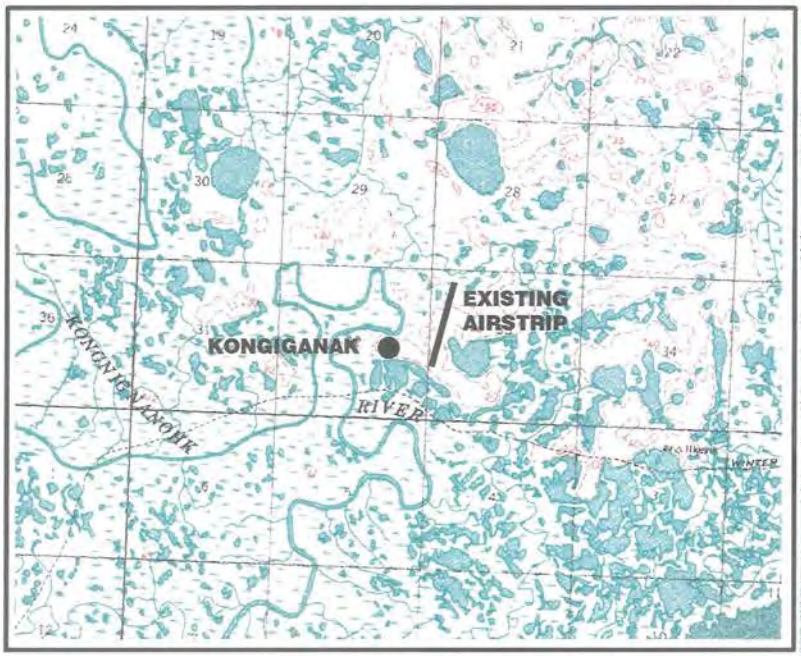
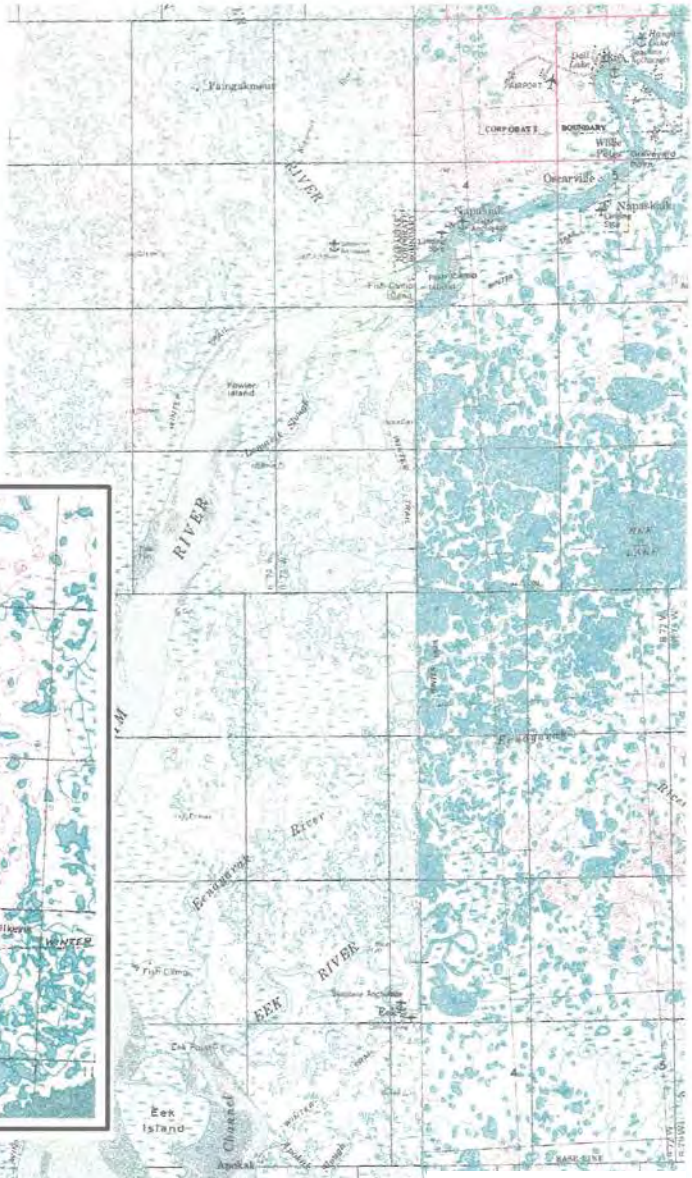
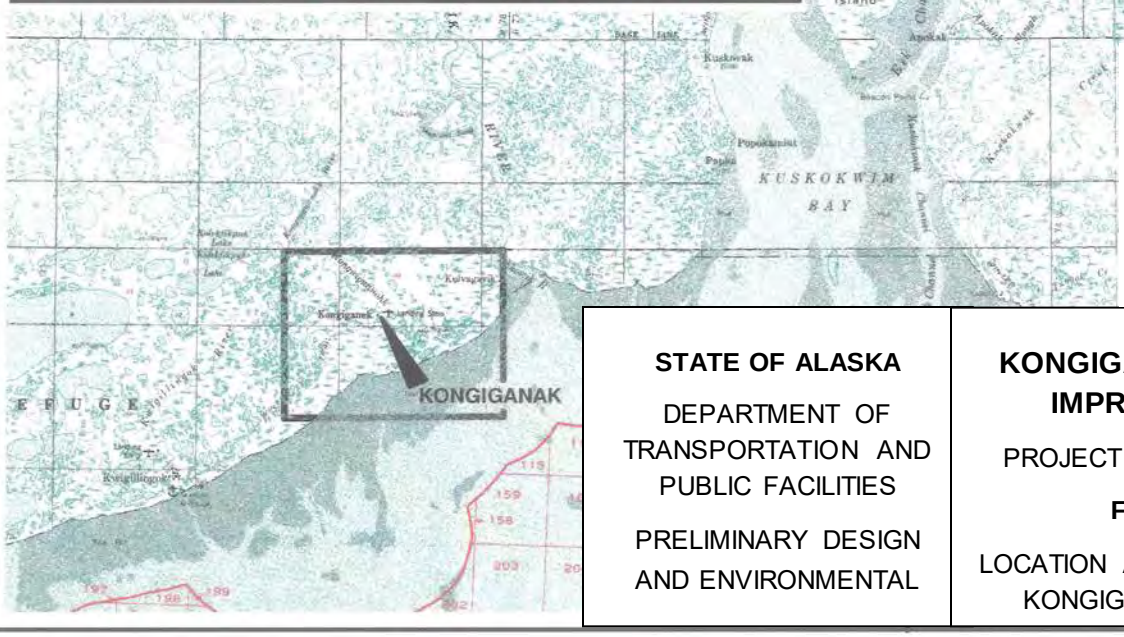
Kathy Price, DOT&PF Statewide Cultural Resources Manager









STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

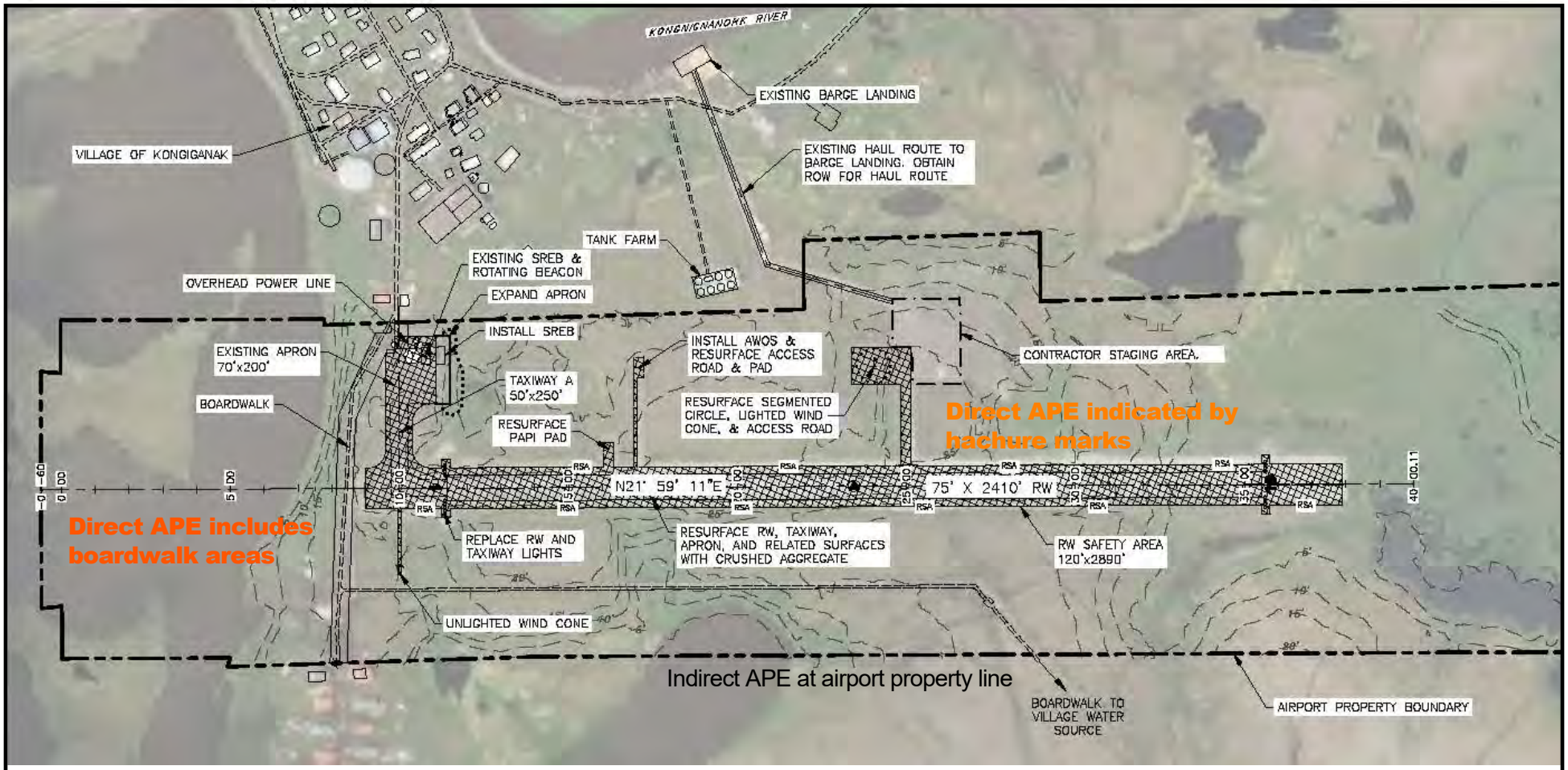
PRELIMINARY DESIGN AND ENVIRONMENTAL

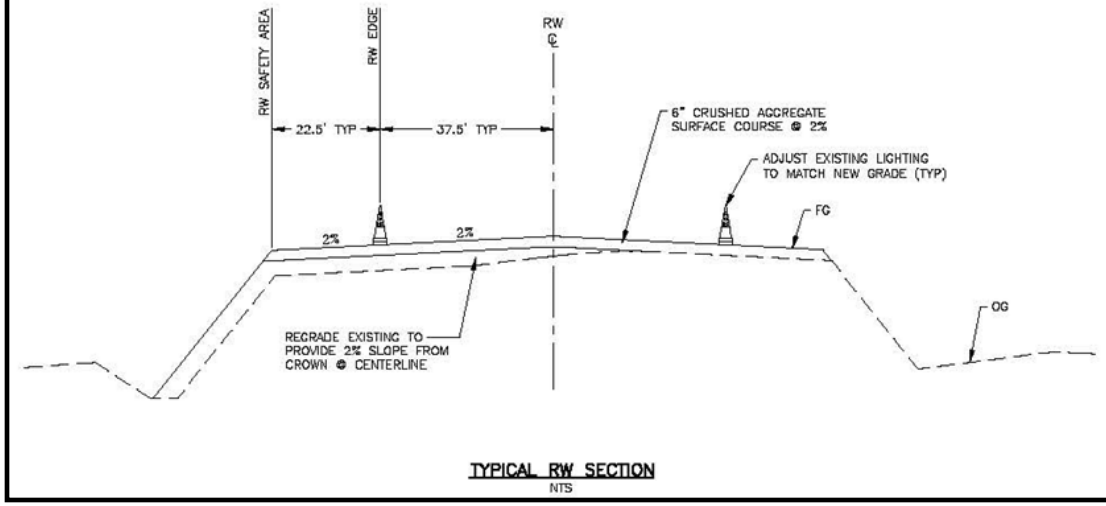
KONGIGANAK AIRPORT IMPROVEMENTS

PROJECT NO. CFAPT00433

FIGURE 1

LOCATION AND VICINITY MAP
KONGIGANAK, ALASKA





TYPICAL RW SECTION
NTS

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PRELIMINARY DESIGN AND ENVIRONMENTAL

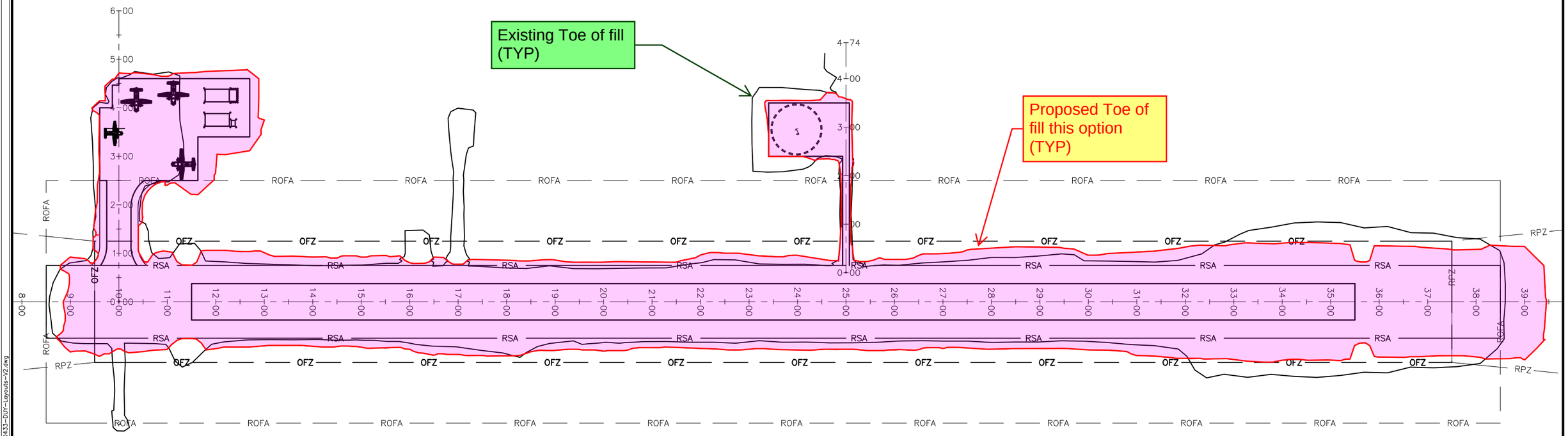
KONGIGANAK AIRPORT IMPROVEMENTS

PROJECT NO. CFAPT00433

FIGURE 2

PROJECT AREA
KONGIGANAK, ALASKA

Option 4 - Expanded Apron



100' 50' 0 100' 200'

Figure 3

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

KONGIGANAK AIRPORT
KONGIGANAK, ALASKA
AIRPORT RESURFACING
PROJECT No. CFAPT00433
AIP No. 3-02-00XX-XXX-2020
Layout Option 4

DATE: 5/21/20

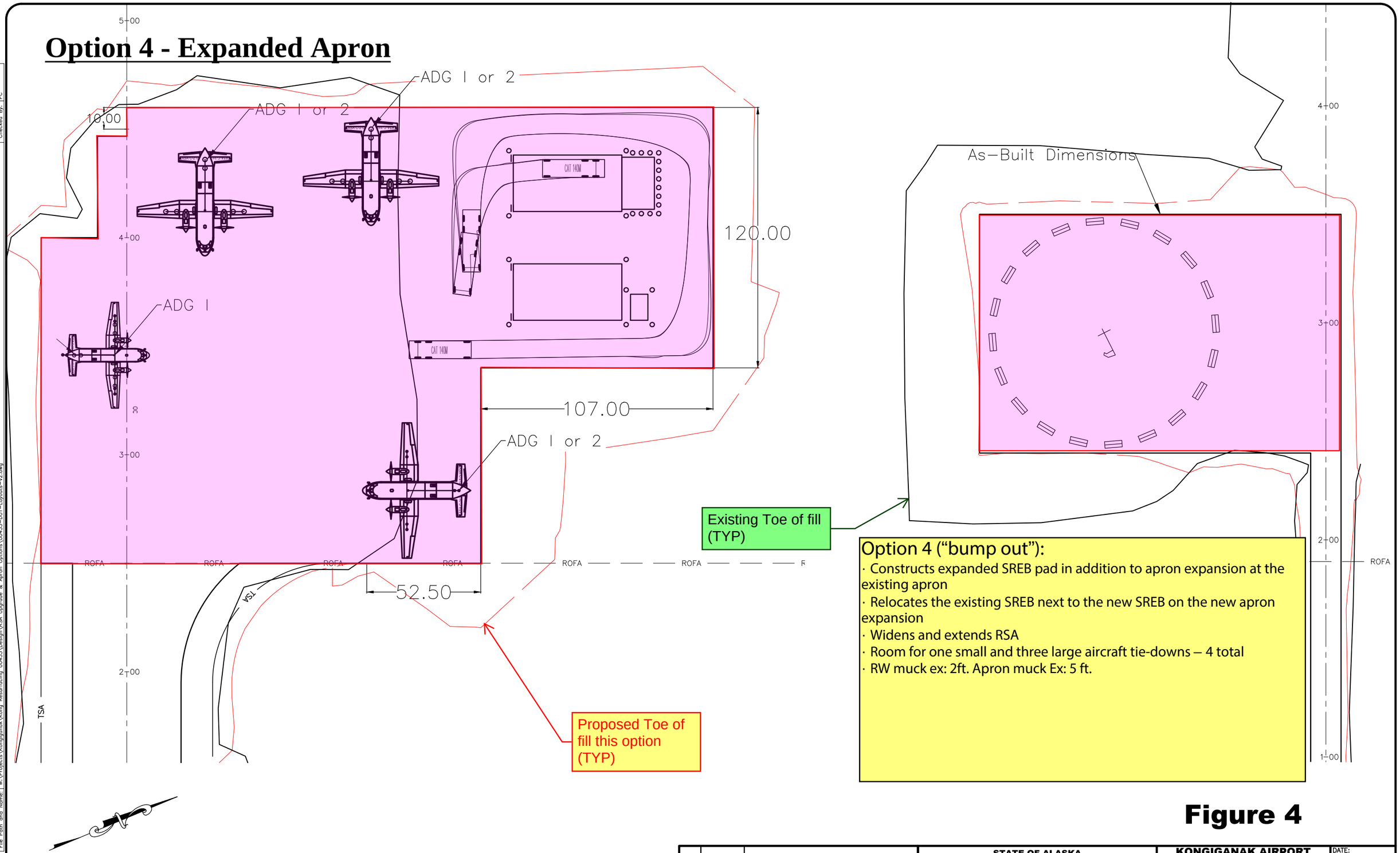
SHEET: 1 OF 2

Designed By: GB, RB, JM
Drawn By: RJB
Checked By: PC

Date Revised:
Layout Name: Option 4 (1)
File Path and Name: W:\Projects\Kongiganak\Kong Resurfacing 00433\Design\RSA Upgrade & Apron Options\00433-DUY-Layouts-V2.dwg

5/21/2020, 4:13 PM

Option 4 - Expanded Apron



Option 4 ("bump out"):

- Constructs expanded SREB pad in addition to apron expansion at the existing apron
- Relocates the existing SREB next to the new SREB on the new apron expansion
- Widens and extends RSA
- Room for one small and three large aircraft tie-downs – 4 total
- RW muck ex: 2ft. Apron muck Ex: 5 ft.

100' 50' 0 100' 200'

Figure 4

BY	DATE	REVISION

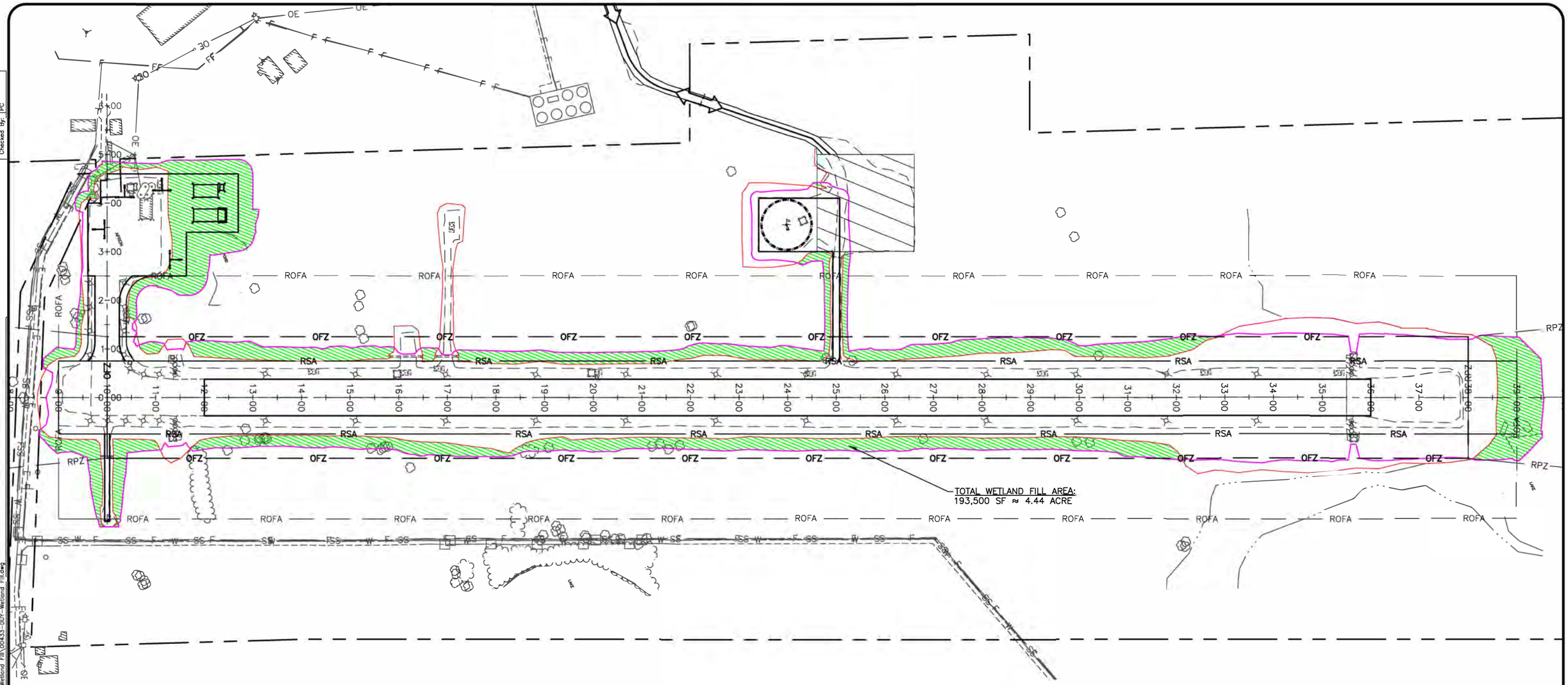
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

KONGIGANAK AIRPORT
KONGIGANAK, ALASKA
AIRPORT RESURFACING
PROJECT No. CFAPT00433
AIP No. 3-02-00XX-XXX-2020
Layout Option 4

DATE: 5/21/20
SHEET: 2 OF 2

Designed By: GB, RB, JM
Drawn By: RJB
Checked By: PC

Date Revised: 5/21/2020, 4:13 PM
Layout Name: Option 4 (2)
File Path and Name: W:\Projects\Kongiganak\Kong Resurfacing 00433\Design\RSA Upgrade & Apron Options\00433-DUY-Layouts-V2.dwg



EXISTING TOE OF SLOPE

PROJECT CONSTRUCTION EXTENTS

WETLAND FILL AREA

100' 50' 0 100' 200'

Total Wetland Fill Area: 193,500 SF
= 4.44 Acres

Figure 5

NOTE:
1. "PROJECT CONSTRUCTION EXTENTS" LINE WORK WAS DETERMINED BY OFFSETTING DESIGN SURFACES TOE OF SLOPE BY 10' IN ORDER TO ACCOUNT FOR CONSTRUCTION TRAFFIC, ETC.
2. "WETLAND FILL AREA" HATCHING WAS DETERMINED BY COMPARING THE EXISTING TOE OF SLOPE TO THE PROJECT CONSTRUCTION EXTENTS.

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION
4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

KONGIGANAK AIRPORT
KONGIGANAK, ALASKA
AIRPORT RESURFACING
PROJECT No. CFAPT00433
AIP No. 3-02-00XX-XXX-2020
Option 4 Wetland Fill Area

DATE: 6/4/20

SHEET: 1 OF 1

Designed By: GB, RB, JM
Drawn By: RJB
Checked By: PC

Date Revised:
Layout Name: Wetland Fill Area
File Path and Name: W:\Projects\Kongiganak\Kong Resurfacing 00433\Civil Design\Wetland Fill\00433-00Y-Wetland Fill.dwg

6/04/2020, 11:03 AM

10/7/19

3130-1R FAA

THE STATE of ALASKA

GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN & ENVIRONMENTAL

PO Box 196900
Anchorage, Alaska 99519-6900
Main: 907.269.0542
Toll Free: 800.770.5263
TDD: 907.269.0473

No Historic Properties Affected MW
Alaska State Historic Preservation Officer
Date: 10/7/19 File No.: 3130-1R FAA
Please review: 36 CFR 800.13 / A.S. 41.35.070(d)

In Reply Refer To:
Kongiganak Airport Resurfacing
CFAPT00433/TBD
Finding of No Historic Properties Affected

SENT BY E-MAIL
DATE 10/7/19

September 24, 2019

RECEIVED
SEP 30 2019
OHA

ATTENTION: This finding contains no (0) DOE(s)

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
Anchorage, AK 99501-3565

Dear Ms. Bittner,

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to resurface the runway at the Kongiganak Airport located at Township 2 South, Range 79 West, Sections 32 and 33 on the Seward Meridian, Kuskokwim Bay D-3 quadrangle.

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

Project Description
DOT&PF proposes to resurface airport surfaces including the runway, taxiway, apron, navigational aid pad, Automated Weather Observation System (AWOS) pad, lighted and unlighted wind cones and access roads to the AWOS and wind cone pads. Dust palliative will be applied to the renewed surfaces. DOT&PF will install a new single bay Snow Removal Equipment Building (SREB), AWOS system, replace runway and taxiway lights, and expand the apron area (Figure 2). DOT&PF will also acquire a public use easement (PUE) for the existing haul route and update the Airport Layout Plan (ALP) to reflect the project scope.

2019-00968

Area of Potential Effect
The direct area of potential effect will include the graveled surfaces of the runway, taxiway, apron, pads for lighting, wind cones and the AWOS system and the access roads to those pads to be renewed for the project. The apron will be expanded as will gravel pads and access roads for the AWOS system and new lighting system pads.

The contractor will be responsible for selecting material and disposal sites, and also acquiring all necessary permits and clearances for those sites. No material will be accepted for construction from a borrow site without the appropriate permits and clearances. The apron by the segmented circle on the west side of the runway will be used for staging equipment and materials (Figure 2).

Identification Efforts
Erik D. Hilsinger, professionally qualified individual for Central Region DOT&PF Preliminary Design and Environmental conducted a review of the Alaska Heritage Resources Survey (AHRS) on September 17, 2019. No AHRS sites are recorded within the direct or indirect APEs for the project, including the airport, barge landing, and access road areas.

Determination(s) of Eligibility
No historic properties were identified in the APEs for this project.

The FAA agrees with DOT&PF's recommendation that no properties eligible for listing on the National Register of Historic Places are known to exist in the APEs determined for this project.

Finding of Effect
DOT&PF therefore makes a **finding of no historic properties affected** for this project, because no historic properties are present within the direct APE.

Consultation Efforts
DOT&PF will consult with the following parties: the State Historic Preservation Officer, the Association of Village Council Presidents, Calista, Inc., the Native Village of Kongiganak, and the Qemirtalek Coast Corporation.

Please direct your concurrence or comments to me at the address above, by telephone at 907-269-0534, or by e-mail at erik.hilsinger@alaska.gov.

Sincerely,

Erik D. Hilsinger
Cultural Resources Specialist
Central Region DOT&PF Preliminary Design & Environmental

Enclosures:

Figure 1: Location and Vicinity Map
Figure 2: Area of Potential Effect Map

References

Richards, Ray. 2017. Email sent Friday, May 12, 2017 in response to initiation of consultation. Project file.

Electronic cc w/ enclosures:

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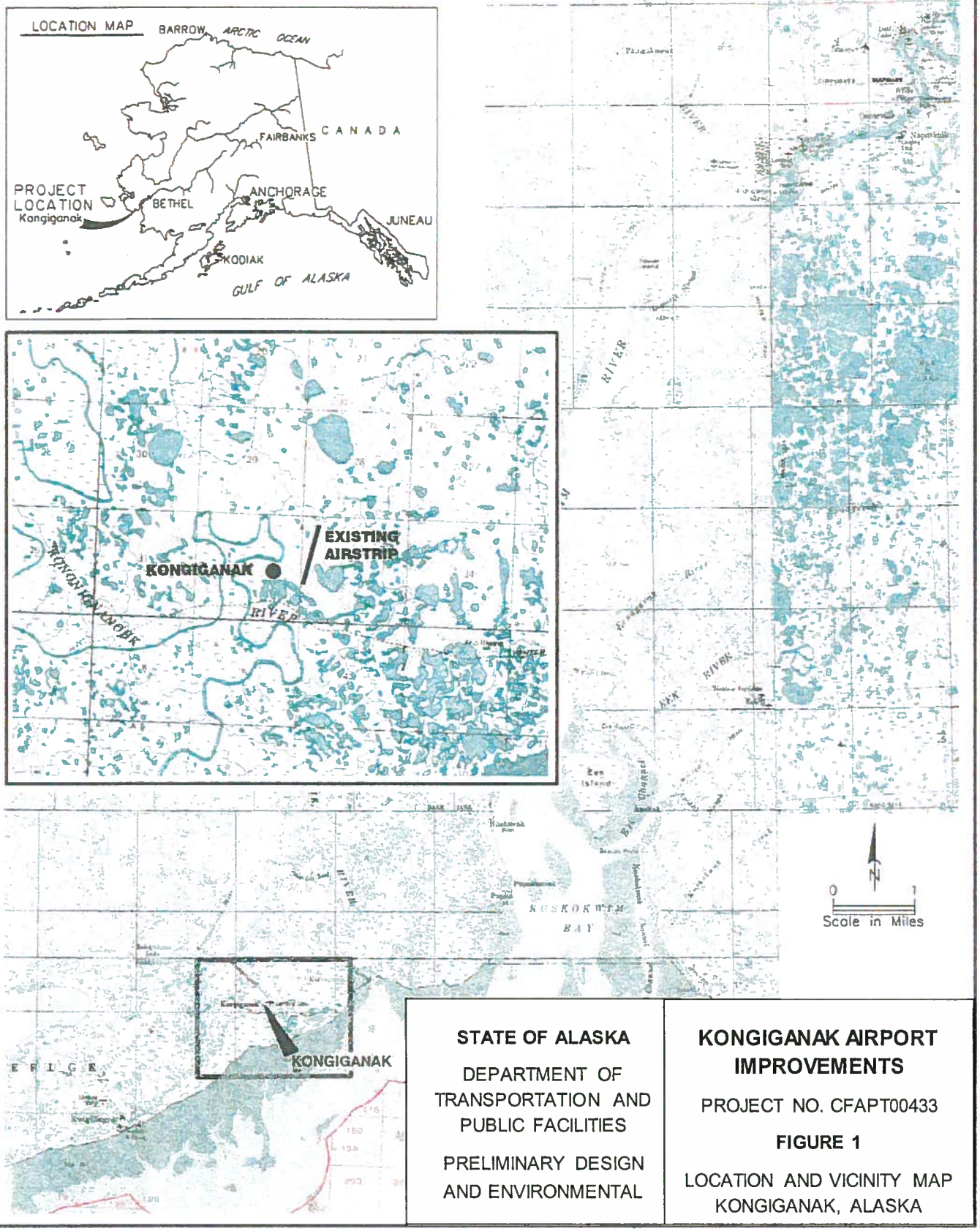


STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

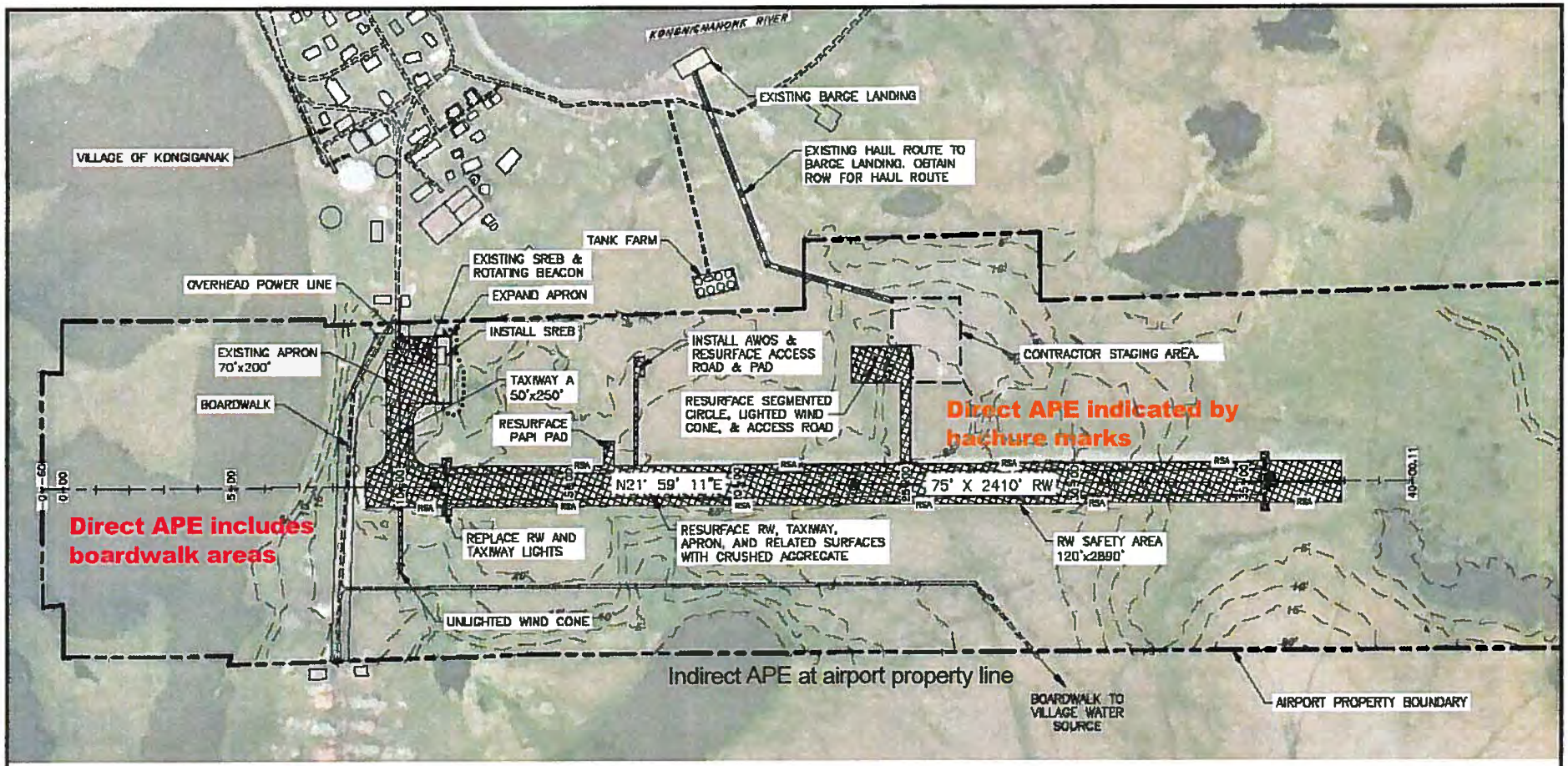
PRELIMINARY DESIGN AND ENVIRONMENTAL

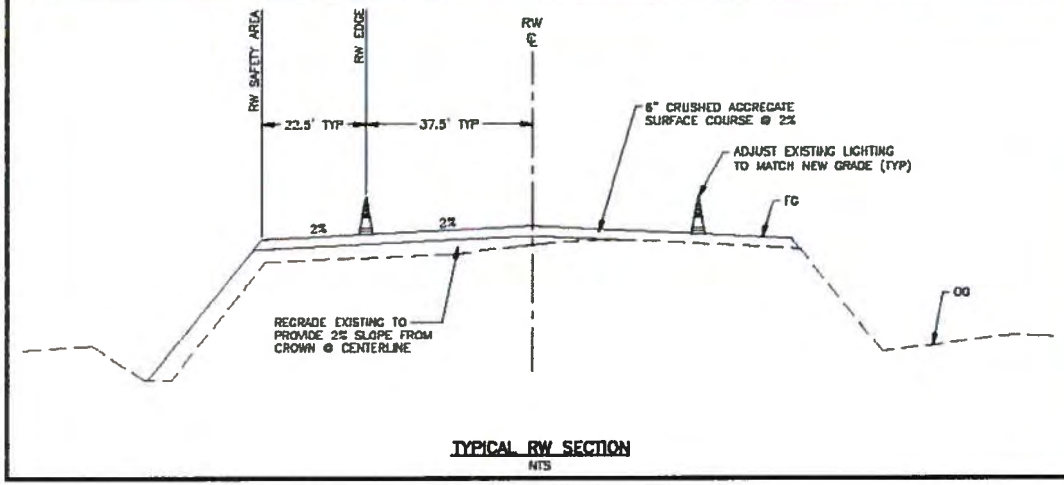
KONGIGANAK AIRPORT IMPROVEMENTS

PROJECT NO. CFAPT00433

FIGURE 1

LOCATION AND VICINITY MAP
KONGIGANAK, ALASKA





TYPICAL RW SECTION
NTS

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PRELIMINARY DESIGN AND ENVIRONMENTAL

KONGIGANAK AIRPORT IMPROVEMENTS

PROJECT NO. CFAPT00433

FIGURE 2

PROJECT AREA
KONGIGANAK, ALASKA

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN & ENVIRONMENTAL

PO Box 196900
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TDD: 907.269.0473

In Reply Refer To:
Kongiganak Airport Resurfacing
CFAPT00433/TBD
Finding of No Historic Properties Affected

September 24, 2019

Qemirtalek Coast Corporation
PO Box 5070
Kongiganak, AK 99559

To the Board of Directors;

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Identification Efforts
Erik D. Hilsinger, professionally qualified individual for Central Region DOT&PF Preliminary Design and Environmental conducted a review of the Alaska Heritage Resources Survey (AHRS) on September 17, 2019. No AHRS sites are recorded within the direct or indirect APEs for the project, including the airport, barge landing, and access road areas.

Determination(s) of Eligibility
No historic properties were identified in the APEs for this project.

The FAA agrees with DOT&PF's recommendation that no properties eligible for listing on the National Register of Historic Places are known to exist in the APEs determined for this project.

Finding of Effect
DOT&PF therefore makes a **finding of no historic properties affected** for this project, because no historic properties are present within the direct APE.

Consultation Efforts
DOT&PF will consult with the following parties: the State Historic Preservation Officer, the Association of Village Council Presidents, Calista, Inc., the Native Village of Kongiganak, and the Qemirtalek Coast Corporation.

Please direct your concurrence or comments to me at the address above, by telephone at 907-269-0534, or by e-mail at erik.hilsinger@alaska.gov.

Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

Erik D. Hilsinger
Cultural Resources Specialist
Central Region DOT&PF Preliminary Design & Environmental

Enclosures:

Figure 1: Location and Vicinity Map
Figure 2: Area of Potential Effect Map

References

Richards, Ray. 2017. Email sent Friday, May 12, 2017 in response to initiation of consultation. Project file.

Electronic cc w/ enclosures:

Jenelle Brinkman, P.E., DOT&PF Central Region, Project Manager
Brian Elliott, DOT&PF Central Region, Regional Environmental Manager
Bob Effinger, DOT&PF Central Region, Environmental Impact Analyst
Keith Gordon, FAA Environmental Protection Specialist
Kathy Price, DOT&PF Statewide Cultural Resources Manager

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN & ENVIRONMENTAL

PO Box 196900
Anchorage, Alaska 99519-6900
Main: 907.269.0542
Toll Free: 800.770.5263
TDD: 907.269.0473

In Reply Refer To:
Kongiganak Airport Resurfacing
CFAPT00433/TBD
Finding of No Historic Properties Affected

September 24, 2019

Joseph Joseph, President
Native Village of Kongiganak
PO Box 5069
Kongiganak AK 99559-5069

Dear Mr. Joseph**,**

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to resurface the runway at the Kongiganak Airport located at Township 2 South, Range 79 West, Sections 32 and 33 on the Seward Meridian, Kuskokwim Bay D-3 quadrangle.

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

Project Description
DOT&PF proposes to resurface airport surfaces including the runway, taxiway, apron, navigational aid pad, Automated Weather Observation System (AWOS) pad, lighted and unlighted wind cones and access roads to the AWOS and wind cone pads. Dust palliative will be applied to the renewed surfaces. DOT&PF will install a new single bay Snow Removal Equipment Building (SREB), AWOS system, replace runway and taxiway lights, and expand the apron area (Figure 2). DOT&PF will also acquire a public use easement (PUE) for the existing haul route and update the Airport Layout Plan (ALP) to reflect the project scope.

Area of Potential Effect
The direct area of potential effect will include the graveled surfaces of the runway, taxiway, apron, pads for lighting, wind cones and the AWOS system and the access roads to those pads to be renewed for the project. The apron will be expanded as will gravel pads and access roads for the AWOS system and new lighting system pads.

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Keith Gordon, FAA Environmental Protection Specialist
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THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

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TDD: 907.269.0473

In Reply Refer To:
Kongiganak Airport Resurfacing
CFAPT00433/TBD
Finding of No Historic Properties Affected

September 24, 2019

Rosie Barr, Vice President for Lands
Calista Corporation
5015 Business Park Boulevard, Suite 3000
Anchorage, AK 99503

Dear Ms. Barr:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to resurface the runway at the Kongiganak Airport located at Township 2 South, Range 79 West, Sections 32 and 33 on the Seward Meridian, Kuskokwim Bay D-3 quadrangle.

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Cultural Resources Specialist
Central Region DOT&PF Preliminary Design & Environmental

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Kathy Price, DOT&PF Statewide Cultural Resources Manager

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Department of Transportation and Public Facilities

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TDD: 907.269.0473

In Reply Refer To:
Kongiganak Airport Resurfacing
CFAPT00433/TBD
Finding of No Historic Properties Affected

September 24, 2019

Steven R. Street, Director
Department of Cultural and Environmental Sciences
Association of Village Council Presidents
101 Main Street
PO Box 219
Bethel, Alaska 99559

Dear Mr. Street:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to resurface the runway at the Kongiganak Airport located at Township 2 South, Range 79 West, Sections 32 and 33 on the Seward Meridian, Kuskokwim Bay D-3 quadrangle.

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Area of Potential Effect

The direct area of potential effect will include the graveled surfaces of the runway, taxiway, apron, pads for lighting, wind cones and the AWOS system and the access roads to those pads to be renewed for the project. The apron will be expanded as will gravel pads and access roads for the AWOS system and new lighting system pads.

The contractor will be responsible for selecting material and disposal sites, and also acquiring all necessary permits and clearances for those sites. No material will be accepted for construction from a borrow site without the appropriate permits and clearances. The apron by the segmented circle on the west side of the runway will be used for staging equipment and materials (Figure 2).

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The FAA agrees with DOT&PF's recommendation that no properties eligible for listing on the National Register of Historic Places are known to exist in the APEs determined for this project.

Finding of Effect
DOT&PF therefore makes a **finding of no historic properties affected** for this project, because no historic properties are present within the direct APE.

Consultation Efforts
DOT&PF will consult with the following parties: the State Historic Preservation Officer, the Association of Village Council Presidents, Calista, Inc., the Native Village of Kongiganak, and the Qemirtalek Coast Corporation.

Please direct your concurrence or comments to me at the address above, by telephone at 907-269-0534, or by e-mail at erik.hilsinger@alaska.gov.

Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

Erik D. Hilsinger
Cultural Resources Specialist
Central Region DOT&PF Preliminary Design & Environmental

Enclosures:

Figure 1: Location and Vicinity Map
Figure 2: Area of Potential Effect Map

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Brian Elliott, DOT&PF Central Region, Regional Environmental Manager
Bob Effinger, DOT&PF Central Region, Environmental Impact Analyst
Keith Gordon, FAA Environmental Protection Specialist
Kathy Price, DOT&PF Statewide Cultural Resources Manager

Hilsinger, Erik D (DOT)

From: Rollins, Mark W (DNR)
Sent: Friday, September 6, 2019 1:24 PM
To: Hilsinger, Erik D (DOT)
Subject: Kongiganek Airport Resurfacing, CFAPT00433/TBD, Consultation Initiation

3130-1R FAA
RevComp ID# 2019-01041

Hi Erik,
The Alaska State Historic Preservation Office (AK SHPO) received your correspondence (dated August 20, 2019) on August 22, 2019. Following our review of the documentation provided in the initiation letter, we have no objections to the preliminary area of potential effects (APE) or level of effort conducted for identification at this time. We look forward tor receiving the results of the evaluation of the project area as well as DOT&PF/ FAA's findings for this undertaking and will respond with our concurrence and/ or comments at that time.

Thank you for sending a Section 106 Consultation Initiation letter to our office for review. Please let me know if we can be of further assistance
-Mark

Mark W. Rollins, M.A.
Archaeologist II
Alaska State Historic Preservation Office/ Office of History and Archaeology
550 W 7th Ave., Suite 1310
Anchorage, AK 99501

(907) 269-8722

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN & ENVIRONMENTAL

PO Box 196900
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In Reply Refer To:
Kongiganak Airport Resurfacing
CFAPT00433/TBD
Consultation Initiation
August 20, 2019

Steven R. Street, Director
Department of Cultural and Environmental Sciences
Association of Village Council Presidents
101 Main Street
PO Box 219
Bethel, Alaska 99559

Dear Mr. Street:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaskan Region Airports Division of the Federal Aviation Administration (FAA), is proposing to conduct geotechnical testing and resurface the runway at the Kongiganak Airport located at Township 2 South, Range 79 West, Sections 32 and 33 on the Seward Meridian, Kuskokwim Bay D-3 quadrangle.

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

Project Description
The project consists of geotechnical testing to support effective resurfacing of airport surfaces including runway, taxiway, apron, navigational aid pad, Automated Weather Observation System (AWOS) pad, lighted and unlighted wind cones and access roads to the AWOS and wind cone pads. Dust palliative will be applied to the renewed surfaces. DOT&PF will install a new single bay Snow Removal Equipment Building (SREB), AWOS system, replace runway and taxiway lights, and expand the apron area (Figure 2). DOT&PF will also acquire a public use easement (PUE) for the existing haul route and update the Airport Layout Plan (ALP) to reflect the project scope.

Preliminary Area of Potential Effect
The preliminary area of potential effect will include the existing graveled surfaces of the runway, taxiway, apron, pads for lighting, wind cones and the AWOS system and the access roads to those

pads. The apron will be expanded as will gravel pads and access roads for the AWOS system and new lighting pads. The APE will be finalized after comments are received from your agency and the consulting parties.

The contractor will be responsible for selecting material and disposal sites, and also acquiring all necessary permits and clearances for those sites. No material will be accepted for construction from a borrow site without the appropriate permits and clearances. The apron by the segmented circle on the west side of the runway will be used for staging equipment and materials (Figure 2).

Most of the transportation infrastructure in the village of Kongiganak is boardwalk that cannot support heavy equipment needed for project construction. The only route capable of supporting heavy equipment is the existing gravel fill road connecting the barge landing on the east shore of the Kongiganak River to the airport. This route will be used to haul all equipment to the project site, and DOT&PF plans to acquire the road for use a permanent right of way (ROW) (Figure 2).

Identification Efforts

There are no known archaeological or historic sites on or adjacent to the airport property. Kongiganak was established in 1968 by residents from Kwigillingok and airport work was anticipated in 1972. Airport reconstruction brought two findings letters: November 28, 2005 and August 29, 2006, for the project 59794 Kongiganak Airport Reconstruction, at which times a finding of no historic properties affected received concurrence from the SHPO office. Two known sites include XKB-00005, the St. Gabriel Chapel (1,500 feet from property line), and XKB-00010, reported as the Kongiganak Cemetery in the AHRS files (2,700 feet from property line). The November 28, 2005 letter indicates that XKB-00010 is actually a settlement site and XKB-00011 is the cemetery based on information from BIA archaeologist Mark Boatwright (Boatwright 2001; Pipkin 2013). All of these known sites are more than 1,000 feet from the airport property boundary.

Consulting Parties

DOT&PF will consult with the following parties: the State Historic Preservation Officer, the Association of Village Council Presidents, Calista, Inc., the Native Village of Kongiganak, and the Qemirtalek Coast Corporation.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-269-0534, or by e-mail at erik.hilsinger@alaska.gov.

Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

Erik D. Hilsinger
Central Region DOT&PF Cultural Resources Specialist

Enclosures:

Figure 1: Location and Vicinity
Figure 2: Proposed Project Components

References

Boatwright, Mark A. 2001. Preliminary Report on the Kongiganak Cemetery Site, XKB-00010, Kongiganak, Alaska. On file at the Bureau of Indian Affairs-Area Archaeology. Anchorage. Cited in Pipkin 2013.

Pipkin, Mark E. 2013. Archaeological Survey of the Kongiganak Boardwalk Replacement Project Area. Prepared for Rodney P. Kinney and Associates, Inc. Walking Dog Archaeology, Anchorage, AK. On file at SHPO repository.

Electronic cc w/ enclosures:

Jenelle Brinkman, P.E., DOT&PF Central Region, Project Manager
Heidi Zimmer, DOT&PF Central Region Environmental Analyst
Jack Gilbertsen, FAA Environmental Protection Specialist
Brian Elliott, DOT&PF Central Region, Regional Environmental Manager
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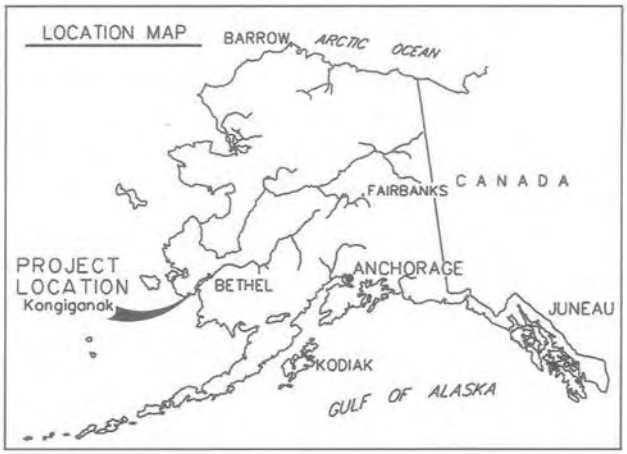
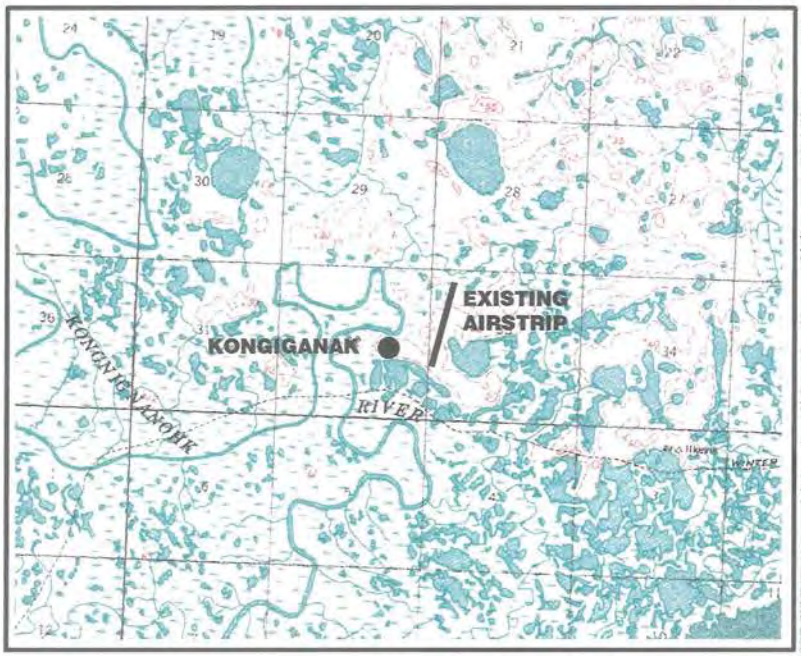
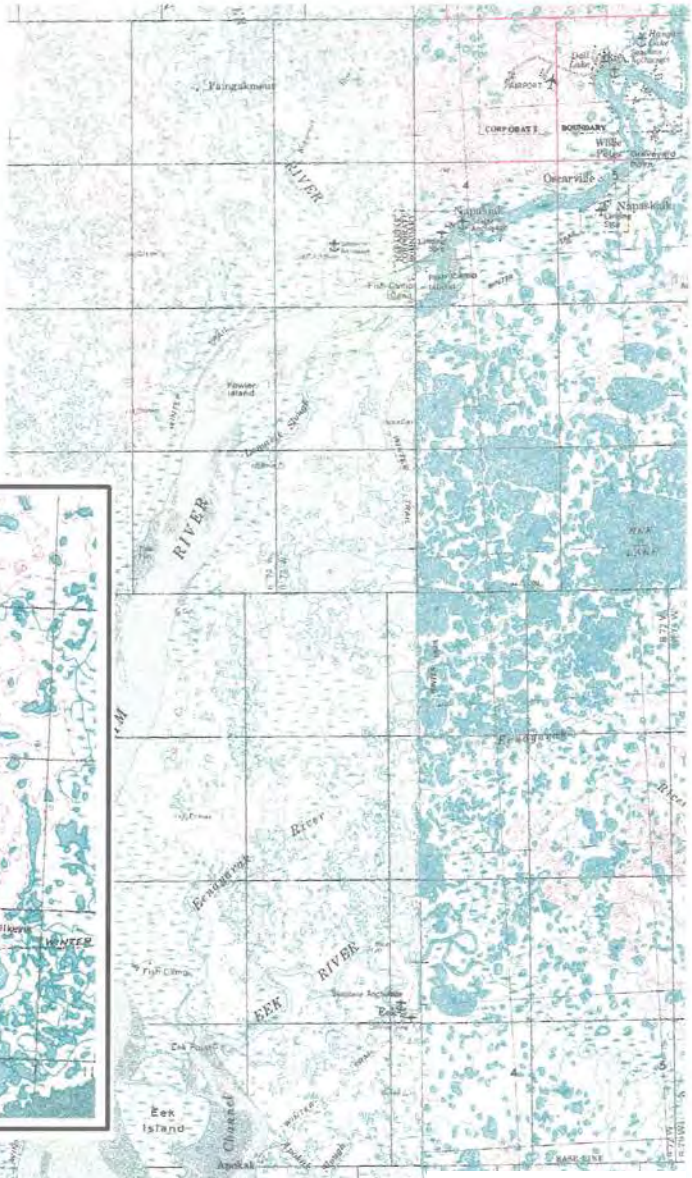
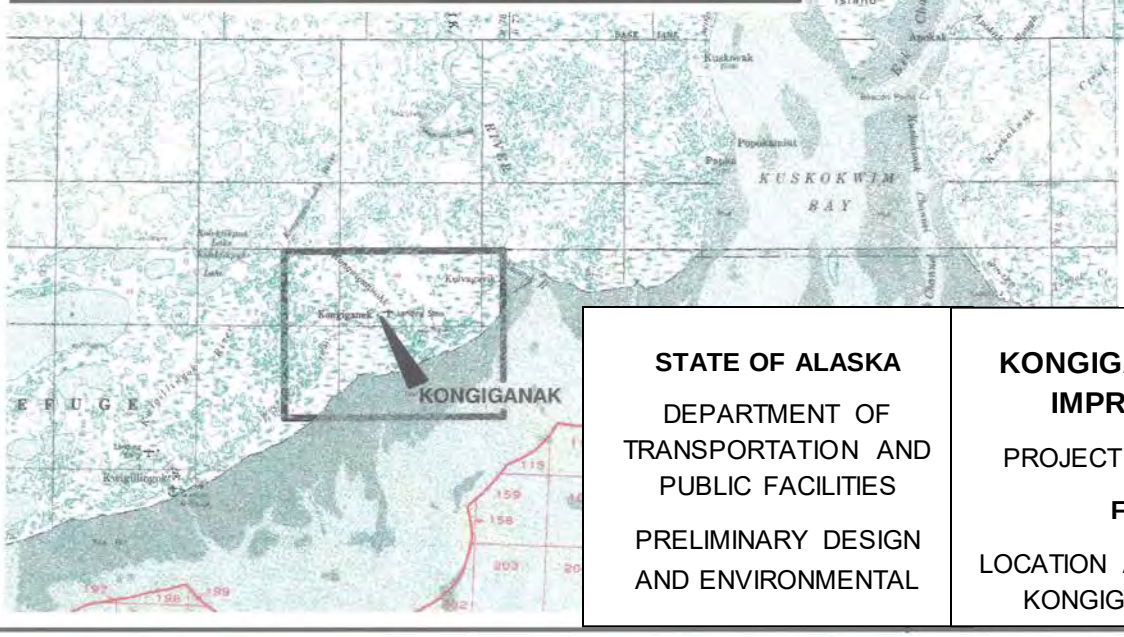








STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

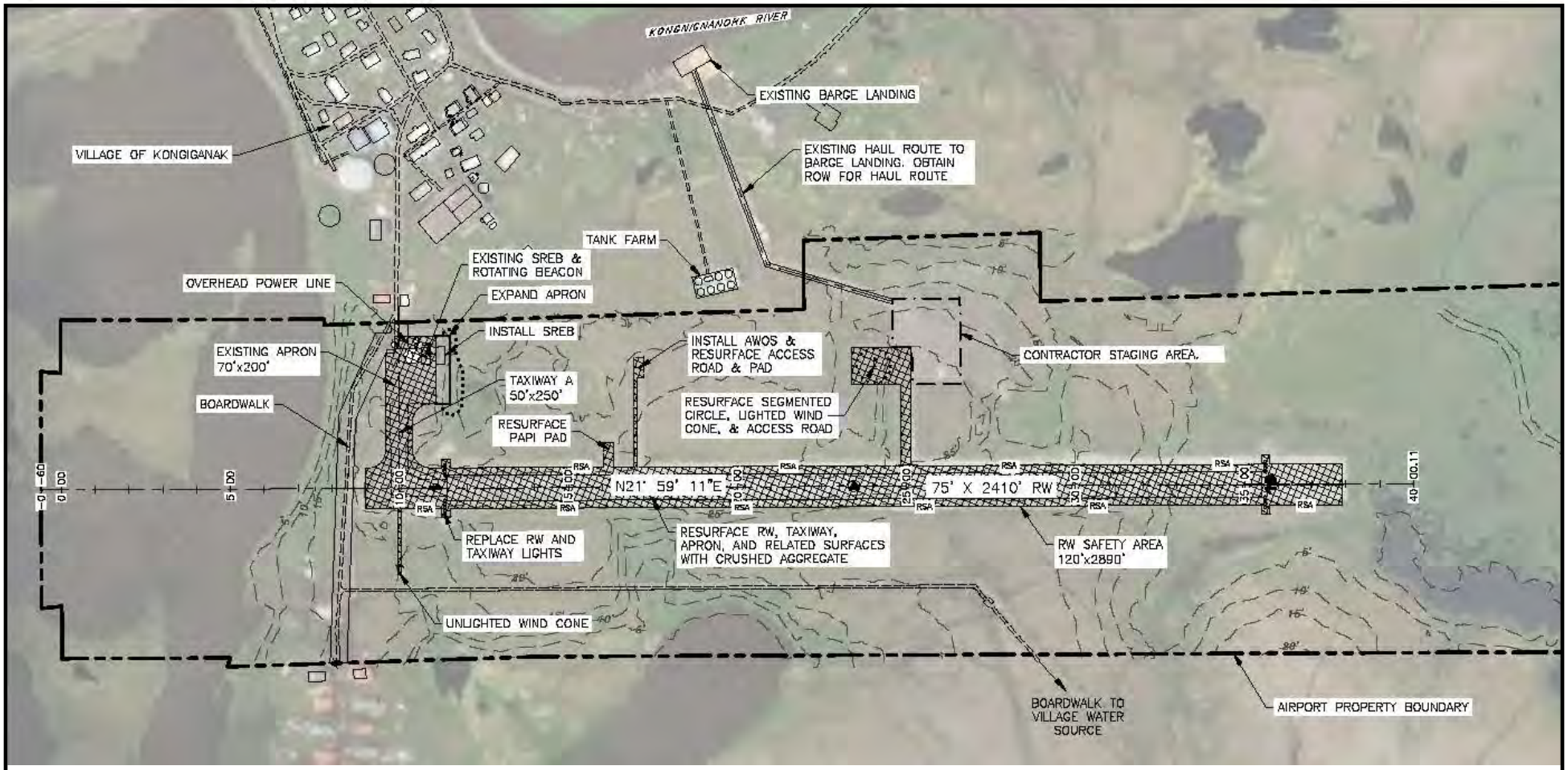
PRELIMINARY DESIGN AND ENVIRONMENTAL

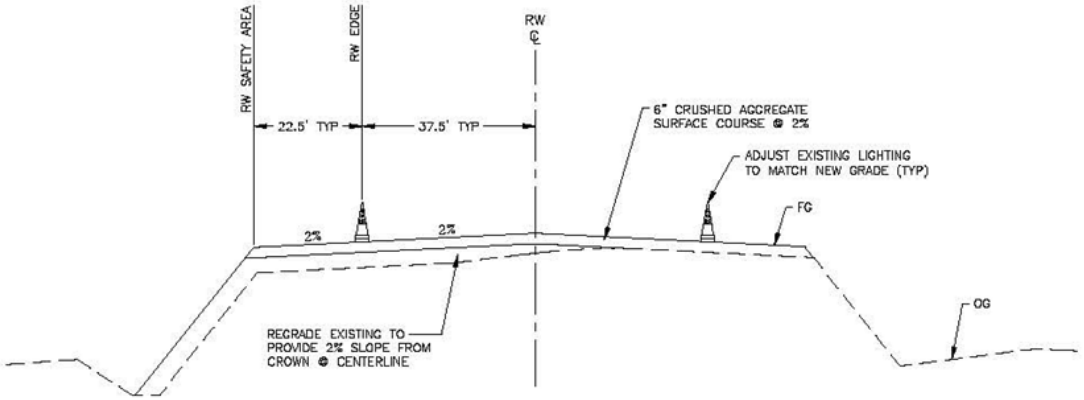
KONGIGANAK AIRPORT IMPROVEMENTS

PROJECT NO. CFAPT00433

FIGURE 1

LOCATION AND VICINITY MAP
KONGIGANAK, ALASKA





TYPICAL RW SECTION
NTS

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

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KONGIGANAK AIRPORT IMPROVEMENTS

PROJECT NO. CFAPT00433

FIGURE 2

PROJECT AREA
KONGIGANAK, ALASKA

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES
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PO Box 196900
Anchorage, Alaska 99519-6900
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In Reply Refer To:
Kongiganak Airport Resurfacing
CFAPT00433/TBD
Consultation Initiation
August 20, 2019

Rosie Barr, Vice President for Lands
Calista Corporation
5015 Business Park Boulevard, Suite 3000
Anchorage, AK 99503

Dear Ms. Barr:

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August 20, 2019

Joseph Joseph, President
Native Village of Kongiganak
PO Box 5069
Kongiganak AK 99559-5069

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In Reply Refer To:
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CFAPT00433/TBD
Consultation Initiation
August 20, 2019

Qemirtalek Coast Corporation
PO Box 5070
Kongiganak, AK 99559

To the Board of Directors;

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaskan Region Airports Division of the Federal Aviation Administration (FAA), is proposing to conduct geotechnical testing and resurface the runway at the Kongiganak Airport located at Township 2 South, Range 79 West, Sections 32 and 33 on the Seward Meridian, Kuskokwim Bay D-3 quadrangle.

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

Project Description
The project consists of geotechnical testing to support effective resurfacing of airport surfaces including runway, taxiway, apron, navigational aid pad, Automated Weather Observation System (AWOS) pad, lighted and unlighted wind cones and access roads to the AWOS and wind cone pads. Dust palliative will be applied to the renewed surfaces. DOT&PF will install a new single bay Snow Removal Equipment Building (SREB), AWOS system, replace runway and taxiway lights, and expand the apron area (Figure 2). DOT&PF will also acquire a public use easement (PUE) for the existing haul route and update the Airport Layout Plan (ALP) to reflect the project scope.

Preliminary Area of Potential Effect
The preliminary area of potential effect will include the existing graveled surfaces of the runway, taxiway, apron, pads for lighting, wind cones and the AWOS system and the access roads to those pads. The apron will be expanded as will gravel pads and access roads for the AWOS system and new lighting pads. The APE will be finalized after comments are received from your agency and the consulting parties.

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN & ENVIRONMENTAL

PO Box 196900
Anchorage, Alaska 99519-6900
Main: 907.269.0542
Toll Free: 800.770.5263
TDD: 907.269.0473

In Reply Refer To:
Kongiganek Airport Resurfacing
CFAPT00433/TBD
Consultation Initiation
August 20, 2019

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

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaskan Region Airports Division of the Federal Aviation Administration (FAA), is proposing to conduct geotechnical testing and resurface the runway at the Kongiganak Airport located at Township 2 South, Range 79 West, Sections 32 and 33 on the Seward Meridian, Kuskokwim Bay D-3 quadrangle.

For purposes of the National Historic Preservation Act, we are initiating this consultation with you to assist us in determining the Area of Potential Effect (APE) and identifying historic properties that may be affected by the proposed project.

Project Description
The project consists of geotechnical testing to support effective resurfacing of airport surfaces including runway, taxiway, apron, navigational aid pad, Automated Weather Observation System (AWOS) pad, lighted and unlighted wind cones and access roads to the AWOS and wind cone pads. Dust palliative will be applied to the renewed surfaces. DOT&PF will install a new single bay Snow Removal Equipment Building (SREB), AWOS system, replace runway and taxiway lights, and expand the apron area (Figure 2). DOT&PF will also acquire a public use easement (PUE) for the existing haul route and update the Airport Layout Plan (ALP) to reflect the project scope.

Preliminary Area of Potential Effect
The preliminary area of potential effect will include the existing graveled surfaces of the runway, taxiway, apron, pads for lighting, wind cones and the AWOS system and the access roads to those pads. The apron will be expanded as will gravel pads and access roads for the AWOS system and new lighting pads. The APE will be finalized after comments are received from your agency and the consulting parties.

APPENDIX C

Informal Section 7 Consultation Documentation

Kongiganak Airport Improvements
Kongiganak, Alaska
Project No: CFAPT00433
Endangered Species Act (ESA) Informal Section 7 Consultation

In accordance with Section 7 of the Endangered Species Act (ESA) of 1973, as amended, the Federal Aviation Administration (FAA) is requesting concurrence from the U.S. Fish and Wildlife Service (USFWS) that the proposed project discussed below is *not likely to adversely* affect the spectacled eider (*Somateria fischeri*) or its designated critical habitat. The project is located in Section 33 Township 2 South, Range 79 West, Seward Meridian (Figure 1).

Proposed Action

The proposed project would resurface the airport facilities, replace the lighting system, and install a new weather station and a new snow removal equipment building (SREB). The purpose of the proposed project is to lower maintenance costs and extend the service life of the airport. The runway, taxiway, safety areas, and apron are in poor condition due to erosion, and more apron space is needed for an additional SREB.

The proposed work would include the following (Figure 2):

- Resurface the runway, taxiway, apron, safety areas, and navigational aid access/pads with crushed aggregate surface course
- Place dust palliative on all resurfaced areas
- Install a new Automated Weather Observing System (AWOS)
- Replace airfield lighting system
- Expand apron and install a new single-bay SREB
- Acquire Public Use Easement (PUE) for existing haul route
- Update Airport Layout Plan (ALP) to reflect project scope

As potential material sites near Kongiganak are insufficient, materials will be barged to the project site from established material sites elsewhere in Western Alaska. No in-water construction-related work will occur at these material sites, but materials mined from these sites would be transported by barge using established shipping routes across Kuskokwim Bay.

ESA Listed Species and Critical Habitat Areas

A review of the USFWS Information for Planning and Consultation (IPaC) mapper on January 10, 2020, indicated that the range of the threatened spectacled eider (*Somateria fischeri*) may overlap with the proposed project area and possible materials sites. This species should be considered in the effects analysis.

The threatened Alaska population of spectacled eider historically nested on tundra along the northern and western coasts of Alaska, including the proposed project area. More recent data show smaller breeding ranges along the Arctic coast and the Yukon Kuskokwim (Y-K) Delta. After nesting, spectacled eiders spend the late summer molting in Norton Sound and Ledyard Bay, and the rest of the year in their wintering range offshore south of St. Lawrence Island. Clams from deepwater marine environments provide the main food source for spectacled eiders.

No critical habitat occurs within or near the project area. The nearest critical habitat is on the north side of Kuskokwim Bay, beginning approximately five miles west of Kongiganak, and extending west and north along the Y-K Delta coastline.

ESA Listed Species Potential Effects

The proposed project is not anticipated to cause direct effects on the spectacled eider. While the wetland tundra surrounding Kongiganak may provide suitable nesting habitat, normal airplane operations and airport lighting are likely to deter birds from remaining near the airport long enough to establish nest sites. All construction activities would be limited to previously disturbed areas on DOT&PF property and easements; likewise, materials sites would be chosen from existing sites. No construction activities would impact marine waters, and materials transport would use established marine shipping routes.

Environmental Commitments

The following actions will be taken to avoid potential indirect effects on spectacled eiders.

- No vegetation will be cleared during the migratory bird window of May 1 – July 15, except as approved by the Project Engineer in accordance with federal, state, and local laws.
- The contractor will prepare and follow a Storm Water Pollution Prevention Plan (SWPPP) and associated best management practices (BMPs) to minimize runoff from construction activities into wetlands and other waterbodies.
- The contractor will prepare and follow a Spill Prevention, Control, and Countermeasure (SPCC) Plan to minimize the potential for fuel spills associated with construction. Equipment will be refueled and serviced as far as practicable from wetlands and other waterbodies.

FAA Determination

Given these reasons, FAA concludes that the Kongiganak Airport Improvements project is not likely to adversely affect spectacled eiders or their designated critical habitat. The FAA requests a response from USFWS regarding concurrence with this determination within 30 days of the receipt of this letter. If you have questions about this project, please contact me at the address above, by phone at (907) 271-5453 or by email at jack.gilbertsen@faa.gov.

Sincerely,

Jack L. Gilbertsen, REM
Lead Environmental Protection Specialist

Enclosures:

Figure 1: Location and Vicinity Map
Figure 2: Project Area

Cc:

Jenelle Brinkman, P.E., DOT&PF Central Region Project Manager, Aviation Design
Brian Elliott, DOT&PF Central Region Environmental Manager, PD&E
Ryan Riddle, DOT&PF Central Region Environmental Team Leader, PD&E
Heidi Zimmer, DOT&PF Central Region Environmental Analyst, PD&E

Kongiganak Airport Improvements
Kongiganak, Alaska
Project No: CFAPT00433
Marine Mammal Protection Act (MMPA) and Endangered Species Act (ESA) Informal Section 7 Consultation

In accordance with Section 7 of the Endangered Species Act (ESA) of 1973, as amended, the Federal Aviation Administration (FAA) is requesting concurrence from the National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS) that the proposed project discussed below is *not likely to adversely* affect the species listed in Table 1, or their designated critical habitat. This letter is to initiate informal consultation with NOAA NMFS and comply with requirements of the Marine Mammal Protection Act (MMPA) and Section 7 of the Endangered Species Act (ESA) for the proposed airport construction project.

The project is located in Kongiganak, Alaska, in Section 33 Township 2 South, Range 79 West, Seward Meridian (Figure 1).

Proposed Action

The proposed project would resurface the airport facilities, replace the lighting system, and install a new weather station and a new snow removal equipment building (SREB). The purpose of the proposed project is to lower maintenance costs and extend the service life of the airport. The runway, taxiway, safety areas, and apron are in poor condition due to erosion, and more apron space is needed for an additional SREB.

The proposed work would include the following (Figure 2):

- Resurface the runway, taxiway, apron, safety areas, and navigational aid access/pads with crushed aggregate surface course
- Place dust palliative on all resurfaced areas
- Install a new Automated Weather Observing System (AWOS)
- Replace airfield lighting system
- Expand apron and install a new single-bay SREB
- Acquire Public Use Easement (PUE) for existing haul route
- Update Airport Layout Plan (ALP) to reflect project scope

As potential material sites near Kongiganak are insufficient, materials will be barged to the project site from established material sites elsewhere in Western Alaska. No in-water construction-related work will occur at these material sites. Materials mined from these sites would be transported to the project area by barge using established shipping routes across Kuskokwim Bay and up the Kongignanohk River to the established barge landing in Kongiganak.

NEPA Direct, Indirect, and Connected Actions Incorporated into the Consultation

A review of the USFWS Information for Planning and Consultation (IPaC) mapper and the NOAA NMFS Protected Resources website on January 27, 2020, indicated that the species listed

in Table 1 may be present in marine shipping lanes used to transport materials to the proposed project site. These species should be considered in the effects analyses.

Material Site Development, Shipment, and Mobilization/Demobilization
Fill material would be mined from an established material site in Western Alaska. The specific site for the proposed project has yet to be determined, but would contain fill that meets the required ASTM certification criteria in the quantity needed for the project. The active site would be already established; thus, the "but-for" connected action of material site development is not included in this consultation.

Marine transport is necessary for project construction because there are no roads connecting Kongiganak to any sufficient materials sites. Barges would use existing barge dock or landing facilities, and would follow routine shipping routes from the material site to the proposed project.

The contractor may ship equipment and other supplies from any port in Alaska where they have equipment, but Anchorage is the most likely port of origin. Materials and equipment transports by water may occur at any time during the ice-free portion of the year (typically April to October) from 2021 to 2022.

Project Construction
Routine construction methods would be used for resurfacing airport infrastructure, replacing lighting, installing equipment, and expanding the apron. Most construction activities, such as grading, fill placement, stockpiling and waste disposal, would be done when the ground is unfrozen, between approximately April and October from 2021 to 2022.

Effects of the Proposed Action on Listed Species
The proposed project is not anticipated to cause direct effects on the marine mammal species listed in Table 1. The direct project footprint is not within the range of any of the species. All construction activities would be limited to previously disturbed areas on DOT&PF property and easements; likewise, materials sites would be chosen from existing sites. No construction activities would impact marine waters, and materials transport would use established marine shipping routes.

Environmental Commitments
The following actions will be taken to avoid potential indirect effects on marine species.

- The contractor will prepare and follow a Storm Water Pollution Prevention Plan (SWPPP) and associated best management practices (BMPs) to minimize runoff from construction activities into wetlands and other waterbodies.
- The contractor will prepare and follow a Spill Prevention, Control, and Countermeasure (SPCC) Plan to minimize the potential for fuel spills associated with construction. Equipment will be refueled and serviced as far as practicable from wetlands and other waterbodies.

FAA Determination

Given these reasons, FAA concludes that the Kongiganak Airport Improvements project is not likely to adversely affect the marine mammal species listed in Table 1, or their designated critical habitat. The FAA requests a response from NOAA NMFS regarding concurrence with these MMPA and ESA determinations within 30 days of the receipt of this letter.

Thank you for your assistance. If you have questions about this project, please contact me at the address above, by phone at (907) 271-5453 or by email at jack.gilbertsen@faa.gov.

Sincerely,

Jack L. Gilbertsen, REM
Lead Environmental Protection Specialist

Enclosures:

Figure 1: Location and Vicinity Map
Figure 2: Project Area

Cc:

Jenelle Brinkman, P.E., DOT&PF Central Region Project Manager, Aviation Design
Brian Elliott, DOT&PF Central Region Environmental Manager, PD&E
Ryan Riddle, DOT&PF Central Region Environmental Team Leader, PD&E
Heidi Zimmer, DOT&PF Central Region Environmental Analyst, PD&E

Table 1. MMPA/ESA Species Potentially Affected by the Proposed Action

Species	MMPA/ESA Status	Listed population
Steller Sea Lion *Eumetopias jubatus*	Depleted/Endangered	Western DPS
Fin Whale *Balaenoptera physalus*	Depleted/Endangered	all
Humpback Whale *Megaptera novaeangliae*	Depleted/Endangered	Western North Pacific DPS
North Pacific Right Whale *Eubalaena japonica*	Depleted/Endangered	all
Sperm Whale *Physeter macrocephalus*	Depleted/Endangered	all
Beluga Whale *Delphinapterus leucas*	Depleted/Endangered	Cook Inlet DPS
Gray Whale *Eschrichtius robustus*	Depleted/Endangered	Western North Pacific DPS
Killer Whale *Orcinus orca*	Depleted/Endangered	AT1 Transient Stock/ Southern Resident DPS
Spotted Seal *Phoca largha*	Depleted/Threatened	Southern DPS
Harbor Seal *Phoca vitulina*	Depleted	all
Northern Fur Seal *Callorhinus ursinus*	Depleted	Pribilof Island/ Eastern Pacific Stock
Ribbon Seal *Histriophoca fasciata*	Protected	all
Dall's Porpoise *Phocoenoides dalli*	Protected	all
Harbor Porpoise *Phoecoena phocoena*	Protected	all
Minke Whale *Balaenoptera acutorostrata*	Protected	all

APPENDIX D
Wetland Reconnaissance Memo

Memorandum

State of Alaska

Department of Transportation and Public Facilities
Central Region Design and Engineering Services
Preliminary Design and Environmental

Date: September 30, 2019

Project Name: Kongiganak Airport Improvements Project No: CFAPT00433

Noted By: Heidi Zimmer,
Environmental Impact Analyst

Subject: Wetland Reconnaissance

Attachments:
Figures 1, 2, and 3
NWI Map
Photo Log
Wetland Determination Data Forms

On September 4, 2019, staff from the Alaska Department of Transportation and Public Facilities (DOT&PF) conducted a site investigation to verify the presence of wetlands surrounding the Kongiganak Airport in Kongiganak, Alaska (Figure 1). The study area consisted of the proposed project area (Figure 2), with a focus on the proposed apron expansion to the north of the existing apron.

Preliminary Research

Prior to the site visit, DOT&PF analysts reviewed the Environmental Assessment for a 2007 project that placed fill in several acres of wetland to expand the airport facilities (Figure 3). The analysts also used Google Earth aerial imagery and the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) mapper to identify potential wetlands and waters of the U.S. within and near the project area. Both the EA and the NWI map indicated that the existing airport facilities are surrounded by extensive wetlands. The NWI map classified the land adjacent to the airport as emergent persistent palustrine wetlands dominated by scrub-shrub and broad-leaved deciduous vegetation, and with a seasonally saturated water regime (PEM1/SS1B).

Field Survey

On September 4, 2019, DOT&PF staff walked the perimeter of the airport and access road to the barge landing on the river while taking photos and noting vegetation and topography at numerous locations (see attached Photo Log). The analyst also documented the vegetation and wetland hydrology indicators north of the existing apron in the area to be filled for the proposed apron expansion (see attached data forms). No soil pits were dug because the visual observations confirmed the extent of the wetlands as characterized by the NWI map.

Proposed Apron Expansion

The 2007 EA mapped an area adjacent to the north side of the existing apron as emergent wetland (Figure 3). The NWI mapper classified all the land (excluding the deep water lake habitat) surrounding the airport as emergent palustrine wetland with seasonally flooded or saturated soils (NWI map).

Observations and data collected in 2019 confirmed these descriptions. Two adjacent plots were described on separate data forms because there was a clear difference in vegetation. Hydrophytic vegetation and wetland hydrology indicators were evident throughout both plots, and both were classified as wetland.

Test plot #1, the slope from the apron down to the pond, was mostly covered by a mix of bluejoint reedgrass (*Calamatagrostis canadensis*) and coltsfoot (*Pelasites frigidus*), with sedges (*Carex* spp) dominating the lower slope by the pond (Photo Point 1). Surface water was visible between stems in lower areas, and water squelched up in footprints throughout the plot, indicating saturated soils.

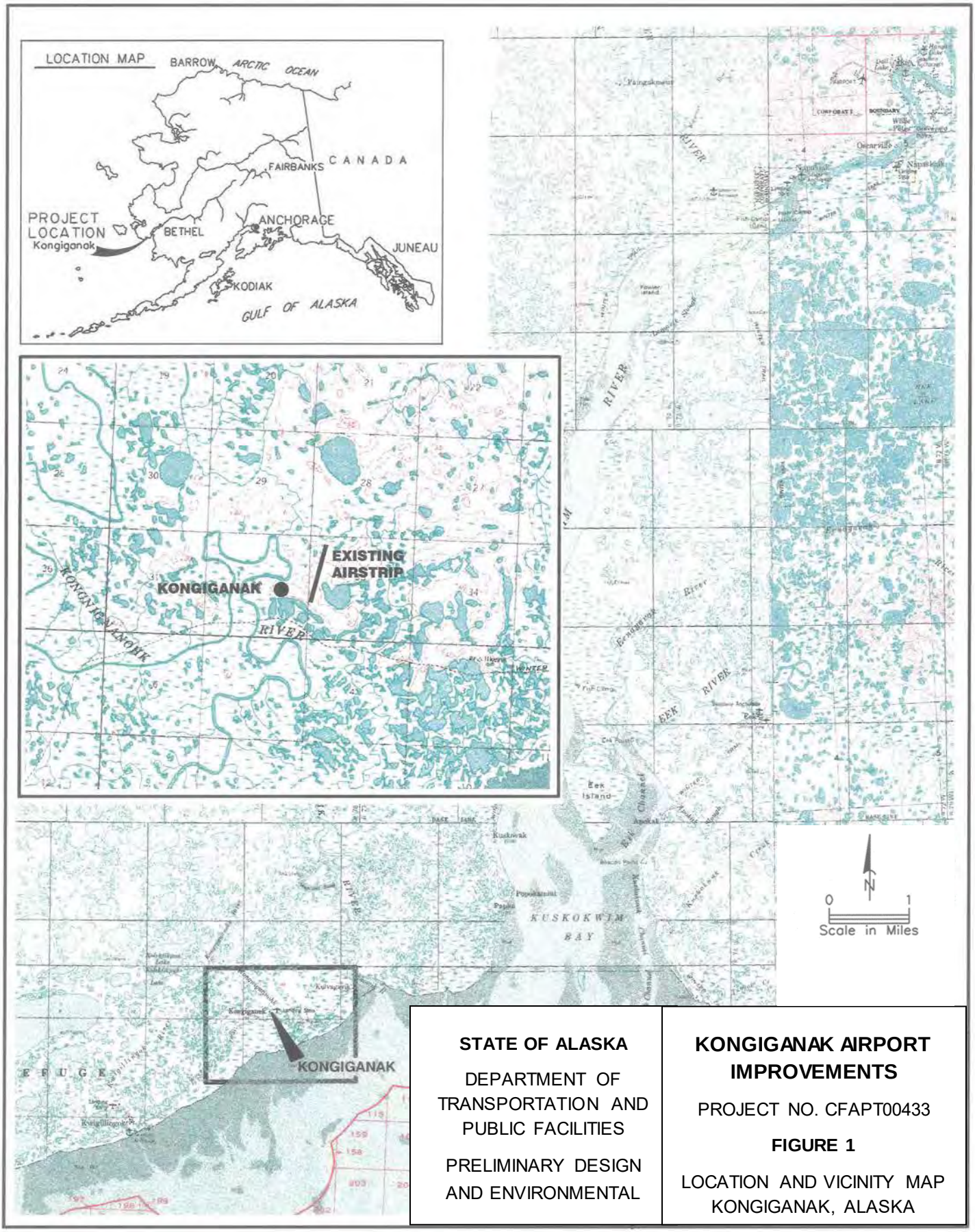
Test plot #2, a patch of tundra to the west, had a similar slope aspect overall, but the topography was more variable and the vegetation was far more diverse than the adjacent grassy slope (Photo Point 2). Plant species grew in a patchwork pattern of cottongrass (*Eriophorum vaginatum*), reedgrass (*C. canadensis*), and mosses (*Sphagnum* spp) in small depressions; and a mixture of crowberry (*Empetum nigrum*), cloudberry(*Rubus chamaermorus*), bog rosemary (*Andromeda polifolia*), Labrador tea (*Ledum decumbeas*), and mosses (*Sphagnum* spp) on higher ground. No surface water was observed, but the soil felt sodden despite being the end of the growing season and a months-long drought.

Project Area

The two test plots appeared to be characteristic of the surrounding landscape. Larger patches of wet tundra and wet grassy areas covered nearly all of the land adjacent to the airport and gravel access road down to the barge landing. A trickle of water flowed south in a grassy ditch at the toe of the fill slope along the west side of the runway. Culverts carried this water under outcropping gravel pads until it dispersed into the adjacent wetlands. A small unnamed (possibly ephemeral) stream drained the wetlands northwest of the airport, then flowed through a culvert under the boardwalk and into the Kongnignanohk River near the barge landing.

Conclusion

This reconnaissance investigation confirmed the results of wetland mapping in the 2007 EA and the NWI Map. The entire landscape around the existing gravel fill of the airport and access road was determined to be wetlands, including the area adjacent to the north side of the apron that would be filled in as part of the proposed project.



STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

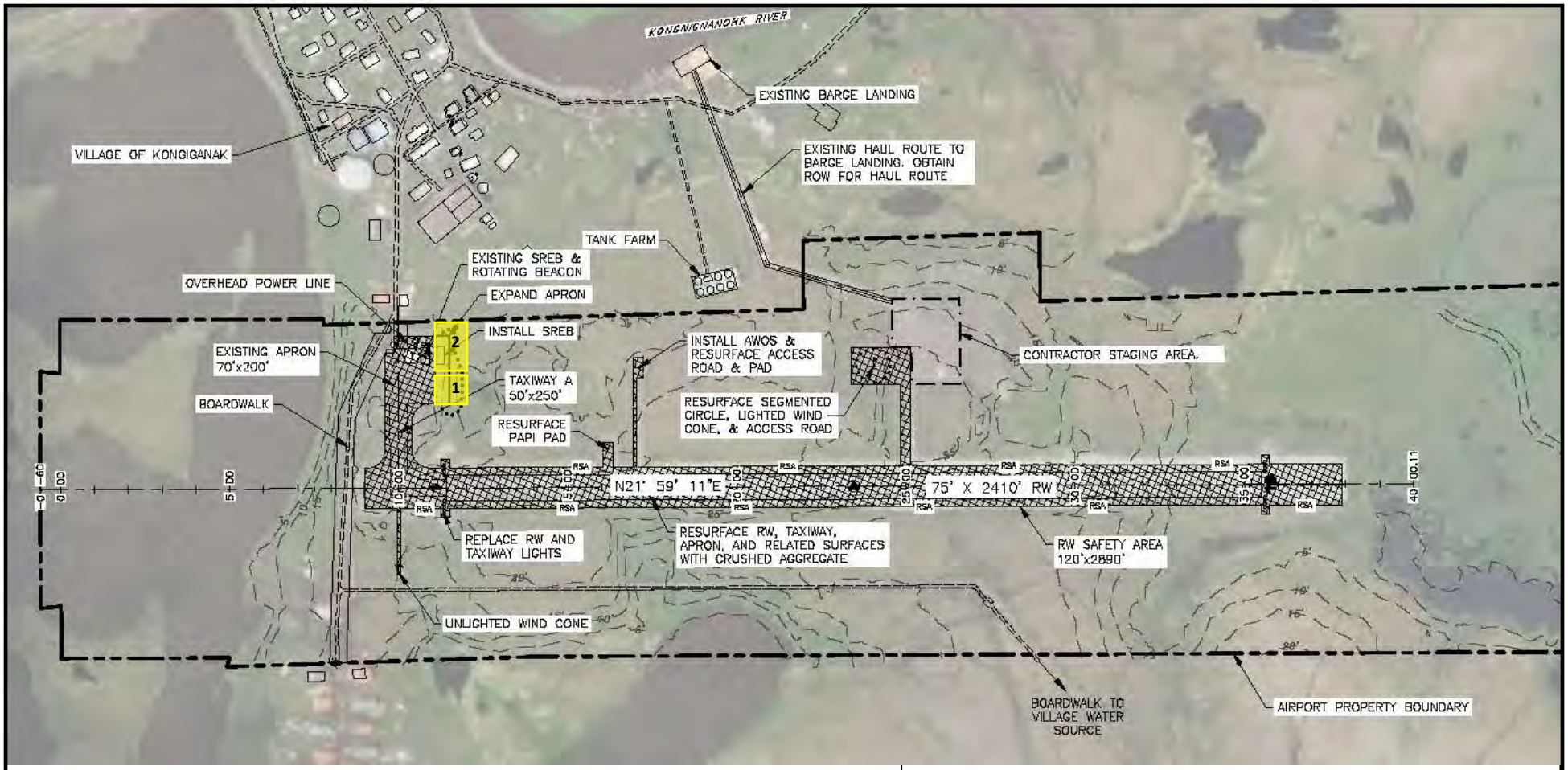
PRELIMINARY DESIGN AND ENVIRONMENTAL

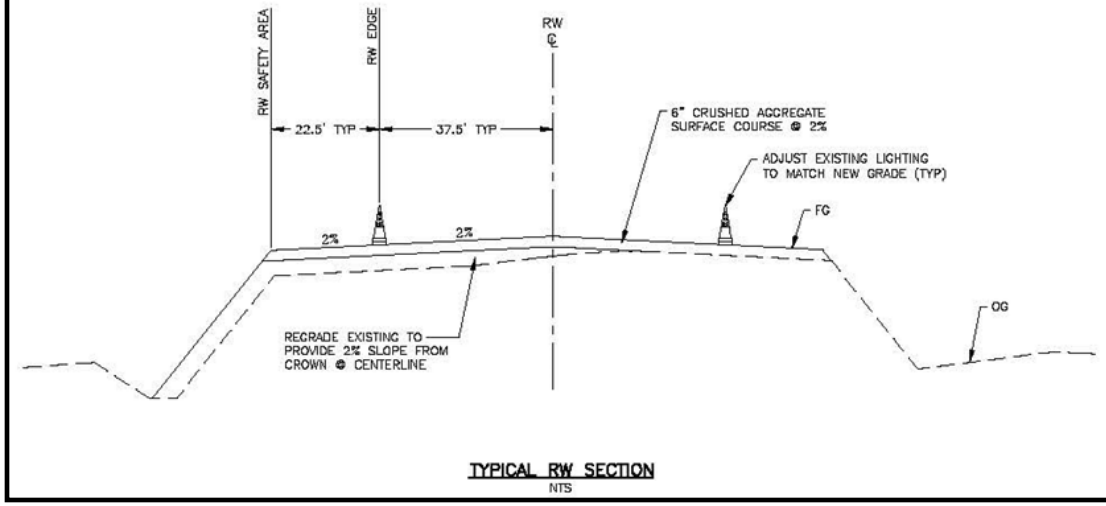
KONGIGANAK AIRPORT IMPROVEMENTS

PROJECT NO. CFAPT00433

FIGURE 1

LOCATION AND VICINITY MAP
KONGIGANAK, ALASKA





TYPICAL RW SECTION
NTS

Wetlands: September 2019

1 Test Plot #1

2 Test Plot #2

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PRELIMINARY DESIGN AND ENVIRONMENTAL

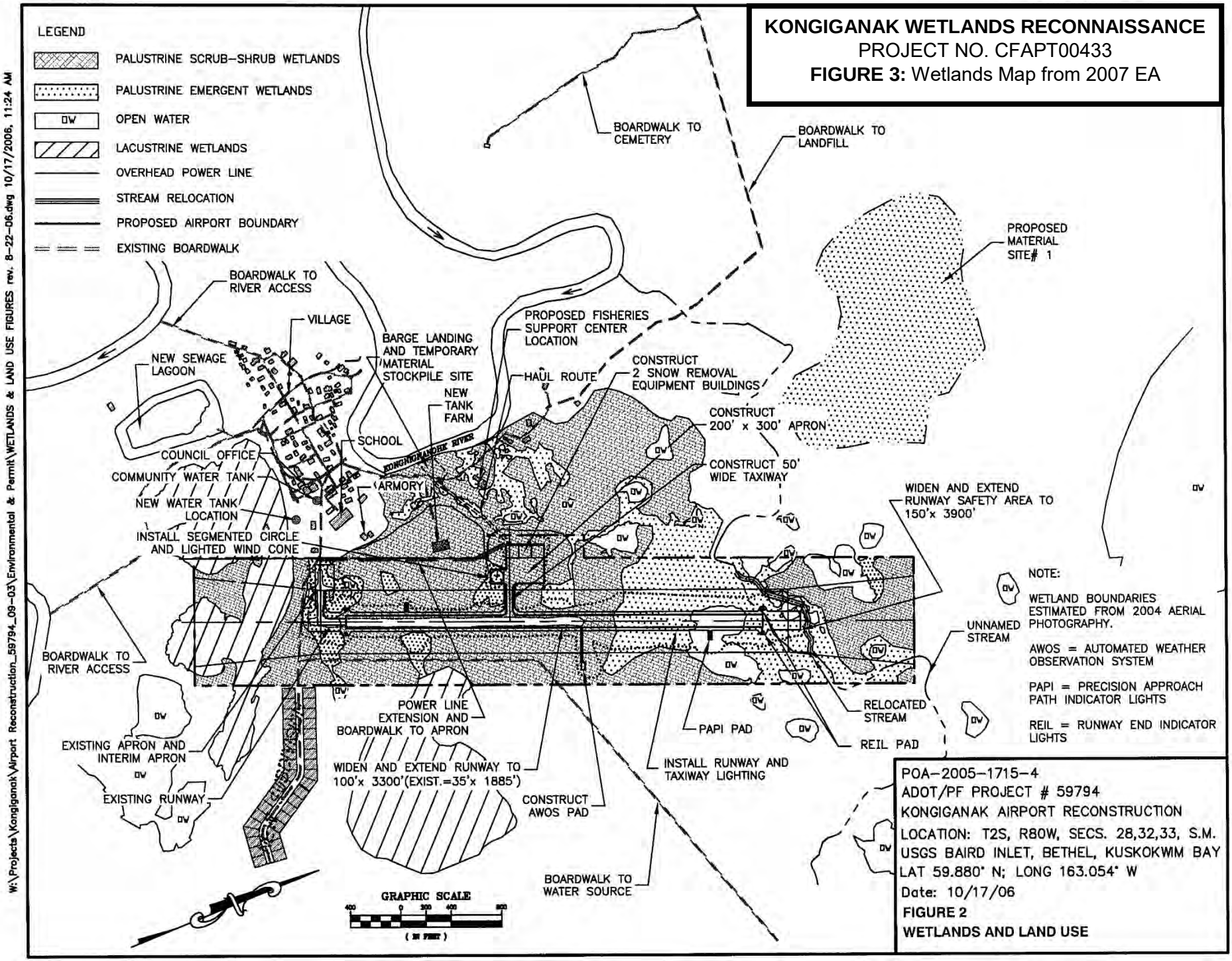
KONGIGANAK AIRPORT IMPROVEMENTS

PROJECT NO. CFAPT00433

FIGURE 2

PROJECT AREA
KONGIGANAK, ALASKA

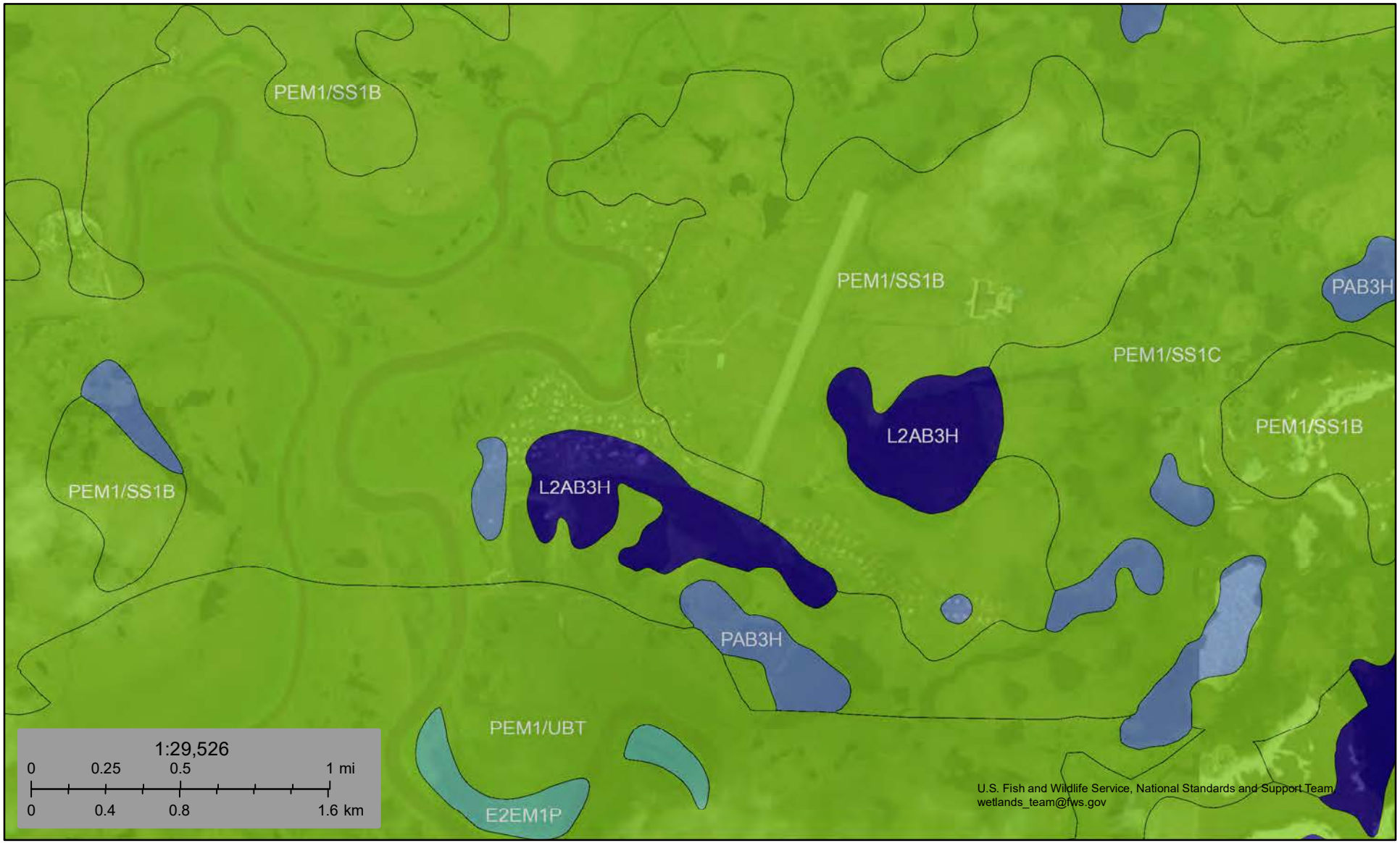
KONGIGANAK WETLANDS RECONNAISSANCE
PROJECT NO. CFAPT00433
FIGURE 3: Wetlands Map from 2007 EA



W:\Projects\Kongiganak\Airport Reconstruction_59794_09-03\Environmental & Permit\WETLANDS & LAND USE FIGURES rev. 8-22-06.dwg 10/17/2006, 11:24 AM

U.S. Fish and Wildlife Service
National Wetlands Inventory

Kongiganak Airport NWI Map



March 27, 2019

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

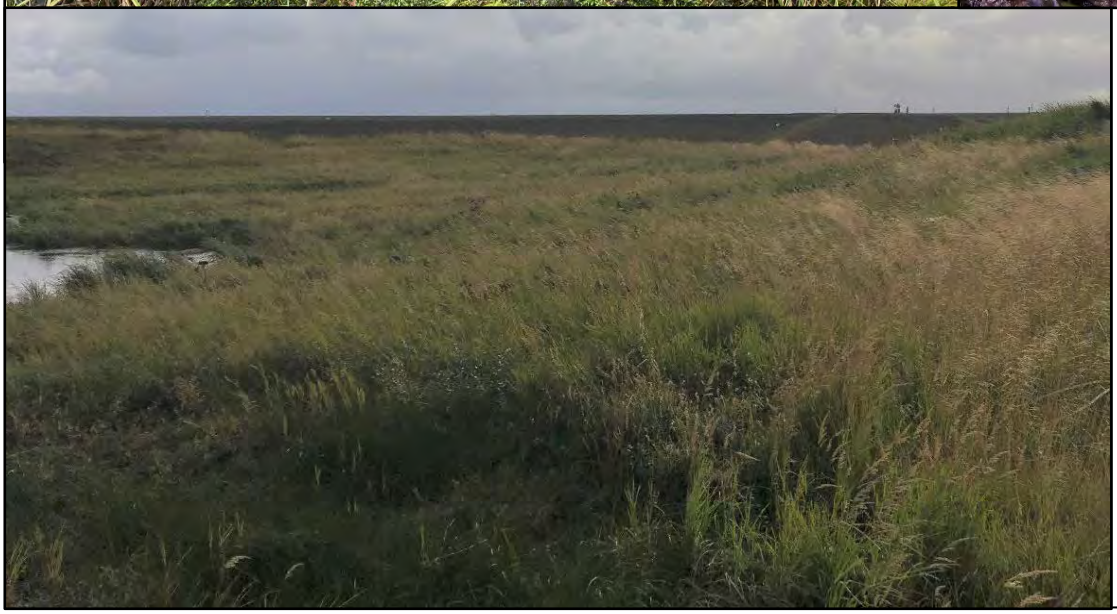


Photo Point 1:
Test Plot #1
clockwise from top

- Test plot #1 and pond looking NNE from apron
- Coltsfoot and saturated soils
- Test plot #1 and runway looking east from test plot #2
- Edge of pond with sedges, mare's tails, and grasses

Photo Point 2: Test Plot #2

Top: Test plot #2 looking WNW from plot #1

Middle: Tundra vegetation: bog rosemary, cloudberry, crowberry, *Vaccinium* spp.

Bottom: Test plots #1 and #2, apron, and SREB looking SSW

Top: Wetland between runway and segmented circle (looking WNW from runway)

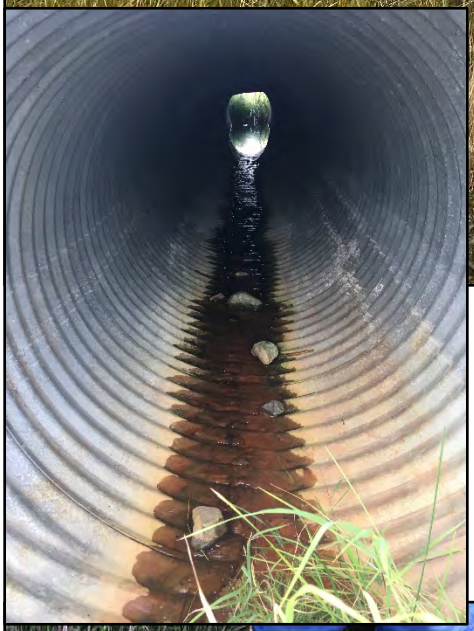
Middle: Wetlands along access road (looking E from barge landing)

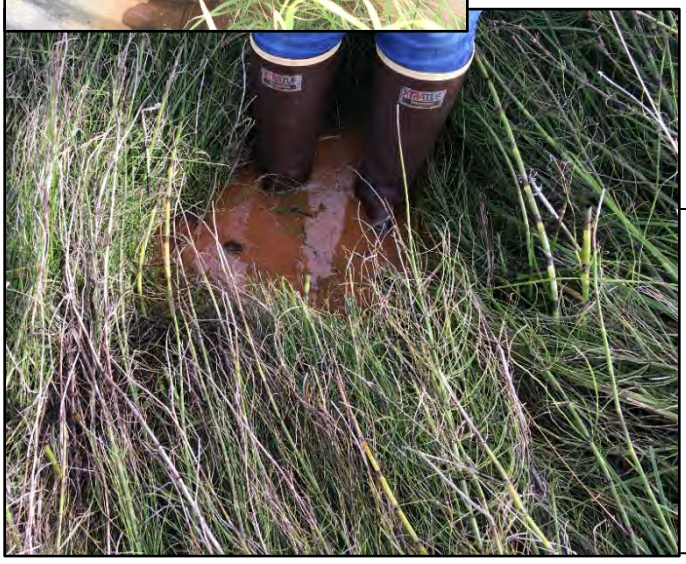
Bottom: Runway fill slope and wetlands along the runway (looking NE from taxiway)

Top: Kongnignanohk River and barge landing (looking SSW from end of access road)

Middle: Culvert carrying small stream draining wetlands (looking NE from boardwalk pictured below)

Bottom: Boardwalk and outlet of stream flowing into Kongnignanohk River (looking E from barge landing)





Clockwise from top:

- Water flow in culverts and drainage ditch along runway (looking NE from apron)
- Sedges (*Carex* sp.) growing in ditch
- Wetland hydrology and vegetation in ditch near culverts
- Water trickling through culvert

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Kongiganak Airport Borough/City: _____ Sampling Date: 9/4/19

Applicant/Owner: _____ Sampling Point: #1

Investigator(s): H. Zimmer Landform (hillside, terrace, hummocks, etc.): hillside w/hummocks

Local relief (concave, convex, none): concave Slope (%): 20%

Subregion: _____ Lat: 59°57'31.99"N Long: 162°53'4.64"W Datum: _____

Soil Map Unit Name: N/A NWI classification: PEM1 551B

Are climatic / hydrologic conditions on the site typical for this time of year? Yes _____ No X (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes _____ No _____

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No _____	**Is the Sampled Area within a Wetland?**	**Yes X No _____**
Hydric Soil Present?	Yes _____ No _____		
Wetland Hydrology Present?	Yes X No _____		

Remarks: Summer drought

VEGETATION – Use scientific names of plants. List all species in the plot.

Tree Stratum	Absolute % Cover	Dominant Species?	Indicator Status
1. N/A			
2.			
3.			
4.			
Total Cover:			
50% of total cover: _____ 20% of total cover: _____			
Sapling/Shrub Stratum			
1. Willow Salix barclayi	18	Y	FAC
2. Spirea stevenii	2	N	FACU
3.			
4.			
5.			
6.			
Total Cover: 10			
50% of total cover: 5 20% of total cover: 2			
Herb Stratum			
1. Grass Calamagrostis canadensis	60	Y	FAC
2. Coltsfoot Petasites frigidus	40	Y	FACW
3. Sedges Carex spp	30	Y	OBL
4. Pond Lily Nuphar variegetam	5	N	OBL
5. Cow Parsnip Heracleum lanatum	2	N	FACU
6. Mare's Tail Hippuris vulgaris	5	N	OBL
7. Woodland Horsetail Equisetum sylvaticum	5	N	FACU
8. Marsh cinquefoil Pontentilla palustris	3	N	OBL
9.			
10.			
Total Cover: 150			
50% of total cover: 75 20% of total cover: 30			

Plot size (radius, or length x width) _____ % Bare Ground 0

% Cover of Wetland Bryophytes _____ (Where applicable) Total Cover of Bryophytes _____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 4 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100% (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:	
OBL species 43	x 1 =	43
FACW species 40	x 2 =	80
FAC species 68	x 3 =	204
FACU species 9	x 4 =	36
UPL species	x 5 =	
Column Totals: 160 (A)		363 (B)

Prevalence Index = B/A = 2.2

Hydrophytic Vegetation Indicators:

X Dominance Test is >50%

___ Prevalence Index is ≤3.0

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1] Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks:

SOIL

Sampling Point: _____

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol or Histel (A1)
- ___ Histic Epipedon (A2)
- ___ Hydrogen Sulfide (A4)
- ___ Thick Dark Surface (A12)
- ___ Alaska Gleyed (A13)
- ___ Alaska Redox (A14)
- ___ Alaska Gleyed Pores (A15)

Indicators for Problematic Hydric Soils[3]:

- ___ Alaska Color Change (TA4)[4]
- ___ Alaska Alpine Swales (TA5)
- ___ Alaska Redox With 2.5Y Hue
- ___ Alaska Gleyed Without Hue 5Y or Redder Underlying Layer
- ___ Other (Explain in Remarks)

[3]One indicator of hydrophytic vegetation, one primary indicator of wetland hydrology, and an appropriate landscape position must be present unless disturbed or problematic.

[4]Give details of color change in Remarks.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X No ____

Remarks: No soil pit
Saturated, organic soil visible where disturbed.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (any one indicator is sufficient)

- X Surface Water (A1)
- ___ High Water Table (A2)
- X Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-stained Leaves (B9)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Salt Deposits (C5)
- ___ Stunted or Stressed Plants (D1)
- X Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ Microtopographic Relief (D4)
- X FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes X No ____ Depth (inches): ≤ 1"

Water Table Present? Yes ____ No ____ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes X No ____ Depth (inches): _____

Wetland Hydrology Present? Yes X No ____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Kongiganak Airport Borough/City: Kongiganak Sampling Date: 9/4/19
Applicant/Owner: Sampling Point: #2
Investigator(s): H. Zimmer Landform (hillside, terrace, hummocks, etc.): hillside/hummocks
Local relief (concave, convex, none): concave/bumpy Slope (%): 20%
Subregion: Lat: 59°57'32.40"N Long: 162°53'6.56"W Datum:
Soil Map Unit Name: NWI classification: PEM1 5S1B
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No X (If no, explain in Remarks.)
Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes X No ____
Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No ____	**Is the Sampled Area within a Wetland?** Yes X No ____
Hydric Soil Present?	Yes ____	No ____	
Wetland Hydrology Present?	Yes X	No ____	

Remarks: summer drought

VEGETATION – Use scientific names of plants. List all species in the plot.

Tree Stratum	Absolute % Cover	Dominant Species?	Indicator Status
1. N/A			
2.			
3.			
4.			
Total Cover:			
50% of total cover: ____ 20% of total cover: ____			
Sapling/Shrub Stratum			
1. birch Betula glandulosa	10	N	FAC
2. crowberry Empetum nigrum	20	Y	FAC
3. bog rosemary Andromeda polifolia	10	N	OBL
4. Labrador tea Ledum decumbeas	10	N	FACW
5. Cloudberry Rubus chamaemorus	30	Y	FACW
6. Cranberry Vaccinium oxycoccos	10	N	OBL
Total Cover: 90			
50% of total cover: 45 20% of total cover: 18			
Herb Stratum			
1. cottongrass Eriophorum vaginatum	30	Y	FACW
2. grass Calamagrostis canadensis	30	Y	FAC
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
Total Cover: 60			
50% of total cover: 30 20% of total cover: 12			
Plot size (radius, or length x width) 20 x 40m % Bare Ground 0			
% Cover of Wetland Bryophytes 15 (Where applicable) Total Cover of Bryophytes 15			

Dominance Test worksheet:
Number of Dominant Species That Are OBL, FACW, or FAC: 4 (A)
Total Number of Dominant Species Across All Strata: 4 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 100% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	20	x 1 =	20
FACW species	70	x 2 =	140
FAC species	60	x 3 =	180
FACU species		x 4 =	
UPL species		x 5 =	
Column Totals:	150 (A)		340 (B)

Prevalence Index = B/A = 2.2

Hydrophytic Vegetation Indicators:
X Dominance Test is >50%
___ Prevalence Index is ≤3.0
___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
___ Problematic Hydrophytic Vegetation[1] (Explain)

[1] Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No ____

Remarks:

Sampling Point: _____

SOIL

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol or Histel (A1)
- ___ Histic Epipedon (A2)
- ___ Hydrogen Sulfide (A4)
- ___ Thick Dark Surface (A12)
- ___ Alaska Gleyed (A13)
- ___ Alaska Redox (A14)
- ___ Alaska Gleyed Pores (A15)

Indicators for Problematic Hydric Soils[3]:

- ___ Alaska Color Change (TA4)[4]
- ___ Alaska Alpine Swales (TA5)
- ___ Alaska Redox With 2.5Y Hue
- ___ Alaska Gleyed Without Hue 5Y or Redder Underlying Layer
- ___ Other (Explain in Remarks)

[3]One indicator of hydrophytic vegetation, one primary indicator of wetland hydrology, and an appropriate landscape position must be present unless disturbed or problematic.

[4]Give details of color change in Remarks.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X No ____

Remarks: No soil pit

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (any one indicator is sufficient)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-stained Leaves (B9)
- ___ Drainage Patterns (B10)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Salt Deposits (C5)
- ___ Stunted or Stressed Plants (D1)
- X Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ Microtopographic Relief (D4)
- X FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ____ No X Depth (inches): _____

Water Table Present? Yes ____ No ____ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes X No ____ Depth (inches): _____

Wetland Hydrology Present? Yes X No ____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks: Ground was visibly saturated with moisture, despite prevailing dry conditions in recent months.

APPENDIX E
Public and Agency Involvement

ANCHORAGE DAILY NEWS
AFFIDAVIT OF PUBLICATION

Account #: 100863
P O BOX 196900, ANCHORAGE, AK 99519

Order #: W0023131 Cost: $353.62

STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Lisi Misa being first duly sworn on oath deposes and says that she is a representative of the Anchorage Daily News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on

06/09/2021

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed _____

Subscribed and sworn to before me
this 10th day of June 2021.

_____
Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska

MY COMMISSION EXPIRES
7/14/2024

NOTARY PUBLIC
JADA L. NOWLING
STATE OF ALASKA
MY COMMISSION EXPIRES JULY 14, 2024

NOTICE OF INTENT TO BEGIN ENGINEERING AND ENVIRONMENTAL STUDIES

Project Title:
Kongiganak Airport Improvements
Project No.:
CFAPT00433

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration, is soliciting comments and information on a proposal to rehabilitate the Kongiganak Airport in Kongiganak, Alaska.
The proposed work would include:

* Rehabilitate the runway, taxiway, apron, visual navigational aid pads and access roads, Automated Weather Observation System (AWOS) pad and access road
* Expand Runway Safety Area (RSA) to accommodate Aircraft Design Group (ADG) II aircraft
* Shift runway threshold locations to accommodate RSA expansion to meet Runway Design Code (RDC) A-II (small) dimensional standards
* Drainage improvements, including culvert replacement to accommodate expanded RSA
* Expand apron and install tie-downs
* Relocate the existing SREB and install a new SREB
* Improve and relocate overhead electric utilities as needed
* Place dust palliative on all resurfaced and expanded areas
* Install a new AWOS system
* Install a new rotating beacon on a tip down pole
* Replace airfield lighting system, wind cones, and segmented circle
* Acquire Temporary Construction Easements (TCEs) for existing haul route, barge landing, and apron work
* Update Airport Layout Plan (ALP) to reflect project scope

This proposed project will comply with Section 106 of the National Historic Preservation Act; Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 11593 (Historic Preservation), 13084 (Consultation and coordination with Indian Tribal Governments), the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, and U.S. DOT Act Section 4(f).

Construction on the proposed project is anticipated to begin in the summer of 2022. To ensure that all possible factors are considered in the environmental document, please provide written comments to the following address by July 6, 2021.

Brian Elliott, Regional Environmental Manager
DOT&PF Preliminary Design & Environmental
P.O. Box 196900
Anchorage, Alaska 99519-6900

If you have any questions or require additional information, please contact Phil Cheasebro, P.E., Project Manager, at 269-0621 or Heidi Zimmer, Environmental Impact Analyst, at 269-0529.

It is the policy of the DOT&PF that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds. The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.

Pub: June 9, 2021

Notice of Intent to Begin Engineering and Environmental Studies: Kongiganak Airport Improvements

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration, is soliciting comments and information on a proposal to rehabilitate the Kongiganak Airport in Kongiganak, Alaska.

The proposed work would include:

Rehabilitate the runway, taxiway, apron, visual navigational aid pads and access roads, Automated Weather Observation System (AWOS) pad and access road

Expand Runway Safety Area (RSA) to accommodate Aircraft Design Group (ADG) II aircraft

Shift runway threshold locations to accommodate RSA expansion to meet Runway Design Code (RDC) A-II (small) dimensional standards

Drainage improvements, including culvert replacement to accommodate expanded RSA

Expand apron and install tie-downs

Relocate the existing SREB and install a new SREB

Improve and relocate overhead electric utilities as needed

Place dust palliative on all resurfaced and expanded areas

Install a new AWOS system

Install a new rotating beacon on a tip down pole

Replace airfield lighting system, wind cones, and segmented circle

Acquire Temporary Construction Easements (TCEs) for existing haul route, barge landing, and apron work

Update Airport Layout Plan (ALP) to reflect project scope

This proposed project will comply with Section 106 of the National Historic Preservation Act; Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 11593 (Historic Preservation), 13084 (Consultation and coordination with Indian Tribal Governments), the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, and U.S. DOT Act Section 4(f).

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DOT&PF Preliminary Design & Environmental

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The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with a hearing impairment can contact DOT&PF at our Telephone Device for the Deaf (TDD) at (907) 269-0473.

Attachments, History, Details

Attachments
None

Revision History
Created 6/7/2021 12:00:49 PM by radowd

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Central Region, Southwest Region
Project/Regulation #:	CFPAT00433
Publish Date:	6/7/2021
Archive Date:	7/7/2021

Events/Deadlines:

THE DELTA DISCOVERY NEWSPAPER
P.O. BOX 1028
BETHEL, AK 99559

AO/PO# AO 25-84313
CASE NO. _____

Prelim. Design + Environmental
Alaska Dept. of Transportation + Public Facilities
NAME OF PETITIONER
P.O. Box 196900
Anchorage, AK 99519-6900
ADDRESS OF PETITIONER

For: Kongiganak Airport Improvements Notice

AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA, STATE OF ALASKA, 4th DIVISION, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC THIS DAY PERSONALLY APPEARED, Kelly J. Lincoln, WHO, BEING FIRST DULY SWORN, ACCORDING TO LAW, SAYS THAT SHE IS THE Office Manager OF THE DELTA DISCOVERY NEWSPAPER, PUBLISHED IN BETHEL IN SAID DIVISION 4th AND STATE OF ALASKA AND THAT THE ADVERTISEMENT, OF WHICH THE ANNEXED IS A TRUE COPY, WAS PUBLISHED IN SAID PUBLICATION ON 5/8/19 AND THEREFORE FOR A TOTAL OF 1 CONSECUTIVE ISSUE(S). THE LAST PUBLICATION APPEARING ON 5/8/19 AND THAT THE RATE CHARGED THEREON IS NOT IN EXCESS OF THE RATE CHARGED TO PRIVATE INDIVIDUALS.

Kelly J. Lincoln
KELLY JEAN LINCOLN
OFFICE MANAGER,
THE DELTA DISCOVERY NEWSPAPER

SWORN TO ME BEFORE ON 4/9/19

Notary Public
ELENA HICKS
State of Alaska
My Commission Expires Dec. 12, 2020

SIGNATURE OF NOTARY

Elena Hicks
PRINTED NAME OF NOTARY

MY COMMISSION EXPIRES ON 12/12/20

Notice of Intent to Begin Engineering and Environmental Studies Kongiganak Airport Improvements

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration, is soliciting comments and information on a proposal to rehabilitate the Kongiganak Airport in Kongiganak, Alaska.

The proposed work would include:

Resurface the runway, taxiway, apron, safety areas, and navigational aid access/pads with crushed aggregate surface course
Place dust palliative on all resurfaced areas
Install a new Automated Weather Observing System (AWOS)
Replace airfield lighting system
Expand apron and install a new single-bay Snow Removal Equipment Building (SREB)
Acquire Public Use Easement (PUE) for existing haul route
Update Airport Layout Plan (ALP) to reflect project scope

This proposed project will comply with Section 106 of the National Historic Preservation Act; Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 11593 (Historic Preservation), 13084 (Consultation and coordination with Indian Tribal Governments), the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, and U.S. DOT Act Section 4(f).

Construction on the proposed project is anticipated to begin in the summer of 2020. To ensure that all possible factors are considered in the environmental document, please provide written comments to the following address by May 15, 2019.

Brian Elliott, Regional Environmental Manager
DOT&PF Preliminary Design & Environmental
P.O. Box 196900
Anchorage, Alaska 99519-6900

If you have any questions or require additional information, please contact Jenelle Brinkman, P.E., Project Manager, at 269-0606 or Heidi Zimmer, Environmental Impact Analyst, at 269-0529.

It is the policy of the DOT&PF that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds.

Attachments, History, Details

Attachments
None

Revision History
Created 4/16/2019 1:22:50 PM by mlbyrd

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Central Region
Project/Regulation #:	CFAPT00433
Publish Date:	4/16/2019
Archive Date:	6/1/2019
Events/Deadlines:	

THE STATE of ALASKA
GOVERNOR MICHAEL J. DUNLEAVY

Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN & ENVIRONMENTAL

PO Box 196900
Anchorage, Alaska 99519-6900
Main: 907.269.0542
Toll Free: 800.770.5263
TDD: 907.269.0473
TTY: 800.770.8973
Fax: 907.243.6927
dot.alaska.gov

July 31, 2019
Project: Kongiganak Airport Improvements
Project No: CFAPT00433

Re: Request for scoping comments

The Alaska Department of Transportation and Public Facilities (DOT&PF) is soliciting comments and information on a proposed project to rehabilitate the Kongiganak Airport in Kongiganak, Alaska. The project is located in Sections 32 and 33, Township 2 South, Range 79 West, Seward Meridian. (Figure 1).

Project Purpose and Need
The purpose of the proposed project is to lower maintenance costs and extend the service life of the airport. The runway, taxiway, safety areas, and apron are in poor condition due to erosion, and more apron space is needed for an additional snow removal equipment building (SREB).

Proposed Action
The proposed work would include the following (Figure 2):

- Resurface the runway, taxiway, apron, safety areas, and navigational aid access/pads with crushed aggregate surface course
- Place dust palliative on all resurfaced areas
- Install a new Automated Weather Observing System (AWOS)
- Replace airfield lighting system
- Expand apron and install a new single-bay Snow Removal Equipment Building (SREB)
- Acquire Public Use Easement (PUE) for existing haul route
- Update Airport Layout Plan (ALP) to reflect project scope

Material Sites and Construction Access
The contractor would be responsible for selecting a material site, and acquiring all permits and clearances needed for that site. Most of the transportation infrastructure in the village of Kongiganak is boardwalk that cannot support the heavy equipment needed for project construction. The only route capable of supporting heavy equipment is the existing gravel fill

road connecting the barge landing on the east shore of the Kongnignanohk River to the airport. This route will be used to haul all equipment to the project site, and DOT&PF plans to acquire a public use easement along the road.

Existing Site Conditions or Facilities
Kongiganak is a small village (pop. 476) in Southwest Alaska on the east shore of the Kongnignanohk River. The surrounding terrain is primarily tundra and wetland with scattered small lakes and ponds. The community is accessible only by boat (in summer), snowmachine (in winter), or airplane. The airport, which consists of a single gravel runway, is the main year-round link to transport goods and people in and out of the community. The only route capable of supporting heavy equipment is the existing gravel fill road connecting the barge landing on the east shore of the Kongnignanohk River to the airport. This route will be used to haul all equipment to the project site, and DOT&PF plans to acquire a public use easement along this road to facilitate this project as well as future maintenance needs.

Preliminary Environmental Research
The proposed project is not expected to involve any significant environmental impacts and a Categorical Exclusion (CE) document will be prepared. For the CE, DOT&PF conducted preliminary research using the most current available data to identify environmental resources within the proposed project vicinity (attached), and is requesting review by agencies.

To ensure that all factors are considered in developing the proposed project, please provide your written comments, recommendations, and the additional requested information to our office no later than **August 31, 2019.**

If you have any questions on the environmental effects, please contact Heidi Zimmer, Environmental Impact Analyst, at (907) 269-0529 or via email at Heidi.zimmer@alaska.gov. Questions concerning the engineering aspects of the proposed project can be directed to Jenelle Brinkman, P.E., Project Manager, at (907) 269-0606.

Sincerely,
Brian Elliott

Brian Elliott
Regional Environmental Manager

Attachments:
Figure 1 Location and Vicinity Map
Figure 2 Proposed Project Area
Preliminary Environmental Research

cc: Jenelle Brinkman, P.E., Project Manager
Ryan Riddle, Environmental Team Leader, PD&E
Heidi Zimmer, Environmental Impact Analyst, PD&E

Preliminary Environmental Research

Air Quality

A review of the U.S. Environmental Protection Agency Non-attainment Areas for Criteria Pollutants website on June 4, 2019, indicated that the proposed project is not in an air quality non-attainment or maintenance area. No adverse impacts to air quality are anticipated as a result of the proposed project.

Contaminated Sites

A search of the Alaska Department of Environmental Conservation (ADEC) Contaminated Sites Database on June 4, 2019, indicated one active contaminated site (Kongiganak Qemirtalek Coast Corporation Tank Farm) approximately 1200 feet northwest of the airstrip. No soil disturbing activities near this site are anticipated, and the proposed project has minimal potential for encountering hazardous materials.

Floodplain and Regulatory Floodway

A review of the Federal Emergency Management Agency (FEMA) Flood insurance rate mapper on June 4, 2019, indicated that the proposed project is in an unmapped area. The proposed project would not alter drainage patterns and is unlikely to affect floodplains.

Historic, Archaeological, and Cultural Resources

A review of the Alaska Heritage Resources Survey (AHRS) database on September 10, 2018, indicated two sites of historic, archaeological, or cultural significance in the vicinity of the proposed project area, but not on the airport property. The proposed project is not anticipated to cause adverse impacts to these sites because the project activities would occur on, or directly adjacent to, existing infrastructure and previously disturbed ground. Project development will proceed in accordance with Section 106 of the National Historic Preservation Act (NHPA).

Wetlands and Other Waters of the U.S.

A review of the U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory on June 4, 2019, indicated that the project area is surrounded by freshwater emergent wetland and small lakes. Potential impacts include placing fill into a small wetland area in order to expand the apron to install the SREB. The DOT&PF will obtain a Section 404 permit from the USACE for all work below Ordinary High Water (OHW) in wetland areas.

Fish and Wildlife

Threatened and Endangered Species, and Critical Habitat

A review of the USFWS Information for Planning and Consultation (IPaC) mapper on June 4, 2019, indicated that the range of Spectacled Eiders (a Threatened Species) may overlap with the proposed project, however no Critical Habitat occurs within or near the project area. The proposed project is not anticipated to cause adverse impacts to Spectacled Eiders because construction activities would occur only in, or directly adjacent to, previously disturbed areas.

Migratory Birds

Several species of migratory birds may travel through the proposed project area and may be

disturbed by clearing operations. Vegetation clearing would be avoided from May 1 through July 15, according to USFWS guidelines. If clearing during this time period is necessary, DOT&PF will proceed as approved by the project manager, in accordance with federal, state, and local laws.

Anadromous Waters

A review of the Alaska Department of Fish and Game (ADF&G) Anadromous Waters mapper on June 4, 2019, indicated that the nearby Kongnignanohk River is listed as an anadromous water body. This river flows approximately ¼ mile west of the proposed project, and because of this distance, no impacts to this river are anticipated as a result of the proposed project.

Section 4(f)/6(f) Resources

The village of Kongiganak lies within the Yukon Delta National Wildlife Refuge, but the surface estate of much of the land near and underlying the village (and airport) was conveyed to the Qemirtalek Coast Corporation in 2013. The proposed project would not adversely affect the Refuge resources because construction activities would occur only on the airport property.

There are no facilities funded by the Land and Water Conservation Fund in the vicinity of the proposed project.

Construction Impacts

Impacts associated with construction activities on the proposed project are anticipated to be minor, temporary, and occur within the airport property. Construction impacts may include the following:

Air Quality: Operating construction equipment is likely to generate an increase in airborne particulate matter from dust and vehicle exhaust. Airborne particulates could be partially abated by watering disturbed ground surface areas, and ensuring regular vehicle maintenance. Air quality degradation would be temporary and no long-term adverse impacts to air quality are expected as a result of this project.

Hazardous Materials: Equipment maintenance and refueling would be limited to contractor staging areas, which will be adequately supplied with sorbent materials and other spill response equipment. The contractor will be required to develop a Hazardous Materials Control Plan for spill response, handling, and storage of all hazardous materials such as fuel and lubricants.

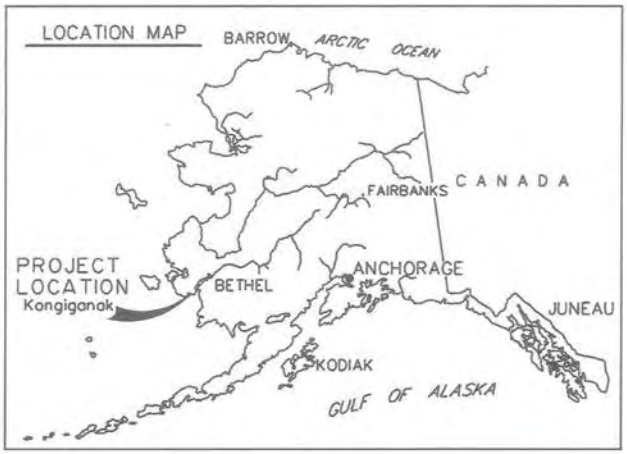
Noise: Construction would cause a temporary increase in noise from operating machinery and work crews. Noise impacts could be reduced by restricting work hours and ensuring regular vehicle maintenance. No long-term adverse noise impacts are expected.

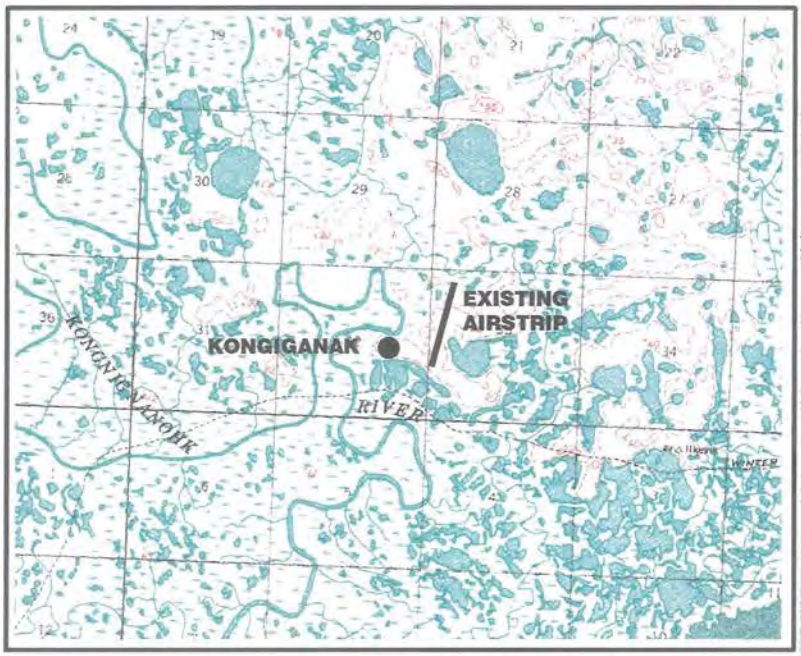
Water Quality: Ground disturbing activities and storm water runoff from the construction site may cause a temporary degradation of water quality. In accordance with the Alaska Pollutant Discharge Elimination System (APDES) Construction General Permit, use of a Storm Water Pollution Prevention Plan (SWPPP), and Best Management Practices (BMPs) would minimize the impacts to water quality. The proposed project is not expected to cause any permanent degradation of water quality.

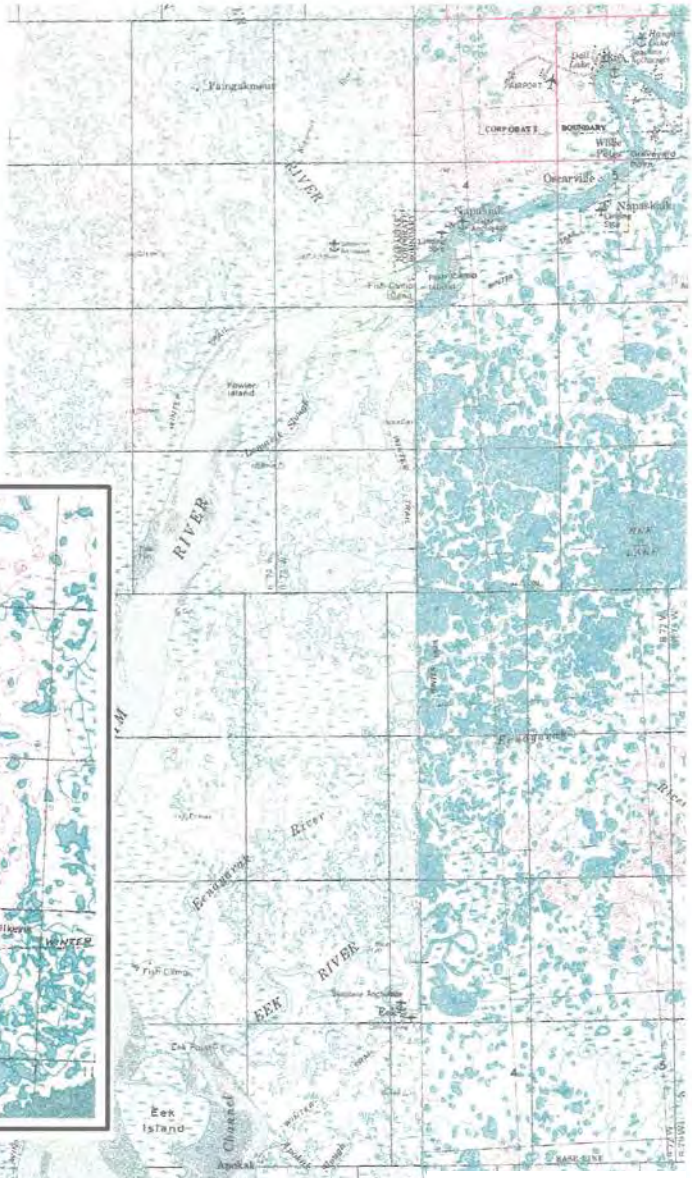
Summary of Environmental Requirements

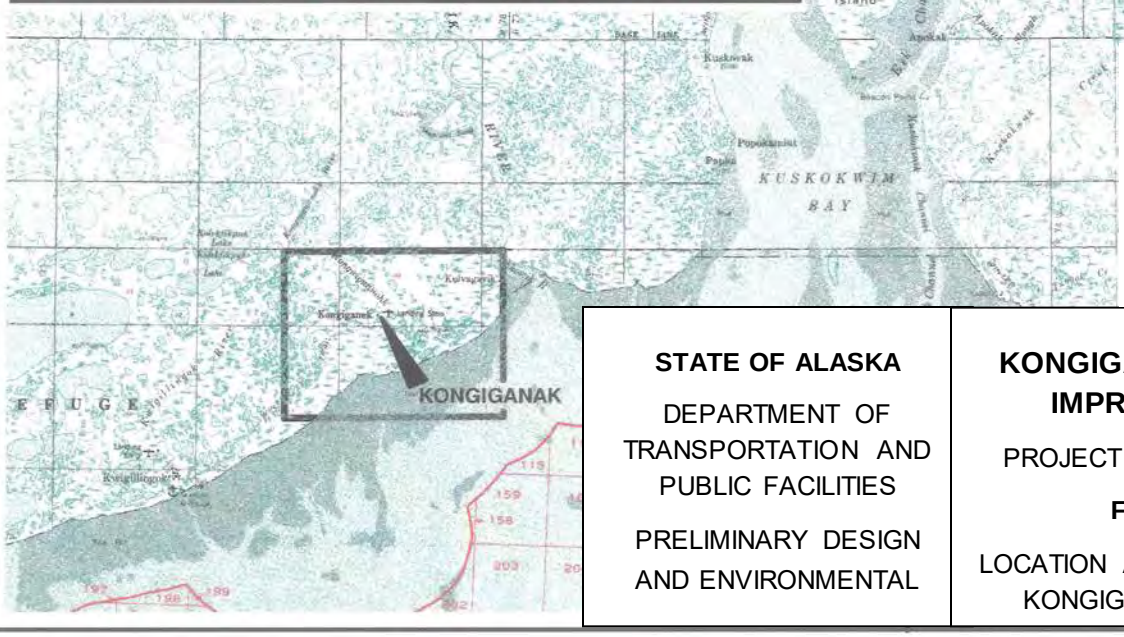
Based on preliminary environmental research, the proposed project would require the following:

- A SWPPP developed and implemented in accordance with the APDES Construction General Permit
- Consultation with the State Historic Preservation Office (SHPO), Alaska Native tribes and other interested parties in accordance with Section 106 of the NHPA
- Informal Section 7 consultation with USFWS
- A Nationwide Permit (NWP) from the U.S. Army Corps of Engineers for wetland fill and/or dredging.









STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

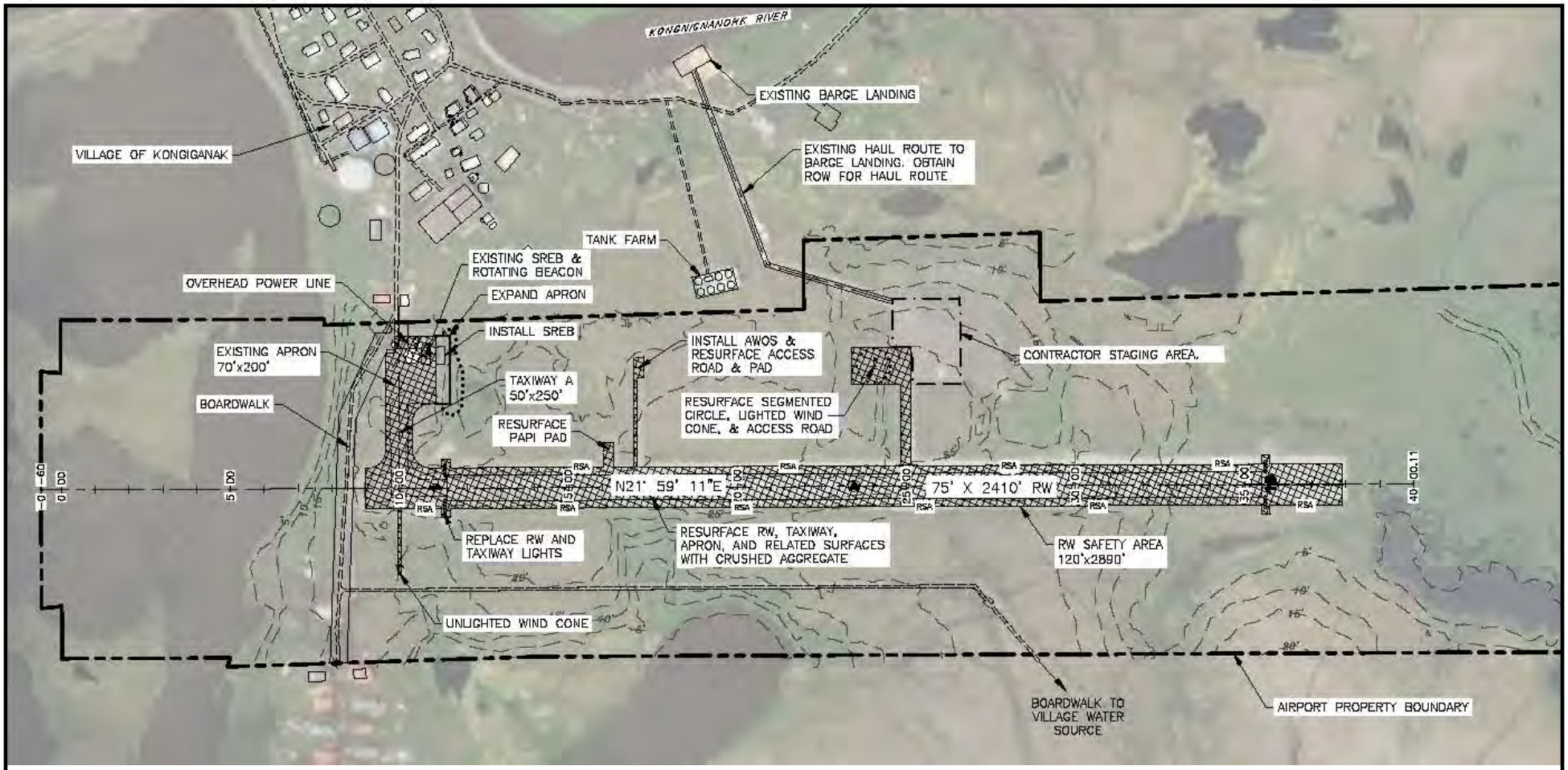
PRELIMINARY DESIGN AND ENVIRONMENTAL

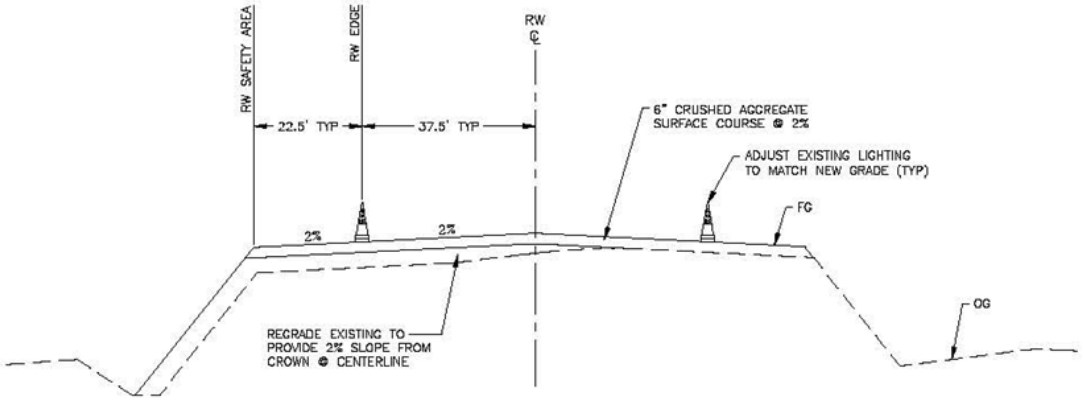
KONGIGANAK AIRPORT IMPROVEMENTS

PROJECT NO. CFAPT00433

FIGURE 1

LOCATION AND VICINITY MAP
KONGIGANAK, ALASKA





TYPICAL RW SECTION
NTS

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PRELIMINARY DESIGN AND ENVIRONMENTAL

KONGIGANAK AIRPORT IMPROVEMENTS

PROJECT NO. CFAPT00433

FIGURE 2

PROJECT AREA
KONGIGANAK, ALASKA

From: Lidren, Grant M (DEC)
To: Zimmer, Heidi (DOT)
Subject: RE: CFAPT00433 Kongiganak Airport Improvements: Request for comments
Date: Thursday, August 01, 2019 1:22:44 PM
Attachments: utility-right-of-way-tech-memo-sept-2018.pdf

Heidi, based on my review, there are no known contaminated sites within the Kongiganak Airport Project. Therefore, the Contaminated Sites Program has no objections. However, if contamination is encountered, ADEC must be contacted (see attached tech memo).

Thanks, Grant

Grant Lidren
Environmental Program Specialist – State Sites Coordinator
Alaska Department of Environmental Conservation
Contaminated Sites Program
(907) 269-8685

From: Zimmer, Heidi (DOT)
Sent: Wednesday, July 31, 2019 3:47 PM
To: Smith, Jimmy C (CED) <jimmy.smith@alaska.gov>; DEC-Webmaster (DEC sponsored) <DEC.Webmaster@alaska.gov>; DEC-Webmaster (DEC sponsored) <DEC.Webmaster@alaska.gov>; Faw, Melinna M (DEC) <melinna.faw@alaska.gov>; Davis, Tammy J (DFG) <tammy.davis@alaska.gov>; Lidren, Grant M (DEC) <grant.lidren@alaska.gov>; Rypkema, James (DEC) <james.rypkema@alaska.gov>; Wendel, Jon (DEC) <jon.wendel@alaska.gov>; Ashton, William S (DEC) <william.ashton@alaska.gov>; Heil, Cynthia L (DEC) <cindy.heil@alaska.gov>; Ayers, Jean M (DNR) <jean.ayers@alaska.gov>; DNR, Parks OHA Review Compliance (DNR sponsored) <oha.revcomp@alaska.gov>; Bittner, Judith E (DNR) <judy.bittner@alaska.gov>; stuart.hartford@bia.gov; kristin.k'eit@bia.gov; ricky.hoff@bia.gov; AK-Airport-ENV@faa.gov; Hcd.Anchorage@noaa.gov; jeanne.hanson@noaa.gov; regpagemaster@usace.army.mil; curtis.jennifer@epa.gov; ak_fisheries@fws.gov; erin_knoll@fws.gov; kimberly_klein@fws.gov; hrmnmrgn7@gmail.com; tommy_phillip@lksd.org; DFG, HAB InfoAnc (DFG sponsored) <dfg.hab.infoanc@alaska.gov>; Brewer, Marlena M (DEC) <marlena.brewer@alaska.gov>
Cc: Riddle, Ryan N (DOT) <ryan.riddle@alaska.gov>; Elliott, Brian A (DOT) <brian.elliott@alaska.gov>; Brinkman, Jenelle R (DOT) <jenelle.brinkman@alaska.gov>
Subject: CFAPT00433 Kongiganak Airport Improvements: Request for comments

Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is soliciting comments and information on a proposed project to rehabilitate the Kongiganak Airport in Kongiganak, Alaska.

The project's scoping materials are attached.

After reviewing the materials, please reply with the following information:
1. Further analysis needed to evaluate sensitive resources potentially impacted by the proposed project

2. Regulatory permits and/or clearances required from your agency
3. Any concerns or issues you agency or organization might have with the proposed project

We are requesting that comments be delivered by **August 31, 2019**. If you feel that someone else in your organization should receive this notification, please forward this email to them so they may comment.

Thank you,

Heidi Zimmer
Environmental Impact Analyst
Alaska Dept. of Transportation & Public Facilities
Preliminary Design and Environmental Section
P.O. Box 196900, Anchorage, Alaska 99519-6900
Phone: (907) 269-0529 | Fax: (907) 243-6927
Email: Heidi.zimmer@alaska.gov

ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION
DIVISION OF SPILL PREVENTION AND RESPONSE

Managing Petroleum-Contaminated Soil, Water, or Free Product during Public Utility and Right-of-Way Construction and Maintenance Projects

Technical Memorandum **Date: September 2018**

Purpose

This Technical Memorandum outlines procedures for managing petroleum-contaminated soil or water[1], or free-phase petroleum product related to either documented or unknown sources, as it may be encountered during the course of construction projects in utility corridors and rights-of way. The objectives are to prevent delays in the construction activities but also to prevent the migration and improper management of contaminated media which could exacerbate environmental problems. Further, while it is ideal to remove accessible contaminated soil, water, or free-product when it is encountered in a utility right-of-way, the Department of Environmental Conservation (DEC) recognizes that there are circumstances where this may not be practical. Under the conditions described in this Technical Memorandum, Contaminated Sites Program (CSP) or Prevention, Preparedness, and Response Program (PPRP) staff may approve petroleum-contaminated soil to be returned to an excavation from where it originated as long as it does not present a risk to a public water system.

Applicability

This Technical Memorandum applies only to petroleum-contaminated soil and water and free-phase petroleum product. It does not apply to non-petroleum contamination, nor the transport, treatment, or disposal of soil regulated as hazardous waste under the Resource Conservation and Recovery Act (RCRA) or other federal environmental and hazardous waste requirements, where additional agency coordination and disposal requirements may be warranted or stipulated. Additionally this guidance does not apply to landowners or operators of contaminated sites who conduct or direct excavation activities on their own property; such activities are subject to the regulatory requirements of 18 AAC 75 and 18 AAC 78.

Project Planning and DEC Coordination

1. Prior to the start of any construction or excavation project, identify all contaminated sites and active spills in the area by querying the Contaminated Sites Database and the Spills Database: (http://dec.alaska.gov/Applications/SPAR/PublicMVC/CSP/Search) (http://dec.alaska.gov/Applications/SPAR/PublicMVC/PERP/SpillSearch).

2. During construction, if contaminated soil, groundwater, or free phase petroleum product is encountered and determined to be associated with a known contaminated site, the construction contractor or other project representative shall contact the appropriate DEC staff to ensure that contamination in the corridor is managed and documented as deemed necessary.

3. For planned construction or maintenance activities in an area or depth where contaminated media may be encountered, the utility company or their contractors must develop a contaminated

[1] "Contaminated soil or groundwater" means concentrations of petroleum exceed applicable cleanup levels as determined under the site cleanup rules at 18 AAC 75.325.

soil/groundwater management plan in advance for review and approval by CSP under 18 AAC 75.325(i) so that the appropriate procedures and materials are in place prior to the beginning of the project. Drinking water utility excavation projects may require additional consideration and should be coordinated with a DEC drinking water program engineer. In some cases the contaminated area may be addressed with a current or future remediation or product recovery system.

4. If contaminated soil, groundwater, or free-product are encountered and the source is unknown, the construction contractor or other project representative shall immediately contact PPRP staff in accordance with spill reporting requirements under 18 AAC 75.300, and coordinate management of all contaminated media with emergency response personnel.

Project Implementation

Management of Contaminated Water and Free Product

Construction activities must not increase the potential for contamination to migrate, or otherwise adversely affect human health or the environment. Engineering controls may be required in the utility excavation to prevent the creation of a preferential pathway for the migration of contaminated water and free product.

If contaminated water is encountered and must be removed as part of the construction activities, the PPRP or CSP project manager must be notified immediately to determine what actions are required to containerize or manage, properly treat and/or dispose of the contaminated water to prevent contaminant migration.

If free-phase petroleum product is encountered in soil or groundwater, the CSP or PPRP staff must be notified immediately to determine necessary response actions for collecting and containerizing the product to prevent contaminant migration.

Leaving or Returning Contaminated Material to the Excavation

PPRP or CSP staff may grant approval for petroleum-contaminated soil to be returned to a public utility or right-of-way excavation subject to the following conditions:

1. The owner/responsible party of the property identified as the source of the contamination should be consulted and afforded an opportunity to collect samples and/or concur with the plan to return the contaminated soil to the excavation because installation of utilities may limit future remedial options. However, the owner/responsible party may not delay or stop the utility or construction work.

2. As appropriate and feasible, the PPRP or CSP may request sampling to document concentrations of in-situ contamination.

3. The CSP may determine that Institutional Controls under 18 AAC 75.375 are necessary to protect other parties from future exposure to contamination left in place following the project.

4. If a drinking water distribution main or circulating service line is within the excavation limits, clean material must be placed, extending at least 18 inches around the pipe, or an alternative protective measure must be proposed and coordinated with a DEC drinking water program engineer.

5. Any contaminated soil returned to the excavation must be returned to approximately the same depth and location from which it was excavated, provided the top two feet of fill is clean material. Mixing of contaminated excavated soil with uncontaminated material is not approved.

6. When previously unknown areas of contamination are discovered, the location of the contamination must be documented with GPS coordinates in decimal degrees with six decimal places of precision using either WGS 1984 or NAD 1983 horizontal datum (be sure to specify which are used).

7. Any contaminated soil removed from a construction excavation may be stockpiled temporarily on a week-by-week basis as needed to facilitate construction objectives such as installing equipment, piping, or necessary structures. Stockpiled soil must remain in the immediate area (on site) and be on a liner, asphalt or concrete, and securely covered with 6-mil HDPE minimum, pursuant to 18 AAC 75.370, to prevent contaminant migration into storm water runoff.

Soil not returned to the Excavation

Any contaminated soil that is not returned to the excavation must be stored, transported and disposed of in accordance with 18 AAC 75.370 following DEC approval (see attached form).

This technical memorandum is not intended to allow avoidance of the duties of responsible persons to investigate, contain, and clean up a discharge or release of a hazardous substance, or to interfere with, hinder, or obstruct the containment or cleanup of a hazardous substance conducted under 18 AAC 75 and/or 18 AAC 78. DEC reserves all rights to require responsible persons to take further action.

DEC Contaminated Sites Program (CSP) Offices:

Juneau Phone: (907) 465-5390/Fax: (907) 465-5245	**Anchorage** Phone: (907)269-7503/Fax: (907) 269-7687
Fairbanks Phone: (907) 451-2143/ Fax: (907) 451-5105	**Soldotna/Kenai Office** Phone: (907) 262-5210/Fax: (907) 262-2294

DEC Prevention Preparedness and Response (PPRP) Offices (Report a Spill):

Southeast (Juneau)	Phone: (907) 465-5340/Fax (907)465-5245
Central (Anchorage/Kenai/Soldotna)	Phone: (907)269-3063/Fax (907)269-7648
Northern (Fairbanks)	Phone: (907) 451-2121/Fax (907)451-2362
After hours reporting	Phone: 1-800-478-9300

DEC Drinking Water Program Engineering Offices:

Kenai/Soldotna/Southeast/Mat-Su	Phone: (907) 262-5210
Anchorage/Western/Prudhoe Bay	Phone: (907)269-7656 If outside of Anchorage: 1-866-956-7656
Fairbanks/Northern	Phone: (907) 451-2108 If outside of Fairbanks: 1-800-770-2137

From: Alimi, Adeyemi S (DEC)
To: Zimmer, Heidi (DOT)
Cc: Heil, Cynthia L (DEC)
Subject: RE: CFAPT00433 Kongiganak Airport Improvements: Request for comments
Date: Wednesday, August 14, 2019 3:06:32 PM

Dear Heidi Zimmer,

The Alaska Department of Transportation and Public Facilities (DOT&PF) has requested Alaska Department of Environmental Conservation (ADEC) to comment on the proposed rehabilitation of the Kongiganak Airport in Kongiganak, Alaska. DOT&PF has requested ADEC to respond with information on the following:

1. Further analysis needed to evaluate sensitive resources potentially impacted by the proposed project.
2. Regulatory permits and/or clearances required from your agency.
3. Any concerns or issues your agency or organization might have with the proposed project.

Thank you for the opportunity to comment on the proposed project. The following comments are limited to Air Quality. Other divisions within ADEC will need to respond within their areas of expertise.

1. Further analysis needed to evaluate sensitive resources potentially impacted by the proposed project.

   ADEC agrees with DOT&PF that the proposed project is not located in either a non-attainment or maintenance area. Therefore, transportation conformity is not required.

2. Regulatory permits and/or clearances required from your agency

   If open burning is chosen as the preferred method of disposal of organic debris, DOT&PF or their contractor must use "reasonable procedures to minimize adverse environmental effects and limit the amount of smoke generated" as well as get any applicable permits. A complete description of the open burn information including policies can be found at: http://dec.alaska.gov/air/air-permit/open-burn-info/

3. Any concerns or issues your agency or organization might have with the proposed project.

   Any construction activities should follow all reasonable precautions in accordance to 18 AAC 50.045(d) to prevent particulate matter from being emitted into the ambient air.

Please include me in any future requests for agency comments on ADOT projects.

If you have any questions, please do not hesitate to contact me.

Sincerely,

Adeyemi Alimi (Yemi)
State of Alaska, Department of Environmental Conservation
Air Quality Division
Non-Point Mobile Sources Section
adeyemi.alimi@alaska.gov
907-269-6953 (Office)

From: Zimmer, Heidi (DOT)
Sent: Wednesday, July 31, 2019 3:47 PM
To: Smith, Jimmy C (CED) <jimmy.smith@alaska.gov>; DEC-Webmaster (DEC sponsored) <DEC.Webmaster@alaska.gov>; DEC-Webmaster (DEC sponsored) <DEC.Webmaster@alaska.gov>; Faw, Melinna M (DEC) <melinna.faw@alaska.gov>; Davis, Tammy J (DFG) <tammy.davis@alaska.gov>; Lidren, Grant M (DEC) <grant.lidren@alaska.gov>; Rypkema, James (DEC) <james.rypkema@alaska.gov>; Wendel, Jon (DEC) <jon.wendel@alaska.gov>; Ashton, William S (DEC) <william.ashton@alaska.gov>; Heil, Cynthia L (DEC) <cindy.heil@alaska.gov>; Ayers, Jean M (DNR) <jean.ayers@alaska.gov>; DNR, Parks OHA Review Compliance (DNR sponsored) <oha.revcomp@alaska.gov>; Bittner, Judith E (DNR) <judy.bittner@alaska.gov>; stuart.hartford@bia.gov; kristin.k'eit@bia.gov; ricky.hoff@bia.gov; AK-Airport-ENV@faa.gov; Hcd.Anchorage@noaa.gov; jeanne.hanson@noaa.gov; regpagemaster@usace.army.mil; curtis.jennifer@epa.gov; ak_fisheries@fws.gov; erin_knoll@fws.gov; kimberly_klein@fws.gov; hrmnmrgn7@gmail.com; tommy_phillip@lksd.org; DFG, HAB InfoAnc (DFG sponsored) <dfg.hab.infoanc@alaska.gov>; Brewer, Marlena M (DEC) <marlena.brewer@alaska.gov>
Cc: Riddle, Ryan N (DOT) <ryan.riddle@alaska.gov>; Elliott, Brian A (DOT) <brian.elliott@alaska.gov>; Brinkman, Jenelle R (DOT) <jenelle.brinkman@alaska.gov>
Subject: CFAPT00433 Kongiganak Airport Improvements: Request for comments

Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is soliciting comments and information on a proposed project to rehabilitate the Kongiganak Airport in Kongiganak, Alaska.

The project's scoping materials are attached.

After reviewing the materials, please reply with the following information:
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3. Any concerns or issues you agency or organization might have with the proposed project

We are requesting that comments be delivered by **August 31, 2019**. If you feel that someone else in your organization should receive this notification, please forward this email to them so they may comment.

Thank you,

Heidi Zimmer
Environmental Impact Analyst
Alaska Dept. of Transportation & Public Facilities
Preliminary Design and Environmental Section
P.O. Box 196900, Anchorage, Alaska 99519-6900
Phone: (907) 269-0529 | Fax: (907) 243-6927
Email: Heidi.zimmer@alaska.gov