DRAFT ENVIRONMENTAL ASSESSMENT
McGrath Airport Reconstruction and Erosion Protection
Project # CFAPT00063

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

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
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
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
mph	miles/hour
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OHW	ordinary high water
PA	Programmatic Agreement
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

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 reconstruct paved areas and install erosion protection at the McGrath Airport.

Improvements would include reconstructing pavement and new airfield lighting and signs on Runway (RW) 16/34, Taxiway (TW) A, TW D, TW H, Taxilane (TL) B, and the aprons. The project would also relocate the access road and install erosion protection along the Kuskokwim River off the end of Runway 34. See 2.2 (below), for a full list of project components.

McGrath Airport is located on a wide meander of the Kuskokwim River, approximately 221 air miles northwest of Anchorage, within Sections 7-8 and 17-19, Township 33 North, Range 33 West, Seward Meridian on USGS Quad Map McGrath D-6, Latitude 62.9528º N and Longitude 155.6070º W (Figure 1).

1.1 Purpose and Need

The purpose of the proposed project is to reconstruct the runway, taxiway, and apron pavements, which have extensive cracking. The current lighting system and airport signs are beyond their service life and are in need of replacement. The Kuskokwim River bank adjacent to the access road at the south end of the runway has eroded to within 7 feet (measured in October 2019) of the access road from 24 feet (measured in September 2014) and is expected to continue to erode. Erosion protection is required to protect the access road and the runway embankment from further erosion.

1.2 Identification of Federal Action

The Federal action requested by DOT&PF is FAA approval of and participation in funding the McGrath Airport Reconstruction and Erosion Protection project through the FAA's Airport Improvement Program (AIP).

2 Alternatives

2.1 No-build Alternative

The no-build alternative would leave the McGrath Airport in its existing condition, and would not meet the purpose and need of the project. Continued maintenance to address deteriorating pavement surfaces, including extensive crack sealing, would be required to keep the airport functional. Pavement would continue to deteriorate, requiring a future total reconstruction of the main runway, taxiways, and apron, or closure of the existing facilities. Airport lighting and signage would not be replaced and would continue to require extra maintenance to keep them operational. Erosion of the unprotected banks would continue and eventually reach the access road (currently within 7 feet) and the runway embankment, causing structural degradation of the runway. Additionally, snow removal equipment would be stored outside and be subject to accelerated deterioration, in violation of FAA grant assurances.

2.2 Proposed Action

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

- Reconstruct RW 16/34 and Heavy Aircraft Apron
- Reconstruct and reconfigure TW D and TW H
- Reconstruct TL B and convert the turnaround into the Northeast Apron
- Reconfigure the North GA Apron at the TW D and TL B intersection

- Reconstruct, realign, and narrow TW A
- Reconstruct, extend, and regrade RW Safety Area (RSA)
- Install erosion protection, wind cone and segmented circle, lighted supplemental wind cone, rotating beacon with a tip-down pole, and antenna
- Relocate access road and fencing
- Remove lighted wind cone and segmented circle and existing unlighted wind cone
- Replace RW and TW lighting and airport signs
- Construct new Snow Removal Equipment Building (SREB)
- Improve existing trail for hauling

2.3 Connected Actions

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

Two potential material sites, Noir Hill and Sand Source, are located southeast of the McGrath airport (Figure 3) and are accessible by existing roads. Both sites are owned by Doyon, Ltd. (subsurface rights) and McGrath-Takotna-Nikolai-Telida Village Corporation, Ltd. (surface rights). The material from Noir Hill or Sand Source would be transported using the existing haul route and local roads to the project site. As requested by the City of McGrath, the construction contractor would haul material during the winter when the ground is frozen, thus avoiding excessive wear and erosion on soft dirt roads. The Noir Hill and Sand Source material sites are not currently permitted and would need to be reopened if the contractor chooses to utilize them. Additional NEPA analysis, documentation, and permitting would also be required.

Material not sourced from Noir Hill or Sand Source would need to be barged in from another permitted material site (e.g., Nome or Platinum) using the existing barge landing site east of the airport (Figure 2). From the barge landing site, material would be transported using the existing haul route and local roads to the project site. As requested in October 2019 by the City of McGrath, the existing haul route along Park Road will not be utilized for the project, as the Kuskokwim River has eroded its bank to within a few feet of the road. Instead, an existing trail from the barge landing to Goog's Road would be improved to support hauling.

The contractor would likely develop construction staging and disposal areas at the material sites and on airport property. Disposal site selection would also be the ultimate responsibility of the contractor. Unsuitable material would be disposed of off airport property 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 away from the river, would 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. Another alternative, limiting the project to reconstructing the airport facilities without installing the erosion control, would not meet the purpose and need, as the airport would remain vulnerable to the rapid erosion currently threatening the runway and access road. Table 1 summarizes the potential environmental consequences of the two alternatives, 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 as the airport facilities and equipment would continue to deteriorate. Erosion would continue, threatening the airport access road and runway embankment.
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. Juvenile fish habitat may be temporarily disrupted during construction. The addition of riprap to the riverine substrate which will then be buried under sediment will result in varying combinations of rock/sediment substrate habitat over time as sediment is variously deposited and eroded with varying rates of flow.	No effect.
Floodplains	The proposed action would encroach on a 100-year floodplain; however, no adverse impacts to base flood elevations would occur.	No effect.
Water Quality	The proposed action would have no adverse long-term impacts to water quality; however, temporary degradation would occur during construction.	Erosion along the riverbank would continue at the present rate.

Navigation, Wetlands, and Waters of the U.S.	The proposed action would impact up to 0.28 acres of wetlands and 4.75 acres of waters of the U.S. The proposed action would have no adverse impacts to navigable waterbodies.	No effect.
Noise and Noise Compatible Land Use	The proposed action would not impact air traffic patterns or the fleet mix. No permanent aviation-related noise impacts would occur.	No effect.
Hazardous Materials, Pollution Prevention, and Solid Waste	The proposed action would impact one or more of the known contaminated sites within the project area. Excavation to construct/expand the SREB is likely to encounter contaminated soil.	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

In 2006, DOT&PF contracted the Alaska Department of Natural Resource's Office of History and Archaeology to conduct an archaeological survey of the McGrath Airport in association with a proposed project to remove Runway 7/25, construct a new 2,000-foot east/west runway, and to reconfigure or reconstruct adjacent airport facilities. No cultural resources were identified in any of the areas surveyed.

In 2001, FAA and SHPO negotiated a 2001 programmatic agreement (PA) for streamlining the Section 106 process associated with demolishing and decommissioning FAA stations in rural Alaska. This agreement covered demolition of FAA buildings on airport property in McGrath. Per conditions of the 2001 PA, architectural recordation forms were completed and photographs taken of facilities prior to demolition.

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 April 7, 2017. Doyon, Ltd. responded to the initiation letter, stating they did not know of any unidentified historic properties or cultural resources within the project's preliminary Area of Potential Effect (APE).

The project's APE consists of a direct APE; which includes all areas of ground disturbing activities, ingress and egress, equipment staging, haul routes, barge landings, and material sites. 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 October 9, 2019, the McGrath Native Village Council emailed DOT&PF in support of the finding of no historic properties affected. On October 4, 2019 the City of McGrath responded to the findings letter, expressing support for the project and requesting that the construction contractor use an alternate haul route from the barge landing site to the airport in order to limit erosion next to the river bank. On October 31, 2019, DOT&PF sent an informational letter to SHPO, proposing a change to the haul route (as suggested by the City of McGrath) and an extension of the revetment up to 20% beyond the linear extent depicted in the findings letter. Because these two changes did not alter the project's finding of effect and because SHPO had been notified, DOT&PF nor FAA sought additional concurrence from SHPO.

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

Sand Island Recreation Area and Anderson Park are two areas in the airport vicinity used by the public for recreation and city-wide events (Table 2).

Table 2. Areas used for recreation near the McGrath Airport

	Sand Island Recreation Area	Anderson Park (McGrath City Park)
Location	The end of Pat Norback Memorial Highway, between the Kuskokwim River and the McGrath Airport	Intersection of Goog's Haul Road and Park Avenue, located about 2000 feet southeast of the runway.
Description	Undeveloped land; however, aerial imagery shows ATV trails throughout the property	Picnic area with pavilion, swimming area, baseball field, trails, and a stage
Property Function	Undeveloped land	Park
Ownership/ Management	Privately owned: MTNT, Ltd. (surface rights), Doyon, Ltd. (subsurface rights)	City of McGrath
Open	Year-round; Heavily used late-spring through fall	Year-round; Heavily used spring and summer
Size	27 acres (estimated)	14.43 acres
Access	Motor vehicle, watercraft, pedestrian, ATV	Motor vehicle, ATV, pedestrian
Activities	Spring/Summer: hunting, ATV, camping, picnicking, berry picking, canoeing/kayaking; Winter: hunting, dog mushing	Spring/Summer: music festival, picnicking, baseball/softball, walking; Winter: dog mushing, snowshoeing

The land comprising the Sand Island Recreation Area is owned by the ANCSA native corporations Doyon, Ltd. (subsurface rights) and MTNT, Ltd. (surface rights) per U.S. Bureau of Land Management

Patents #50-2005-0352 and 50-2005-0353 (2005 and 2006, respectively; Appendix C). Due to its private ownership, FAA determined on August 14, 2018 that Sand Island Recreation Area is not protected under Section 4(f).

On August 14, 2018, FAA agreed with DOT&PF's decision to treat Anderson Park as a qualifying Section 4(f) resource. In the early 1980s, LWCFA funds were utilized to construct Anderson Park, making it a Section 6(f) resource as well.

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. As the proposed project will not occur within the bounds of Anderson Park, the project would not result in a physical use of the 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 facility and erosion protection installation; the project would not result in impacts that would substantially alter the activities, features, or attributes that qualify Anderson Park for protection under Section 4(f). Accordingly, no constructive use would occur.

On August 13, 2018, FAA determined that the proposed project would not result in a Section 4(f) use of Anderson Park (Appendix C).

Section 6(f)

The project would not occur within the bounds of Anderson Park or require ROW acquisition from the park; as a result, on August 13, 2018, FAA determined that the project would not involve a Section 6(f) conversion of use (Appendix C).

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 U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) mapper on November 21, 2019, did not identify any endangered species within the area surrounding McGrath (2019a).

Further review of the USFWS *Environmental Conservation Online System* (November 21, 2019) indicated the historic range of the threatened wood bison (*Bison bison athabascae*) is within the Yukon-Kuskokwim River basins, including the area around McGrath (USFWS 2019b), however, the current range is more limited and does not include McGrath. Ideal habitat includes open boreal and aspen forests, meadows, recent burn areas, and areas near lakes and rivers (ADF&G 2019, USFWS 2019b). Wood bison eat grasses, sedges, and forbs; but they can eat a variety of other plants (e.g., silverberry and willow) when available (ADF&G 2019). There is no critical habitat identified for this species. Endemic to Canada, there are only six breeding populations of wood bison in the wild and four captive breeding herds (Government of Canada 2018). As part of a conservation effort, ADF&G introduced 130 captive-bred wood bison from Canada to the lower Innoko River region in 2015. These animals were imported from Canada and released outside of Shageluk (125 miles from McGrath) in an effort to repopulate their historic range. Currently, there are about 140 animals in the lower Innoko/Yukon River herd, and surveys indicate their numbers are increasing (McFarland and Seaton 2018). Population surveys also indicate these animals generally have not ranged far from their release site; however, they exhibit a localized seasonal movement in response to food availability (McFarland and Seaton 2018). As the re-introduced population does not range near McGrath, DOT&PF and FAA determined that the project would have no effect upon the wood bison therefore on ESA consultation is required.

3.3.2 Environmental Consequences

Proposed-Action Alternative

No endangered species are found within the proposed project area, haul routes, or potential material sites. As such, no impacts to endangered species would occur as a result of the proposed project.

The proposed project would also not impact the threatened wood bison. Wood bison in the Innoko/Yukon herd generally have not migrated far from their release site, located approximately 125 air miles from McGrath. As a result, wood bison have not been seen in the vicinity of the proposed project.

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 Kuskokwim River surrounds the McGrath Airport on three sides. Resident fish species found in the Kuskokwim River include burbot, northern pike, blackfish, Arctic grayling, lamprey, and longnose suckers. These fish species are harvested by the community, and serve as important subsistence food sources.

According to the Alaska Department of Fish and Game (ADF&G) Anadromous Waters Catalog Interactive Mapper on November 21, 2019, the Kuskokwim River (#335-30-16600) is identified as an anadromous waterbody. Because of its status as an anadromous waterbody, the Kuskokwim River is also classified as essential fish habitat (EFH) by the National Oceanic and Atmospheric Association (NOAA) National Marine Fisheries Service (NMFS). No additional EFH is located in the project area (NOAA NMFS EFH mapper, November 21, 2019).

The Kuskokwim River serves as a migration corridor for a number of anadromous fish species (Table 3), specifically salmonids and coregonids. Each species has its own unique life history strategy, and different developmental stages are present near the project area at different times throughout the year. In general, the Kuskokwim River primarily serves as a migration corridor for all identified anadromous species as spawning and rearing generally occur in tributaries.

Though coregonids (e.g., humpback whitefish, least cisco) are an important subsistence resource for residents of the Kuskokwim River drainage, salmonids are the primary target for subsistence and commercial fishing in villages throughout the area.

For more information about fish species and subsistence activities, refer to the essential fish habitat assessment in Appendix D.

Table 3. Anadromous species found in Kuskokwim River near McGrath, Alaska.

Common Name (*Scientific Name*)	**Life History Stage**
Chum salmon (*Oncorhynchus keta*)	Present
Coho salmon (*O. kisutch*)	Present
Chinook salmon (*O. tshawytscha*)	Present
Pink salmon (*O. gorbuscha*)	Present
Sockeye salmon (*O. nerka*)	Present
Sheefish (inconnu) (*Stenodus nelma*)*	Present
Whitefish (*Corgonous* sp.)*	Present
Humpback whitefish (*C. pidschian*)*	Present
Least cisco (*C. sardinella*)*	Present

*These species are listed in the ADF&G Anadromous Waters Catalog but do not have associated EFH designated by NOAA NMFS.

3.4.2 Environmental Consequences

Proposed-Action Alternative

Proposed activities in the Kuskokwim River would involve keying-in riprap along the riverbank and below ordinary high water. This work would deposit approximately 28,800 cubic yards (c.y.) of riprap below OHW, extending approximately 1,500 feet along the riverbank and 80 feet into the Kuskokwim River.

The proposed project would not adversely impact anadromous fish species of any life history stage (egg, juvenile, adult) or their associated essential fish habitat. Salmonid spawning habitat is unlikely to be found in the vicinity of the project, due to the high water levels and flow rate of the Kuskokwim River main stem. The project would avoid in-water work during critical spawning periods to minimize any potential impacts to redds and spawning adults downstream. Juvenile salmonids use substrate and shoreline features, such as cutbanks, that would be temporarily disrupted during construction. After the riprap is installed, gravel, silt, and sand deposits would naturally fill any voids, resulting in negligible overall change in substrate conditions post-construction. There would be no restriction of water flow, and no change in the overall flow of the river, prey, or benthic habitat composition. The addition of riprap would not alter the overall channel shape in the area, nor would it alter flow rates.

There may be a temporary, nominal increase in sedimentation as a result of construction activities; however, the Kuskokwim River is a turbid river that contains a large amount of sediment. Best management practices (BMPs) would limit the discharge of sediment into the Kuskokwim River during construction, and the proposed project would be covered under the ADEC Alaska Pollution Discharge Elimination System Construction General Permit (APDES CGP). Construction timing constraints may be necessary to avoid peak migration periods for juvenile and adult fish.

An ADF&G Title 16 Fish Habitat Permit would be required for the installation of riprap within the Kuskokwim River. Refer to Section 4 for environmental commitments regarding work below OHW within anadromous fish habitat.

Refer to Appendix D for the Essential Fish Habitat Assessment.

No-Build Alternative

Under the no build alternative, environmental conditions would remain unchanged; therefore, no effect 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. DOT
City of McGrath Municipal Code: National Flood Insurance Program	Chapter 16.05, City of McGrath Municipal Code	City of McGrath

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

Riverbank erosion is a major issue threatening the town of McGrath. Because the town site and airport are located on the outside of the river bend, there is a greater force exerted on the riverbank, causing riverbank material to slough. Additionally, ice abrasions during spring break-up remove material and cause bank slumps. Other causes of riverbank erosion include wind-driven waves and wake from boats (USACE 1992). According to the U.S. Army Corps of Engineers (USACE), the town site of McGrath experiences an average erosion rate of about five feet per year (1992).

In addition to riverbank erosion, the Kuskokwim River seasonally floods in the area of McGrath as a result of downstream ice jams during break-up. The peak month for these floods is May; however, intense fall precipitation also causes high water events (USACE 1992).

McGrath participates in the Federal Emergency Management Agency (FEMA) National Flood Insurance Program (NFIP). A review of the FEMA Flood Insurance Rate Map (FIRM) #0201280008A on November 21, 2019, determined that much of the airport is located within Zone D, which is defined as an area where flood hazards are undetermined, but possible. Part of the airport property near the Kuskokwim River is located in the Special Flood Hazard Area (SFHA) within Zone AE. Zone AE is an area subject to flooding by the 1% annual chance flood with established base flood elevations. Here, the base flood elevation is 338 feet above mean sea level. No regulatory floodways are present.

Refer to Appendix E for FEMA FIRM #0201280008A.

3.5.2 Environmental Consequences

Proposed-Action Alternative

Proposed construction activities occurring within Zone AE include:

- Reconstruct RW 16/34
- Reconstruct and reconfigure TW H
- Reconstruct and regrade RW RSA
- Install erosion protection
- Install new lighted supplemental wind cone,
- Relocate access road and fencing
- Remove lighted wind cone and segmented circle
- Improve existing trail for hauling

The erosion protection riprap revetment would be installed in a Zone AE floodplain within the Kuskokwim River Special Flood Hazard Area (SFHA). It would be comprised of 28,800 cubic yards of riprap installed over 4.75 acres below ordinary high water. The size of the Kuskokwim River and the Kuskokwim River SFHA relative to the volume of riprap used for the revetment would negate any impact this action would have to the floodplain's functionality. According to FAA Order 1050.1F, if a proposed project involves an encroachment in a floodplain, FAA must determine whether a significant encroachment exists, based upon the intensity of the encroachment and its impacts on the floodplain's natural and beneficial values. DOT Order 5650.2 defines as significant encroachment as one that results in one or more of the following construction or flood related impacts: 1) a considerable probability of loss of human life; 2) likely future damage associated with the encroachment that could be substantial in cost or extent, including interruption of service on or loss of a vital transportation facility; and 3) a notable adverse impact on "natural and beneficial floodplain values", defined as, but not limited to: fish, wildlife, plants, open space, outdoor recreation, agriculture, forestry, aquaculture, natural moderation of floods, water quality maintenance, and groundwater recharge. The proposed project would not result in any of the three impacts stated above, nor would it alter established drainage patterns.

Construction activities within the base (100-year) floodplain are unavoidable. Occupancy and modification of the floodplain is necessary in order to meet the purpose and need of the project. On January 28, 2020, the DOT&PF Central Region Hydrologist determined that the project would not result in a rise in base flood elevations.

A City of McGrath Flood Hazard Permit will be obtained for construction activities occurring within the Kuskokwim SFHA as outlined in the City of McGrath Municipal Code.

Refer to Appendix E for floodplain documentation.

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. See Section 3.4 for an explanation of the Fish and Wildlife Coordination Act.

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 Kuskokwim River. No storm drain infrastructure is present within the project area. A small portion of the Kuskokwim River is listed on the ADEC Division of Water website as impaired under Section 303(d) of the Clean Water Act (CWA; ADEC 2012a) for metal pollutants due to mining at Red Devil. No metal pollutants will be used or discharged in association with the proposed project; sediment is the only pollutant that would be discharged into the Kuskokwim River. In addition, McGrath is approximately 173 river miles upstream from Red Devil; accordingly, the proposed project is not anticipated to affect the impaired section of river.

No drinking water sources or drinking water protection areas are located within the project limits (ADEC 2012b). However, the haul route connecting Noir Hill (material site) to McGrath passes through both Zone B and Zone C of the McGrath Water System (PWSID #AK2280155). Zone B is defined as either a one-mile buffer for surface water, or two-year time of travel for groundwater. Zone C is used to designate the surface water watershed boundary.

3.6.2 Environmental Consequences

Proposed-Action Alternative

The proposed project would require work below OHW in the Kuskokwim River to protect the McGrath Airport from erosion. Work below OHW would consist of keying-in 28,800 cubic yards of permanent ditch lining and riprap over 4.75 acres along 1,500 feet of the riverbank. Construction activities would result in a temporary degradation of water quality due to work within and on the bank of the Kuskokwim River. Modification of the riverbank would result in increased turbidity immediately adjacent to the work area and downstream; however, these impacts would be short in duration and be minimized by the

implementation of a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the ADEC APDES CGP.

The proposed erosion protection installed along the Kuskokwim River would prevent future bank sloughing, and would minimize future erosion (and resulting sediment loading) behind the revetment. Net changes to the impervious surface area and drainage regime would be negligible. No permanent impacts to water quality are anticipated.

No ground disturbing activities would occur within Zone B or C of the McGrath Water System (PWSID #AK2280155). As a result, no impacts to drinking water sources are anticipated.

No-Build Alternative

The no-build alternative would not cause impacts to drinking water sources, but would result in sediment discharge into the Kuskokwim River due to continued erosion of the shoreline adjacent to the McGrath Airport.

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

The Kuskokwim River is the second largest river in Alaska and the ninth largest in the United States by discharge volume. Its riparian zone is moderately to densely forested, dominated by tamarack, white and black spruce, white birch, poplar, and cottonwood (Dorava 1994). Hydrologic characteristics of the Kuskokwim River are summarized in Table 4.

Table 4. Physical characteristics of the Kuskokwim River near McGrath, Alaska.

Physical Characteristics	Kuskokwim River
Headwaters [(a)]	Alaska Range, northwest side of Denali
River Outlet [(a)]	Bering Sea
Total River Length [(a, b)]	1,498 river kilometers (724 miles)
River Width (at project, from aerial imagery)	Between 250 meters and 350 meters (about 840 feet and 1200 feet)
Drainage area [(c)]	At McGrath: 11,700 km^2 Total drainage area: 124,319 km^2
Discharge at McGrath (data from 1964-1974) [(d)]	Maximum discharge: 2,000 m^3/s Mean annual discharge: 378 m^3/s

[(a)] Harper et al. 2009 [(c)] Wang 1999.
[(b)] ADF&G 2018a. [(d)] Dorava 1994.

Navigability

According to a Bureau of Land Management (BLM) memorandum (Brown 1980), the Kuskokwim River has been the primary supply line for the Innoko and McKinley mining districts since the early 1900s. In modern times, the river continues to be important for trade and commerce along its entire length, including McGrath. In the summer, the Kuskokwim River is traveled by boat; in the winter, residents use snow machines on river ice to access neighboring villages.

Because of its historic and current role in intrastate commerce, the Kuskokwim River (from the outlet to McGrath) is classified as a navigable waterbody by the U.S. Coast Guard (USCG; 2012) and the USACE (1995). The Kuskokwim River is subject to USACE jurisdiction under both the Rivers and Harbors Act (Section 10) and the CWA (Section 404).

Wetlands and Waters of the U.S.

McGrath is in the Kuskokwim Highland region, which covers more than 44,000 acres, 55% of which are classified as wetland habitat such as forested muskegs, tussock tundra, and sedge bogs (Hall et al. 1994). A desktop wetland delineation (Appendix F) in November 2019 identified riverine habitat (Kuskokwim River) and freshwater emergent wetlands within and adjacent to the project area. Freshwater forested/shrub wetlands and freshwater emergent wetlands are also located near the established haul route from Noir Hill to McGrath; however, most of the unmapped area near Noir Hill appears to be uplands based on aerial imagery. Photographs from site visits in June 2015, August 2019, and September 2019 substantiate these observations. All wetlands in the area appear to be hydrologically connected via surface or subsurface flow to the Kuskokwim River, a traditional navigable waterbody. All wetlands and the Kuskokwim River are assumed to be Waters of the U.S. and subject to USACE jurisdiction under the CWA (Section 404). The Kuskokwim River is also jurisdictional under Sec 10 of the Rivers and Harbors Act of 1899.

3.7.2 Environmental Consequences

Proposed-Action Alternative

Navigability

DOT&PF submitted agency scoping materials to USCG and USACE on April 7, 2017. No comments were received.

The Kuskokwim River is under USACE jurisdiction due to the applicability of both Section 404 of the CWA and Section 10 of the Rivers and Harbors Act. The proposed project would add fill to a traditionally navigable waterbody, requiring a USACE Section 404/10 Individual Permit. The project will comply with Section 404(b)(1) mitigation guidelines for impacts to jurisdictional waters that cannot be otherwise avoided. The proposed project is not expected to impact the Kuskokwim River's navigability for barges or other watercraft important for commerce in McGrath or upstream communities. The added riprap would not appreciably alter channel depth, width or location.

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 permanently placing 2,400 cy of fill in 0.28 acres of palustrine emergent wetland to expand Taxiway H, and installing 28,800 cy of ditch lining and riprap along approximately 1,500 feet of the Kuskokwim River to control riverbank erosion at the south end of the runway (Figures 2-4). Fill will be obtained from the Noir Hill rock source, a nearby sand source, or barged in, and then transported by dump truck along established haul routes, and placed in the project area. Materials and equipment hauling would primarily take place in the winter when the ground is frozen to minimize erosion and sediment runoff from the roads. Excavation and fill placement will be done during a single construction season (2021), which will avoid creating new partial wetlands or drainage features, and will minimize the length of the disruption.

Installing the erosion protection will not alter the shape or function of the Kuskokwim River, and may provide some benefit by reducing future sedimentation from riverbank erosion. The wetland to be filled to expand the taxiway has been previously disturbed, and continues to be impacted by ongoing ground subsidence and erosion from the existing taxiway. 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.

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	Federal Aviation Administration

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 McGrath Airport is located on the western side of the community, and consists of a paved main runway (Runway 16/34) and a smaller gravel secondary runway (Runway 5/23). Within 0.3 miles of the airport, there are recreational areas, residences, churches, cemeteries, and commercial facilities. In 2014, the McGrath Airport experienced approximately 30 aircraft operations per day (82% air taxi operations and 18% local and transient general aviation) and 4,007 enplanements (AirNav 2018; DOT&PF 2012).

According to the DOT&PF McGrath Airport Layout Plan (ALP), RW 16/34 is designed for Airplane Design Group III aircraft – aircraft with wingspans between 79' and 118' and tail heights of 30' to 45'. This group includes the Boeing 737-100/200/300/400, Bombardier Dash-8, and Convair 580. Aircraft using this runway are also in Aircraft Approach Category B, which have approach speeds of 91 knots or more but less than 121 knots (91-139 miles/hour (mph)). This includes the Bombardier Dash-8 and the Convair 580.

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 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 to facilitate riprap installation and repaving operation; however, noise levels are expected to return to normal as soon as construction is completed.

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 ADEC Contaminated Sites Program Database on December 16, 2019, identified 14 active contaminated sites within 1,000 feet of the project area (Table 5). Additionally, two contaminated sites were identified as cleanup complete, with one listed as cleanup complete with institutional controls (CC-IC). In particular, the McGrath Airport SREB is located within an active ADEC contaminated site identified as the ADOT&PF – McGrath Airport Maintenance Station (File # 2612.26.004; Hazard ID# 25124). According to the ADEC contaminated sites database, the site consists of three source areas identified during removal of two diesel USTs and a used oil UST located on the north side of the SREB.

Table 5. Contaminated sites within ~1,000 feet of the proposed project area.

Site Name	Status	Contaminant	Hazard ID
FAA McGrath RCAG Site	Active	Petroleum Hydrocarbons	1034
GTE/BJ's Fuel	Active	Petroleum Hydrocarbons	3207
FAA McGrath Air Sp Bldg 406, UST F	Active	Petroleum Hydrocarbons	22896
FAA McGrath FSS, Bldg 406, UST F	Active	Diesel	1888
FAA McGrath Bldg 200	Active	Heating Oil	2120
FAA McGrath Hobby Shop Bldg 304	Active	Petroleum Hydrocarbons	2121
FAA McGrath FSS, Former Bldg 400	Active	Petroleum Hydrocarbons	2125
ADOT&PF McGrath Airport Maintenance Station	Active	Petroleum Hydrocarbons	25124
BLM Alaska Fire Service McGrath Airport	Active	Petroleum Hydrocarbons	25679
FAA McGrath Bldg 604	Active	Petroleum Hydrocarbons	2119
FAA McGrath Bldg 305	Active	GRO and Benzene	22916
FAA McGrath WA House Pipeline	Active	Petroleum Hydrocarbons	3775
FAA McGrath Old Powerhouse	Active	GRO, DRO	1554
FAA McGrath Former Tank Farm	Active	GRO, DRO, and BTEX	2198
DOT&PF McGrath Airport Retardant Ramp	CC – IC	Petroleum Hydrocarbons, old dumpsite	23291
DOT&PF McGrath Airport Runway	Cleanup Complete	Petroleum Hydrocarbons	1032
Crowley Fuel Station McGrath	Cleanup Complete	Petroleum Hydrocarbons	25569

3.9.2 Environmental Consequences

Proposed-Action Alternative

An agency scoping response received from ADEC's Contaminated Sites Program on May 15, 2017, concurred with DOT&PF's assertion that ground disturbing activities near these documented contaminated sites have a low potential for encountering contamination during construction. On December 19, 2019, DOT&PF contacted ADEC again, informing them of a change in project scope (SREB construction) that would likely result in encountering contamination/hazardous materials associated with Hazard ID 25124 (ADOTPF – McGrath Airport Maintenance Station). ADEC did not respond to DOT&PF's request for comment.

The construction contractor will be required to prepare and implement a Hazardous Materials Control Plan (HMCP) in accordance with ADEC requirements and DOT&PF contract specifications, covering the storage and handling of hazardous materials and spill response procedures. If contamination is encountered during construction, work in the vicinity will cease and ADEC will be consulted for guidance on how to proceed.

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

Refer to Section 4 for environmental commitments related to hazardous materials and pollution prevention.

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 1 to July 15, except as allowed by federal, state, and local laws and approved by the Project Engineer.
- DOT&PF will comply with all permit stipulations outlined in the ADF&G Title 16 Fish Habitat Permit.
- 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

- The construction contractor will be required to prepare and implement a Hazardous Materials Control Plan (HMCP) in accordance with ADEC requirements and DOT&PF contract specifications.
- Contaminated soil will be removed, segregated, field screened, tested, and treated/disposed of in accordance with ADEC regulations and the ADEC-approved work plan.
- 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.

Recreation Properties

- Access to all Section 4(f) resources will be maintained during construction. No Section 4(f) resources will be used for staging or any other construction activities.

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.
- Materials and equipment will be trucked to the construction site during winter when the ground is frozen to minimize erosion and runoff from the haul routes.

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

DOT&PF published a Notice of Intent to Begin Engineering and Environmental Studies in Alaska Dispatch News on October 9, 2017, and on the DOT&PF Online Public Notice Website on October 4, 2017 (Appendix G). No public comments were received.

A public hearing will be held in the community of McGrath in early 2020 to allow members of the public an opportunity to ask questions about the draft EA. The final EA will include any comments or issues raised during the public hearing.

5.2 Agency Involvement

On April 7, 2017, DOT&PF distributed a request for scoping comments to federal and state resource agencies, local government, tribes, and native corporations via email (Appendix G). 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. ADEC Contaminated Sites Program, ADNR Division of Mining, Land and Water (DMLW), and the ACCED Floodplain Office were the only agencies to respond, as summarized below.

- ADEC – The Contaminated Sites Program responded that they had no objections to the project, as the project did not appear likely to encounter contamination from known sites. They advised that if contamination is encountered, ADEC should be contacted for guidance.
- ADNR – DMLW stated that the material sources proposed for the project [at the time of scoping] appeared to be located on DMLW-managed land. *This later proved to be incorrect, as the adjacent material site to the west is on DOT&PF property, and the Noir Hill and Sand Source material sites are owned by Doyon, Ltd. (subsurface rights) and McGrath-Takotna-Nikolai-Telida Village Corporation, Ltd. (surface rights).*
- ACCED – Stated that McGrath participates in the NFIP, and a flood hazard permit is required from the city for any work that falls under the definition of development.

On December 19, 2019, DOT&PF sent a follow-up consultation email to ADEC regarding changes to the project scope. This email identified the newly-added SREB construction as likely to encounter contaminated soil, and requested further coordination with ADEC.

6 List of Preparers

Name	Position	Contribution
Jenelle Brinkman, P.E.	Project Manager, DOT&PF	Design Support
Rory Bryant	Drafter, DOT&PF	Figures
Brian Elliott	Regional Environmental Manager, DOT&PF	Content Review
Ryan Feil	Engineering Project Manager, FAA	Content Review
Elena Fernandez	Environmental Analyst (Former), DOT&PF	Document Content
Jack Gilbertsen	Environmental Protection Specialist, FAA	Content Review and Environmental Compliance
Ryan Riddle	Environmental Team Leader, DOT&PF	Document Content
Heidi Zimmer	Environmental Impact Analyst, DOT&PF	Document Content

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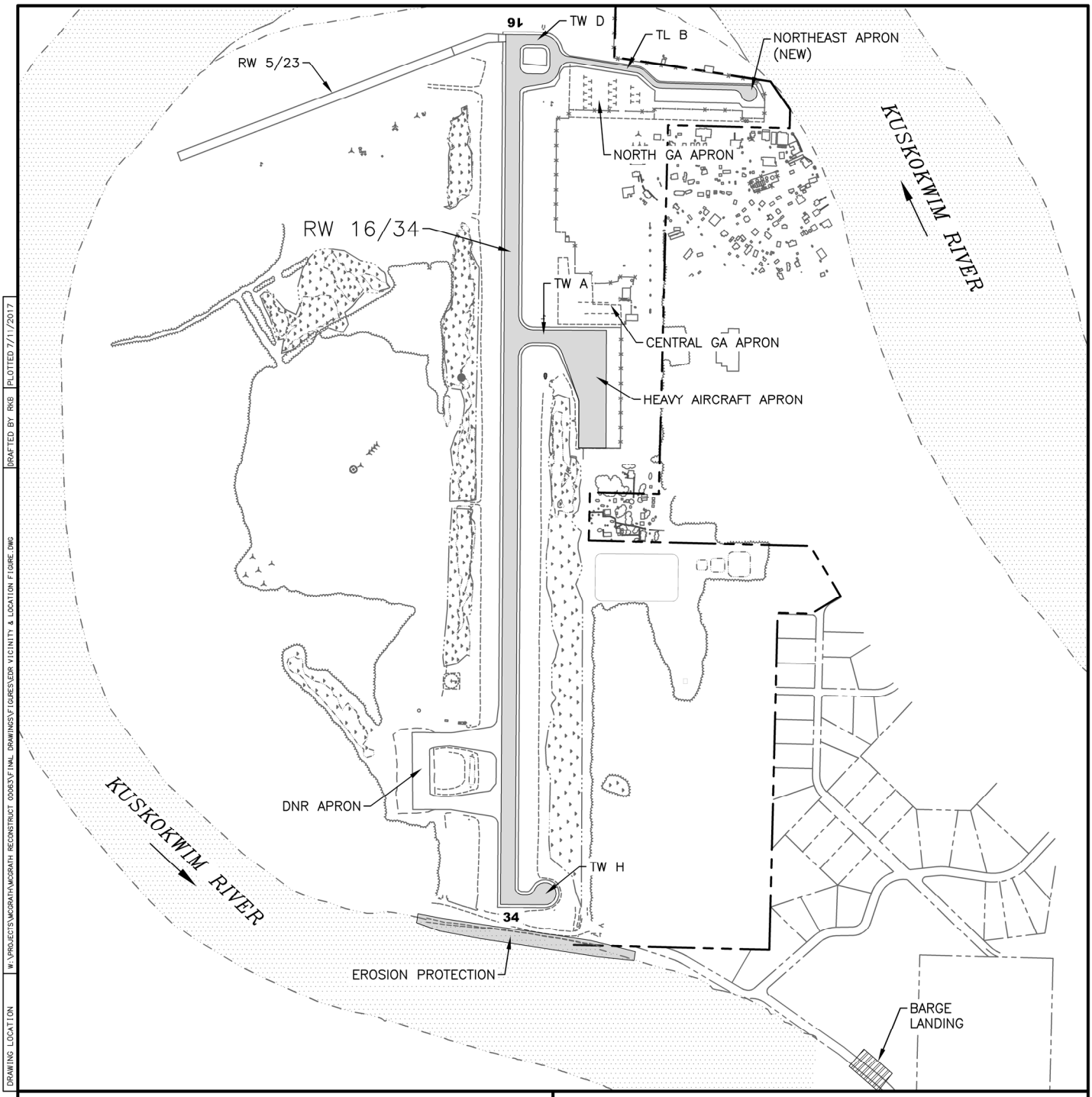
Figures



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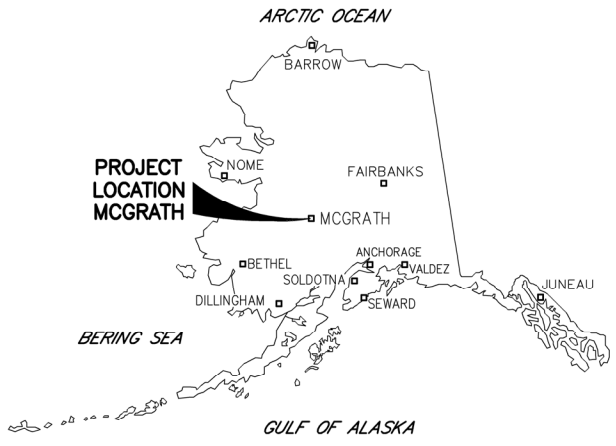


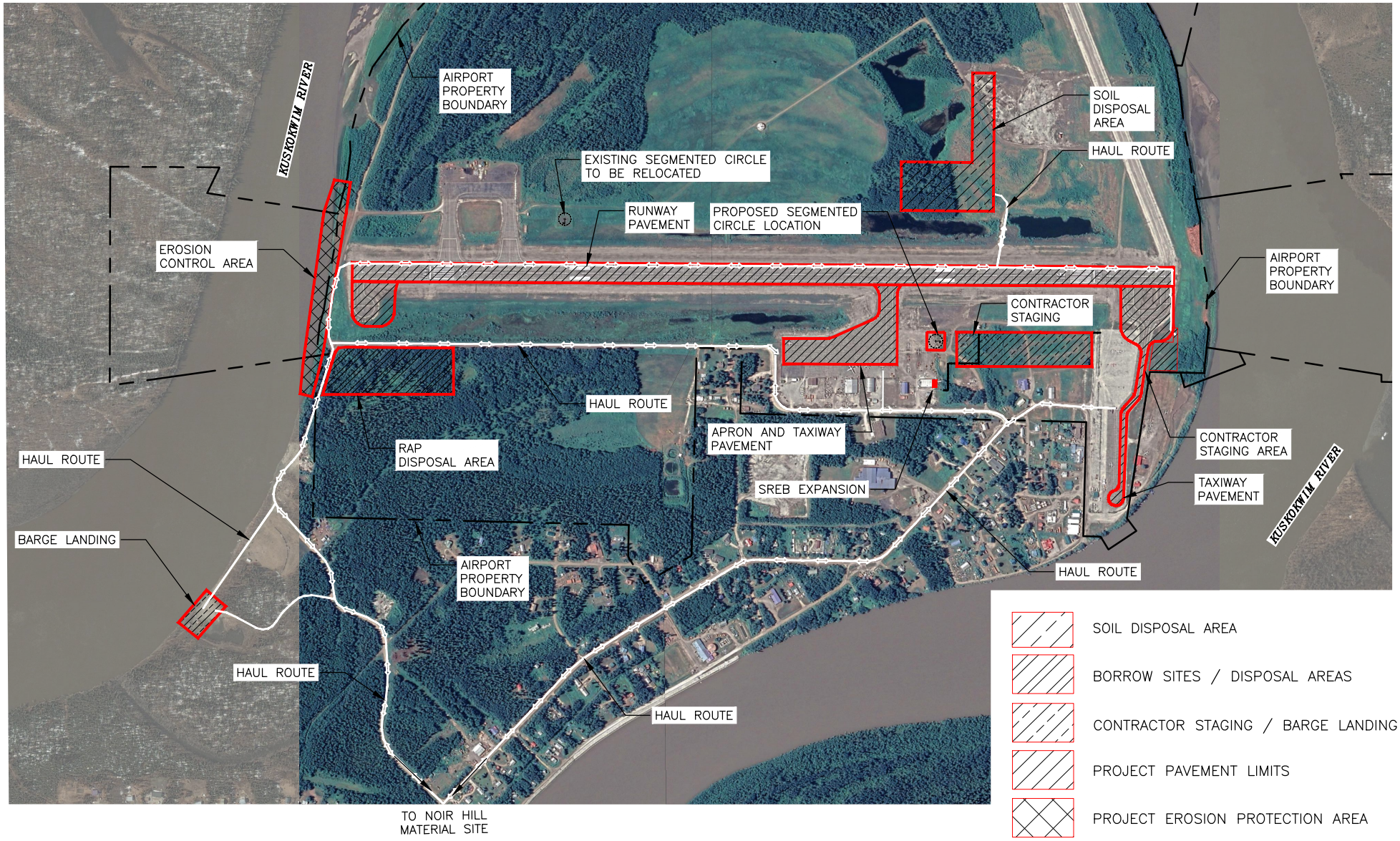
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

FIGURE 1

MCGRATH AIRPORT RECONSTRUCTION AND EROSION PROTECTION

PROJECT NO. CFAPT00063

LOCATION AND VICINITY MAP



1000' 500' 0 1000' 2000'

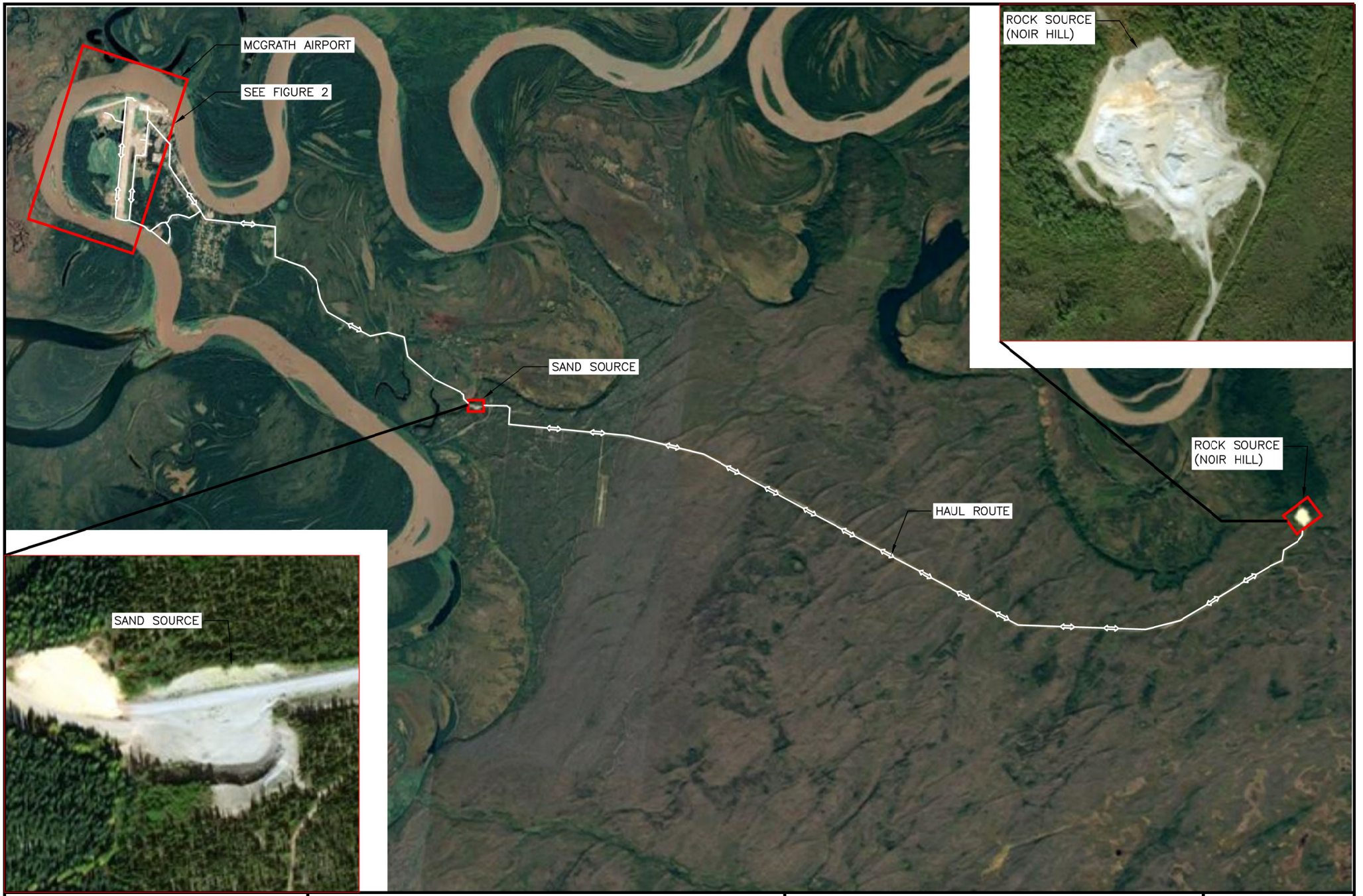
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PRELIMINARY DESIGN AND ENVIRONMENTAL GROUP

PROJECT NO. CFAPT00063
AIP NO. 3-02-0176-006-2020
MCGRATH AIRPORT RECONSTRUCTION AND EROSION PROTECTION
PROJECT AREA

FIGURE 2

W:\PROJECTS\MCGRATH\MCGRATH RECONSTRUCT 00063\FINAL DRAWINGS\FIGURES\ENVIRONMENTAL\MCGRATH ENVIROMENTAL.DWG



LEGEND

HAUL ROUTE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

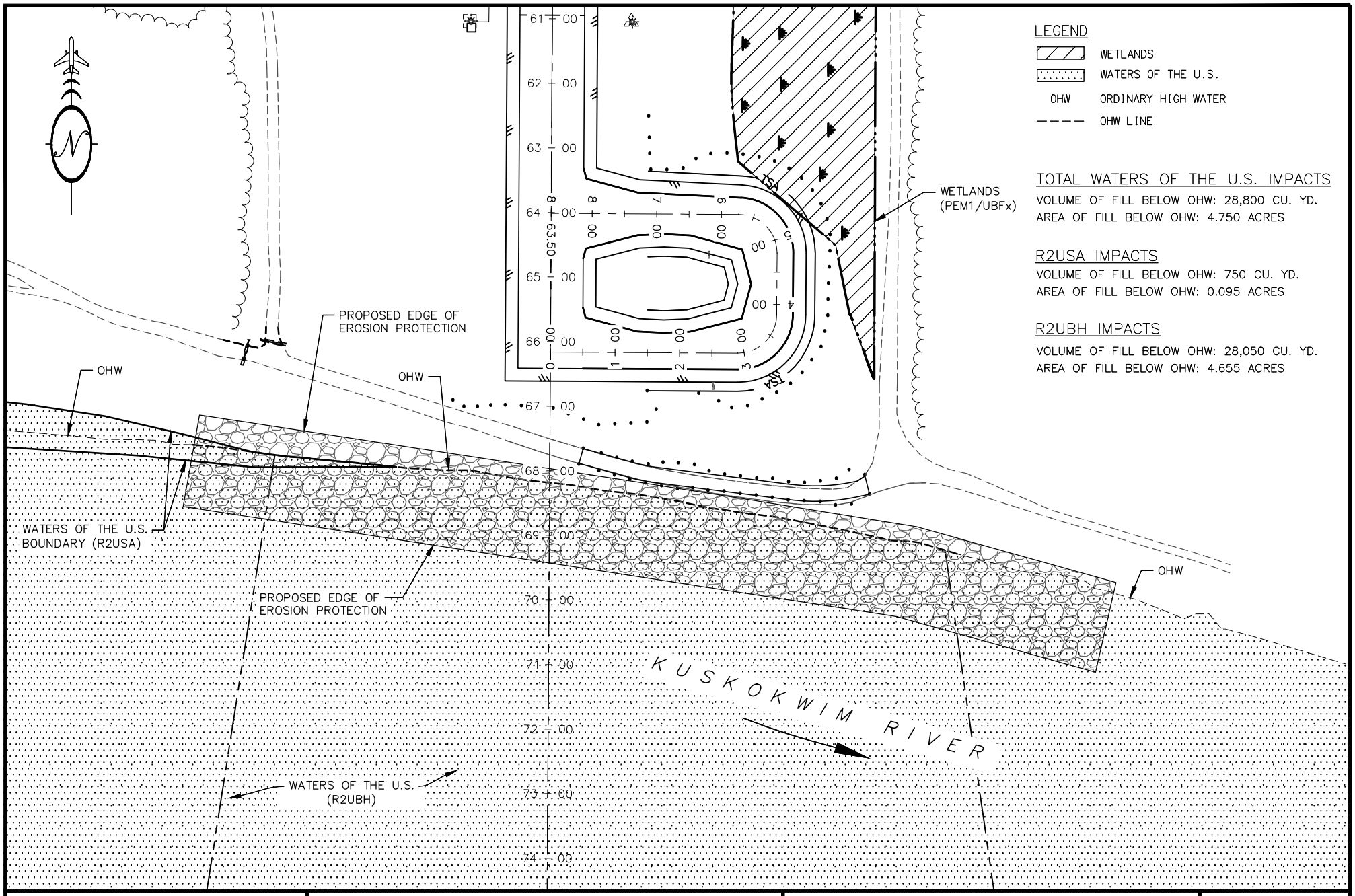
PRELIMINARY DESIGN AND ENVIRONMENTAL GROUP

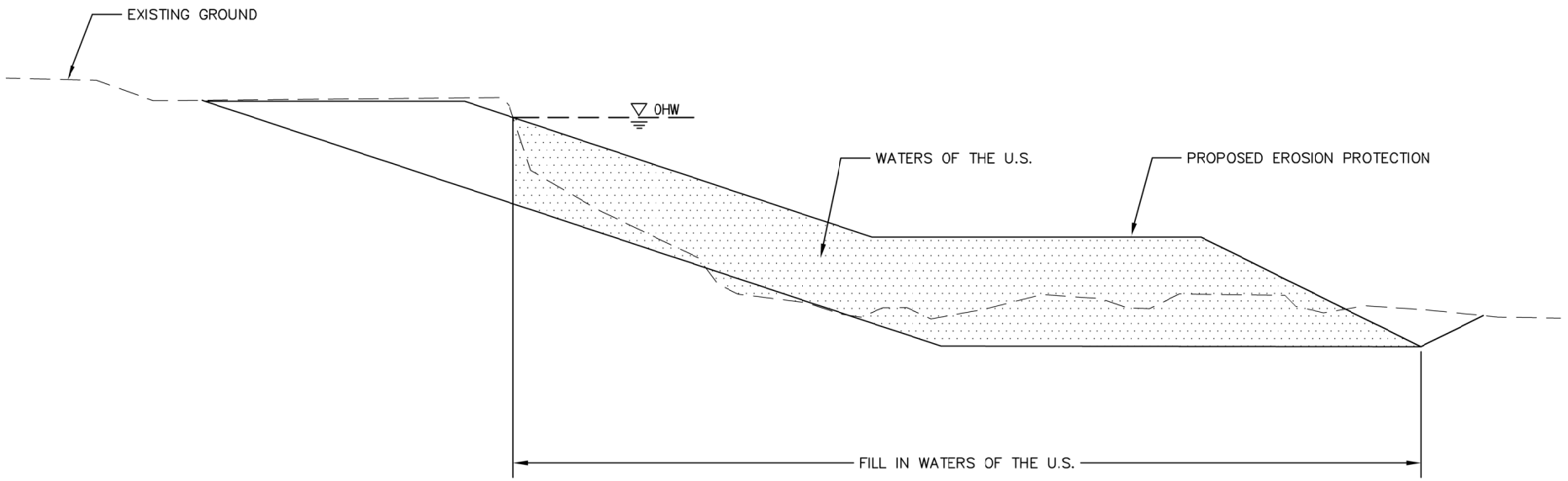
PROJECT NO. CFAPT00063
AIP NO. 3-02-0176-006-2020
MCGRATH AIRPORT RECONSTRUCTION AND EROSION PROTECTION

EROSION PROTECTION PLAN VIEW
MATERIAL SITES AND HAUL ROUTES

FIGURE 3

W:\PROJECTS\MCGRATH\MCGRATH RECONSTRUCT 00063\FINAL DRAWINGS\FIGURES\MCGRATH EROSION PROTECTION FIGURES.DWG


LEGEND
WETLANDS
WATERS OF THE U.S.
OHW ORDINARY HIGH WATER
OHW LINE
TOTAL WATERS OF THE U.S. IMPACTS
VOLUME OF FILL BELOW OHW: 28,800 CU. YD.
AREA OF FILL BELOW OHW: 4.750 ACRES
R2USA IMPACTS
VOLUME OF FILL BELOW OHW: 750 CU. YD.
AREA OF FILL BELOW OHW: 0.095 ACRES
R2UBH IMPACTS
VOLUME OF FILL BELOW OHW: 28,050 CU. YD.
AREA OF FILL BELOW OHW: 4.655 ACRES
WETLANDS (PEM1/UBFx)
PROPOSED EDGE OF EROSION PROTECTION
OHW
WATERS OF THE U.S. BOUNDARY (R2USA)
PROPOSED EDGE OF EROSION PROTECTION
WATERS OF THE U.S. (R2UBH)
KUSKOKWIM RIVER
61 + 00
62 + 00
63 + 00
64 + 00
63.50
65 + 00
66 + 00
67 + 00
68 + 00
69 + 00
70 + 00
71 + 00
72 + 00
73 + 00
74 + 00
TSA
TSA
200' 100' 0 200'
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
PRELIMINARY DESIGN AND ENVIRONMENTAL GROUP
PROJECT NO. CFAPT00063
AIP NO. 3-02-0176-006-2020
MCGRATH AIRPORT RECONSTRUCTION AND EROSION PROTECTION
EROSION PROTECTION PLAN VIEW
FIGURE 4a
W:\PROJECTS\MCGRATH\MCGRATH RECONSTRUCT 00063\FINAL DRAWINGS\FIGURES\ENVIRONMENTAL\EROSION EA.DWG



LEGEND

WATERS OF THE U.S.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PRELIMINARY DESIGN AND ENVIRONMENTAL GROUP

PROJECT NO. CFAPT00063
AIP NO. 3-02-0176-006-2020
MCGRATH AIRPORT RECONSTRUCTION AND EROSION PROTECTION
EROSION PROTECTION SECTION

FIGURE 4b

W:\PROJECTS\MCGRATH\MCGRATH RECONSTRUCT 00063\FINAL DRAWINGS\FIGURES\ENVIRONMENTAL\EROSION EA.DWG

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

1. Air Quality

A review of the Alaska Department of Environmental Conservation (ADEC) Air Non-Point Mobile Source website and the Environmental Protection Agency's Green Book Non-attainment Areas for Criteria Pollutants on November 21, 2019, indicated the City of McGrath 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.

2. Biological Resources (marine mammals, eagles, migratory birds, wildlife, and invasive species)

Marine Mammals

Because there is no marine habitat near McGrath, no marine mammals subject to the Marine Mammal Protection Act (MMPA) are found in the area. No impacts to marine mammals would occur.

Eagles and Migratory Birds

A review of the WESPAK-SE database on November 21, 2019, did not identify the presence of known eagle nests in the proposed project area. However, suitable eagle nesting habitat does exist in the immediate project vicinity, and McGrath is a remote village surrounded by an abundance of high quality habitat. If eagle pairs choose to nest in the vicinity of the airport, they would be accustomed to airport sounds and would not likely be disturbed by temporary construction impacts. An eagle nest survey may be conducted prior to construction.

According to the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) mapper, migratory bird species may be present in the vicinity of the proposed project. Any vegetation clearing associated with the proposed action would take place outside the migratory bird nesting period for Interior Alaska (April 20 – July 15) as recommended by the *Timing Recommendations for Land Disturbance and Vegetation Clearing* (2017). In addition, new ground disturbing activities would occur immediately adjacent to the existing runway, taxiway, airport apron, and airport access road, areas which are not favorable nesting habitat for migratory shore birds due to existing disturbance. For these reasons, the proposed action would not result in the injury, kill, or capture of eagles, migratory birds, or their nests.

Wildlife

The area around McGrath contains habitat for moose, brown bear, and other fur-bearing species. No permanent adverse impacts to these or other wildlife species are expected.

Invasive Species

A review of the University of Alaska Anchorage (UAA) Alaska Exotic Plants Information Clearinghouse (AK-EPIC) data portal on November 21, 2019, indicated that several non-native and invasive plant species are found within the vicinity of the proposed project. Most project activities would occur on existing paved

facilities, with the erosion control at the southern end of the project as the primary exception. DOT&PF would comply with Executive Order 13112 (Invasive Species) and all other federal, state, and local laws and regulations to ensure that ground disturbing activities are minimized, and disturbed areas are revegetated with native soil and seed to minimize potential importation of new weed propagules from outside Alaska.

Refer to Section 4 of the EA for environmental commitments pertaining to the introduction and spreading of invasive species.

3. Climate

Although construction of the proposed project would result in a temporary increase in greenhouse gas (GHG) emissions due to the operation of construction equipment, the proposed action would not result in changes to the existing aircraft fleet mix or flight operations. As such, the proposed action would not result in a net increase in GHG emissions.

4. Coastal Resources

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

5. Farmlands

A review of the U.S. Department of Agricultural (USDA) Natural Resources Conservation Service Web Soil Survey on November 21, 2019, indicated no prime or unique farmlands, or farmlands of local importance have been designated in the project area.

6. Land Use

No state or local land use plans are available for the project area. Due to the limited scope of proposed work, the proposed action would not alter existing or future land use.

7. Light Emissions and Visual Impacts

The proposed action would replace the existing medium intensity runway and taxiway lighting systems, threshold lights, and runway edge lights. No new light emissions would occur.

Additionally, the proposed action would not affect the visual aesthetics in the area, as the rehabilitated runway and taxiway would essentially resemble existing conditions.

8. Natural Resources and Energy Supply

Once construction is complete, the proposed airport improvements would not have a measurable effect on the local energy supply or existing natural resources. Energy demands would not exceed available or future energy supplies.

9. Secondary (Induced) Impacts

Because the proposed action would improve the existing airport and does not constitute a major development, there would not be a shift in population or growth, public service demands, or a change in business or economic activity.

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

McGrath is a rural community, and residents rely heavily on subsistence resources.

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 the proposed action would not result in substantial impacts to environmental resources (including noise, air quality, water quality, and cultural resources). Subsistence hunting, fishing, and gathering would not be impacted.

11. Wild and Scenic Rivers

There are no rivers in the project area designated or proposed for listing on the U.S. National Park Service (USNPS) National Wild and Scenic River list (November 21, 2019).

References

ADEC. *Division of Air Quality Website*. http://dec.alaska.gov/air/index.htm. November 21, 2019.

Southeast Alaska Land Trust. Wetland Ecosystem Services Protocol for Southeast Alaska (WESPAK-SE) mapper. http://seakgis.alaska.edu/flex/wetlands/ November 21, 2019.

UAA. Alaska Exotic Plants Information Clearinghouse (AKEPIC) Early Detection & Distribution Mapping System. http://accs.uaa.alaska.edu/invasive-species/non-native-plants/ November 21, 2019.

USDA. National Resource Conservation Service. *Prime and Important Farmlands*. https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm November 21, 2019.

USNPS. *National Wild and Scenic Rivers System List of Designated Rivers in Alaska*. https://www.rivers.gov/alaska.php November 21, 2019.

USFWS. *Timing Recommendations for Land Disturbance and Vegetation Clearing*. USFWS Region 7. June 2017.

USFWS. Information for Planning and Consultation (IPaC) mapper. November 21, 2019. URL: https://ecos.fws.gov/ipac/location/index

Appendix B: NHPA Section 106 Consultation Documentation

Initiation Letters

THE STATE
of ALASKA
GOVERNOR BILL WALKER

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:

McGrath Airport Pavement Rehab
Project No. CFAPT00063
Consultation Initiation

April 7, 2017

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 Division of the Federal Aviation Administration (FAA), is proposing to rehabilitate paved areas and install erosion protection at the McGrath Airport. The proposed project is located on the McGrath Airport, in McGrath, Alaska, in sections 7-8, 18-19, Township 33N, Range 33 W, Seward Meridian on USGS Quad McGrath D-6. Refer to Figure 1 for location information.

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:

- Rehabilitate Runway 16/34, taxiways A, B, D, H, and I, and the apron
- Replace runway and taxiway lighting and airport signs
- Install erosion protection off the end of Runway 34
- Improve drainage
- Relocate utilities
- Obtain an easement from ADNR for the erosion control installation in the Kuskokwim River
- Vegetation clearing and grubbing

Preliminary Area of Potential Effect
The Preliminary Area of Potential Effect (APE) consists of the direct construction footprint (Figures 2a-2b). Except for the erosion control, the work would consist of replacing airport infrastructure in-kind. The erosion control work would occur at the south end of Runway 34. Although rip rap would be placed to stabilize the bank, most would be below the water surface. The indirect APE would be adjacent properties with a viewshed of the airport; however, there are no adjacent properties with a view of the south end of the runway that have the potential to suffer from visual impacts.

Other locations of direct and indirect effect could include a sand pit located at approximately mile three of the haul road, and the existing Noir Hill quarry is located at the end of the road approximately 11 miles from town (Figure 2b). A barge landing approximately ¼ mile east of the south end of the runway would be used to unload construction equipment and any material that could not be obtained from Noir Hill quarry or the sand pit. Contractors would use existing haul roads to transport material. Designated staging and disposal areas will be located on airport property. The APE will be finalized after comments are received from your agency and the consulting parties.

Identification Efforts
On March 21, 2017, DOT&PF searched the AHRS online mapper and database to identify AHRS sites within or near the defined APE. While AHRS sites have been identified in the vicinity of the McGrath Airport, none are closer than 500 feet to proposed work or material sites.

Consulting Parties
This letter will go to the SHPO, the City of McGrath, the McGrath Native Village, MTNT, Ltd., Doyon Ltd., and the Tanana Chiefs Conference.

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

Sincerely,

Erik Hilsinger
Cultural Resources Specialist, DOT&PF CR

Enclosures:

Figure 1: Location and Vicinity Map
Figures 2a-2b: Preliminary APE

Electronic cc w/ enclosures:
Luke Bowland, P.E., DOT&PF CR Aviation Design, Project Manager
Brian Elliott, DOT&PF CR, Regional Environmental Manager
Keith Gordon, FAA Environmental Protection Specialist
Leslie Grey, FAA Environmental Program Manager
Kathy Price, DOT&PF Statewide Environmental Office, Cultural Resources Manager

Melissa Goldstein, DOT&PF Statewide Environmental Office, NEPA Manager

THE STATE of ALASKA
GOVERNOR BILL WALKER

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:

McGrath Airport Pavement Rehab
Project No. CFAPT00063
Consultation Initiation

April 7, 2017

Robert Sattler
Tanana Chiefs Conference
122 First Ave., Suite 600
Fairbanks, AK

Dear Mr. Sattler,

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Aviation Administration (FAA), is proposing to rehabilitate paved areas and install erosion protection at the McGrath Airport. The proposed project is located on the McGrath Airport, in McGrath, Alaska, in sections 7-8, 18-19, Township 33N, Range 33 W, Seward Meridian on USGS Quad McGrath D-6. Refer to Figure 1 for location information.

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Other locations of direct and indirect effect could include a sand pit located at approximately mile three of the haul road, and the existing Noir Hill quarry is located at the end of the road approximately 11 miles from town (Figure 2b). A barge landing approximately ¼ mile east of the south end of the runway would be used to unload construction equipment and any material that could not be obtained from Noir Hill quarry or the sand pit. Contractors would use existing haul roads to transport material. Designated staging and disposal areas will be located on airport property. The APE will be finalized after comments are received from your agency and the consulting parties.

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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 Hilsinger
Cultural Resources Specialist, DOT&PF CR

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Brian Elliott, DOT&PF CR, Regional Environmental Manager
Keith Gordon, FAA Environmental Protection Specialist

Leslie Grey, FAA Environmental Program Manager
Kathy Price, DOT&PF Statewide Environmental Office, Cultural Resources Manager
Melissa Goldstein, DOT&PF Statewide Environmental Office, NEPA Manager

THE STATE of ALASKA
GOVERNOR BILL WALKER

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:

McGrath Airport Pavement Rehab
Project No. CFAPT00063
Consultation Initiation

April 7, 2017

President Nicole Borromeo
MTNT, Limited
P.O. Box 309
McGrath, AK 99627

Dear President Borromeo,

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Aviation Administration (FAA), is proposing to rehabilitate paved areas and install erosion protection at the McGrath Airport. The proposed project is located on the McGrath Airport, in McGrath, Alaska, in sections 7-8, 18-19, Township 33N, Range 33 W, Seward Meridian on USGS Quad McGrath D-6. Refer to Figure 1 for location information.

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THE STATE of ALASKA
GOVERNOR BILL WALKER

Department of Transportation and Public Facilities

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In Reply Refer To:

McGrath Airport Pavement Rehab
Project No. CFAPT00063
Consultation Initiation

April 7, 2017

Mr. Kevin Whitworth, First Chief
McGrath Native Village
P.O. Box 134
McGrath, AK 99627

Dear Mr. Whitworth,

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Aviation Administration (FAA), is proposing to rehabilitate paved areas and install erosion protection at the McGrath Airport. The proposed project is located on the McGrath Airport, in McGrath, Alaska, in sections 7-8, 18-19, Township 33N, Range 33 W, Seward Meridian on USGS Quad McGrath D-6. Refer to Figure 1 for location information.

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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:

McGrath Airport Pavement Rehab
Project No. CFAPT00063
Consultation Initiation

April 7, 2017

Jeff Filut, Senior Lands Specialist
Doyon, Limited
1 Doyon Place, Suite 300
Fairbanks, AK 99701-2941

Dear Mr. Filut,

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Aviation Administration (FAA), is proposing to rehabilitate paved areas and install erosion protection at the McGrath Airport. The proposed project is located on the McGrath Airport, in McGrath, Alaska, in sections 7-8, 18-19, Township 33N, Range 33 W, Seward Meridian on USGS Quad McGrath D-6. Refer to Figure 1 for location information.

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Cultural Resources Specialist, DOT&PF CR

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Electronic cc w/ enclosures:
Luke Bowland, P.E., DOT&PF CR Aviation Design, Project Manager
Brian Elliott, DOT&PF CR, Regional Environmental Manager
Keith Gordon, FAA Environmental Protection Specialist
Leslie Grey, FAA Environmental Program Manager
Kathy Price, DOT&PF Statewide Environmental Office, Cultural Resources Manager

Melissa Goldstein, DOT&PF Statewide Environmental Office, NEPA Manager

THE STATE of ALASKA
GOVERNOR BILL WALKER

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:

McGrath Airport Pavement Rehab
Project No. CFAPT00063
Consultation Initiation

April 7, 2017

Traci Humphrey, City Clerk
City of McGrath
PO Box 30
McGrath, AK 99627

Dear Ms. Humphrey,

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Aviation Administration (FAA), is proposing to rehabilitate paved areas and install erosion protection at the McGrath Airport. The proposed project is located on the McGrath Airport, in McGrath, Alaska, in sections 7-8, 18-19, Township 33N, Range 33 W, Seward Meridian on USGS Quad McGrath D-6. Refer to Figure 1 for location information.

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:

- Rehabilitate Runway 16/34, taxiways A, B, D, H, and I, and the apron
- Replace runway and taxiway lighting and airport signs
- Install erosion protection off the end of Runway 34
- Improve drainage
- Relocate utilities
- Obtain an easement from ADNR for the erosion control installation in the Kuskokwim River
- Vegetation clearing and grubbing

Preliminary Area of Potential Effect
The Preliminary Area of Potential Effect (APE) consists of the direct construction footprint (Figures 2a-2b). Except for the erosion control, the work would consist of replacing airport infrastructure in-kind. The erosion control work would occur at the south end of Runway 34. Although rip rap would be placed to stabilize the bank, most would be below the water surface. The indirect APE would be adjacent properties with a viewshed of the airport; however, there are no adjacent properties with a view of the south end of the runway that have the potential to suffer from visual impacts.

Other locations of direct and indirect effect could include a sand pit located at approximately mile three of the haul road, and the existing Noir Hill quarry is located at the end of the road approximately 11 miles from town (Figure 2b). A barge landing approximately ¼ mile east of the south end of the runway would be used to unload construction equipment and any material that could not be obtained from Noir Hill quarry or the sand pit. Contractors would use existing haul roads to transport material. Designated staging and disposal areas will be located on airport property. The APE will be finalized after comments are received from your agency and the consulting parties.

Identification Efforts
On March 21, 2017, DOT&PF searched the AHRS online mapper and database to identify AHRS sites within or near the defined APE. While AHRS sites have been identified in the vicinity of the McGrath Airport, none are closer than 500 feet to proposed work or material sites.

Consulting Parties
This letter will go to the SHPO, the City of McGrath, the McGrath Native Village, MTNT, Ltd., Doyon Ltd., and the Tanana Chiefs Conference.

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,

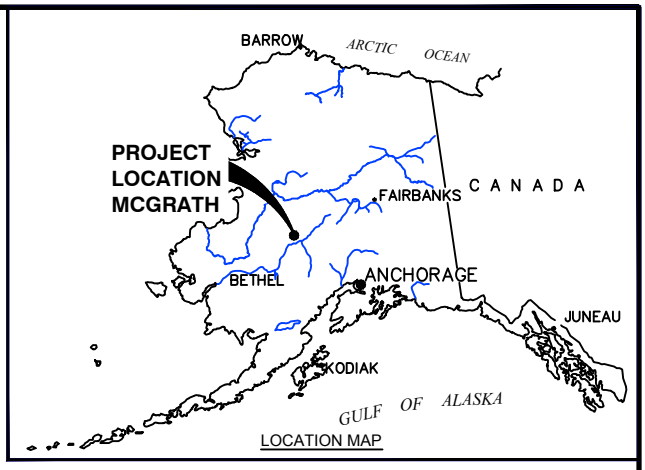
Erik Hilsinger
Cultural Resources Specialist, DOT&PF CR

Enclosures:

Figure 1: Location and Vicinity Map
Figures 2a-2b: Preliminary APE

Electronic cc w/ enclosures:
Luke Bowland, P.E., DOT&PF CR Aviation Design, Project Manager
Brian Elliott, DOT&PF CR, Regional Environmental Manager
Keith Gordon, FAA Environmental Protection Specialist

Leslie Grey, FAA Environmental Program Manager
Kathy Price, DOT&PF Statewide Environmental Office, Cultural Resources Manager
Melissa Goldstein, DOT&PF Statewide Environmental Office, NEPA Manager



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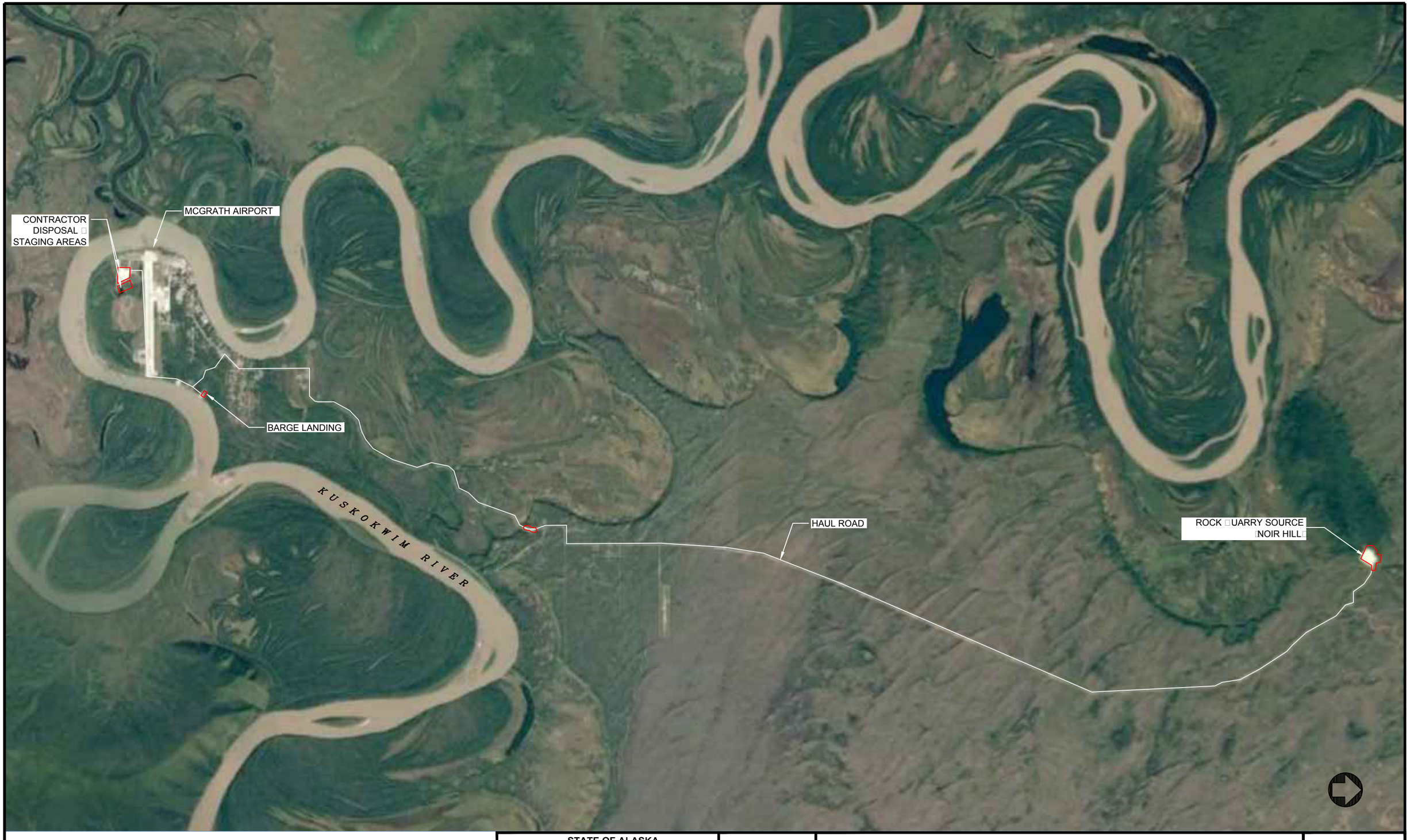
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES PRELIMINARY DESIGN AND EN□IRONMENTAL GROUP	SCALE: NTS DATE: □/20/16 BY K SHEA	MCGRATH AIRPORT PAVEMENT REHABILITATION PROJECT NO. CFAPT00063 LOCATION AND □ICINITY MAP MCGRATH, ALASKA	FIGURE 1

W:\Environmental\Environmental Project Dwgs\57207 McGrath Airport pavement Rehab\57207 fig 1 location vic.dwg, 9/21/2016 8:25:40 AM, DWG To PDF.pc3



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

PRELIMINARY DESIGN AND
ENVIRONMENTAL GROUP

Scale: SEE GRAPHIC

Date: 3/21/2017

By:: K SHEA

MCGRATH PAVEMENT AND EROSION CONTROL

PROJECT NO. CFAPT00063

PRELIMINARY AREA OF POTENTIAL EFFECT

MCGRATH, ALASKA

FIGURE 2

LEGEND

PAVEMENT REHABILITATION

EROSION PROTECTION

PRELIMINARY AREA OF POTENTIAL EFFECT

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

PRELIMINARY DESIGN AND
ENVIRONMENTAL GROUP

Scale: SEE GRAPHIC

Date: 3/21/2017

By:: K SHEA

MCGRATH PAVEMENT AND EROSION CONTROL

PROJECT NO. CFAPT00063

PRELIMINARY AREA OF POTENTIAL EFFECT

MCGRATH, ALASKA

FIGURE 2a

Responses Regarding Initiation Letters

Hilsinger, Erik D (DOT)

From: Ray Richards <richardsr@doyon.com>
Sent: Friday, May 12, 2017 4:56 PM
To: Hilsinger, Erik D (DOT)
Subject: MCG Airport Pavement Rehab Proj # CFAPT00063

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Erik,

This email is in response to your letter dated April 7, 2016, referencing the above project. Thank you for initiating consultation with Doyon, Limited to assist in determining the Area of Potential Effect and identifying any historical properties that may be affected. Doyon does not know of any additional unidentified historical properties within the project APE.

Please let me know if there is anything else I can help with.

Thanks again,

Ray Richards
Geologic Materials Engineer

Doyon, Limited
1 Doyon Place, Ste. 300
Fairbanks, Alaska 99701
Phone: 907-459-2035
www.doyon.com

Leader In All We Do

Findings Letters

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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Toll Free: 800.770.5263
TDD: 907.269.0473

In Reply Refer To:
McGrath Airport Reconstruction and Erosion Control
TBD/CFAPT000063
Finding of No Historic Properties Affected
September 24, 2019

Robert Sattler
Tanana Chiefs Conference
122 First Ave., Suite 600
Fairbanks, AK

Dear Mr. Sattler

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 reconstruct the paved surface areas and install erosion protection at the McGrath Airport in McGrath, Alaska. The proposed project is located in Sections 7-8, 18-19, Township 33N, Range 33 W, of the Seward Meridian on USGS Quad McGrath D-6. Figure 1 illustrates the project's location information.

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
The project consists of the following:

- Reconstruct Runway 16/34, taxiways A, B, D, H, and I, and the airport apron
- Replace runway and taxiway lighting and airport signs
- Install erosion protection (revetment) off the south end of Runway 34
- Improve drainage
- Relocate utilities
- Obtain an easement from ADNR for the revetment installation in the Kuskokwim River
- Vegetation clearing and grubbing
- Relocate wind cone and segmented circle

Area of Potential Effect

The Area of Potential Effect (APE) consists of a direct APE, which includes all areas of ground disturbing activities, ingress and egress, equipment staging, haul routes, barge landings, and materials sites (Figures 2a, 2b and 2c). In the airport vicinity (Figure 2a) ground disturbing activities include areas where pavement and subfill will be rehabilitated; runway markings, lights and signs replaced; utilities relocated as needed; and improve drainage from runways, taxiways and the apron. DOT&PF will install erosion protection in the form of rip rap adjacent to the airport off the south end of the north-south runway on the banks of the Kuskokwim River as shown in Figure 2a. Existing roads will be used for haul routes during construction. The segmented circle and wind cone will be removed and a new segmented circle and wind cone will be erected at the location indicated. The barge landing (Figure 2a) will be used to transport equipment and materials for the airport project but no changes will be made to the existing municipal facility. Except for the riprap revetment, all proposed work would consist of replacing existing airport infrastructure in-kind.

Figure 2b shows the indirect APE where noise, light, and dust could cause effects during construction.

Figure 2c shows the fill material sources and the connecting road for delivery of materials to the airport construction site. Direct effects could occur in the material quarries; however, these are existing material sources operated by private parties responsible for their own permitting. Indirect effects could occur adjacent to the road and material sources but these would only occur during operation of the quarry sites while the project is under construction.

There are no built environments in the vicinity of the proposed riprap revetment area, runways, taxiways and aprons. Material handling at the barge landing area, sand source, rock source and haul routes the activities will be of short duration in areas already used for transportation of bulk freight.

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 APE for the project, including the airport, barge landing, and rip rap erosion protection area. No AHRS sites were located at the private quarry sites, along the haul routes between the quarry sites, the barge landing or airport. Consultation with Doyon indicated no unreported sites of significance in the project areas of potential effect.

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
Consultation began with the geotechnical survey of the airport site submitted on October 4, 2016 to the State Historic Preservation Officer (SHPO), the City of McGrath, McGrath Native Village, MTNT, Ltd., Doyon, Ltd., and the Tanana Chiefs Conference. The SHPO responded on October 27, 2016

with a concurrence on the finding of no historic properties affected. The City of McGrath responded by letter of October 7, 2016 their approval of the project supported by a McGrath City Council Resolution, dated August 31, 2016, in support of the overall project.

The following consulting parties received initiation of consultation letters submitted April 7, 2017: the State Historic Preservation Officer (SHPO), the City of McGrath, McGrath Native Village, MTNT, Ltd., Doyon, Ltd., and the Tanana Chiefs Conference. Doyon replied by email (Richards 2017) that they were not aware of any archaeological or historical sites in the vicinity of the airport other than those listed in the AHRS files. No other parties responded.

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

City of McGrath. 2016. Letter of October 7, 2016, to DOT&PF. On file at DOT&PF.

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

Alaska State Historic Preservation Officer. 2016. Concurrence with Finding of No Historic Properties Affected, October 27, 2016. On file at DOT&PF.

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

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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:
McGrath Airport Reconstruction and Erosion Control
TBD/CFAPT000063
Finding of No Historic Properties Affected
September 24, 2019
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 Alaskan Region Airports Division of the Federal Aviation Administration (FAA), is proposing to reconstruct the paved surface areas and install erosion protection at the McGrath Airport in McGrath, Alaska. The proposed project is located in Sections 7-8, 18-19, Township 33N, Range 33 W, of the Seward Meridian on USGS Quad McGrath D-6. Figure 1 illustrates the project's location information.

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
The project consists of the following:

- Reconstruct Runway 16/34, taxiways A, B, D, H, and I, and the airport apron
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- Relocate utilities
- Obtain an easement from ADNR for the revetment installation in the Kuskokwim River
- Vegetation clearing and grubbing
- Relocate wind cone and segmented circle

Area of Potential Effect
The Area of Potential Effect (APE) consists of a direct APE, which includes all areas of ground disturbing activities, ingress and egress, equipment staging, haul routes, barge landings, and materials sites (Figures 2a, 2b and 2c). In the airport vicinity (Figure 2a) ground disturbing activities include areas where pavement and subfill will be rehabilitated; runway markings, lights and signs replaced; utilities relocated as needed; and improve drainage from runways, taxiways and the apron. DOT&PF will install erosion protection in the form of rip rap adjacent to the airport off the south end of the north-south runway on the banks of the Kuskokwim River as shown in Figure 2a. Existing roads will be used for haul routes during construction. The segmented circle and wind cone will be removed and a new segmented circle and wind cone will be erected at the location indicated. The barge landing (Figure 2a) will be used to transport equipment and materials for the airport project but no changes will be made to the existing municipal facility. Except for the riprap revetment, all proposed work would consist of replacing existing airport infrastructure in-kind.

Figure 2b shows the indirect APE where noise, light, and dust could cause effects during construction.

Figure 2c shows the fill material sources and the connecting road for delivery of materials to the airport construction site. Direct effects could occur in the material quarries; however, these are existing material sources operated by private parties responsible for their own permitting. Indirect effects could occur adjacent to the road and material sources but these would only occur during operation of the quarry sites while the project is under construction.

There are no built environments in the vicinity of the proposed riprap revetment area, runways, taxiways and aprons. Material handling at the barge landing area, sand source, rock source and haul routes the activities will be of short duration in areas already used for transportation of bulk freight.

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 APE for the project, including the airport, barge landing, and rip rap erosion protection area. No AHRS sites were located at the private quarry sites, along the haul routes between the quarry sites, the barge landing or airport. Consultation with Doyon indicated no unreported sites of significance in the project areas of potential effect.

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
Consultation began with the geotechnical survey of the airport site submitted on October 4, 2016 to the State Historic Preservation Officer (SHPO), the City of McGrath, McGrath Native Village, MTNT,

Ltd., Doyon, Ltd., and the Tanana Chiefs Conference. The SHPO responded on October 27, 2016 with a concurrence on the finding of no historic properties affected. The City of McGrath responded by letter of October 7, 2016 their approval of the project supported by a McGrath City Council Resolution, dated August 31, 2016, in support of the overall project.

The following consulting parties received initiation of consultation letters submitted April 7, 2017: the State Historic Preservation Officer (SHPO), the City of McGrath, McGrath Native Village, MTNT, Ltd., Doyon, Ltd., and the Tanana Chiefs Conference. Doyon replied by email (Richards 2017) that they were not aware of any archaeological or historical sites in the vicinity of the airport other than those listed in the AHRS files. No other parties responded.

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

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In Reply Refer To:
McGrath Airport Reconstruction and Erosion Control
TBD/CFAPT000063
Finding of No Historic Properties Affected
September 24, 2019

President Melody Magnuson-Strick
MTNT, Limited
P.O. Box 309
McGrath, AK 99627

Dear President Magnuson-Strick,

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 reconstruct the paved surface areas and install erosion protection at the McGrath Airport in McGrath, Alaska. The proposed project is located in Sections 7-8, 18-19, Township 33N, Range 33 W, of the Seward Meridian on USGS Quad McGrath D-6. Figure 1 illustrates the project's location information.

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).

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The project consists of the following:

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Area of Potential Effect

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Figure 2c shows the fill material sources and the connecting road for delivery of materials to the airport construction site. Direct effects could occur in the material quarries; however, these are existing material sources operated by private parties responsible for their own permitting. Indirect effects could occur adjacent to the road and material sources but these would only occur during operation of the quarry sites while the project is under construction.

There are no built environments in the vicinity of the proposed riprap revetment area, runways, taxiways and aprons. Material handling at the barge landing area, sand source, rock source and haul routes the activities will be of short duration in areas already used for transportation of bulk freight.

Identification Efforts
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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:
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Figure 2: Area of Potential Effect Map

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In Reply Refer To:
McGrath Airport Reconstruction and Erosion Control
TBD/CFAPT000063
Finding of No Historic Properties Affected
September 24, 2019

Ms. Alice Dale, First Chief
McGrath Native Village
P.O. Box 134
McGrath, AK 99627

Dear Ms. Dale,

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 reconstruct the paved surface areas and install erosion protection at the McGrath Airport in McGrath, Alaska. The proposed project is located in Sections 7-8, 18-19, Township 33N, Range 33 W, of the Seward Meridian on USGS Quad McGrath D-6. Figure 1 illustrates the project's location information.

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There are no built environments in the vicinity of the proposed riprap revetment area, runways, taxiways and aprons. Material handling at the barge landing area, sand source, rock source and haul routes the activities will be of short duration in areas already used for transportation of bulk freight.

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 APE for the project, including the airport, barge landing, and rip rap erosion protection area. No AHRS sites were located at the private quarry sites, along the haul routes between the quarry sites, the barge landing or airport. Consultation with Doyon indicated no unreported sites of significance in the project areas of potential effect.

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.

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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

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Electronic cc w/ enclosures:
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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:
McGrath Airport Reconstruction and Erosion Control
TBD/CFAPT000063
Finding of No Historic Properties Affected
September 24, 2019

Jeff Filut, Senior Lands Specialist
Doyon, Limited
1 Doyon Place, Suite 300
Fairbanks, AK 99701-2941

Dear Mr. Filut

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 reconstruct the paved surface areas and install erosion protection at the McGrath Airport in McGrath, Alaska. The proposed project is located in Sections 7-8, 18-19, Township 33N, Range 33 W, of the Seward Meridian on USGS Quad McGrath D-6. Figure 1 illustrates the project's location information.

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
The project consists of the following:

- Reconstruct Runway 16/34, taxiways A, B, D, H, and I, and the airport apron
- Replace runway and taxiway lighting and airport signs
- Install erosion protection (revetment) off the south end of Runway 34
- Improve drainage
- Relocate utilities
- Obtain an easement from ADNR for the revetment installation in the Kuskokwim River
- Vegetation clearing and grubbing
- Relocate wind cone and segmented circle

Area of Potential Effect

The Area of Potential Effect (APE) consists of a direct APE, which includes all areas of ground disturbing activities, ingress and egress, equipment staging, haul routes, barge landings, and materials sites (Figures 2a, 2b and 2c). In the airport vicinity (Figure 2a) ground disturbing activities include areas where pavement and subfill will be rehabilitated; runway markings, lights and signs replaced; utilities relocated as needed; and improve drainage from runways, taxiways and the apron. DOT&PF will install erosion protection in the form of rip rap adjacent to the airport off the south end of the north-south runway on the banks of the Kuskokwim River as shown in Figure 2a. Existing roads will be used for haul routes during construction. The segmented circle and wind cone will be removed and a new segmented circle and wind cone will be erected at the location indicated. The barge landing (Figure 2a) will be used to transport equipment and materials for the airport project but no changes will be made to the existing municipal facility. Except for the riprap revetment, all proposed work would consist of replacing existing airport infrastructure in-kind.

Figure 2b shows the indirect APE where noise, light, and dust could cause effects during construction.

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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:
McGrath Airport Reconstruction and Erosion Control
TBD/CFAPT000063
Finding of No Historic Properties Affected
September 24, 2019

Mayor Ralph Morgan
City of McGrath
PO Box 30
McGrath, AK 99627

Dear Mayor Morgan,

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Sincerely,

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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 EN□IRONMENTAL GROUP	SCALE: NTS DATE: □/20/16 BY K SHEA	MCGRATH AIRPORT PAVEMENT REHABILITATION AND EROSION CONTROL PROJECT NO. CFAPT00063 LOCATION AND VICINITY MAP MCGRATH, ALASKA	FIGURE 1

AIRPORT PROPERTY BOUNDARY

KUSKOKWIM RIVER

BORROW AREA

BORROW AREA

CONTRACTOR STAGING

WASTE DISPOSAL/
BORROW AREA

PROPOSED ALTERNATE
SEGMENTED CIRCLE LOCATION

EXISTING SEGMENTED CIRCLE
TO BE RELOCATED

HAUL ROUTE

HAUL ROUTE

PROPOSED ALTERNATE
SEGMENTED CIRCLE LOCATION

EROSION CONTROL AREA

RUNWAY PAVEMENT

HAUL ROUTE

PROPOSED SEGMENTED
CIRCLE LOCATION

APRON AND TAXIWAY
PAVEMENT

CONTRACTOR STAGING AREA

RAP DISPOSAL AREA

SREB EXPANSION

AIRPORT PROPERTY BOUNDARY

KUSKOKWIM RIVER

HAUL ROUTE

TAXIWAY PAVEMENT

BARGE LANDING

AIRPORT PROPERTY BOUNDARY

HAUL ROUTE

HAUL ROUTE

TO NOIR HILL
MATERIAL SITE

BORROW SITES / DISPOSAL AREAS

CONTRACTOR STAGING / BARGE LANDING

PROJECT PAVEMENT LIMITS

PROJECT EROSION PROTECTION AREA

HAUL ROUTE

300' 150' 0 300' 600'

BY	DATE	REVISION

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

MCGRATH AIRPORT
MCGRATH, ALASKA
MCGRATH AIRPORT RECONSTRUCTION AND EROSION PROTECTION
PROJECT NO. CFAPT00063
DIRECT AREA OF POTENTIAL EFFECT
FIGURE 2A

DATE: 9/17/2019
SHEET: 1 OF 1

Designed By: MAR
Drawn By: RKB
Checked By: JRB

Date Revised: 9/17/2019, 4:30 PM
Layout Name: FIGURE 2A
File Path and Names: W:\Projects\McGrath\McGrath Reconstruct 00063\Final Drawings\Figures\McGrath APE Diagram 9-17-19.dwg

KUSKOKWIM RIVER

HAUL ROUTE

HAUL ROUTE

HAUL ROUTE

HAUL ROUTE

AIRPORT PROPERTY BOUNDARY

BARGE LANDING

HAUL ROUTE

TO NOIR HILL
SEE FIGURE 2B

KUSKOKWIM RIVER

PRELIMINARY AREA OF POTENTIAL EFFECT

PROJECT PAVEMENT LIMITS

PROJECT EROSION PROTECTION AREA

HAUL ROUTE

300' 150' 0 300' 600'

BY	DATE	REVISION

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

MCGRATH AIRPORT
MCGRATH, ALASKA
MCGRATH AIRPORT RECONSTRUCTION AND EROSION PROTECTION
PROJECT NO. CFAPT00063
INDIRECT AREAS OF POTENTIAL EFFECT
FIGURE 2B

DATE: 9/17/2019
SHEET: 1 OF 1

Designed By: MAR
Drawn By: RKB
Checked By: JRB

Date Revised: 9/17/2019, 4:30 PM
Layout Name: FIGURE 2B
File Path and Name: W:\Projects\McGrath\McGrath Reconstruct 00063\Final Drawings\Figures\McGrath APE Diagram 9-17-19.dwg

Designed By: MAR
Drawn By: RKB
Checked By: JRB

Date Revised: 9/17/2019, 4:30 PM
Layout Name: FIGURE 2C
File Path and Name: W:\Projects\McGrath\McGrath Reconstruct 00063\Final Drawings\Figures\McGrath APE Diagram 9-17-19.dwg

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
PRELIMINARY DESIGN AND ENVIRONMENTAL GROUP

MCGRATH AIRPORT
MCGRATH, ALASKA
MCGRATH AIRPORT RECONSTRUCTION AND EROSION PROTECTION
PROJECT NO. CFAPT00063
MATERIAL SOURCES AND ROUTES
FIGURE 2C

DATE: 9/17/2019
SHEET: 1 OF 1

Responses Regarding Findings Letters

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 MLR
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)

SENT BY E-MAIL
DATE 10/7/19

In Reply Refer To:
McGrath Airport Reconstruction and Erosion Control
TBD/CFAPT000063
Finding of No Historic Properties Affected
September 24, 2019
ATTENTION: This finding contains no (0) DOE(s)

RECEIVED
SEP 30 2019
OHA

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

Dear Ms. Bittner,

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2019-011855

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Sincerely,

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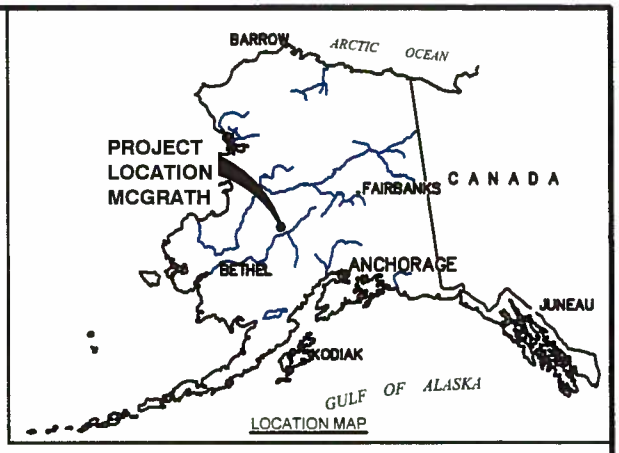
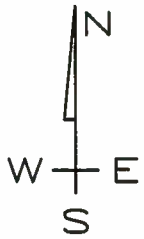




STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES PRELIMINARY DESIGN AND ENVIRONMENTAL GROUP	SCALE: NTS DATE: 9/20/16 BY: K SHEA	MCGRATH AIRPORT PAVEMENT REHABILITATION AND EROSION CONTROL PROJECT NO. CFAPT00063 LOCATION AND VICINITY MAP MCGRATH, ALASKA	FIGURE 1

Hilsinger, Erik D (DOT)

From: Sarah McClellan <administrator@cityofmcgrath.org>
Sent: Friday, October 4, 2019 1:07 PM
To: Hilsinger, Erik D (DOT)
Cc: ralph morgan; Strick, Steffen (DOT); publicworks@cityofmcgrath.org; Kimberly Wortman
Subject: McGrath Airport and Erosion Control

Dear Eric,
The City of McGrath received your letter referring to the McGrath Airport Reconstruction and Erosion Control project and remains in full support of the project.

I do want to express concern for one leg of the freight / rock hauling route near Anderson Park. The access road along the riverbank from the Barge Landing to the park has suffered severe erosion and may not be safe for heavy vehicles.

If the Barge landing is to be used, the City suggests an alternate access through State property to connect the Barge Landing with Goog's Haul Road. The City would be willing to grant access through City land (at the Barge Landing/old swimming hole location) to connect to Goog's haul Road through a parcel of State land (Tract C Dishna Subdivision Plat 2009-2). This would avoid running vehicles or equipment along the eroding riverbank below Anderson Park.

I am out of the office Oct 7 to 11, but will follow-up with you when I return.

Sincerely, Sarah

--

Sarah E. McClellan, City Administrator

CITY OF MCGRATH / ADMINISTRATION

PO Box 30

McGrath, Alaska 99627

Main Number: (907) 524-3825

Fax Number: (907) 524-3536

Hilsinger, Erik D (DOT)

From: Gina McKindy <Gina.McKindy@tananachiefs.org>
Sent: Wednesday, October 9, 2019 3:27 PM
To: Hilsinger, Erik D (DOT)
Subject: McGrath Airport Reconstruction and Erosion Control
Attachments: support letter erosion DOT.pdf

Importance: High

Mr. Hilsinger,

Good afternoon. I am writing in response to your letter that was dated September 24, 2019. I have attached the original email that was sent to Mr. Kemplen in support of the project from McGrath Native Village Council. MNVC is agreement on the finding of no historic properties affected.

Please me directly if you should need any additional information or have any questions.

Sincerely,

Gina D. McKindy
Tribal Administrator
McGrath Native Village Council
PO BOX 134
McGrath, AK 99627
907-524-3024 office
907-524-3899 facsimile

_____

From: Gina McKindy
Sent: Friday, September 23, 2016 1:37 PM
To: allen.kemplen@alaska.gov
Subject: Support Letter

Mr. Kemplen,

Attached please find a letter of support regarding the erosion issue in McGrath, AK.

Please contact me if you should have any questions.

Thank you,

Gina D. McKindy
Tribal Administrator
McGrath Native Village Council
PO BOX 134
McGrath, AK 99627
907-524-3024 office
907-524-3899 facsimile

McGrath Native Village Council
P.O. Box 134
McGrath, Alaska 99627
(907) 524-3024 – Fax (907) 524-3899

September 23, 2016

Allen Kemplen
State of Alaska
Department of Transportation & Public Facilities
PO BOX 112500
312 Channel Drive
Juneau, AK 9811-2500

Dear Mr. Kemplen:

The tribal members of the McGrath Native Village depend heavily on the McGrath Airport for their economic well-being and access to critical emergency health transportation services. The McGrath Airport serves an important State interest as a staging area for wild land fire-fighting efforts in this part of Alaska. The Kuskokwim River presents an on-going risk to the McGrath Airport access road due to erosion of banks, often exacerbated by periodic flooding. The pavement condition of the main runway and other paved surfaces has deteriorated to levels beyond the point of being addressed by normal preventative maintenance efforts. The Alaska Aviation System Plan classifies the McGrath Airport as a regional Airport because it serves as the transportation and economic hub for several local communities thus necessitating a higher standard of performance, maintenance and preservation of use during extreme events. The McGrath Native Village herby supports the State of Alaska Department of Transportation and Public Facilities in its efforts to obtain funding for improvements to the McGrath Airport that preserve its critical function in the regional economy and welfare of the McGrath Area.

Please feel free to coordinate correspondence through Gina McKindy, Tribal Administrator at 907-524-3024 or electronic mail: gina.mckindy@tananachiefs.org

Respectfully,

Alice Dale
First Chief
McGrath Native Village Council

2019 Post-Findings Letter to SHPO

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:
McGrath Airport Reconstruction and Erosion Control
TBD/CFAPT000063
October 31, 2019

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 Alaskan Region Airports Division of the Federal Aviation Administration (FAA), is proposing to reconstruct the paved surface areas and install erosion protection at the McGrath Airport in McGrath, Alaska. The proposed project is located in Sections 7-8, 18-19, Township 33N, Range 33 W, of the Seward Meridian on USGS Quad McGrath D-6. Figure 1 illustrates the project's location information.

DOT&PF submitted a finding of no historic properties affected (FONHPA) for the project on September 24, 2019. The State Historic Preservation Officer (SHPO) concurred with this finding on October 7, 2019. McGrath Native Village and the City of McGrath responded with support for the project and concerns about condition of the airport and the erosion the project is proposed to mitigate.

As a result of this consultation and other information received subsequent to the findings letter two minor changes are proposed to the project. The City of McGrath requested based on their observations of the condition of the barge landing access road that traffic between the airport and the barge landing be redirected along an existing alternate route, Goog's Haul Road, which is perpendicular to the riverbank, rather than Park Drive, which runs parallel to the beach south of Anderson Park (Figure 2). The city believes this would protect the road, the park, and the safety of drivers.

Data reported by DOT&PF hydrologists indicate that the riprap proposed for the south end of the runway needs to extend beyond airport property into City of McGrath lands (Figure 2). This extension should be up to 20 percent greater in length than the originally proposed erosion protection but offer greater protection to city and airport lands against damaging erosion.

Erik Hilsinger, MA, cultural resources specialist for DOT&PF Central Region, examined the Alaska Heritage Resource Survey online files to determine if these minor project changes would affect known cultural resources. It appears likely that minimizing erosion along the Kuskokwim River between the

barge landing and the original haul route by redirecting truck traffic along Goog's Haul Road will serve to protect Anderson Park and MCG-00025, Wasillie Esai's Grave. MCG-00025 is located in the wooded parcel east of the ballfields; the verbal description of its location puts it on the wooded parcel, while the latitude and longitude put the location of the site in the center outfield of the ballpark. Avoiding Park Drive may delay river erosion into the park and MCG-00025. No other resources are in the vicinity of the project changes.

DOT&PF is providing this information for the SHPO's records and is not seeking concurrence with a finding at this time. These changes are minor in extent and serve to protect resources important to the community for economic and cultural reasons at the request of the community. If you have questions or concerns about this project please email erik.hilsinger@alaska.gov or call at (907) 269-0534.

Sincerely,

Erik D Hilsinger, MA
Central Region Cultural Resources Specialist
Alaska Department of Transportation and Public Facilities

Enclosures
- Figure 1: Location and Vicinity Map
- Figure 2: McGrath Airport Areas of Potential Effect

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

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES PRELIMINARY DESIGN AND EN□IRONMENTAL GROUP	SCALE: NTS DATE: □/20/16 BY K SHEA	MCGRATH AIRPORT PAVEMENT REHABILITATION AND EROSION CONTROL PROJECT NO. CFAPT00063 LOCATION AND VICINITY MAP MCGRATH, ALASKA	FIGURE 1

W:\Environmental\Environmental Project Dwgs\57207 McGrath Airport pavement Rehab\57207 fig 1 location vic.dwg, 9/21/2016 8:25:40 AM, DWG To PDF.pc3

AIRPORT PROPERTY BOUNDARY

KUSKOKWIM RIVER

BORROW AREA

BORROW AREA

CONTRACTOR STAGING

WASTE DISPOSAL/
BORROW AREA

Extended Erosion
Protection-riprap

EXISTING SEGMENTED CIRCLE
TO BE RELOCATED

HAUL ROUTE

HAUL ROUTE

EROSION CONTROL AREA

RUNWAY PAVEMENT

CONTRACTOR STAGING

HAUL ROUTE

APRON AND TAXIWAY
PAVEMENT

PROPOSED SEGMENTED
CIRCLE LOCATION

CONTRACTOR STAGING AREA

SREB EXPANSION

AIRPORT PROPERTY BOUNDARY

KUSKOKWIM RIVER

Extended Erosion
Protection-riprap

HAUL ROUTE

TAXIWAY PAVEMENT

HAUL ROUTE

BARGE LANDING

AIRPORT PROPERTY BOUNDARY

HAUL ROUTE

City of McGrath
Preferred Haul
Route

TO NOIR HILL
MATERIAL SITE

BORROW SITES / DISPOSAL AREAS

CONTRACTOR STAGING / BARGE LANDING

PROJECT PAVEMENT LIMITS

PROJECT EROSION PROTECTION AREA

HAUL ROUTE

300' 150' 0 300' 600'

BY	DATE	REVISION

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

MCGRATH AIRPORT
MCGRATH, ALASKA
MCGRATH AIRPORT RECONSTRUCTION AND EROSION PROTECTION
PROJECT NO. CFAPT00063
DIRECT AREA OF POTENTIAL EFFECT
FIGURE 2

DATE: 10/22/2019
SHEET: 1 OF 1

Designed By: MAR
Drawn By: RKB
Checked By: JRB

Date Revised:
Layout Name: 10/22/2019, 2:31 PM
File Path and Names: FIGURE 2A
W:\Projects\McGrath\McGrath Reconstruct 00063\Final Drawings\Figures\McGrath APE Diagram 9-17-19.dwg

Hilsinger, Erik D (DOT)

From: Rollins, Mark W (DNR)
Sent: Wednesday, November 13, 2019 1:22 PM
To: Hilsinger, Erik D (DOT)
Subject: McGrath Airport Reconstruction and Erosion Control, TBD/CFAPT000063

3130-1R FHWA
RevComp ID# 2019-01185

Good afternoon Erik,
The Alaska State Historic Preservation Office (AK SHPO) received your correspondence (dated October 31, 2019) on November 1, 2019. Following our review of the documentation provided, we have no concerns or comments at this time. Thank you for providing our office with the updated information for our records and for working with the local community to protect resources.

Cheers,
-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

Appendix C: Section 4(f) Documentation

From: keith.gordon@faa.gov
To: Fernandez, Elena R (DOT)
Subject: RE: McGrath Airport Rehab and Erosion Protection: Section 4(f) and wetlands
Date: Monday, August 13, 2018 3:53:14 PM

Elena,

On August 13, 2018 FAA reviewed the proposed McGrath Airport rehabilitation project in relation to Section 4(f) of the Transportation Act of 1966 and Section 6 (f) of the Land and Water Conservation Fund.
FAA also reviewed the Alaska OHA cultural resources database for known cultural resources. None were identified in either area (Anderson Park, Sand Island Recreation Area).
FAA has determined that re Anderson Park, while a 4 (f) resource, FAA's initial assessment determined that there would be no physical or constructive use. While Anderson Park is a 6(f) property, as no physical or constructive use under 4(f) would occur and no cultural resource protected under Section 106 of the NHPA would be affected, no 6(f) impact would occur.
FAA also determined that Sand Island does not potentially qualify as a significant 4(f) resource, nor does 6(f) apply to it.

From: Fernandez, Elena R (DOT) <elena.fernandez@alaska.gov>
Sent: Wednesday, August 08, 2018 1:33 PM
To: Gordon, Keith (FAA) <keith.gordon@faa.gov>
Subject: McGrath Airport Rehab and Erosion Protection: Section 4(f) and wetlands

Hi Keith,

As I'm working through the focused EA for this project, I find myself with a few questions.

Section 4(f) and 6(f)
I talked with Sarah McClellan, the city administrator, about recreation areas near the project. There are two areas (see attached figure) that are used for recreation purposes by residents in McGrath. Attributes of these areas are summarized below.

	Sand Island Recreation Area	Anderson Park (McGrath City Park)
Location	The end of Pat Norback Memorial Highway, between the Kuskokwim River and the McGrath Airport property	Intersection of Goog's Haul Road and Park Avenue, located about 2000 feet southeast of the runway.
Description	Undeveloped land; however, aerial imagery shows ATV trails throughout property	Picnic area with pavilion, swimming area, baseball field, trails, and a stage
Property Function	Undeveloped land	Park
Ownership/ Management	Privately owned: MTNT, Inc. (surface rights), Doyon, Ltd. (subsurface rights)	City of McGrath
Open	Year-round; Heavily used late spring through fall	Year-round; Heavily used spring and summer
Size	27 acres (estimated)	14.43 acres
Access	Motor vehicle, watercraft, pedestrian, ATV	Motor vehicle, ATV, pedestrian
Activities	Spring/Summer: hunting, ATV, camping, picnicking, berry picking, canoeing/kayaking	Spring/Summer: music festival, picnicking, baseball/softball, walking

	Winter: hunting, dog mushing	Winter: dog mushing, snowshoeing

Because the "Sand Island Recreation Area" is privately owned per BLM land patents #50-2005-0352 and 50-2005-0353, it does not qualify for protection under US DOT Act Section 4(f). However, Anderson Park is also a 6(f) property and is located about 2000 feet from the proposed erosion protection area. We are not anticipating a "use" or a "conversion of use" of the property for this project, as we're not going to physically occupy a portion of the park nor are we changing the airport facility in such a way as it would hinder the use of the park (i.e., constructive use).

For the document, I've been using Tooksook Bay Airport EA as a model for addressing Section 4(f); however, I am unsure what additional documentation is needed from DOT&PF's end: do we have to initiate a consultation with the City of McGrath, or would this come directly from FAA? Is a Section 4(f) consultation even needed, since the direct actions of project construction Is there another model/example you would like me to follow to address this impact category?

Wetlands

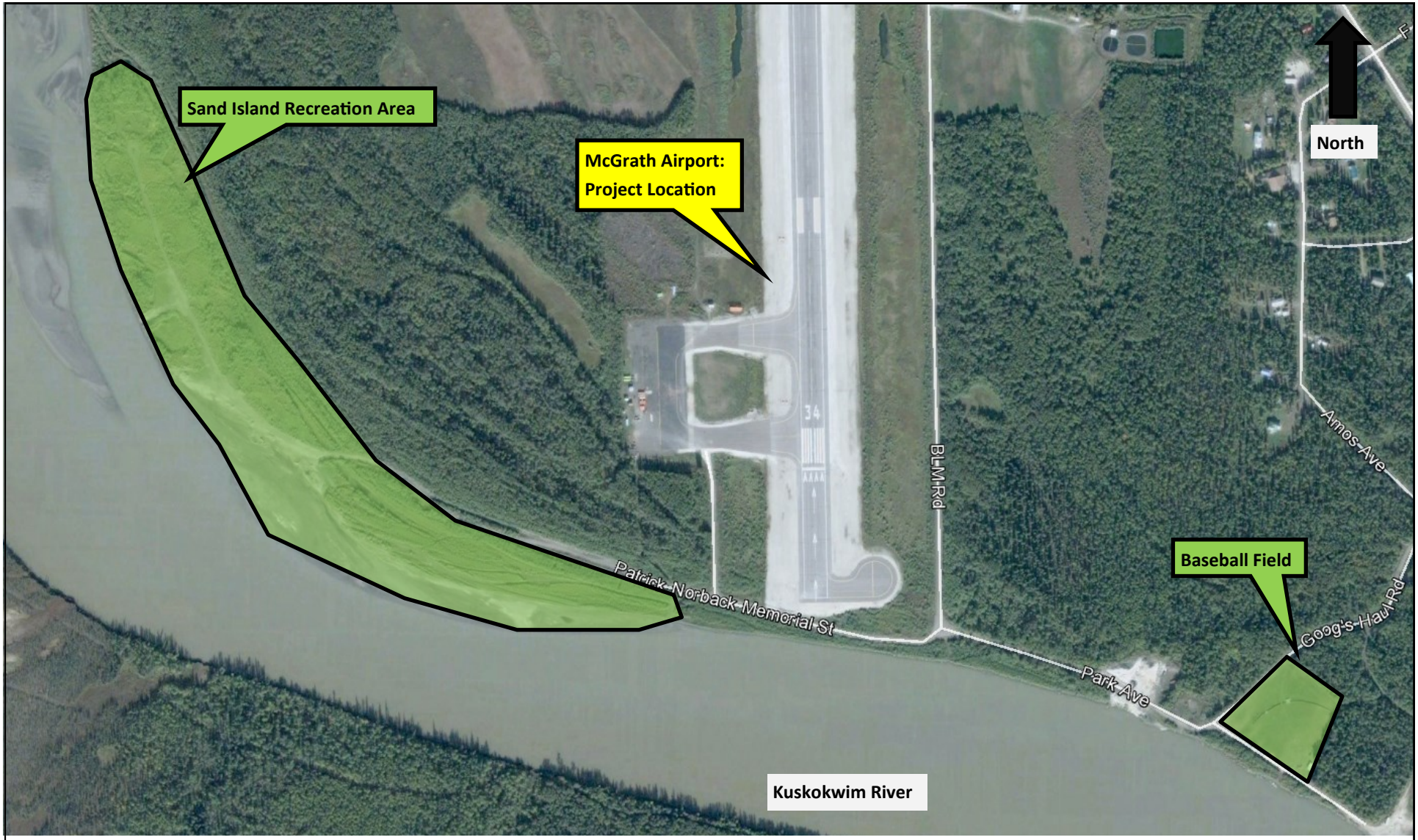
According to the National Wetland Inventory, there are wetlands adjacent to the runway and along the haul road to the Noir Hill material site. Based on the project scope, we will not be working within these wetlands.

The installation of riprap for erosion protection in the Kuskokwim River would occur below OHW and onto the riverbank. Aerial imagery and the National Wetland Inventory suggests this area is all classified as wetlands. Because this is riparian habitat and the riprap would be installed below OHW, I was not planning to do a field delineation for the permit or the document. Is this a valid approach, or is a delineation still necessary for the environmental document?

Thanks for your help.

Cheers,
Elena

Elena Fernandez
Environmental Impact Analyst
Alaska Dept. of Transportation and Public Facilities
Preliminary Design and Environmental Section
P.O. Box 196900, Anchorage, Alaska 99519-6900
Phone 907.269.0527| Fax 907.243.6927



STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES PRELIMINARY DESIGN AND ENVIRONMENTAL GROUP	McGrath Airport Rehabilitation and Erosion Control PROJECT NO. CFAPT00063 Known Parks and Recreation Areas Near the Airport STATE OF ALASKA	FIGURE 1

Appendix D: EFH Assessment

McGrath Airport Pavement Rehabilitation and Erosion Control

Essential Fish Habitat Assessment

Project No. CFAPT00063

Elena Fernandez, Heidi Zimmer, and Ryan Riddle
Central Region DOT&PF Environmental Analysts

Essential Fish Habitat Assessment: McGrath Airport Reconstruction and Erosion Control

Introduction

The Alaska Department of Transportation and Public Facilities (DOT&PF) proposes to reconstruct airport facilities and install erosion protection measures at the McGrath Airport, located in McGrath, Alaska. The proposed project is located within Sections 7-8 and 17-19, Township 33 North, Range 33 West, Seward Meridian on USGS Quad McGrath D-6 (Figure 1). Erosion protection improvements would be installed along the shore of the Kuskokwim River at the south end of the McGrath Airport access road. The Kuskokwim River is an anadromous waterbody and is designated as Essential Fish Habitat (EFH).

This assessment describes the project's potential impact on designated EFH within the project area. It also describes measures incorporated into the project design and construction plans to avoid, minimize, or otherwise offset potential adverse effects to EFH.

Purpose and Need

The purpose of the proposed project is to reconstruct RW 16/34, taxiways, and heavy aircraft apron pavements and protect RW 16/34 from erosion to extend the service life, improve safety, and reduce maintenance of the McGrath Airport and associated facilities. RW 16/34, taxiways, and heavy aircraft apron have extensive cracking that are beyond routine maintenance. The current lighting system and airport signs are beyond their service life and are in need of replacement. The Kuskokwim River bank adjacent to the access road at the south end of the runway has eroded to within 7 feet (measured in October 2019) of the access road from 24 feet (measured in September 2014) and this rapid rate of erosion is expected to continue. Erosion protection is needed to protect the access road and the runway embankment from further erosion.

Proposed Action

The proposed project would include the following improvements:

- Reconstruct Runway (RW) 16/34 and Heavy Aircraft Apron
- Reconstruct and reconfigure Taxiway (TW) D and TW H
- Reconstruct Taxilane (TL) B and convert the turnaround into an apron
- Reconfigure the north GA Apron at the TW D and TL B intersection
- Reconstruct, realign, and narrow TW A
- Reconstruct and regrade RW Safety Area (RSA)
- Install erosion protection, wind cone and segmented circle, lighted supplemental wind cone, rotating beacon with a tip-down pole, and antenna
- Relocate access road and fencing
- Remove lighted wind cone and segmented circle and existing unlighted wind cone
- Replace RW and TW lighting, airport signs, RW 16 VASI with a PAPI, and east REILS
- Construct a single-bay Snow Removal Equipment Building (SREB) expansion
- Improve existing trail for hauling

Proposed activities in the Kuskokwim River would involve keying-in riprap along the riverbank and below ordinary high water (OHW). This work would deposit approximately 28,800 cubic yards of riprap over 4.75 acres below OHW, extending approximately 1,500 feet along the riverbank and 80 feet into the Kuskokwim River (Figures 2 and 3). The exact methodology of riprap installation would be left up to the contractor.

Current Site Conditions

The McGrath Airport, owned by DOT&PF, is located in the village of McGrath, about 220 air miles northeast of Anchorage. McGrath is located in a meander on the south bank of the Kuskokwim River near its confluence with the Takotna River. The adjacent terrain is generally flat with areas of mapped freshwater emergent and freshwater forested/shrub wetlands throughout the drainage.

The community (population 346 per the 2010 U.S. Census) is an important transportation, communications, and supply hub for communities along the upper Kuskokwim River (MNVC 2013). Because McGrath is not on a road system, residents rely on aircraft and barge shipments on the Kuskokwim River for importing goods and materials from larger cities such as Fairbanks or Anchorage.

The Kuskokwim River

A review of the Alaska Department of Fish and Game (ADF&G) *Catalog of Waters Important for the Spawning, Rearing, or Migration of Anadromous Fish (1999)* and the *Anadromous Waters Catalog Interactive Mapper* (2011) on September 10, 2018, indicated the Kuskokwim River is an anadromous waterbody located about 270 feet (80 meters) from the north end of the main runway and about seven feet (3 meters) south of the access road, immediately adjacent to the project area.

The Kuskokwim River is the second largest river in Alaska and ninth largest in the United States by discharge volume. The riparian zone near McGrath is moderately to densely forested, dominated by tamarack, white and black spruce, white birch, poplar, and cottonwood (Dorava 1994). Thick undergrowth consists of willow and alder, with mosses and shrubs present in lowland areas (Dorava 1994). Hydrologic characteristics of the Kuskokwim River are summarized in Table 1.

Table 1. Physical characteristics of the Kuskokwim River near McGrath, Alaska. ([a] Harper et al. 2009; [b] ADF&G 2018b; [c] Wang 1999; [d] Dorava 1994.)

Physical Characteristics	Kuskokwim River
Headwaters [a]	Alaska Range at Medfra, northwest side of Denali
River Outlet [a]	Bering Sea
Total River Length [a, b]	1,498 river kilometers (724 miles)
River Width (at project, from aerial imagery)	Between about 257 meters and 350 meters (about 840 feet and 1200 feet)
Drainage area [c]	At McGrath: 11,700 km^2 Total drainage area: 124,319 km^2
Discharge volume in cubic meters/second (m^3/s) at McGrath (data from 1964-1974) [d]	Maximum discharge: 2,000 m^3/s Mean annual discharge: 378 m^3/s

Fish Species Present

Under Alaska Statute (A.S.) 41.14.870(a), the ADF&G Deputy Commissioner designates waterbodies that are considered important for the spawning, rearing, or migration of anadromous fish species. These waterbodies are outlined in the *Catalog of Waters Important for the Spawning, Rearing, or Migration of Anadromous Fish (1999)*. Cataloged anadromous waterbodies are also considered EFH by the National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS). According to the Magnuson-Stevens Fishery Conservation and Management Act (as amended through October 11, 1996), EFH includes waters and substrate necessary for fish to spawn, feed, or grow to maturity.

According to a November 21, 2019 review of the ADF&G *Anadromous Waters Catalog Interactive Mapper* (2011), the Kuskokwim River provides an important migration path for several anadromous species (Table 2). Resident fish species also found within the Kuskokwim River include burbot, Northern pike, blackfish, Arctic grayling, lamprey, and longnose suckers.

Salmonids are present in Kuskokwim River at various times of the year. In general, adult salmonids are present in the study area during the early summer through late fall while migrating to spawning areas. Juvenile salmonids may be present almost year-round in the study area during their rearing stages and outmigration.

Table 2. Anadromous species found in Kuskokwim River near McGrath, Alaska. (*These species are listed in the ADF&G Anadromous Waters Catalog; however, they do not have associated EFH designated by NOAA NMFS. As such, they will not be discussed further in this assessment.)

Common Name (*Scientific Name*)	Life History Stage
Chum salmon (*Oncorhynchus keta*)	Present
Coho salmon (*O. kisutch*)	Present
Chinook salmon (*O. tshawytscha*)	Present
Pink salmon (*O. gorbuscha*)	Present
Sockeye salmon (*O. nerka*)	Present
Sheefish (inconnu) (*Stenodus nelma*)*	Present
Whitefish (*Corgonous* sp.)*	Present
Humpback whitefish (*C. pidschian*)*	Present
Least cisco (*C. sardinella*)*	Present

Kuskokwim River Salmon Fisheries

The Kuskokwim River drainage is a source of Pacific salmon for the global market. Despite having smaller overall harvests compared to other fisheries in Alaska, an average total of 446,255 Pacific salmon were still harvested in the Kuskokwim Management Area between 2005 and 2014 (Table 3; ADF&G 2016). This results in an annual average exvessel value of about $1,839,658 for the same years (ADF&G 2016). No commercial fishing opportunities are available in McGrath itself. Though it is possible for people to participate in the commercial fisheries downriver, a 2011 ADF&G subsistence survey did not identify anyone who was employed as a commercial fisherman during their interviews (ADF&G 2018a).

Because of McGrath's remote location, almost all households in McGrath participate in subsistence activities (e.g., berry picking, foraging, hunting, and fishing), with about 41% of surveyed households participating in subsistence Pacific salmon fisheries in 2011 (ADF&G 2018a). In 2015, the number of households participating in subsistence Pacific salmon fishing activities increased to about 49% (ADF&G 2016). From 2005-2015, the average annual subsistence harvest of all Pacific salmon species is about 477 fish, predominantly coho salmon (Table 4; ADF&G 2016).

Table 3. Average number of Pacific salmon species harvested in the Kuskokwim Management Area commercial gillnet fisheries (excluding personal use), 2005-2014 (ADF&G 2016).

Pacific salmon species	Number of fish
Chinook salmon (*Oncorhynchus tshawytscha*)	2,755
Sockeye salmon (*O. nerka*)	13,031
Coho salmon (*O. kisutch*)	116,656
Pink salmon (*O. gorbuscha*)	—
Chum salmon (*O. keta*)	58,057

Table 4. Average subsistence harvest of Pacific salmon species reported by citizens of McGrath, Alaska, from 2005-2015 (ADF&G 2016).

Pacific salmon species	Number of fish
Chinook salmon (*Oncorhynchus tshawytscha*)	408
Sockeye salmon (*O. nerka*)	442
Coho salmon (*O. kisutch*)	902
Pink salmon (*O. gorbuscha*)	0
Chum salmon (*O. keta*)	635

Effects on Essential Fish Habitat (EFH)

Excavating and keying-in riprap along 1500 feet of riverbank would result in work below OHW in the Kuskokwim River (Figures 2 and 3). This work below OHW may temporarily affect EFH as a result of increased turbidity and temporary modifications to the river substrate. Though temporary impacts to EFH may occur, permanent adverse changes to substrate, prey availability, and water quality are not anticipated. The proposed project is not anticipated to permanently adversely impact Pacific salmon EFH as it would decrease erosion-related sedimentation and would re-create refuge areas for juvenile fish along the riverbank.

Water Quality

Construction activities would result in a short-term increase in turbidity from suspended sediment. However, because the Kuskokwim River is a glacially turbid river system containing a high sediment load (Harper et al. 2009), the temporary turbidity increase would be negligible. Installing permanent erosion protection (i.e., riprap) would negligibly improve long-term water quality in the Kuskokwim River, as it would slow erosion-related sedimentation.

An Erosion and Sediment Control Plan (ESCP) and Storm Water Pollution Prevention Plan (SWPPP) would be prepared for the proposed project and would include BMPs to be used during construction to stabilize slopes and prevent sedimentation. As such, permanent adverse impacts to water quality are not expected.

Substrate

The proposed project is not anticipated to permanently alter the Kuskokwim River substrate, river channel velocity, or water level. Due to high water levels and flow rates of the Kuskokwim River, it is unlikely that spawning activity or redds (spawning nests) would be found in the immediate vicinity of the project. Tributaries, shallow pools and eddies located downstream could support spawning activity and provide refuge habitat for all five Pacific salmon species. The project would minimize potential impacts to downstream redds and spawning adults by avoiding in-water work during critical spawning periods. Following construction, species that are adapted to these benthic substrates would again utilize the area. However, as the main stem of the Kuskokwim River near the project area is not used for spawning activities by anadromous fish, it is unlikely that the proposed work would impact egg or early juvenile life history stages of salmonids.

In the Kuskokwim River system, juvenile salmonids use substrate, shoreline features (e.g., cut-banks), and riparian vegetation for cover and foraging. In-water work would temporarily disrupt riparian habitat and shoreline features (e.g., cut-banks) used by juvenile fish.

No permanent effects to juvenile rearing habitat are anticipated as a result of the project. Because the river channel is so wide at this location, it is unlikely that the installation of riprap would impact channel velocity or channel depth. Where practicable, disturbed areas would be revegetated with native species recommended by the Alaska Department of Natural Resources' (ADNR) *A Revegetation Manual for Alaska* (2008).

Prey Availability

Adults Pacific salmon do not feed as they migrate from marine waters to their freshwater spawning grounds. As the project area is more than 200 miles upstream from the marine environment, the proposed project would not impact feeding behavior or food supply for adult salmonids.

Depending on the species and life history stage, juvenile salmonids feed on a variety of insects, fish, and plankton (NPFMC et al. 2012). Temporary degradation of water quality during construction may cause some prey to be unavailable; however, these populations should rebound after construction. Prey availability for juvenile salmonids is expected to remain consistent in the long term because channel velocity and water levels are not expected to change.

Proposed Conservation Measures

The following measures have been incorporated into the project design to avoid and minimize potential adverse effects on EFH and anadromous species:

1. Erosion and sediment control measures (e.g., silt fences, erosion matting) would be implemented during construction to minimize water quality impacts to Kuskokwim River and adjacent wetlands. DOT&PF contract provisions would require the contractor to develop and implement a SWPPP to effectively control sedimentation and erosion throughout the project.
2. Measures to control fugitive dust entering wetlands and waters will be implemented such as pre-watering sites prior to excavation, applying a dust palliative, controlling construction air-traffic patterns and haul routes, and covering or otherwise stabilizing fill material stockpiles.
3. Natural substrate would be restored and the current flow regime would be maintained through the construction of the proposed project.
4. Disturbed ground adjacent to the Kuskokwim River would be revegetated with native species where practicable.
5. All other elements of the airport rehabilitation have been designed to avoid wetlands, and existing roads or trails will be used to transport all materials. The existing haul road from the barge landing along the Kuskokwim River is prone to erosion; therefore, a more inland trail will be improved for use as a haul route instead, to avoid further erosion of the road along the river.
6. Materials and equipment will be trucked to the construction site during the winter season when the ground is frozen to minimize erosion and runoff from the haul routes.
7. Fuel would be stored a minimum of 100 feet from any wetland or water body. No vehicles or equipment would be fueled or serviced within 100 feet of the Kuskokwim River or adjacent wetlands, with the exception of "low-mobility" equipment used for sheetpile driving, riprap installation, or other related construction activities. The Hazardous Materials Control Plan would provide a detailed process for fueling equipment within 100 feet of wetlands or the Kuskokwim River.
8. Fueling and service vehicles would be equipped with adequate materials (sorbent pads, booms) to immediately contain fuel spills.
9. Dewatering wastewater would be treated and discharged in a manner that allows sediment adequate time to filter or settle before it is discharged into the Kuskokwim River.
10. DOT&PF would obtain an ADF&G Title 16 Fish Habitat permit and adhere to all permit stipulations.

Agency Coordination

Agency coordination was initiated with a scoping letter sent to ADF&G and NOAA NMFS on April 19, 2017. No comments were received from either agency. DOT&PF will continue to coordinate with resource agencies prior to and during construction in order to insure that potential impacts to fish and fish habitat are minimized.

Agency Determination

DOT&PF, on behalf of the Federal Aviation Administration (FAA), has determined that there would not be a long-term adverse effect on EFH from the project activities due to the following reasons:

1. The proposed project would not result in a permanent change in water levels or channel velocity during low and high flow events.
2. The in-water work is expected to have negligible effect on the overall river characteristics due to the relative size of the permanent erosion protection measures compared to the overall size of the river.
3. Riprap would be keyed into the riverbank and riverbed resulting in nominal change in river channel cross-sectional area.
4. Gravel, silt, and sand deposits would naturally fill any voids in the riprap, resulting in negligible overall change in substrate conditions post-construction.

For these reasons, DOT&PF does not expect adverse impacts to fish migration corridors or spawning and rearing habitat. Any adverse effects to EFH would be minor and temporary, and minimized through the implementation of BMPs and conservation measures.

Figure 1 – Location and Vicinity Map
Figure 2 – Erosion Protection Plan View
Figure 3 – Erosion Protection Section

References

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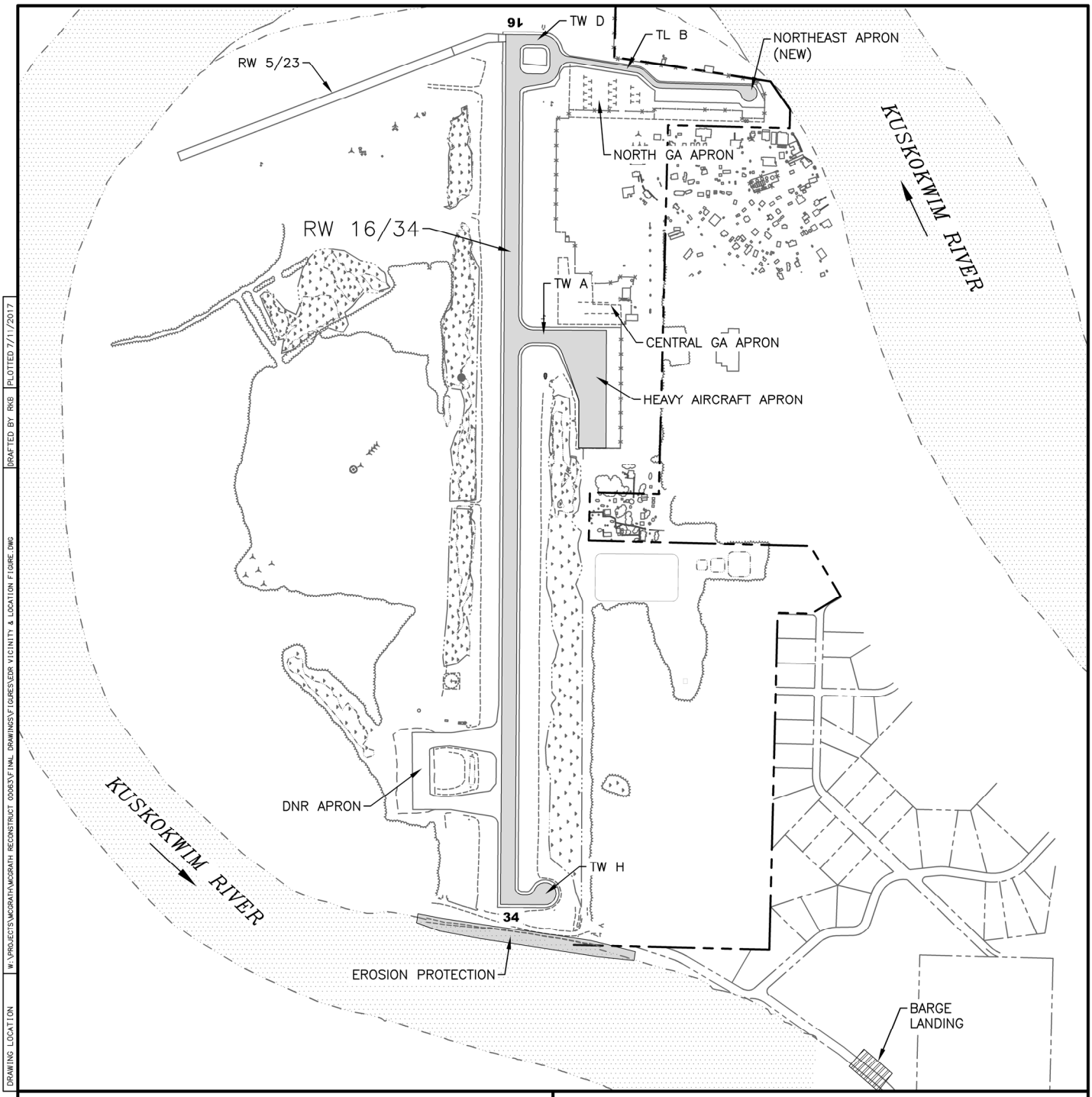
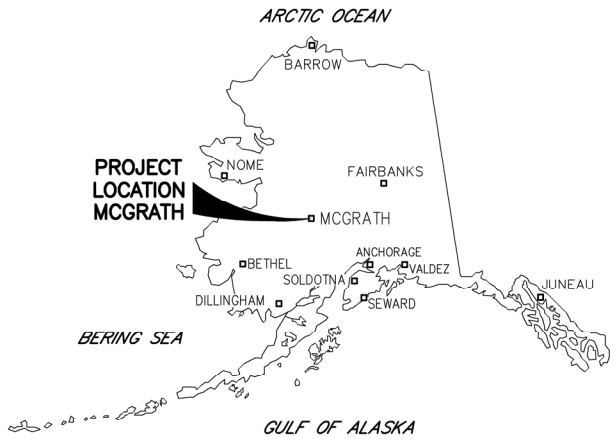


DRAWING LOCATION | W:\PROJECTS\MCGRATH\MCGRATH RECONSTRUCT 00063\SF\FINAL DRAWINGS\FIGURES\EDR VICINITY & LOCATION FIGURE.DWG | DRAFTED BY RKB | PLOTTED 7/11/2017



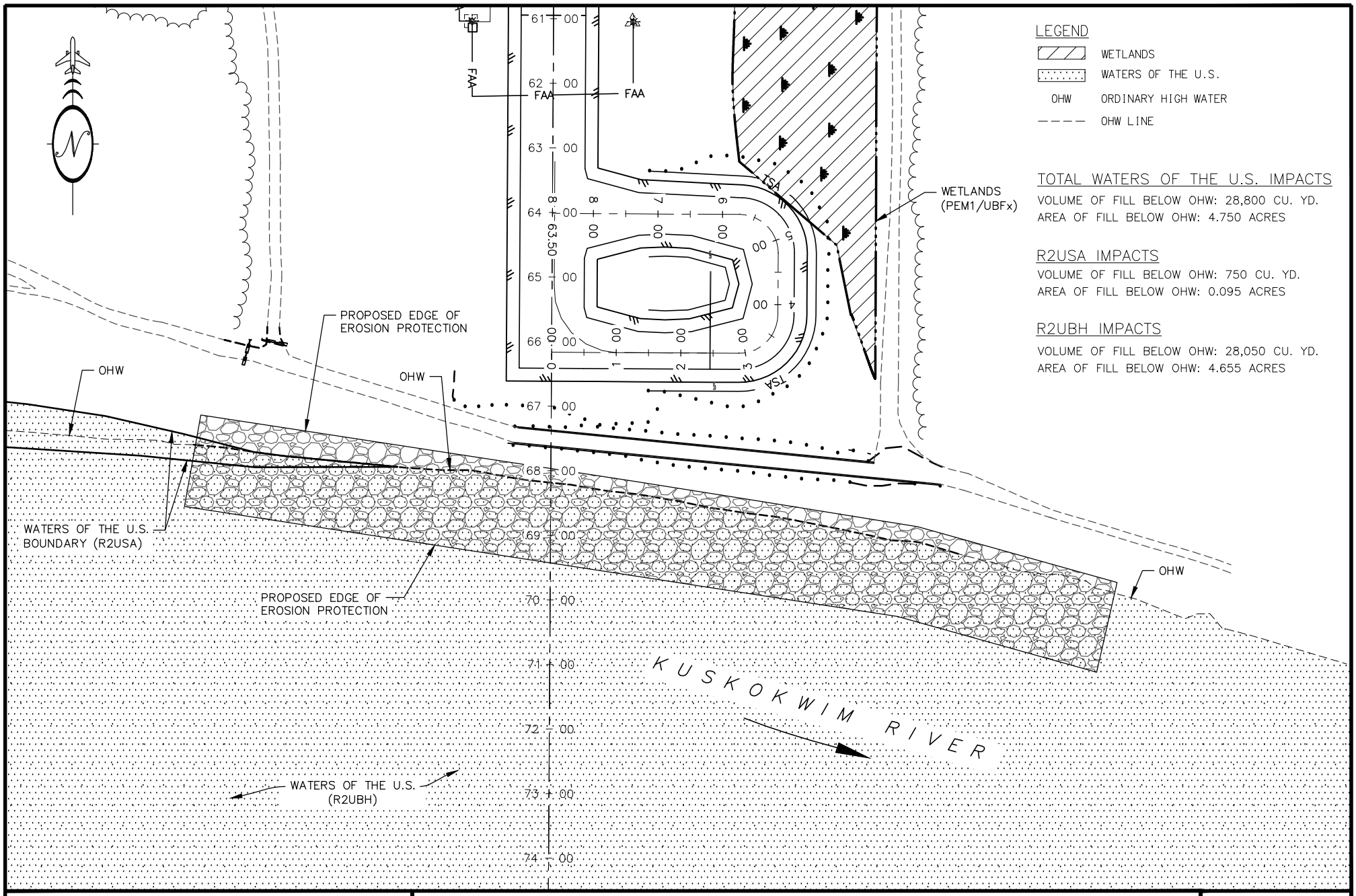
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

FIGURE 1

MCGRATH AIRPORT RECONSTRUCTION AND EROSION PROTECTION

PROJECT NO. CFAPT00063

LOCATION AND VICINITY MAP



200' 100' 0 200'

PROJECT NO.CFAPT00063

MCGRATH AIRPORT RECONSTRUCTION AND EROSION PROTECTION

EROSION PROTECTION PLAN VIEW

FIGURE 2

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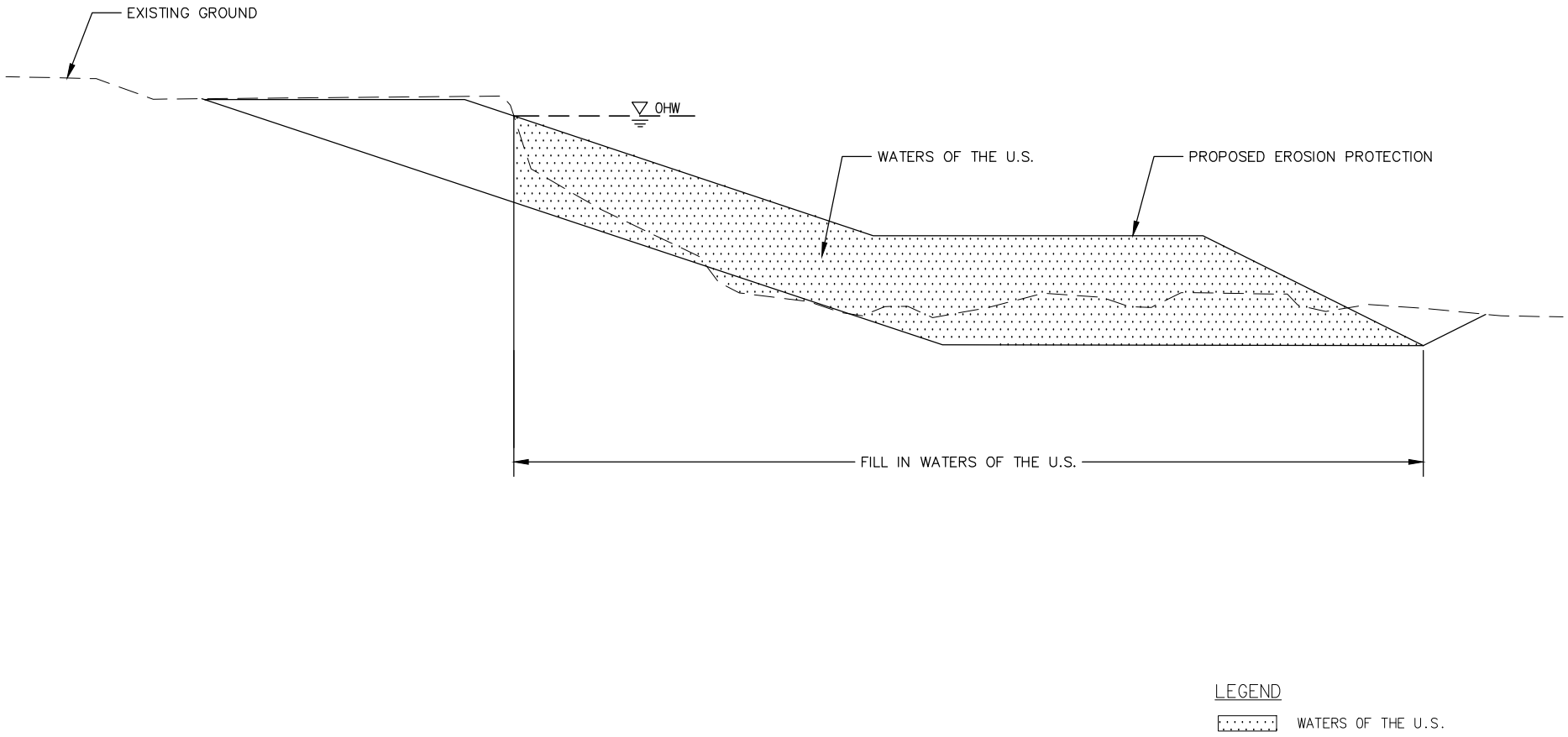


PROJECT NO.CFAPT00063

MCGRATH AIRPORT RECONSTRUCTION AND EROSION PROTECTION

EROSION PROTECTION SECTION

FIGURE 3

W:\PROJECTS\MCGRATH\MCGRATH RECONSTRUCT 00063\FINAL DRAWINGS\FIGURES\ENVIRONMENTAL\EROSION WETLANDS.DWG

Appendix E: FEMA Flood Insurance Rate Map

not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) Report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS Report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study Report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study Report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study Report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 5N. The **horizontal datum** was NAD 83, GRS 1980 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, N/NGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713- 3242**, or visit its website at http://www.ngs.noaa.gov.

Base map information on this map was compiled by Kodiak Mapping, dated 2000, provided by the US Army Corps. of Engineers. This mapping was based on "McGrath NW Base Azimuth Mark" holding an ellipsoidal height of 377.23', as derived by GPS observations performed by Artic Slope Consulting Group in May of 2000.

This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables for multiple streams in the Flood Insurance Study Report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

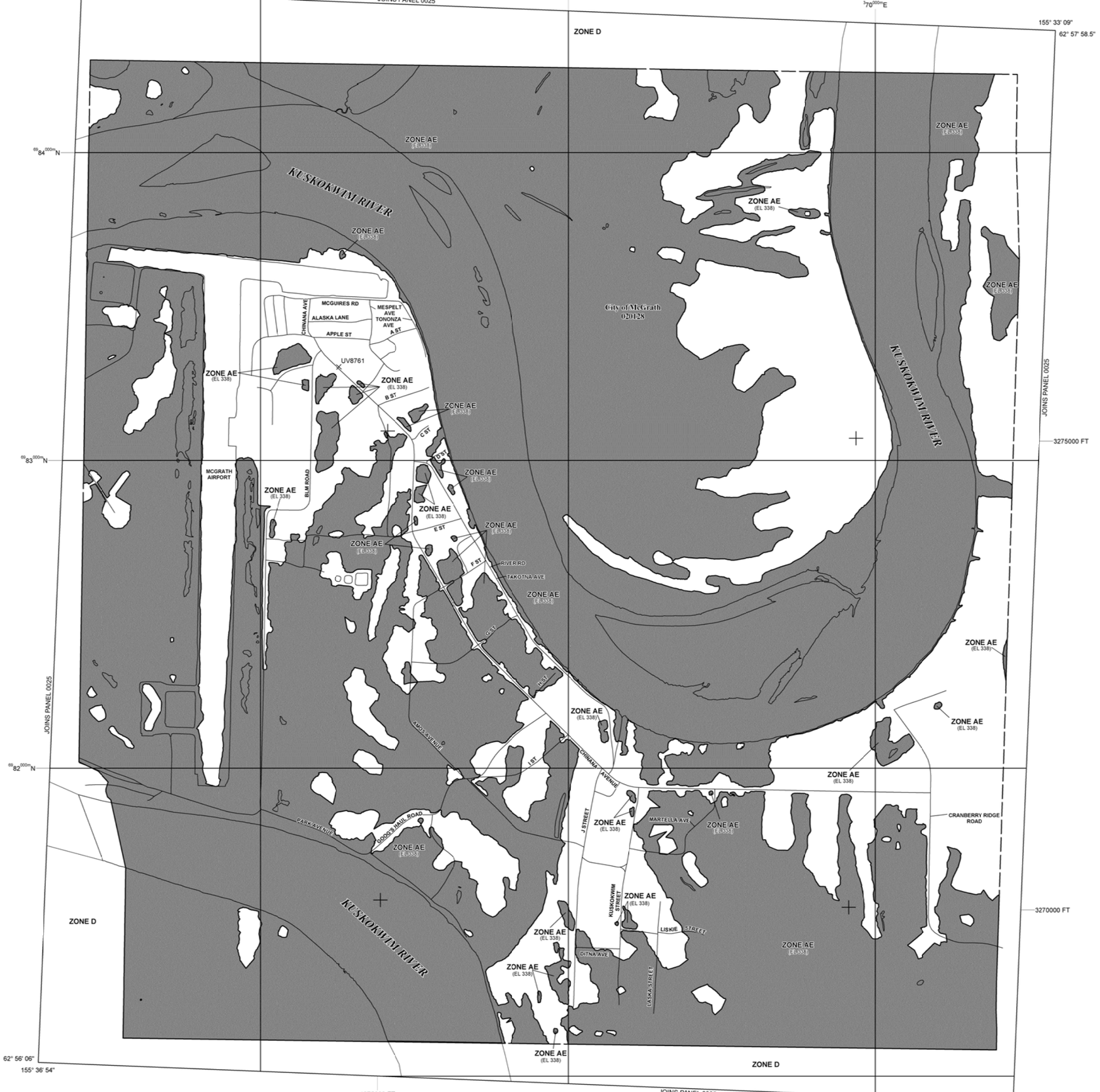
Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map showing the layout of map panels for this jurisdiction.

For information on available products associated with this FIRM visit the **Map Service Center** (MSC) website at http://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the MSC website.

If you have **questions about this map**, how to order products or the National Flood Insurance Program in general, please call the FEMA Map Information eXchange (FMIX) at 1-877-FEMA-MAP **(1-877-336-2627)** or visit the FEMA website at http://www.fema.gov/business/nfip.

The Firm Panel Index for the City of McGrath, AK was modified from FEMA Standard Layout to accommodate a one-printed-panel layout. The layout has been shifted 9 seconds south and 36 seconds east. The 1:6000 scale panels are 3 minutes 45 seconds by 1 minute 52.5 seconds.



The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Areas formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

	1% Annual Chance Floodplain Boundary
	0.2% Annual Chance Floodplain Boundary
	Floodway boundary
	Zone D boundary
	CBRS and OPA boundary
	Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
513	Base Flood Elevation line and value; elevation in feet*
(EL 987)	Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the North American Vertical Datum of 1988

A — A	Cross section line
23 — 23	Transect line
45° 02' 08", 93° 02' 12"	Geographic coordinates referenced to the North American Datum of 1983 (NAD 83) Western Hemisphere
3100000 FT	5000-foot ticks: Alaska State Plane 5 Zone (FIPS Zone 5005), Transverse Mercator projection
4 89 000m N	1000-meter Universal Transverse Mercator grid values, zone 5N
DX5510 ×	Bench mark (see explanation in Notes to Users section of this FIRM panel)
M1.5	River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

MAP REPOSITORY
Takotna Avenue And F Street, Mcgrath, Alaska 99627 (Maps available for reference only, not for distribution.)

INITIAL NFIP MAP DATE
October 4, 2011
FLOOD HAZARD BOUNDARY MAP REVISIONS

FLOOD INSURANCE RATE MAP EFFECTIVE
October 4, 2011
FLOOD INSURANCE RATE MAP REVISIONS

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

250 0 500 1000 FEET
150 0 150 300 METERS

NFIP

PANEL 0008A

FIRM

FLOOD INSURANCE RATE MAP

CITY OF
MCGRATH,
ALASKA
YUKON-KOYUKUK CENSUS AREA
PANEL 8 OF 50
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
MCGRATH, CITY OF	020128	0008	A

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
0201280008A

NATIONAL FLOOD INSURANCE PROGRAM

MEMORANDUM

State of Alaska

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

TO: Jenelle Brinkman, PE
Project Manager
Aviation Design

DATE: January 28, 2020

TELEPHONE NO: 269-0526

PROJECT NUMBER: CFAPT00063

PROJECT NAME: McGrath Airport Pavement Rehabilitation/Erosion Protection

FROM: Paul Janke, PhD, PE
Regional Hydrologist

SUBJECT: Fill in FEMA Mapped Floodplain Discussion

The proposed project will place fill in the FEMA mapped floodplain zone AE shown on Flood Insurance Rate Map (FIRM) panel 8 for the City of McGrath effective October 4, 2011.

44 CFR 60.3 (c) (10) paraphrased: If a regulatory floodway does not exist, no construction is permitted in Zones A1-30 and AE shown on a FEMA FIRM unless it is demonstrated that the cumulative effect of all existing, proposed, and anticipated development will not increase the water surface elevation of the base flood more than one foot at any point in the community.

The FEMA FIRM panel for the City of McGrath shows no mapped floodway. However, it does show that much of the area around and in the McGrath airport and community is in a mapped floodplain zone AE with a water surface elevation of 338 feet. All of the proposed erosion protection and some of the proposed fill for this project is within this mapped floodplain. Therefore, the CFR cited above requires a maximum one foot water surface elevation rise during the base flood at any location in the mapped floodplain. 23 CFR 650.105 (b) states that the base flood is the flood or tide having a 1 percent chance of being exceeded in any given year. This is also known as the event with a 1% annual exceedance probability (AEP).

Survey data were collected September 12-24, 2016. To determine the impact of the fill placed in the Kuskokwim River for this project on the water surface elevation shown on the FEMA FIRM requires the location of the river bank in 2011. River bank locations were approximately determined ten times from 2004 to 2019 in this area. The bank migration rate varied, with an average rate of approximately 2.9 feet per year. This is used to estimate the bank location in 2011 based on the 2016 survey data. The 2011 bank location is used to estimate the proposed fill volume in the river for erosion protection placed on this project if this work was done in 2011. This is the fill volume used to estimate the impact on the water surface elevation shown on the FEMA FIRM due to work in the Kuskokwim River on this project. Fill volume placed at a location that is now in the river but was not in the river in 2011 is not used to determine the impact of this fill on the water surface elevation shown on the FEMA FIRM.

The area in the mapped floodplain estimated to have increased water depth due to the construction is as follows. If this area is actually larger than estimated, the average increased water depth would be less than calculated.

1. Kuskokwim River south of runway 34
   a. Length ~ 1,200 feet
   b. Width ~ 850 feet
   c. Area ~ 1.0 x 10^6 square feet
2. West of runway 16/34, east of the Kuskokwim River, south of the crosswind runway, and north of the Kuskokwim River.
   a. North/south ~ 5,100 feet
   b. East/west ~ 2,000'
   c. Area ~ 10.2 x 10^6 square feet.
3. East of runway 16/34, west of developed areas, south of the airport apron, and north of the Kuskokwim River.
   a. North/south ~ 2,600 feet
   b. East/west ~ 1,400 feet
   c. Area ~ 3.6 x 10^6 square feet
4. South of runway 16/34 and south of the Kuskokwim River, 1,500 feet parallel to the river and 500 feet perpendicular to the river.
   a. Area ~ 1,500 feet x 500 feet ~ 0.8 x 10^6 square feet.
5. Total area ~ 15.6 x 10^6 square feet.

Fill quantities in the FEMA mapped floodplain based on the 2011 FIRM and 2016 survey data are as follows.

- Erosion Protection, Ditch Lining Material: + 6,500 CY
- Erosion Protection, Riprap: + 11,600 CY
- Erosion Protection, Excavation: - 4,300 CY
- Current Airport Project, Embankments: + 3,400 CY
- Current Airport Project, Access Road Embankments: + 200 CY
- Total Net Fill Change + 17,400 CY = 4.7 x 10^5 $feet^3$

- Area estimated to have increased water depth ~ 15.6 x 10^6 square feet.
- Average water surface elevation increase ~ 4.7 x 10^5 $feet^3$ / 15.6 x 10^6 $feet^2$ ~ 0.03 feet.
- This average water surface elevation increase is much less than the maximum 1.0 foot so this is considered to meet the FEMA maximum rise requirement.

The McGrath Airport Layout Plan shows a parallel taxiway on the east side of the existing runway. This does not currently exist and is not considered for this project. Also, I have been told that this taxiway is not anticipated to be constructed on a future project. At least part of this reason is because of operational constraints and the potential impacts to the community due to a higher floodplain water surface elevation. Consequently, the fill required by this parallel taxiway is not considered in the floodplain analysis presented above.

cc: Rory Bryant, Engineering Assistant, Aviation Design
Jake Ciufo, PE, Assistant Hydrologist, PD&E
Maria Logan, Engineering Assistant, Aviation Design
Ryan Riddle, Environmental Team Leader, PD&E
Joy Vaughn, PE, Consultant Coordinator, Aviation Design

Appendix F: Wetlands and Waters of the U.S.

MEMORANDUM

State of Alaska

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

TO: TO FILE

DATE: November 29, 2019

FROM: Bob Effinger, Heidi Zimmer
Environmental Analysts,
DOT&PF

SUBJECT: Office Wetland Delineation Update

TELEPHONE: (907) 269-0531

PROJECT NAME: McGrath Airport Reconstruction and Erosion Control

PROJECT No.: CFAPT00063

Project Background

This project area is the airport property and associated work areas located in McGrath, Alaska (Figure 1). On September 10, 2018 an office delineation of wetland and waters in the project area was completed. This delineation focused on an area where riprap was proposed to be installed along the shore of the Kuskokwim River to protect the southern airport access road from erosion. No other impacts to wetlands or waters of the U.S. were anticipated at that time.

Since then, additional design work has introduced potential impacts to wetlands adjacent to the runway and other work areas. Wetlands and waters were mapped within 1500 feet of the runway centerline and within the designated work areas shown on Figure 2 and 3.

Wetlands Delineation

The wetland delineation for the expanded project area was updated in September 2019 utilizing various sources of information, including:

- U.S. Fish and Wildlife Service National Wetlands Inventory (NWI) online mapping accessed on September 3, 2019.
- Aerial photographs taken June 27, 2019 (Figures 2 and 3). The photos were interpreted for the presence of wetlands and uplands.
- Ground level photographs taken in June 2015 and August/September 2019 (Photo Sheets 1-16). These photos were used to classify the vegetation, and to confirm topography and hydrology observations made from the aerial photographs.

A map of wetlands and waters in the project area was develop compiling information from the sources above. This map is shown on Figures 2 and 3.

Wetlands/Water Impacts

Three wetland areas were identified within the proposed project area.

- Riverine habitat (R2USA) is located in the area where the erosion protection measures would be installed on the south end of the runway. Photographs of the Kuskokwim River

habitat (R2USA) south of the runway, taken during site visits on June 24, 2015, and August 2019 are shown on Photo Sheets 1abc and 1def.

- Palustrine emergent wetlands (PEM1/UBFx) are parallel to the east and west sides of the runway and taxiways. These wetlands are man-made having been formed by ditching activities as part of previous DOT&PF projects. The NWI supports the man-made nature of these wetlands by noting the wetlands to have been excavated (Cowardin Class modifier "x"). Ground-level photographs of the palustrine wetlands (PEM1/UBFx) parallel to the runway taken in August and September 2019 are shown on Photo Sheets 2, 3, 4, 8a, and 8c.
- Palustrine emergent wetlands (PEM1/UBFx) are also located in the ponded area west of the runway, which may be a potential borrow or waste disposal site (Photo Sheet 10).

The rest of the project area was found to be upland as shown on Photo Sheets 1, 5, 6, 7, 8b, 9, 11, 12, 13, 14, 15, and 16.

The USFWS NWI did not identify any wetlands areas along the majority of the haul route and the material site locations as the area is unmapped. The 2019 aerial imagery and ground-level photos were interpreted for potential presence of wetlands and waters at these sites. Both the sand source and the Noir Hill rock source areas were found to be uplands. No impacts to wetlands or waters of the U.S. are expected in connection with the mining or transport of material from the sand source or the Noir Hill rock source.

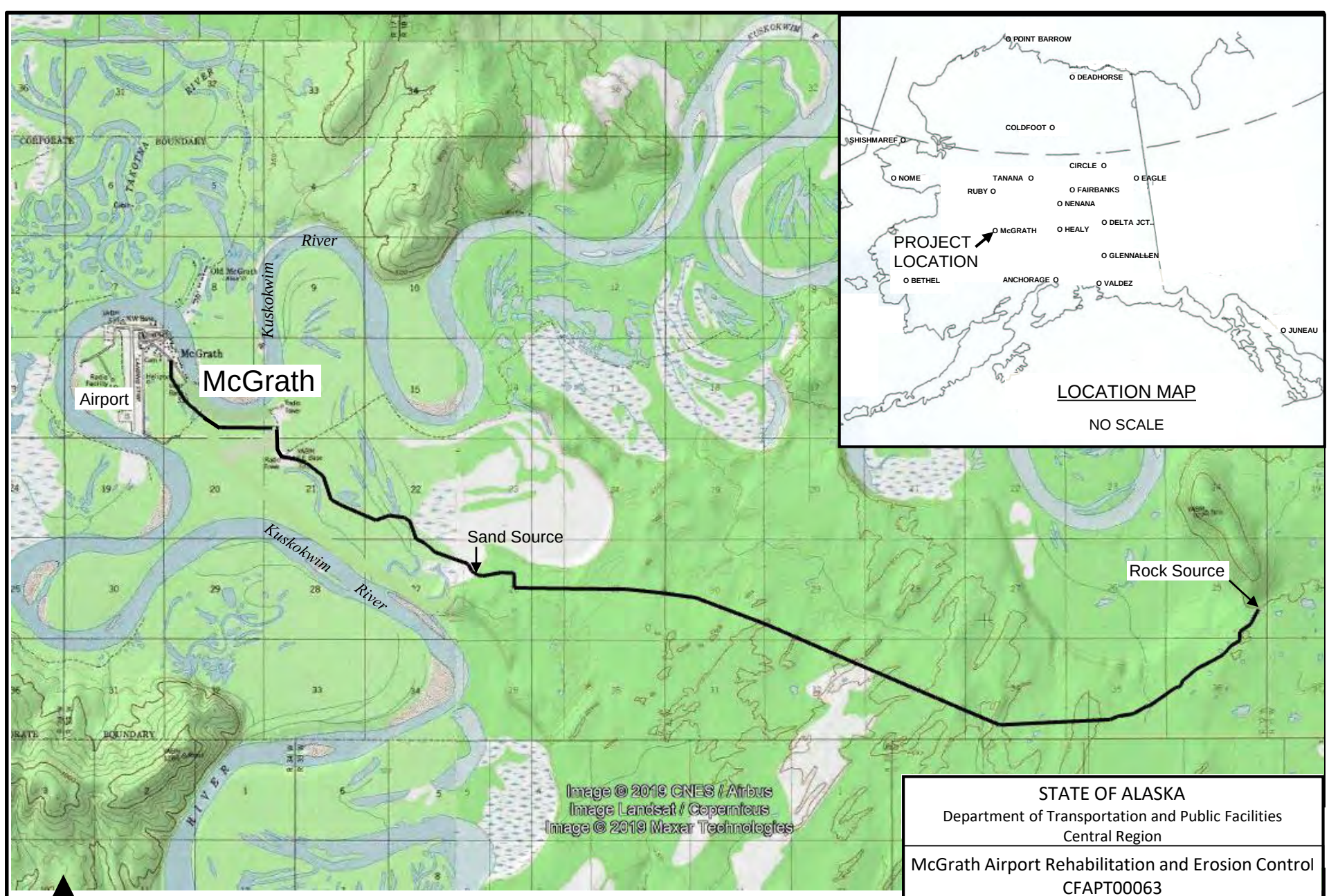
Jurisdiction

The Kuskokwim River is also a traditional navigable waterbody and thus subject to U.S. Army Corps of Engineers jurisdiction under both Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act. A Section 404/10 permit would be required for riprap installation in the Kuskokwim River.

The wetlands in the vicinity of the airport lie within a meander of the Kuskokwim River and are man-made. A surface and/or groundwater connection between these wetlands and the Kuskokwim River appears likely. For this reason these wetlands are considered jurisdictional under Section 404 of the Clean Water Act.

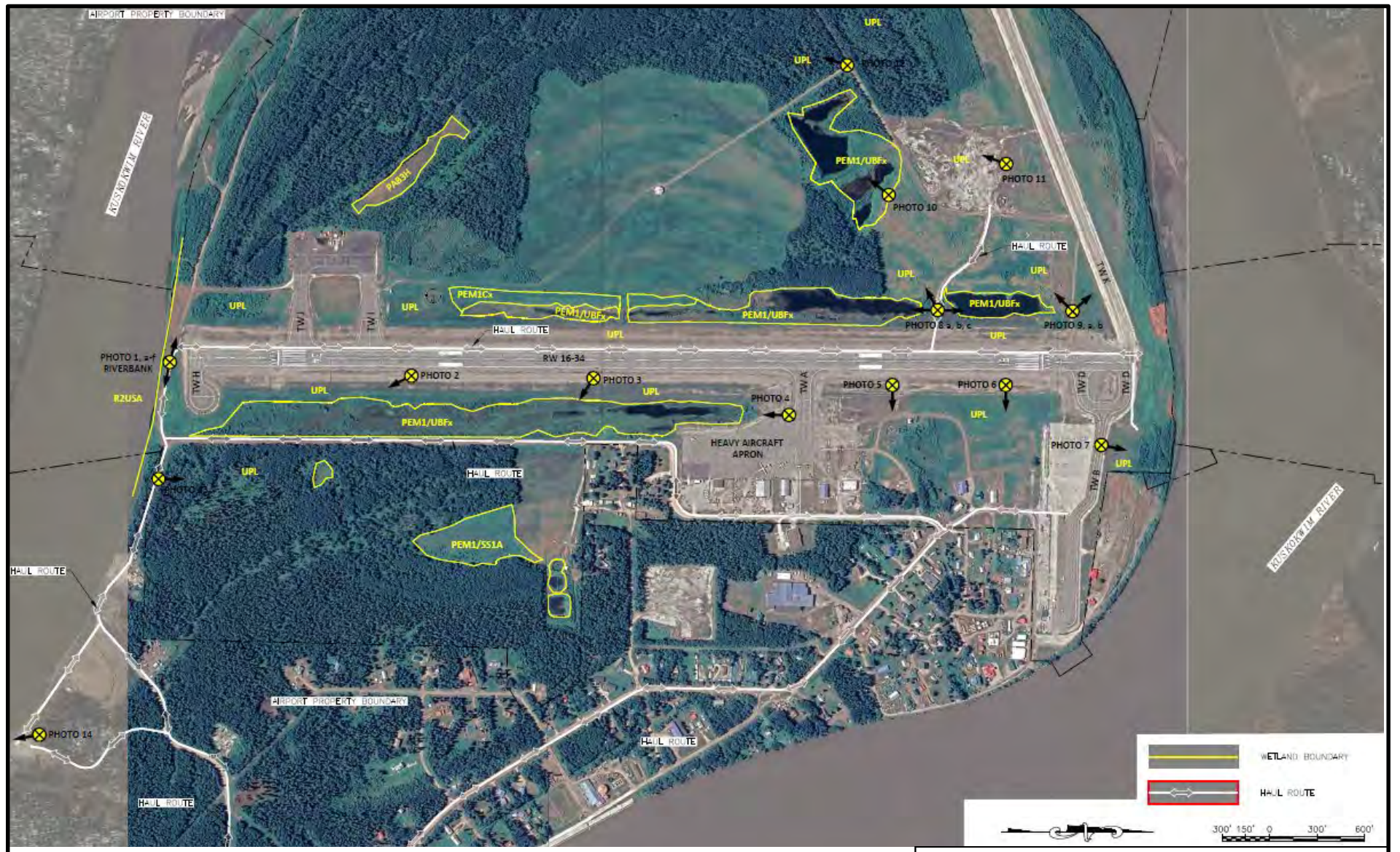
Attachments:

Figure 1: Location and Vicinity Map
Figure 2: Wetland Boundaries Map #1
Figure 3: Wetland Boundaries Map #2
Photo Sheets 1-16



Project Location and Vicinity Map

STATE OF ALASKA Department of Transportation and Public Facilities Central Region	
McGrath Airport Rehabilitation and Erosion Control CFAPT00063	
McGrath, Alaska	
DATE: 9/6/19	Figure 1



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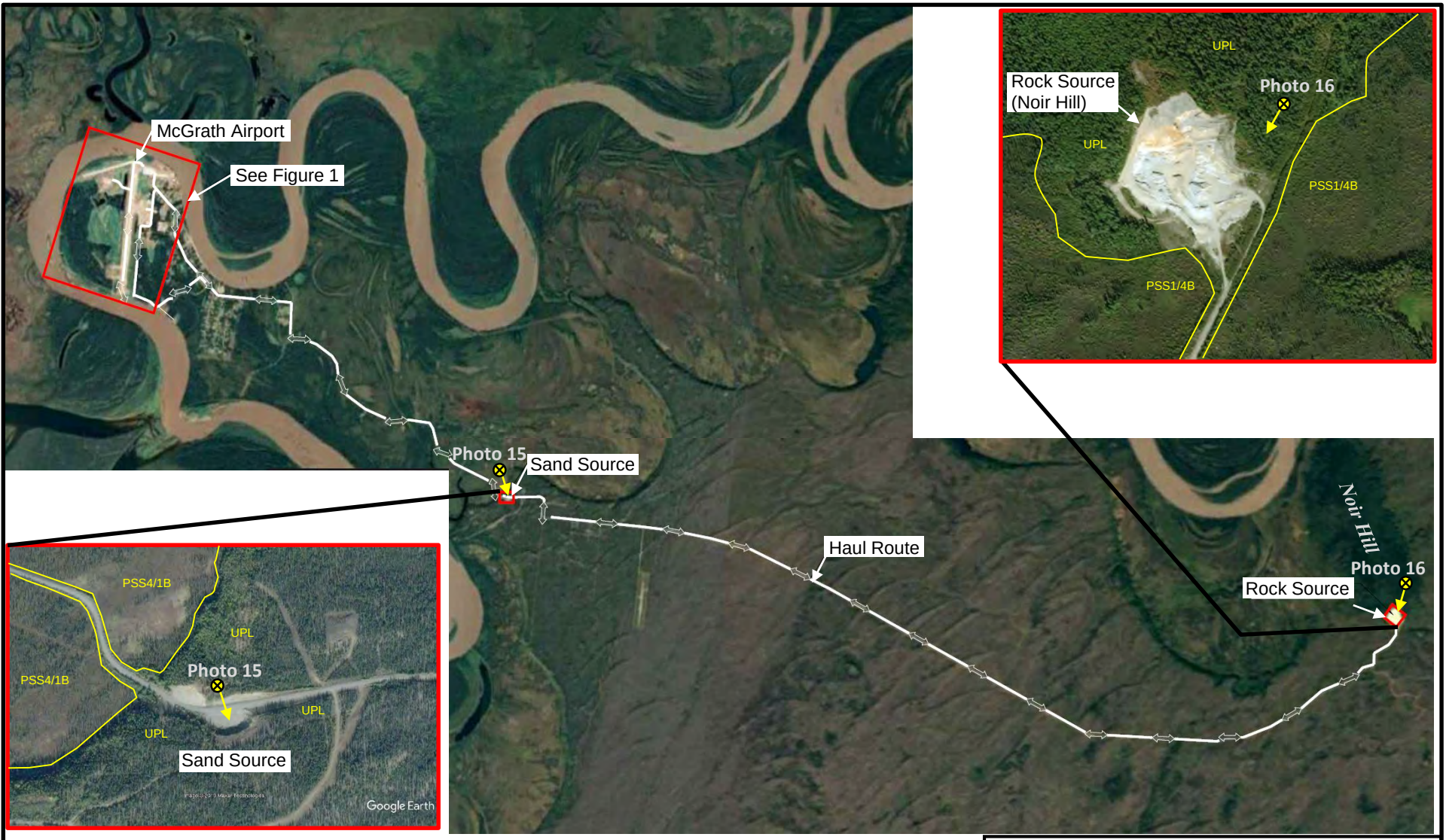
Wetland Delineation Mapping and Photo Point Locations

STATE OF ALASKA
Department of Transportation and Public Facilities
Central Region

McGrath Airport Rehabilitation and Erosion Control
CFAPT00063

McGrath, Alaska

DATE: 9/6/19 | Figure 2



Wetland Delineation Mapping and Photo Point Locations

N

STATE OF ALASKA Department of Transportation and Public Facilities Central Region	
McGrath Airport Rehabilitation and Erosion Control CFAPT00063	
McGrath, Alaska	
DATE: 9/4/19	Figure 3

Photo #1a
Grassy bank between access road and Kuskokwim River (looking E) 9/2019

Photo #1b
(right) Eroded riverbank (looking E) 6/2015

Photo #1c *(left)*
Eroded riverbank (looking E) 6/2015

STATE OF ALASKA Department of Transportation and Public Facilities	
McGrath Airport Rehabilitation and Erosion Control CFAPT00063	
McGrath, Alaska	
DATE: 9/4/19	**Photo Sheet #1 a,b,c**

Photo #1d
Grassy bank between access road and Kuskokwim River (looking W) 9/2019

Photo #1e
(right) Eroded riverbank (looking W) 6/2015

Photo #1f *(left)*
Eroded riverbank (looking W) 6/2015

STATE OF ALASKA Department of Transportation and Public Facilities
McGrath Airport Rehabilitation and Erosion Control CFAPT00063
McGrath, Alaska
DATE: 9/4/19 **Photo Sheet #1 d,e,f**

Photo #2a *(above)* Ponded area east of runway (looking SE) 8/2019

Photo #2b *(right)*
Vegetation at toe of slope 9/2019

Photo #2c *(below)*
Vegetation at edge of pond
50 ft east of runway 9/2019

STATE OF ALASKA Department of Transportation and Public Facilities	
McGrath Airport Rehabilitation and Erosion Control CFAPT00063	
McGrath, Alaska	
DATE: 9/4/19	**Photo Sheet #2**

Photo #3a Ponded area east of runway (looking SE) 8/2019

Photo #3b
Vegetation at edge of pond east of runway 9/2019

STATE OF ALASKA Department of Transportation and Public Facilities	
McGrath Airport Rehabilitation and Erosion Control CFAPT00063	
McGrath, Alaska	
DATE: 9/4/19	**Photo Sheet #3**

Photo #4a Pond east of runway (looking S) 8/2019

Photo #4b

Vegetation in pond east of runway 9/2019

STATE OF ALASKA Department of Transportation and Public Facilities	
McGrath Airport Rehabilitation and Erosion Control CFAPT00063	
McGrath, Alaska	
DATE: 9/4/19	**Photo Sheet #4**

Photo #5a Gravel road east of runway (looking E) 8/2019

Photo #5b
Vegetation east of runway
9/2019

STATE OF ALASKA Department of Transportation and Public Facilities	
McGrath Airport Rehabilitation and Erosion Control CFAPT00063	
McGrath, Alaska	
DATE: 9/4/19	**Photo Sheet #5**

Photo #6a
Ditch line at toe of runway 9/2019

Photo #6b
Vegetation on back slope of ditch line 9/2019

STATE OF ALASKA Department of Transportation and Public Facilities	
McGrath Airport Rehabilitation and Erosion Control CFAPT00063	
McGrath, Alaska	
DATE: 9/4/19	**Photo Sheet #6**

Photo #7a
Land north of runway (looking NNE) 9/2019

Photo #7b
Vegetation at Photo Point 7 9/2019

STATE OF ALASKA Department of Transportation and Public Facilities	
McGrath Airport Rehabilitation and Erosion Control CFAPT00063	
McGrath, Alaska	
DATE: 9/4/19	**Photo Sheet #7**

Photo #8a.1
Pond north of haul road (looking N) 9/2019

Photo #8a.2
Vegetation at south end of pond

STATE OF ALASKA Department of Transportation and Public Facilities	
McGrath Airport Rehabilitation and Erosion Control CFAPT00063	
McGrath, Alaska	
DATE: 9/4/19	**Photo Sheet #8a**

Photo #8b.1
Rising ground southwest of haul road (looking SW)
9/2019

Photo #8b.2
Vegetation on rising ground

STATE OF ALASKA Department of Transportation and Public Facilities	
McGrath Airport Rehabilitation and Erosion Control CFAPT00063	
McGrath, Alaska	
DATE: 9/4/19	**Photo Sheet #8b**

Photo #8c.1
Pond south of haul road (looking S) 9/2019

Photo #8c.2
Vegetation at north end of pond

STATE OF ALASKA Department of Transportation and Public Facilities	
McGrath Airport Rehabilitation and Erosion Control CFAPT00063	
McGrath, Alaska	
DATE: 9/4/19	**Photo Sheet #8c**

Photo #9a Land west of runway (looking SW) 9/2019

Photo #9b.1 Land west of runway (looking NW) 9/2019

Photo #9b.2
Vegetation west of runway 9/2019

STATE OF ALASKA Department of Transportation and Public Facilities	
McGrath Airport Rehabilitation and Erosion Control CFAPT00063	
McGrath, Alaska	
DATE: 9/4/19	**Photo Sheet #9**

Photo #10a
Ponded areas west of runway (looking SW) 9/2019

Photo #10b
Vegetation at Photo Point 10

STATE OF ALASKA Department of Transportation and Public Facilities	
McGrath Airport Rehabilitation and Erosion Control CFAPT00063	
McGrath, Alaska	
DATE: 9/4/19	**Photo Sheet #10**

Photo #11 Graveled area west of runway (looking SW) 9/2019

STATE OF ALASKA Department of Transportation and Public Facilities	
McGrath Airport Rehabilitation and Erosion Control CFAPT00063	
McGrath, Alaska	
DATE: 9/4/19	**Photo Sheet #11**

Photo #12 Wooded area at road corner (looking SSW) 9/2019

STATE OF ALASKA Department of Transportation and Public Facilities	
McGrath Airport Rehabilitation and Erosion Control CFAPT00063	
McGrath, Alaska	
DATE: 9/4/19	**Photo Sheet #12**

Photo #13 Wooded area north of road (looking N) 9/2019

STATE OF ALASKA Department of Transportation and Public Facilities	
McGrath Airport Rehabilitation and Erosion Control CFAPT00063	
McGrath, Alaska	
DATE: 9/4/19	**Photo Sheet #13**

Photo #14a
Barge landing loading ramp (looking SSE) 9/2019

Photo #14b
Barge landing staging area (looking E)

STATE OF ALASKA Department of Transportation and Public Facilities	
McGrath Airport Rehabilitation and Erosion Control CFAPT00063	
McGrath, Alaska	
DATE: 9/4/19	**Photo Sheet #14**

Photo #15a
Active cut face at sand pit (looking SE) 9/2019

Photo #15b
Active cut face at sand pit (looking SW)

STATE OF ALASKA Department of Transportation and Public Facilities	
McGrath Airport Rehabilitation and Erosion Control CFAPT00063	
McGrath, Alaska	
DATE: 9/4/19	**Photo Sheet #15**

Photo #16a Entry to Noir Hill rock source (looking N) 9/2019

Photo #16b
Sorted materials at Noir Hill rock source

STATE OF ALASKA Department of Transportation and Public Facilities	
McGrath Airport Rehabilitation and Erosion Control CFAPT00063	
McGrath, Alaska	
DATE: 9/4/19	**Photo Sheet #16**

Appendix G: Agency and Public Involvement

THE STATE of ALASKA
GOVERNOR BILL WALKER

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

April 7, 2017

Project: McGrath Airport Rehabilitation and Erosion Control
Project No.: Z589710000

Re: Request for scoping comments

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 which would rehabilitate paved areas and install erosion protection at the McGrath Airport. The proposed project is located on the McGrath Airport, in McGrath, Alaska, in sections 7-8, 18-19, Township 33N, Range 33 W, Seward Meridian on USGS Quad McGrath D-6. Refer to Figure 1 for location information.

Purpose and Need
The purpose of the proposed project is to rehabilitate the runway, taxiway, and apron pavements, which have extensive cracking. The current lighting system and airport signs are beyond their service life and are in need of replacement. The Kuskokwim River bank adjacent to the access road at the south end of the runway has eroded to within 9-feet (measured in June 2015) of the access road from 24 feet (measured in September 2014) and is expected to continue. Erosion protection is required to protect the access road and the runway embankment from further erosion.

Proposed Action
Proposed work would include the following:

- Rehabilitate Runway 16/34, taxiways A, B, D, H, and I, and the apron
- Replace runway and taxiway lighting and airport signs
- Install erosion protection off the end of Runway 34
- Improve drainage
- Relocate utilities
- Obtain an easement from ADNR for the erosion control installation in the Kuskokwim River
- Vegetation clearing and grubbing

Material Site and Construction Access
The construction contractor will be responsible for selecting a material site to support project activities. It will be their responsibility to acquire all of the necessary permits and clearances for their chosen site(s). The Preliminary Area of Potential Effect includes a local sand pit and a local quarry which are likely candidates for material. It also includes the barge landing site located approximately ¼ mile from the south end of the runway where construction equipment and other material to support the project would likely be offloaded. The construction plans will include designated contractor staging and disposal areas on airport property. There is an existing haul road to the sand pit, quarry, and barge landing (Figure 2b).

Existing Site Conditions or Facilities
The McGrath Airport, owned by DOT&PF, is located in the village of McGrath, about 220 air miles from Anchorage. The village (population 346 in the 2010 Census) is an important hub for travel to other villages in the area and has been a checkpoint in the Iditarod Sled Dog Race numerous years. McGrath is located in an oxbow at the confluence of the Tokatna and Kuskokwim Rivers. The adjacent terrain is generally flat with areas of mapped freshwater emergent and freshwater forested/shrub wetlands throughout the river valley. The rapid rate of erosion at the south end of the runway puts the access road and runway at risk.

Preliminary Environmental Research
The proposed project is not expected to involve any significant environmental impacts. A focused Environmental Assessment will be prepared because the erosion control work is expected to require an Individual Permit from the Army Corps of Engineers. DOT&PF conducted preliminary research using the most current available data to identify environmental resources within the proposed project vicinity (enclosed). 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 May 12, 2017.

If you have any questions on the environmental effects, please contact Kathy Shea, Environmental Team Leader at (907) 269-0530, or via email at kathy.shea@alaska.gov; and Elena Fernandez, Environmental Impact Analyst at (907) 269-0527 or via email at elena.fernandez@alaska.gov. Questions concerning the engineering aspects of the proposed project can be directed to Luke Bowland, P.E., Project Manager, at (907) 269-0620.

Sincerely,

Brian Elliott

Brian Elliott
Regional Environmental Manager

Enclosures: Figure 1: Location and Vicinity Map
Figures 2a-2b: Preliminary Area of Potential Effect
Preliminary Environmental Research

cc: Luke Bowland, P.E., Project Manager, Aviation Design
Kathy Shea, Environmental Team Leader, PD&E

Preliminary Environmental Research

Air Quality

A review of the Alaska Department of Environmental Conservation (ADEC) Air Non-Point Mobile Source website and Environmental Protection Agency's Green Book Nonattainment Areas for Criteria Pollutants on March 20, 2017, indicated the proposed project is not in an air quality maintenance or non-attainment area for National Ambient Air Quality Standards. The proposed improvements are not expected to result in adverse air quality impacts.

Ground Disturbance

The proposed project would require coverage under the Alaska Pollution Discharge Elimination System (APDES) Construction General Permit (CGP) for ground disturbing activities. Ground disturbance would occur during installation of erosion control measures, vegetation clearing, and drainage improvements.

Anadromous Fish Streams

A review of the Alaska Department of Fish and Game (ADF&G) Anadromous Waters Catalog mapper on March 20, 2017, identified the Kuskokwim and Tokotna Rivers as anadromous waterbodies in the vicinity of the proposed project area. Refer to Table 1 for details.

Table 1: ADF&G Fish Streams in the vicinity of proposed project area

ADF&G Stream Number	Species
Kuskokwim River 335-10-16600	Chum, Coho, Chinook, Pink, Sockeye, Humpback Whitefish, Least Cisco, Inconnu, Whitefish
Tokotna River 335-30-16600-2255	Chum, Coho, Chinook, Sockeye, Inconnu, Whitefish

The proposed project would involve placement of Class II rip rap within the Kuskokwim River for erosion protection. DOT&PF would consult with ADF&G on the rip rap design, and obtain a permit from the U.S. Army Corps of Engineers for work within a jurisdictional water. No work would occur in the Tokotna River.

Flood Plain and Regulatory Floodway

The proposed project is located on Federal Emergency Management Agency Flood Insurance Rate Panel 02012 80008A. The panel shows that much of the airport where work would occur is located within Zone D, which is defined as areas in which flood hazards are undetermined, but possible. A portion of the project area near the Kuskokwim River is located in Zone AE, defined as areas within the 1% annual chance flood, where base flood elevations have been determined. DOT&PF will obtain a floodplain development permit from the City of McGrath prior to construction.

Hazardous Waste

A search of the ADEC Contaminated Sites Program database on March 20, 2017, indicated several active, cleanup complete with institutional controls, and cleanup complete sites are located within approximately 1000-feet of the proposed project area. Site details are listed below in Table 2.

Table 2: Contaminated Sites within ~1000 feet of the Proposed Project Area

Site Name	Status	Contaminant	Hazard ID#
FAA McGrath RCAG Site	Active	Petroleum Hydrocarbons	1034
GTE/BJ's Fuel	Active	Petroleum Hydrocarbons	3207
FAA McGrath Air Sp Bldg 406 UST F	Active	Petroleum Hydrocarbons	22898
FAA McGrath FSS, Bldg 406, UST F	Active	Diesel	1888
FAA McGrath Hobby Shop Bldg 304	Active	Petroleum Hydrocarbons	2121
FAA McGrath Bldg 200	Active	Heating Oil	2120
FAA McGRath FSS, Former Bldg 400	Active	Petroleum Hydrocarbons	2125
ADOT&PF McGrath Airport Maintenance Station	Active	Petroleum Hydrocarbons	25124
BLM Alaska Fire Service McGrath Airport	Active	Petroleum Hydrocarbons	25679
FAA McGrath Bldg 604	Active	Petroleum Hydrocarbons	2119
FAA McGrath Bldg 305	Active	GRO and Benzene	22916
FAA McGrath WS House Pipeline	Active	Petroleum Hydrocarbons	3775
FAA McGrath Old Powerhouse	Active	GRO, DRO	1554
FAA McGrath Former Tank Farm	Active	GRO, DRO, and BTEX	2198
ADOT&PF McGrath Airport Retardant Ramp	Cleanup Complete – Institutional Controls	Petroleum Hydrocarbons, old dumpsite	23291
ADOT&PF McGrath Airport Runway	Cleanup Complete	Petroleum Hydrocarbons	1032
Crowley Fuel Station McGrath	Cleanup Complete	Petroleum Hydrocarbons	25569

Due to the nature of the project and the limited amount of ground disturbance activities near contaminated sites, DOT&PF believes there is low potential for encountering contamination during construction. However, ADEC will be consulted to determine the potential for encountering hazardous material during construction. If contamination is encountered during construction, all work in the vicinity will cease and ADEC will be consulted for guidance on how to proceed.

Historic Properties, Archeological and Cultural Resources

A review of the Alaska Heritage Resources Survey database on March 21, 2017, identified several AHRS sites adjacent to the airport property determined ineligible for the National Register of Historic Places,

and one which is pending consultation. No other historic resources were identified within the proposed project area. DOT&PF and FAA will proceed in accordance with Section 106 of the National Historic Preservation Act. Refer to Table 3for details. Refer to Figures 2a and 2b for the Preliminary Area of Potential Effect.

Table 3. Identified AHRS sites adjacent to McGrath Airport, barge landing and material sites

AHRS	Site Name/Parcel No.	Description	Associated Dates	Current Status
MCG-00047	McGrath NWS Facilities Housing Site B3	Residence	1941; 1958	Determined Not Eligible by SHPO and agency on 5/13/2003
MCG-00148	Building 206, Storage	Former CAA building, later removed to an unknown location by the State of Alaska	Circa 1940's	Determined Not Eligible by SHPO and agency on 8/29/2000
MCG-00049	McGrath NWS Facilities UAF Building Inflation Building Site/NWS McGrath Upper Atmosphere Facility	Upper Air Facility which follows the plan typical of the mid-1950's onward.	1956	Determined Not Eligible by SHPO and agency on 5/13/2003
MCG-00046	McGrath NWS Facilities Housing Site B2	Residence	1939-1958	Determined Not Eligible by SHPO and agency on 5/13/2003
MCG-00149	Building 304, Hobby Shop/Storage Building	Structure building during a period when the CAA was active in Alaska	1940 - 1958	Determined Not Eligible by SHPO and agency on 8/29/2000
MCG-00059	**McGrath Fire Camp**	**Camp has 24 contributing buildings (no AHRS numbers), but is now composed of 50 buildings total, most of which are connected by a wooden boardwalk.**	**1959 - present**	**Pending consultation between SHPO and agency (Bureau of Land Management)**
MCG-00045	McGrath NWS Facilities Housing Site B1	Residence	1940; 1958	Determined Not Eligible by SHPO and agency on 5/13/2003
MCG-00048	McGrath NWS Facilities Housing Site B4	Residence	1941; 1958	Determined Not Eligible by SHPO and agency on 5/13/2003
MCG-00025	Wasillie Esai Grave	Grave site	1928	No DOE

Invasive Species

A review of the University of Alaska Anchorage, Alaska Exotic Plants Information Clearinghouse on March 21, 2017, identified several non-native and invasive plant species in the vicinity of the proposed project area. Most project activities would occur on existing paved facilities, with the erosion control at the southern end of the project as the exception. The DOT&PF would comply with Executive Order 13112 (Invasive Species), and all other federal, state, and local laws and regulations to ensure that ground disturbing activities are minimized, and disturbed areas are re-vegetated with native soil and seed to minimize potential importation of new weed propagules from outside Alaska.

Land Use and Transportation Plans

Most of the proposed project would be constructed on existing airport property, owned by the State of Alaska DOT&PF, and would not alter the existing fleet mix, number or type of aircraft operations, air traffic, approaches, runway utilization or flight tracks. Aviation-related noise impacts or affected land uses are not expected. DOT&PF's ownership ends at the edge of the Kuskokwim River; therefore erosion protection work would occur on property owned by Alaska Department of Natural Resource (ADNR). DOT&PF would obtain an easement from ADNR to do the work. The proposed project is compatible with existing and planned land uses in the vicinity of the project.

Material and Disposal Sites

The Contractor would supply materials for the rehabilitation and erosion protection. The contractor may opt to acquire material for the project from permitted material sites in the general airport vicinity (Figure 2b); or it may opt to acquire material elsewhere and have it shipped in by barge and hauled to the construction site using existing city roads. The final determination for a material source would be left to the contractor.

If the Contractor elects to use an undeveloped material site, contract language will require the Contractor to comply with FAA environmental Orders which may include an environmental assessment, acquire all necessary permits and clearances for the site(s) and provide copies to DOT&PF and the Project Engineer prior to development. Per DOT&PF specifications, the contractor will also be responsible for implementing a Storm Water Pollution Prevention Plan (SWPPP). Material from a borrow site that has not received the appropriate permits and clearances will not be accepted for project construction.

The construction plans would show a designated disposal site, contractor staging area, and haul routes (Figure 2b).

Migratory Birds and Eagle Nests

Several species of migratory birds may travel through the proposed project area and could be disturbed by vegetation clearing operations; however, vegetation clearing associated with the proposed project would follow the U.S. Fish and Wildlife Service's (USFWS) recommended time period for avoiding vegetation clearing in Interior Alaska (April 20-July 15). If clearing during this time period becomes necessary, clearing will proceed in accordance with federal, state, and local laws or as approved by the Construction Project Engineer.

Suitable eagle nesting habitat does exist in the immediate project vicinity; however McGrath is a remote village surrounded by abundant high quality habitat. At this time there are no known eagle nests located in the vicinity of the proposed project. If any eagle pairs choose to nest in the vicinity of the airport, they would be accustomed to airport sounds and would not likely be disturbed by temporary construction impacts. An eagle nest survey may occur prior to construction.

Navigable Waters

A review of United States Army Corps of Engineers (USACE) Alaska District's List of Navigable Waters and the United States Coast Guard State of Alaska List of Navigable Waters on March 21, 2017, identified the Kuskokwim River as a navigable water body located within the proposed project area. Erosion control work would occur below ordinary high water of the river.

Noise

Per FAA Environmental Desk Reference for Airport Actions (2015), a noise analysis is required for actions involving a new airport location, a new runway, a major runway extension, or runway strengthening; or when annual operations exceed 90,000 propeller operations or 700 jet operations. The scope of the proposed project is minor, and project operations at the McGrath Airport do not approach these operational thresholds; accordingly, no noise analysis would be prepared. Temporary noise impacts may occur during construction.

Right-of-Way

The proposed rehabilitation project would not require the acquisition of right-of-way (ROW), as all proposed construction would occur on airport property. The erosion control measures will require an easement from ADNR for structure placement in the Kuskokwim River and an in water easement for submerged land. This will require a pre and post survey for ADNR.

Social and Economic

No adverse impacts to neighborhoods, community cohesion, or disadvantaged social groups are anticipated as a result of the proposed project. Similarly, no adverse impacts to the local or regional economy are anticipated.

Recreational Facilities, State Refuges, National Wildlife Refuges, and Sanctuaries

Anderson Parks is located approximately 1/3 mile east of the south end of the runway where erosion control would occur. No use of the park is anticipated to result from the proposed project.

A review of the ADF&G listing of State of Alaska Refuges, Critical Habitat Areas, and Sanctuaries; USFWS National Wildlife Refuge; Alaska Department of Natural Resources Division of Parks and Outdoor Recreation; National Parks Service (NPS); U.S. Forest Service; and NPS National Wild and Scenic Rivers websites on December 2, 2016, did not identify any other protected areas within or adjacent to the proposed project.

Threatened and Endangered Species

A review of the USFWS IPaC website on March 21, 2017, indicated no threatened, endangered, or candidate species, or critical habitats are present in the proposed project area. A review of the State of Alaska Wildlife Action Plan (both the current plan and the draft plan) indicated several species of concern may occur in the vicinity of McGrath. However, due to the nature of the work no adverse impact to any wildlife species is anticipated.

Water Quality

A review of Alaska's Final 2012 Integrated Water Quality Monitoring and Assessment Report and associated mapper indicated no water bodies within the project area listed as impaired. Temporary water quality impacts during construction may occur but would be minimized through coordination with resource agencies and employment of Best Management Practices as identified in the Stormwater Pollution Prevention Plan (SWPPP).

Wetlands and Other Waters of the U.S.

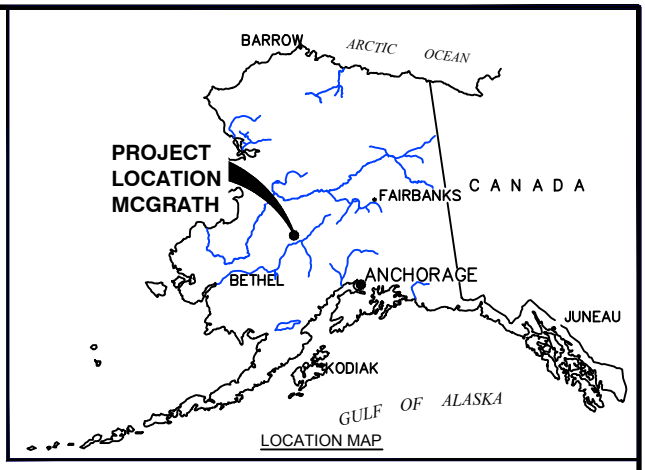
The Kuskokwim River is considered navigable from its mouth at the Bering Sea (Kuskokwim Bay) to the City of McGrath by both the U.S. Army Corps of Engineers (USACE) and the U.S. Coast Guard (USCG). The proposed project would install erosion control measures within the Kuskokwim River at the south end of the runway. This work would require a permit per Section 404 of the Clean Water Act to authorize fill in jurisdictional waters; work may fit under a Nationwide Permit 13, Bank Stabilization with a waiver from the District Engineer. However depending on the rate of erosion, the work may exceed the waiver threshold and an Individual Permit may be required. Any navigation aids installed as part of the erosion control would be approved and installed in accordance with USCG requirements.

A review of the USFWS National Wetlands Inventory mapper on December 1, 2016, indicated the presence of emergent wetlands adjacent to the airport runway. Other than installation of erosion control measures, no work is expected to occur off the existing paved runway as part of this project.

Potential Permits and Authorizations

The proposed project would likely require the following permits and authorizations

- USACE Section 404 permit
- ADF&G Fish Habitat Permit
- Section 401 certification
- Section 106 consultation
- ADEC Hazardous materials consultation
- ADEC APDES CGP



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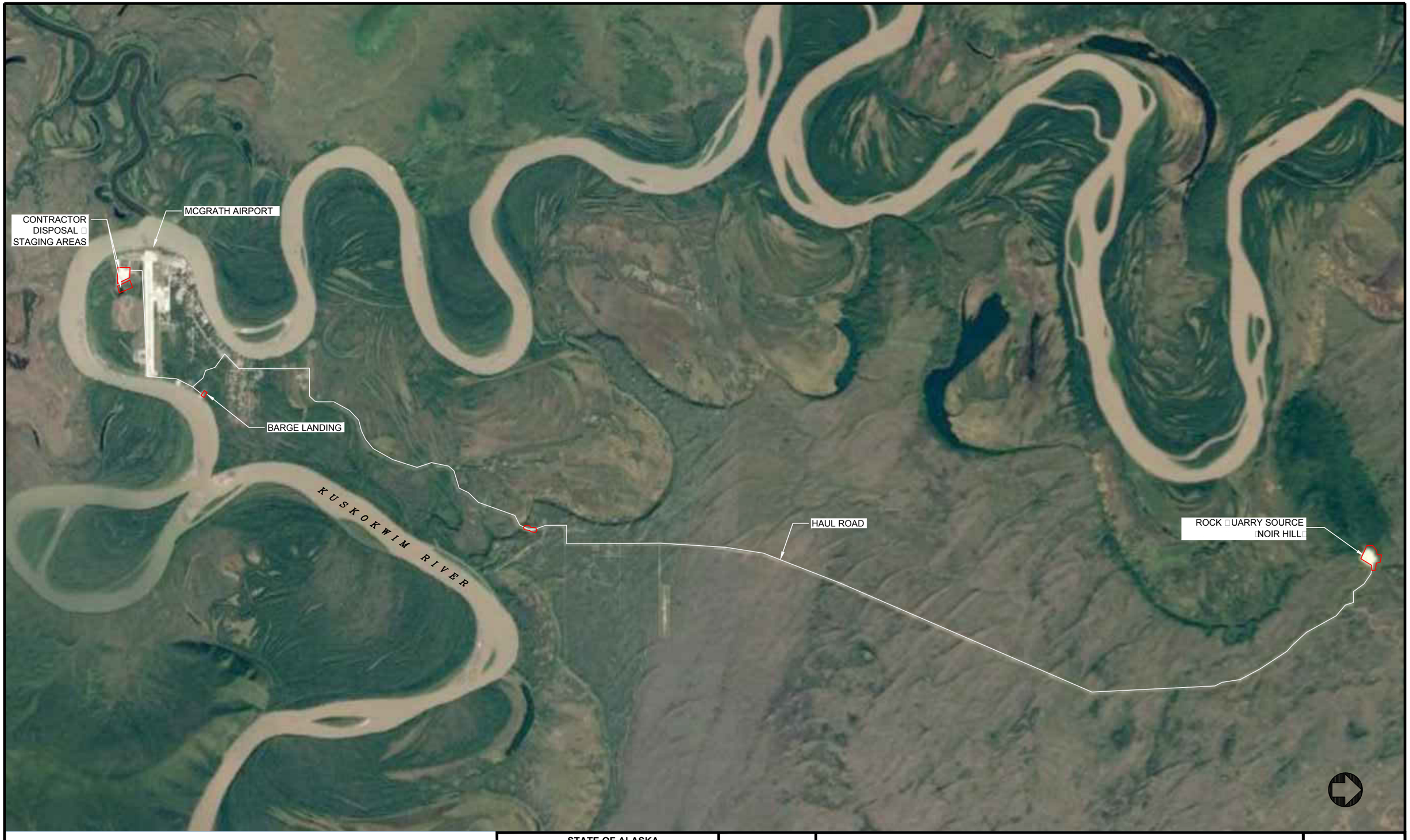
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES PRELIMINARY DESIGN AND EN□IRONMENTAL GROUP	SCALE: NTS DATE: □/20/16 BY K SHEA	MCGRATH AIRPORT PAVEMENT REHABILITATION PROJECT NO. CFAPT00063 LOCATION AND □ICINITY MAP MCGRATH, ALASKA	FIGURE 1

W:\Environmental\Environmental Project Dwgs\57207 McGrath Airport pavement Rehab\57207 fig 1 location vic.dwg, 9/21/2016 8:25:40 AM, DWG To PDF.pc3



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

PRELIMINARY DESIGN AND
ENVIRONMENTAL GROUP

Scale: SEE GRAPHIC

Date: 3/21/2017

By:: K SHEA

MCGRATH PAVEMENT AND EROSION CONTROL

PROJECT NO. CFAPT00063

PRELIMINARY AREA OF POTENTIAL EFFECT

MCGRATH, ALASKA

FIGURE 2

LEGEND

PAVEMENT REHABILITATION

EROSION PROTECTION

PRELIMINARY AREA OF POTENTIAL EFFECT

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

PRELIMINARY DESIGN AND
ENVIRONMENTAL GROUP

Scale: SEE GRAPHIC

Date: 3/21/2017

By:: K SHEA

MCGRATH PAVEMENT AND EROSION CONTROL

PROJECT NO. CFAPT00063

PRELIMINARY AREA OF POTENTIAL EFFECT

MCGRATH, ALASKA

FIGURE 2a

AK Department of Commerce, Community, & Economic Development (ADCCED) *	Jimmy Smith	Local Gvt Specialist (Acting Flooc	269-4132	jimmy.smith@alaska.gov
AK Department of Environmental Conservation (ADEC) *	Generic			dec.webmaster@alaska.gov
ADEC, Division of Spill Prevention and Response, Contaminated Sites *	Chelsy Passmore	Environ Program Spec	269-8685	chelsy.passmore@alaska.gov
ADEC, Division of Water, APDES *	James Rypkemna	Storm Water and Wetlands Manag	334-2288	jim.rypkema@alaska.gov
ADEC, Division of Water, Compliance *	Brenda Krauss	Environ Program Spec III	465-5321	brenda.krauss@alaska.gov
ADEC, Division of Water, Village Safe Water*	Greg Magee	Program Manager	269-7613	greg.magee@alaska.gov
ADEC, Division of Water, Wastewater Discharge Authorization, Stormwater and Wetlands *	William Ashton	Env Engineer	269-7564	william.ashton@alaska.gov
ADEC, Division of Air Qualtiy, Non-Point & Mobile Sources Program *	Cindy Heil	Program Director	269-7579	cindy.heil@alaska.gov
ADNR, Division of Mining, Land, & Water (MLW), Southcentral Regional Office (SRO) *	Eric Moore	Natural Resources Manager II	269-8548	eric.moore@alaska.gov
ADNR, MLW*	Michael Walton	Natural Resource Specialist	269-8609	michael.walton@alaska.gov
ADNR, Division of Mining, Land, & Water, RAD *	Brandon McCutcheon	Natural Resource spec III	269-8536	ray.burger@alaska.gov
ADNR, Division if Parks & Outdoor Recreation (DPOR), State Historic Preservation Officer (SHPO) *	Generic			oha.revcomp@alaska.gov
ADNR, DPOR, SHPO*	Judy Bittner	Chief	269-8715	judith.bittner@alaska.gov
ADNR, Division of Agriculture *	Arthur J. Keyes	Division Director Invasive Weed and Ag Pest Coord	761-3867	arthur.keyes@alaska.gov
Federal				
Bureau of Indian Affairs (BIA) *	Mark Kahklen	Environmental Scientist/NEPA	271-4400	mark.kahklen@bia.gov
	Generic		271-4400	transportation.alaska@bia.gov
Bureau of Land Mangement (BLM) *	Generic			AK Anchorage FO@blm.gov
	April Rabuck	Planning and Environmental Coor	267-1221	arabuck@blm.gov
National Marine Fisheries Service (NMFS) *	Generic			Hcd.Anchorage@noaa.gov
	Jeanne Hanson	Field Supervisor	271-3029	jeanne.hanson@noaa.gov
National Oceanic and Atmospheric Administration (NOAA) *	Generic			Hcd.Anchorage@noaa.gov
NOAA *	Kaja Brix	Director	586-7235	kaja.brix@noaa.gov
NOAA *	Brad Smith	Field Office Supervisor	271-3023	brad.smith@noaa.gov
U.S. Army Corps of Engineers (USACE) *	Bill Keller	Branch Chief	271-2791	
USACE *	Generic	Send permit applications and scoping letters		regpagemaster@usace.army.mil
U.S. Coast Guard (USCG) *	James Helfinstine		463-2268	james.n.helfinstine@uscg.mil
	Jim Wetherington	Alternate bridge permitting contac	463-2276	james.r.wetherington@uscg.mil
U.S. Environmental Protection Agency (USEPA) *	Jennifer Curtis	NEPA Reviewer	271-6324	curtis.jennifer@epa.gov
USEPA *	Phil North	Watershed Coordinator	260-4822 x226	north.phil@epa.gov
USEPA	Matt LaCroix	Aquatic Resources Unit	271-1480	lacroix.matthew@epa.gov
U.S. Fish and Wildlife Service (USFWS) *	Generic			ak fisheries@fws.gov
Regional				
City of McGrath *	Natalie Baumgartner	City Administrator	524-3825	mcgrathcityadmin@gmail.com

-- Agency Scoping Distribution List --

Shea, Kathleen E (DOT)

From: Fernandez, Elena R (DOT)
Sent: Monday, May 15, 2017 1:06 PM
To: Shea, Kathleen E (DOT)
Subject: FW: Agency Scoping: McGrath Airport Rehabilitation and Erosion Protection

FYI

From: Passmore, Chelsy M (DEC)
Sent: Monday, May 15, 2017 1:05 PM
To: Fernandez, Elena R (DOT) <elena.fernandez@alaska.gov>
Subject: RE: Agency Scoping: McGrath Airport Rehabilitation and Erosion Protection

Good Morning Elena,

Based off a limited review, it does not appear contamination will be encountered from known contaminated sites. Therefore, ADEC Contaminated Sites Program has no objections. If contamination is encountered, contact ADEC.

Let me know if you have any questions.

Chelsy Passmore
Environmental Program Specialist
ADEC Contaminated Sites Program
Office: (907) 269-7522

From: Fernandez, Elena R (DOT)
Sent: Wednesday, April 19, 2017 8:16 AM
To: Smith, Jimmy C (CED) <jimmy.smith@alaska.gov>; DEC-Webmaster (DEC sponsored) <DEC.Webmaster@alaska.gov>; grant.lindren@alaska.gov; Rypkema, James (DEC) <james.rypkema@alaska.gov>; Brenda.krauss@alaska.gov; Magee, Gregory L (DEC) <greg.magee@alaska.gov>; Ashton, William S (DEC) <william.ashton@alaska.gov>; Heil, Cynthia L (DEC) <cindy.heil@alaska.gov>; Moore, Eric A (DNR) <eric.moore@alaska.gov>; Walton, Michael L (DNR) <michael.walton@alaska.gov>; Burger, Raymond (DNR sponsored) <ray.burger@alaska.gov>; DNR, Parks OHA Review Compliance (DNR sponsored) <oha.revcomp@alaska.gov>; Bittner, Judith E (DNR) <judy.bittner@alaska.gov>; Passmore, Chelsy M (DEC) <chelsy.passmore@alaska.gov>; mark.kahklen@bia.gov; transportation.alaska@bia.gov; AK_Anchorage_FO@blm.gov; arabuck@blm.gov; Hcd.Anchorage@noaa.gov; jeanne.hanson@noaa.gov; Hcd.Anchorage@noaa.gov; kaja.brix@noaa.gov; brad.smith@noaa.gov; regpagemaster@usace.army.mil; james.n.helfinstine@uscg.mil; james.r.wetherington@uscg.mil; curtis.jennifer@epamail.epa.gov; north.phil@epa.gov; lacroix.matthew@epamail.epa.gov; ak_fisheries@fws.gov; Natalie Baumgartner <mcgrathcityadmin@gmail.com>
Cc: Riddle, Ryan N (DOT) <ryan.riddle@alaska.gov>; Shea, Kathleen E (DOT) <kathy.shea@alaska.gov>; Elliott, Brian A (DOT) <brian.elliott@alaska.gov>; Bowland, Luke S (DOT) <luke.bowland@alaska.gov>; ak-airport-env@faa.gov
Subject: Agency Scoping: McGrath Airport Rehabilitation and Erosion Protection

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 which would rehabilitate paved areas and install erosion protection at the McGrath Airport, in McGrath, Alaska.

After reviewing the scoping materials, please reply with the following information:

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

We are requesting that comments be delivered by May 20, 2017. 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,
Elena Fernandez

Elena Fernandez
Environmental Impact Analyst
Alaska Dept. of Transportation and Public Facilities
Preliminary Design and Environmental Section
P.O. Box 196900, Anchorage, Alaska 99519-6900
Phone 907.269.0527| Fax 907.243.6927

From: Smith, Jimmy C (CED)
To: Fernandez, Elena R (DOT)
Subject: RE: Agency Scoping: McGrath Airport Rehabilitation and Erosion Protection
Date: Friday, April 21, 2017 2:02:28 PM

The city of McGrath participates in the National Floodplain Insurance Program (NFIP) and Federal Emergency Management Agency (FEMA) is the Federal agency under which the NFIP is administered. In March 2003, FEMA became part of the newly created U. S. Department of Homeland Security.

If the airport is in the Special Flood Hazard Area you would need to obtain a permit from the city for any of the work that falls under the definition of development and then follow the city's ordinance requirements (McGrath). If any of the development or re-development is in the floodway, you would also need to require a floodway analysis (a "no-rise") as well.

Jimmy

Jimmy C. Smith, Local Government Specialist
Department of Commerce, Community, & Economic Development
Division of Community & Regional Affairs
550 W. 7th Avenue, Suite 1640
Anchorage, Alaska 99501

(907) 269-4132 – Phone
(907) 269-4539 - Fax

From: Fernandez, Elena R (DOT)
Sent: Wednesday, April 19, 2017 8:16 AM
To: Smith, Jimmy C (CED) <jimmy.smith@alaska.gov>; DEC-Webmaster (DEC sponsored) <DEC.Webmaster@alaska.gov>; grant.lindren@alaska.gov; Rypkema, James (DEC) <james.rypkema@alaska.gov>; Brenda.krauss@alaska.gov; Magee, Gregory L (DEC) <greg.magee@alaska.gov>; Ashton, William S (DEC) <william.ashton@alaska.gov>; Heil, Cynthia L (DEC) <cindy.heil@alaska.gov>; Moore, Eric A (DNR) <eric.moore@alaska.gov>; Walton, Michael L (DNR) <michael.walton@alaska.gov>; Burger, Raymond (DNR sponsored) <ray.burger@alaska.gov>; DNR, Parks OHA Review Compliance (DNR sponsored) <oha.revcomp@alaska.gov>; Bittner, Judith E (DNR) <judy.bittner@alaska.gov>; Passmore, Chelsy M (DEC) <chelsy.passmore@alaska.gov>; mark.kahklen@bia.gov; transportation.alaska@bia.gov; AK_Anchorage_FO@blm.gov; arabuck@blm.gov; Hcd.Anchorage@noaa.gov; jeanne.hanson@noaa.gov; Hcd.Anchorage@noaa.gov; kaja.brix@noaa.gov; brad.smith@noaa.gov; regpagemaster@usace.army.mil; james.n.helfinstine@uscg.mil; james.r.wetherington@uscg.mil; curtis.jennifer@epamail.epa.gov; north.phil@epa.gov; lacroix.matthew@epamail.epa.gov; ak_fisheries@fws.gov; Natalie Baumgartner <mcgrathcityadmin@gmail.com>
Cc: Riddle, Ryan N (DOT) <ryan.riddle@alaska.gov>; Shea, Kathleen E (DOT) <kathy.shea@alaska.gov>; Elliott, Brian A (DOT) <brian.elliott@alaska.gov>; Bowland, Luke S (DOT) <luke.bowland@alaska.gov>; ak-airport-env@faa.gov
Subject: Agency Scoping: McGrath Airport Rehabilitation and Erosion Protection

Dear Agency Staff:

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We are requesting that comments be delivered by May 20, 2017. 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,
Elena Fernandez

Elena Fernandez
Environmental Impact Analyst
Alaska Dept. of Transportation and Public Facilities
Preliminary Design and Environmental Section
P.O. Box 196900, Anchorage, Alaska 99519-6900
Phone 907.269.0527| Fax 907.243.6927

From: Long, Chandler J (DNR)
To: Fernandez, Elena R (DOT)
Subject: RE: Agency Scoping: McGrath Airport Rehabilitation and Erosion Protection
Date: Monday, April 24, 2017 12:29:10 PM

Good Morning Elena,

As my coworker Eric expected, the material sources proposed for use on this project are on DMLW managed land. In addition to this, the sites have not been designated as per AS 38.05.550 which was enacted in 2012. The contractor, or DOT&PF, will need to apply for material sales in the subject areas. The site designation takes a minimum of 6 months. Once a site is designated, a material sale can be issued within 30 days of receiving a complete application package.

Thank you for the opportunity to review,

Chandler Long
Natural Resource Specialist II
(907) 269-8560

Department of Natural Resources
Division of Mining, Land & Water-Land Office
550 West 7th Avenue Suite 900c
Anchorage, AK 99501

From: Moore, Eric A (DNR)
Sent: Wednesday, April 19, 2017 8:39 AM
To: Fernandez, Elena R (DOT) <elena.fernandez@alaska.gov>
Cc: Sowerwine, James E (DNR) <james.sowerwine@alaska.gov>; Long, Chandler J (DNR) <chandler.long@alaska.gov>
Subject: RE: Agency Scoping: McGrath Airport Rehabilitation and Erosion Protection

Elena

To secure an easement for the proposed erosion control structures, DOT&PF should complete the attached application forms and return them to the DNR DMLW Southcentral Regional Office for processing. Application and land use fees are waived for State agencies under 11 AAC 05.010(c)(3) and (c)(5). It is not clear what DOT's project timeline is, but adjudication of an easement application is expected to take at least 6 months and a full year's lead time would be preferable to ensure that you have what is needed from this office in plenty of time. Please contact James Sowerwine if you have further questions about the easement application. James is copied on this email and his phone number is 334-2542.

It appears that the proposed material source may be owned and managed by DMLW. If a DMLW-

owned source is used, a material site may need to be designated and DOT&PF or its contractor(s) will need to purchase materials through the Southcentral Regional Office's material sales program. Please contact Chandler Long for additional information regarding material sales. Chandler is copied on this email and her phone number is 269-8560.

Thank you for the opportunity to review this project.

Sincerely,

Eric Moore
Natural Resource Manager II
Department of Natural Resources
Division of Mining, Land & Water
550 W 7th Ave, Suite 900C
Anchorage, AK 99501
(907)269-8548
eric.moore@alaska.gov

From: Fernandez, Elena R (DOT)
Sent: Wednesday, April 19, 2017 8:16 AM
To: Smith, Jimmy C (CED) <jimmy.smith@alaska.gov>; DEC-Webmaster (DEC sponsored) <DEC.Webmaster@alaska.gov>; grant.lindren@alaska.gov; Rypkema, James (DEC) <james.rypkema@alaska.gov>; Brenda.krauss@alaska.gov; Magee, Gregory L (DEC) <greg.magee@alaska.gov>; Ashton, William S (DEC) <william.ashton@alaska.gov>; Heil, Cynthia L (DEC) <cindy.heil@alaska.gov>; Moore, Eric A (DNR) <eric.moore@alaska.gov>; Walton, Michael L (DNR) <michael.walton@alaska.gov>; Burger, Raymond (DNR sponsored) <ray.burger@alaska.gov>; DNR, Parks OHA Review Compliance (DNR sponsored) <oha.revcomp@alaska.gov>; Bittner, Judith E (DNR) <judy.bittner@alaska.gov>; Passmore, Chelsy M (DEC) <chelsy.passmore@alaska.gov>; mark.kahklen@bia.gov; transportation.alaska@bia.gov; AK_Anchorage_FO@blm.gov; arabuck@blm.gov; Hcd.Anchorage@noaa.gov; jeanne.hanson@noaa.gov; Hcd.Anchorage@noaa.gov; kaja.brix@noaa.gov; brad.smith@noaa.gov; regpagemaster@usace.army.mil; james.n.helfinstine@uscg.mil; james.r.wetherington@uscg.mil; curtis.jennifer@epamail.epa.gov; north.phil@epa.gov; lacroix.matthew@epamail.epa.gov; ak_fisheries@fws.gov; Natalie Baumgartner <mcgrathcityadmin@gmail.com>
Cc: Riddle, Ryan N (DOT) <ryan.riddle@alaska.gov>; Shea, Kathleen E (DOT) <kathy.shea@alaska.gov>; Elliott, Brian A (DOT) <brian.elliott@alaska.gov>; Bowland, Luke S (DOT) <luke.bowland@alaska.gov>; ak-airport-env@faa.gov
Subject: Agency Scoping: McGrath Airport Rehabilitation and Erosion Protection

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After reviewing the scoping materials, please reply with the following information:

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

We are requesting that comments be delivered by May 20, 2017. 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,
Elena Fernandez

Elena Fernandez
Environmental Impact Analyst
Alaska Dept. of Transportation and Public Facilities
Preliminary Design and Environmental Section
P.O. Box 196900, Anchorage, Alaska 99519-6900
Phone 907.269.0527| Fax 907.243.6927

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AFFIDAVIT OF PUBLICATION

STATE OF ALASKA

THIRD JUDICIAL DISTRICT

Lisa Hartlieb
being first duly sworn on oath deposes and says that he/she is a representative of the Alaska Dispatch 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

October 09, 2017

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 Lisa Hartlieb

Subscribed and sworn to before me
this 9th day of October, 2017

Britney Thompson

Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska
MY COMMISSION EXPIRES

2/23/2019

NOTICE OF INTENT TO BEGIN ENGINEERING AND ENVIRONMENTAL STUDIES

McGrath Airport Rehabilitation and Erosion Control
Project No.: CFAPT00063

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 proposal to rehabilitate paved areas and install erosion protection at the McGrath Airport, in McGrath, Alaska.

Proposed work would include the following:

- Rehabilitate Runway 16/34, taxiways A, B, D, H, and I, and the apron
- Replace runway and taxiway lighting and airport signs
- Install erosion protection off the end of Runway 34
- Improve drainage
- Relocate utilities
- Obtain an easement from ADNR for the erosion control installation in the Kuskokwim River
- Vegetation clearing and grubbing

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 for the proposed project is anticipated to begin in Summer 2019. To ensure that all possible factors are considered, please provide written comments to the following address by November 9th, 2017.

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 Luke Bowland, P.E., Project Manager, at 269-0891 or Elena Fernandez, Environmental Impact Analyst, at 269-0527.

It is the policy of the Alaska Department of Transportation & Public Facilities (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.

Notary Public
BRITNEY L. THOMPSON
State of Alaska
My Commission Expires Feb 23, 2019

Notice of Intent to Begin Engineering and Environmental Studies McGrath Airport Rehabilitation and Erosion Control

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 proposal to rehabilitate paved areas and install erosion protection at the McGrath Airport, in McGrath, Alaska.

Proposed work would include the following:
Rehabilitate Runway 16/34, taxiways A, B, D, H, and I, and the apron
Replace runway and taxiway lighting and airport signs
Install erosion protection off the end of Runway 34
Improve drainage
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Obtain an easement from ADNR for the erosion control installation in the Kuskokwim River
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Construction for the proposed project is anticipated to begin in Summer 2019. To ensure that all possible factors are considered, please provide written comments to the following address by November 6, 2017.

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 Luke Bowland, P.E., Project Manager, at 269-0891 or Elena Fernandez, Environmental Impact Analyst, at 269-0527.

It is the policy of the Alaska Department of Transportation & Public Facilities (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.

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Attachments, History, Details

Attachments
None

Revision History
Created 10/4/2017 5:08:11 PM by mlbyrd

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Central Region
Project/Regulation #:	CFAPT00063
Publish Date:	10/4/2017
Archive Date:	11/25/2017
Events/Deadlines:	

From:	Zimmer, Heidi (DOT)
To:	Riddle, Ryan N (DOT)
Subject:	FW: Updated scope: McGrath Airport Rehabilitation and Erosion Control
Date:	Monday, December 30, 2019 11:09:32 AM
Attachments:	CFAPT00063 McGrath Airport Rehab and Erosion Control Agency Scoping Packet.pdf ADEC CS reply.pdf

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From: Zimmer, Heidi (DOT)
Sent: Thursday, December 19, 2019 4:36 PM
To: Passmore, Chelsy M (DEC) <chelsy.passmore@alaska.gov>; Lidren, Grant M (DEC) <grant.lidren@alaska.gov>
Cc: Persson, Brad J (DOT) <brad.persson@alaska.gov>
Subject: Updated scope: McGrath Airport Rehabilitation and Erosion Control

In April, 2017, DOT&PF sent out an agency scoping letter (attached) soliciting comments on a proposed project which would rehabilitate paved areas and install erosion protection at the McGrath Airport. Since then, the project scope has changed to include expanding a SREB, which would involve some excavation and other work near an active contaminated site, ADOTPF—McGrath Airport Maintenance Station, File # 2612.26.004, Hazard ID # 25124.

After reviewing the proposed project area, including the change in scope, please reply with the following information:

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

Regulatory permits and/or clearances required from your agency.

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

If you have further questions about the project, please contact me or Brad Persson (cc'd) at DOT&PF Public Facilities.

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