

## **Appendix A**

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### Environmental Impact Categories not Affected

## Environmental Impact Categories Not Affected

The following environmental impact categories are not relevant to the project because the resource is not present in the project area<sup>1</sup> or there is no potential for the Proposed Action or other reasonable alternatives to result in a measurable impact.

- Air Quality
- Biological Resources (fish, terrestrial wildlife, marine mammals)
- Climate
- Coastal Resources
- Department of Transportation Act, Section 4(f); Land and Water Conservation Fund Act, Section 6(f)
- Farmlands
- Natural Resources and Energy Supply
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- Water Resources (floodplains, groundwater)
- Wild and Scenic Rivers

### 1. Air Quality

The Alaska Department of Environmental Conservation (ADEC) *Air Non-Point Mobile Sources* and Environmental Protection Agency *Non-attainment Areas for Criteria Pollutants (Green Book)* websites<sup>2</sup> indicate the City of Homer and the project area are not within the boundaries an air quality non-attainment or maintenance area for National Ambient Air Quality Standards. According to Federal Aviation Administration Order 1050.1F, the General Conformity Rule does not apply.

### 2. Biological Resources (fish, terrestrial wildlife, marine mammals)

#### *Fish*

The Alaska Department of Fish and Game (ADF&G) Alaska Fish Resource Monitor and the National Oceanic and Atmospheric Administration's essential fish habitat mapper<sup>3</sup> indicate there are no resident or anadromous fish-bearing waters or essential fish habitat within the project area. The nearest listed fish-bearing waters are Beluga Slough and Kachemak Bay, both located outside the project area. No impacts to resident or anadromous fish-bearing waters or essential fish habitat will occur.

#### *Terrestrial Wildlife*

Common terrestrial wildlife in the Homer area include moose, bear, and other fur-bearing species. Large wildlife is largely excluded from airport property by the existing airfield perimeter fence.

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<sup>1</sup> The project area is approximately 300 acres in size and generally coincides with the limits of the project's proposed improvements and/or airfield perimeter fence (see EA, Figure 1).

<sup>2</sup> Retrieved October 16, 2021 from <https://dec.alaska.gov/air/anpms/> and <https://www.epa.gov/green-book>.

<sup>3</sup> Retrieved October 16, 2021 from <https://www.adfg.alaska.gov/sf/SARR/AWC/index.cfm?ADFG=main.interactive> and <https://www.habitat.noaa.gov/protection/efh/efhmapper/>.

Terrestrial habitat inside the perimeter fence is limited to low shrub bog and shrub/grass meadow that experience regular mowing. No permanent adverse effects to wildlife species are anticipated.

#### *Marine Mammals*

There is no marine habitat and no marine mammals subject to Marine Mammal Protection Act jurisdiction in the project area. No impacts to marine mammals will occur.

### **3. Climate**

Although construction of the proposed project would result in a temporary increase in greenhouse gas 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 greenhouse gas 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. No coastal resources, including coral reef ecosystems or units of the Coastal Barrier Resources System, occur in the project area.

### **5. Department of Transportation Act, Section 4(f); Land and Water Conservation Fund Act, Section 6(f)**

U.S. National Park Service, U.S. Forest Service, U.S. Fish and Wildlife Service, Alaska Department of Natural Resources, Division of Parks and Outdoor Recreation, and City of Homer websites<sup>4</sup> indicate there are no national parks, monuments, or preserves, national forests, national wild and scenic rivers, national wildlife or waterfowl refuges, state parks or recreation areas, or municipal parks within or adjacent to the project area.

The ADF&G online listing of State of Alaska Refuges, Critical Habitat Areas (CHAs), and Sanctuaries<sup>5</sup> indicates the Kachemak Bay CHA and the Homer Airport CHA are in the vicinity of the project area. The tidal and submerged lands of Kachemak Bay were established as the Kachemak Bay CHA to preserve habitat essential to the perpetuation of fish and wildlife, and to restrict other incompatible uses. The project would not involve any work within Kachemak Bay CHA and would not result in changes to air traffic over the area. Homer Airport CHA is located on airport land owned by the Department of Transportation & Public Facilities (DOT&PF) and managed by ADF&G, just to the north of the project area. Homer Airport CHA contains 280 acres of lands (mostly wetlands) that provide habitat for birds and winter habitat for the local moose population. No construction activities would take place within its boundaries, nor would the project result in changes to air traffic over the area.

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<sup>4</sup> Retrieved October 16, 2021 from <https://www.nps.gov/findapark/index.htm>, <https://www.fs.fed.us/ivm/>, <https://www.fws.gov/refuges/find-a-wildlife-refuge/>, <http://dnr.alaska.gov/parks/parkunits.htm>, and <https://www.cityofhomer-ak.gov/recreation/homer-trails-park-map>.  
<http://www.adfg.alaska.gov/index.cfm?adfg=conservationareas.locator>

<sup>5</sup> Retrieved October 16, 2021 from <http://www.adfg.alaska.gov/index.cfm?adfg=conservationareas.locator>.

The Bureau of Land Management 17(b) easement map for the Seldovia C-4 quadrangle indicates there are no 17(b) trail easement in the project area.<sup>6</sup>

## **6. Farmlands**

The U.S. Department of Agricultural, Natural Resources Conservation Service Web Soil Survey<sup>7</sup> indicates there is no designated prime or unique farmland, farmland of statewide importance, or farmland/soil of local importance in the project area.

## **7. 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.

## **8. Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety Risks**

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, directs federal agencies to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. The Environmental Protection Agency’s (EPA) environmental justice (EJ) screening tool, known as EJSCREEN, is an environmental justice mapping and screening tool that combines environmental and demographic indicators into eleven EJ indexes<sup>8</sup>. EJ indexes are used to identify minority and/or low-income populations, environmental quality issues, and/or a combination of these. The EJ indexes surrounding a proposed project area are compared to the rest of the state, EPA region, or the nation. Four states, include Alaska, Washington, Oregon, Idaho, and 271 Tribal Nations, comprise EPA Region 10.

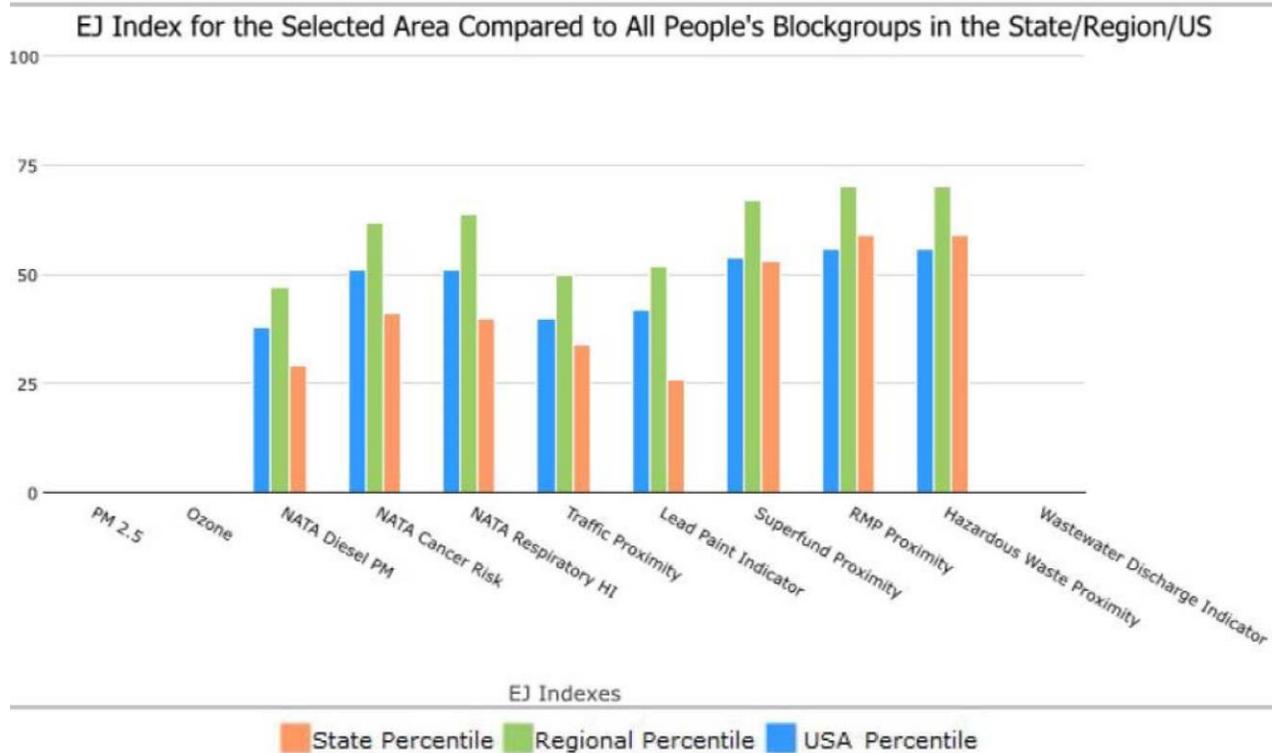
Only eight out of the eleven EJ indexes contained data for the project area. The table below summarizes the EJ indexes for the Homer Airport and surrounding area (three-mile radius) compared to the state of Alaska, EPA Region 10, and the nation.

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<sup>6</sup> Retrieved October 16, 2021 from <https://www.blm.gov/programs/lands-andrealty/>.

<sup>7</sup> Retrieved October 16, 2021 from <https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>.

<sup>8</sup> <https://www.epa.gov/ejscreen>.



The Proposed Action alternative 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). No impacts to subsistence hunting, fishing, and gathering would result from the project as these activities do not occur in the project area.

**9. Water Resources (floodplains, groundwater, navigable waters, wild and scenic rivers)**

*Floodplains*

Federal Emergency Management Agency online flood maps<sup>9</sup> indicate the project area is not within a special flood hazard area (100-year floodplain). The project area is located within Zone D (flood hazards undetermined, but possible) on flood insurance rate map 02122C2115E. The project design will minimize potential impacts to existing drainage patterns. No adverse impacts to floodplains will occur.

*Groundwater*

The ADEC Drinking Water Program website and interactive maps<sup>10</sup> indicate there are no Public Water System sources or Drinking Water Protection Areas in the project area or vicinity. Therefore, DOT&PF anticipates the project will have no effect on groundwater resources.

<sup>9</sup> Retrieved October 16, 2021 from <https://www.fema.gov/flood-maps>.

<sup>10</sup> Retrieved October 16, 2021 from <https://dec.alaska.gov/eh/dw/dwp/protection-areas-map/>.

*Navigable Waters*

No navigable waters under U.S. Army Corps of Engineers, U.S. Coast Guard, or Alaska Department of Natural Resources<sup>11</sup> jurisdiction are located within or immediately adjacent to the project area. Two waterbodies considered navigable under Section 10 of the Rivers and Harbors Act, Beluga Lake and Kachemak Bay, are both in the project area’s general vicinity. No work would take place within either water body.

*Wild and Scenic Rivers*

The National Park Service’s National Wild and Scenic Rivers System (WSRS) list and Nationwide Rivers Inventory (NRI)<sup>12</sup> indicates there are no designated units of the WSRS or NRI-designated waters in the project area or vicinity.

**ABBREVIATIONS**

ACMP .....	Alaska Coastal Management Program
ADEC.....	Alaska Department of Environmental Conservation
ADF&G .....	Alaska Department of Fish and Game
CHA .....	Critical Habitat Area
DOT&PF .....	Alaska Department of Transportation & Public Facilities
EJ .....	Environmental Justice
EPA .....	Environmental Protection Agency
NRI .....	Nationwide Rivers Inventory
WSRS.....	Wild and Scenic Rivers System

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<sup>11</sup> Retrieved October 16, 2021 from <https://www.poa.usace.army.mil/Missions/Regulatory/Recognizing-Wetlands/Navigable-Waters/>, [https://www.pacificarea.uscg.mil/...D17\\_ListofNavigableWaters.pdf](https://www.pacificarea.uscg.mil/...D17_ListofNavigableWaters.pdf), and <https://dnr.alaska.gov/mlw/paad/nav/>.

<sup>12</sup> Retrieved October 16, 2021 from <https://www.rivers.gov/> and <https://www.nps.gov/subjects/rivers/nationwide-rivers-inventory.htm>.

## Appendix B

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### Endangered Species Act Consultation

FAA & USFWS Correspondence regarding finding of effect.....	B-1
Initiation of Consultation.....	B-4

**From:** [Boldenow, Megan L](#)  
**To:** [Gilbertsen, Jack \(FAA\)](#)  
**Cc:** [Cooper, Douglass](#)  
**Subject:** Re: [EXTERNAL] Homer Airport Section 7 ESA informal consult letter  
**Date:** Wednesday, July 14, 2021 4:50:46 PM

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Hi, Jack.

It is our understanding that the FAA wishes to change the section 7 finding for the Homer Airport Improvements project to No Effect. For your records, you may wish to retain the below language.

Section 7(a)(2) of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.), requires Federal agencies to ensure that any actions they undertake, fund, or authorize are not likely to jeopardize the continued existence of listed species or adversely modify designated critical habitat. As an initial step in complying with section 7(a)(2), the implementing regulations require the Federal agency to determine whether its action “may affect” listed species or critical habitat (50 Code of Federal Regulations 402.14(a)). If the proposed action may affect listed species or critical habitat, the Endangered Species Act requires that the Federal agency consult with the U.S. Fish and Wildlife Service (Service). You have requested our concurrence with your determination that the proposed action would have “no effect” on any listed threatened or endangered species or designated critical habitat. The regulations implementing section 7(a)(2) of the Endangered Species Act (50 CFR 402) do not require our concurrence with a “no effect” determination made by a Federal agency. Consequently, we decline to concur with your determination regarding the proposed project. However, as described at 50 CFR 402.14(a), the Service may request that a Federal agency “enter into consultation if (the Service) identifies any action of that agency that may affect listed species or critical habitat and for which there has been no consultation.” For the proposed action, we have no further comment with regard to section 7(a)(2) of the Endangered Species Act.

Based on your determination that the proposed project will have "no effect" on any listed species or critical habitat, you have completed your obligations under section 7 of the Endangered Species Act. We recommend you include documentation of your determination in your project records.

The Service does not plan to take further action on the previous section 7 request unless we hear otherwise.

Thanks, Jack. Please let me know if you have any questions.

Best regards,

Megan

**From:** Gilbertsen, Jack (FAA) <[jack.gilbertsen@faa.gov](mailto:jack.gilbertsen@faa.gov)>

**Sent:** Monday, July 5, 2021 4:02 PM

**To:** Boldenow, Megan L <[megan\\_boldenow@fws.gov](mailto:megan_boldenow@fws.gov)>

**Subject:** RE: [EXTERNAL] Homer Airport Section 7 ESA informal consult letter

I had affirmed "No Effect" to the airport's sponsor. Still waiting for them to send me the document language.

I will check back with them and let you know.

Jack L. Gilbertsen, REM

Lead Environmental Protection Specialist

Alaska Regional Office

Federal Aviation Administration

(907) 271-5453

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**From:** Boldenow, Megan L <[megan\\_boldenow@fws.gov](mailto:megan_boldenow@fws.gov)>

**Sent:** Friday, July 02, 2021 2:22 PM

**To:** Gilbertsen, Jack (FAA) <[jack.gilbertsen@faa.gov](mailto:jack.gilbertsen@faa.gov)>

**Subject:** Re: [EXTERNAL] Homer Airport Section 7 ESA informal consult letter

Hi, Jack.

I just wanted to check in to see whether you were planning to send a No Effect determination for this project? Please let me know either way, as I will need to respond to the NLAA sent over on the 26th May.

Thanks much, and happy holiday weekend!

Megan

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**From:** Boldenow, Megan L <[megan\\_boldenow@fws.gov](mailto:megan_boldenow@fws.gov)>

**Sent:** Tuesday, June 8, 2021 10:55 AM

**To:** Gilbertsen, Jack (FAA) <[jack.gilbertsen@faa.gov](mailto:jack.gilbertsen@faa.gov)>

**Subject:** Re: [EXTERNAL] Homer Airport Section 7 ESA informal consult letter

Hi, Jack.

Thanks for taking time for a phone call today.

Having reviewed the scoping package and section 7 consultation request for the Homer Airport Improvements project, the Service does not believe listed species are likely to occur within the Action Area, or be otherwise affected by the Action as proposed.

If the FAA is comfortable with a No Effect determination rather than the Not Likely to Adversely Effect determination, please send an amended letter or email to that effect. We will then send a formal response for your records indicating that we have no further comments.

Kindest regards,

Megan

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**From:** Gilbertsen, Jack (FAA) <[jack.gilbertsen@faa.gov](mailto:jack.gilbertsen@faa.gov)>

**Sent:** Wednesday, May 26, 2021 3:01 PM

**To:** Boldenow, Megan L <[megan\\_boldenow@fws.gov](mailto:megan_boldenow@fws.gov)>  
**Cc:** Zimmer, Heidi (DOT) <[heidi.zimmer@alaska.gov](mailto:heidi.zimmer@alaska.gov)>; [brian.elliott@alaska.gov](mailto:brian.elliott@alaska.gov)  
<[brian.elliott@alaska.gov](mailto:brian.elliott@alaska.gov)>; Hansen, Matthew H (DOT) <[matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov)>  
**Subject:** [EXTERNAL] Homer Airport Section 7 ESA informal consult letter

**This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.**

Ms. Boldenow

I'm attaching a Section 7 informal consultation letter for the Homer Airport's proposed improvement project.

If you have any questions, please call me.

Thanks,

Jack

Jack L. Gilbertsen, REM  
Lead Environmental Protection Specialist  
Alaska Regional Office  
Federal Aviation Administration  
(907) 271-5453



U.S. Department  
of Transportation

AIRPORTS DIVISION

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

**Federal Aviation  
Administration**

In Reply Refer To:  
Homer Airport Improvements  
Project No.: CFAPT00491 / Fed # TBD  
Consultation Initiation (07CAAN00-2021-CPA-0005)

May 26, 2021

Megan Boldenow  
Fish and Wildlife Biologist  
Anchorage Fish and Wildlife Conservation Office  
U.S. Fish and Wildlife Service  
4700 BLM Road,  
Anchorage, AK 99507  
Emailed To: [megan\\_boldenow@fws.gov](mailto:megan_boldenow@fws.gov)

Dear Ms. Boldenow:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to rehabilitate and improve the Homer Airport and associated airport facilities. Pursuant to Section 7 of the Endangered Species Act (ESA), we are initiating informal consultation with you to request your concurrence that the proposed project is not likely to adversely affect listed Threatened, Endangered, or Candidate species or their designated critical habitat.

**Study Area**

The study area generally consists of the 281-acre fenced perimeter of the airport, of which approximately 180 acres are undeveloped. A wetland delineation within the study area in September 2020 indicates that approximately 52 percent (93.6 acres) of the airfield's undeveloped 180 acres is wetland. The proposed project is located within Sections 21 and 22, Township 6 South, Range 13 West, Seward Meridian; on USGS Quadrangle Seldovia C-4; and at Latitude 59.64126° North, Longitude 151.48856° West, in Homer, Alaska (Figure 1).

**Proposed Action**

The proposed project would include the following elements (Figure 2):

- Rehabilitate and resurface Runway 04/22 and portions of Taxiways A and B
- Rehabilitate Runway Safety Areas

- Seal coat the existing General Aviation (GA) Apron, Commercial Apron, and portions of Taxiways A, B, and E
- Expand and pave the eastern portion of the GA Apron
- Remove a portion of Taxiway D and reconstruct as service road
- Construct new taxiway turnaround (Taxiway G/H/J) at the east end of the runway
- Construct embankment for future parallel Taxiway H
- Construct new one-lane, gravel surface perimeter service road and connectors
- Remove terrain obstructions penetrating airspace for departing and approaching aircraft (Part 77 surfaces)
- Replace airfield and approach indicator lighting
- Improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall
- Apply dust palliative
- Clear and grub vegetation
- Adjust utilities, if required

The Proposed Action is anticipated to permanently fill approximately 30 acres of scrub-shrub and herbaceous meadow wetlands. Fill placement is a result of service road and taxiway construction, obstruction removal, drainage improvements, and apron expansion.

### **ESA-Listed Species**

The Steller's Eider (*Polysticta stelleri*) was identified as the only ESA-listed resource within the study area. No designated or proposed critical habitat or proposed species are present in the study area.

The breeding range of the Steller's Eider is the Arctic Coastal Plain of northwestern Alaska. In the winter, Steller's Eiders are found in shallow, near-shore marine waters of the Alaska Peninsula, Aleutian Islands, Kodiak Island, Cook Inlet, and Kachemak Bay. Aerial surveys by the USFWS have observed flocks of various sizes in Kachemak Bay from the west shore of Homer Spit to Clam Gulch during the wintering season. The study area is located approximately 300 feet from Kachemak Bay, with the majority of the proposed improvements located over 1,000 feet from the Kachemak Bay shoreline.

### **Potential Effect on Listed Species**

Under the Proposed Action, no work will occur in the vicinity of Beluga Lake or Kachemak Bay, although some work will occur within 100 feet of Lampert Lake. The Proposed Action is unlikely to cause direct or indirect impacts to listed Steller's Eiders because no work will occur in open water habitat, and erosion and sediment control measures will minimize potential impacts to Steller's Eider habitat resulting from construction-related water quality impacts. Further, the Alaska-breeding population of Steller's Eiders comprise approximately 1 percent of the total Eider population wintering in Alaska, making the probability of affecting the listed population discountable.

The contractor will develop and implement an Erosion and Sediment Control Plan and a Storm Water Pollution Prevention Plan to minimize storm water runoff from construction to reach

either water body. The project design will maintain a vegetated buffer between the Lampert Lake shoreline and the proposed service road embankment to filter storm water discharging from the finished roadway surface.

Given the small amount of habitat potentially impacted and the storm water minimization measures incorporated into project design and construction, FAA finds that the proposed action is not likely to adversely affect the Steller's Eider. The FAA requests a response from USFWS regarding concurrence with this determination within 30 days of the receipt of this letter. If you have questions about this project, please contact me at the address above, by phone at (907) 271-5453 or by email at [jack.gilbertsen@faa.gov](mailto:jack.gilbertsen@faa.gov).

Sincerely,

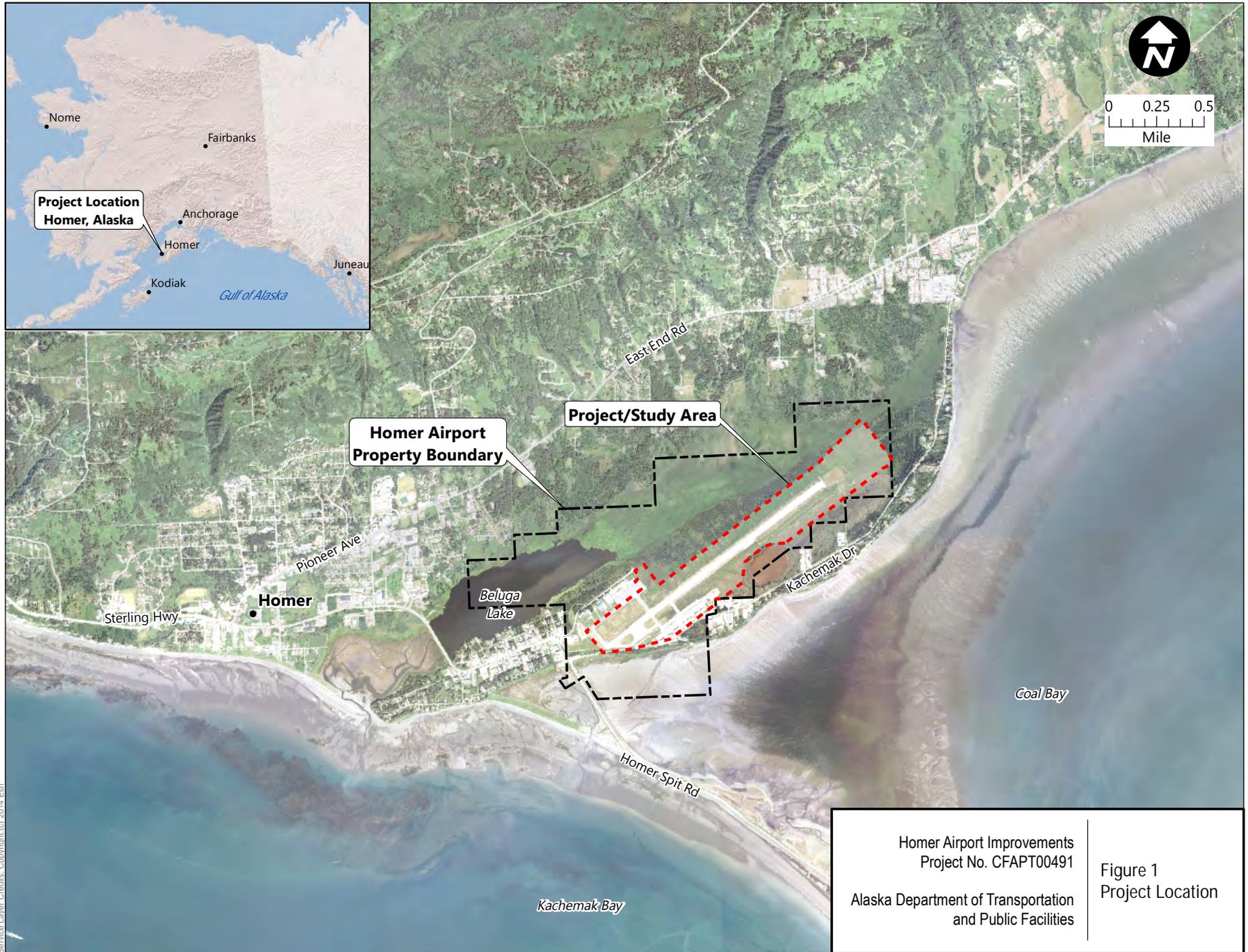
A handwritten signature in black ink, appearing to read "Jack L. Gilbertsen". The signature is fluid and cursive, with a long horizontal stroke at the end.

Jack L. Gilbertsen, REM  
Lead Environmental Protection Specialist

Attachments: Figure 1: Location and Vicinity Map  
Figure 2: Project Overview

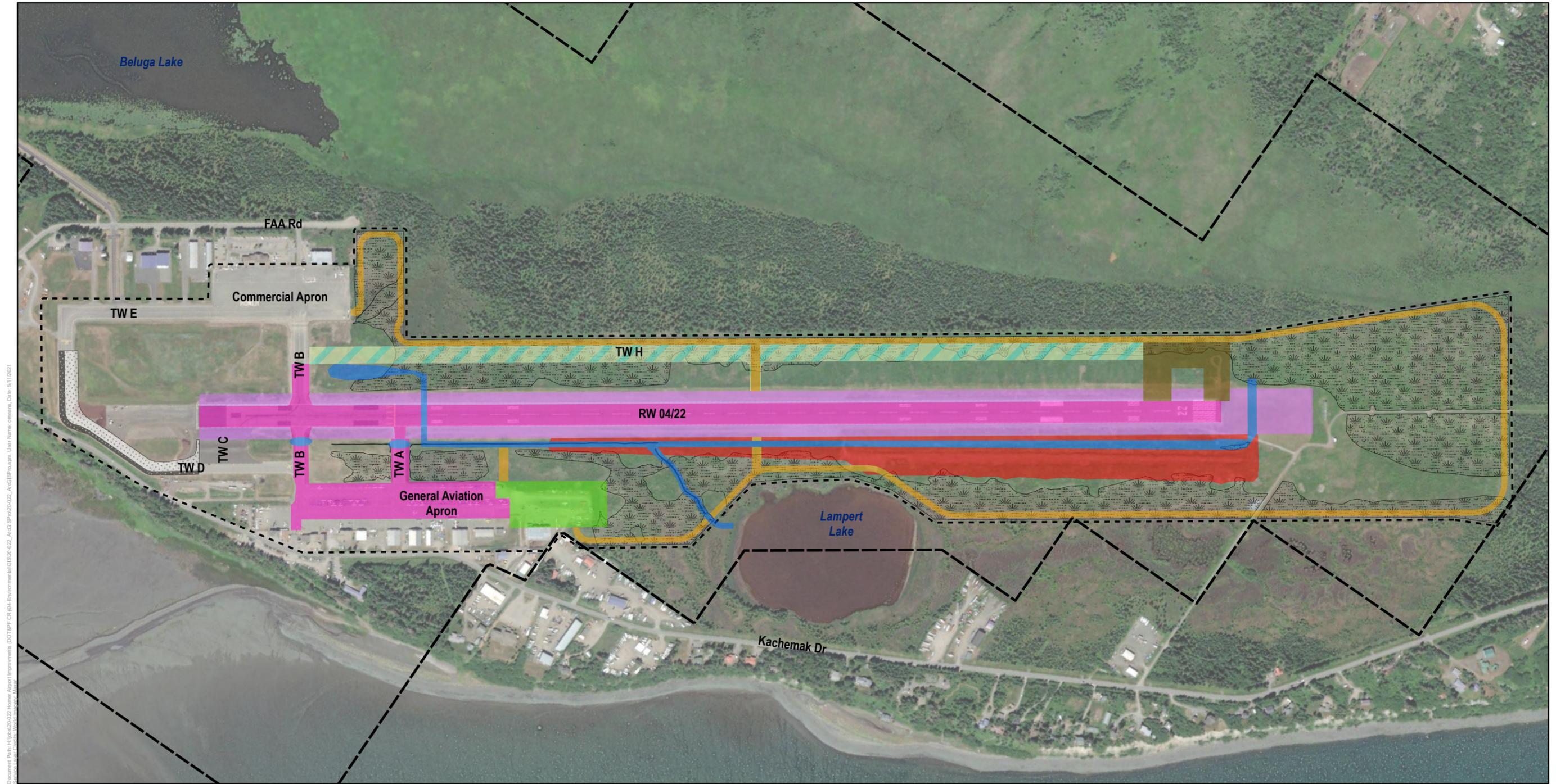
cc: Brian Elliott, DOT&PF, Regional Environmental Manager  
Matthew Hansen, P.E., DOT&PF Aviation Design, Project Manager  
Heidi Zimmer, DOT&PF, Environmental Impact Analyst III

H:\hgs\20-022\_Homer Airport Improvements (DOT&PF CR)\04-Environmental\GIS\maps\20-022-04\_ESA\_Fig1\_Loc-Vic.mxd, 12/6/2021 9:19:30 AM by omeans  
Services Layer Credits: Copyright (c) 2014 Esri



Homer Airport Improvements  
Project No. CFAPT00491  
Alaska Department of Transportation  
and Public Facilities

Figure 1  
Project Location



Document Path: H:\04\2022 Homer Airport Improvements (DOT\BPF CR\04-Environmental\04-22\_Av\GIS\Info.aprx, User Name: omeans, Date: 5/11/2021  
 Project: Homer Airport Improvements

<p> <span style="border: 1px dashed black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Airport Property Boundary  <span style="border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Project Area / Study Area  <span style="border: 1px solid black; display: inline-block; width: 20px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); margin-right: 5px;"></span> Delineated Wetlands         </p>	<p><b>Key to Project Elements</b></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 33%;"><span style="background-color: pink; border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Rehabilitate RW, TWs, &amp; GA Apron</td> <td style="width: 33%;"><span style="background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Reconstruct Portion of TW D as Service Road</td> <td style="width: 33%;"><span style="background-color: red; border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Remove Terrain Obstructions</td> </tr> <tr> <td><span style="background-color: purple; border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Rehabilitate RSAs</td> <td><span style="background-color: brown; border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Construct New TW Turnaround</td> <td><span style="background-color: blue; border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Improve Drainage</td> </tr> <tr> <td><span style="background-color: green; border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Expand &amp; Pave GA Apron</td> <td><span style="background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Embank Material for Future TW H</td> <td></td> </tr> <tr> <td><span style="border: 1px solid black; display: inline-block; width: 20px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); margin-right: 5px;"></span> Remove Portion of TW D</td> <td><span style="background-color: orange; border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Construct New Service Roads</td> <td></td> </tr> </table>	<span style="background-color: pink; border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Rehabilitate RW, TWs, & GA Apron	<span style="background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Reconstruct Portion of TW D as Service Road	<span style="background-color: red; border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Remove Terrain Obstructions	<span style="background-color: purple; border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Rehabilitate RSAs	<span style="background-color: brown; border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Construct New TW Turnaround	<span style="background-color: blue; border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Improve Drainage	<span style="background-color: green; border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Expand & Pave GA Apron	<span style="background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Embank Material for Future TW H		<span style="border: 1px solid black; display: inline-block; width: 20px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); margin-right: 5px;"></span> Remove Portion of TW D	<span style="background-color: orange; border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Construct New Service Roads		<p>Homer Airport Improvements Project No. CFAPT00491</p> <p>Alaska Department of Transportation and Public Facilities</p> <p><b>Figure 2 Project Overview</b></p>
<span style="background-color: pink; border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Rehabilitate RW, TWs, & GA Apron	<span style="background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Reconstruct Portion of TW D as Service Road	<span style="background-color: red; border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Remove Terrain Obstructions												
<span style="background-color: purple; border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Rehabilitate RSAs	<span style="background-color: brown; border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Construct New TW Turnaround	<span style="background-color: blue; border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Improve Drainage												
<span style="background-color: green; border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Expand & Pave GA Apron	<span style="background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Embank Material for Future TW H													
<span style="border: 1px solid black; display: inline-block; width: 20px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); margin-right: 5px;"></span> Remove Portion of TW D	<span style="background-color: orange; border: 1px solid black; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Construct New Service Roads													
<p> <span style="display: inline-block; width: 100px; border-bottom: 1px solid black; margin-right: 5px;"></span> 0      500      1,000            Feet         </p> <p style="text-align: center;"> <span style="font-size: 2em;">N</span>  <span style="font-size: 1.5em;">↑</span> </p>	<p><i>Note: Replace airfield and approach indicator lighting, reconstruct Lampert Lake outfall, apply dust palliative, clear/grub vegetation, and adjust utilities not shown because they occur within the limits of the work described above.</i></p> <p><i>RW = runway, TW = taxiway, RSA = Runway Safety Area, GA = General Aviation</i></p>													

## Appendix C

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### National Historic Preservation Act Consultation

DOT&PF Initiation of Consultation Letters .....	C-1
SHPO Response to Initiation .....	C-27
Findings .....	C-30
SHPO Concurrence .....	C-58



In Reply Refer To:  
Homer Airport Improvements  
TBD/CFAPT00414  
Consultation Initiation  
April 1, 2021

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

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaskan Region Airports Division of the Federal Aviation Administration (FAA), is proposing to extend the service life of the Homer Airport and associated facilities, improve safety for taxiing and arriving/departing aircraft, bring Part 77 navigable airspace to current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescue operations. The Homer Airport is located at 3730 FAA St #110, in the City of Homer, Alaska (Figure 1, Table 1), two miles (3.2 kilometers [km]) east of Homer’s business center in the Kenai Peninsula Borough, Alaska.

**Table 1: Project location.**

USGS Quad	Meridian	Township	Range	Section(s)	Latitude	Longitude
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Table Notes: Latitude and longitude are for the center point of the APE in NAD83 Alaska Albers.

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 activities include the following:

- Rehabilitate and resurface Runway 04/22, Taxiway B (south of the runway), and Taxiway A
- Expand, pave, and resurface the General Aviation apron
- Crack seal the Commercial Apron and Taxiway B (north of the runway)
- Remove terrain obstructions and trees penetrating airspace for departing and approaching aircraft (Part 77 surfaces)

- Replace airfield lighting
- Remove Taxiway D
- Construct embankment for a future parallel Taxiway H and connecting taxiways
- Construct perimeter service road
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- Apply dust palliative
- Clear and grub vegetation
- Adjust utilities, if required

### Preliminary Area of Potential Effect

The preliminary area of potential effect will be delimited by the existing fence line surrounding the airport as depicted in Figure 2. The APE will be finalized after comments are received from your agency and the consulting parties.

### Identification Efforts

During consultation for the geotechnical phase of the project the SHPO requested a historic structures survey of the airport and an archaeological survey of the airport grounds potentially subject to direct effects. DOT&PF contracted Northern Land Use Research Alaska, LLC (NLURA) to conduct a cultural resource desktop review (see attachment). A review of the Alaska Heritage Resources Survey (AHRs) indicated that there are 28 AHRs sites; 25 historic buildings and 3 prehistoric archaeological sites within one mile (1.6 km) of the preliminary APE (Table 2). No AHRs sites or RS2477 trails are located within the preliminary APE. There are no buildings within the preliminary APE that are 45 years old or older.

**Table 2. AHRs sites within one mile (1.6 km) of APE.**

Site No.	Site Name	Site Description	Distance from Project APE	NRHP Status
SEL-00078	Homer Spit 2	Prehistoric shell midden, site is partially destroyed.	2,576.60 ft (785.348 m)	NDE
SEL-00142	Nordby Cabin	1917 log cabin moved to current location in 2000.	3,670.463 ft (1,118.76 m)	NDE
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SEL-00149	Christensen/Kirkpatrick House	1.5 story log house built in 1938 on homestead.	2,682.604 ft (817.658 m)	NDE
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SEL-00152	Shotter/Svedlund/Thompson House	Original two-story frame home built in 1931-1932 in Seldovia. Moved to current location in Homer in 1935. Several outbuildings associated with house.	3,229.093 ft (984.228 m)	NDE
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SEL-00155	Thorn-Stingley House	Post WWII house, mid-twentieth century bungalow retaining its physical integrity.	2,422.351 ft (738.336 m)	DE
SEL-00156	Jones House	A pre-1940 frame building originally erected in Halibut Cove and moved to Homer.	4,772.596 ft (1,454.687 m)	NDE
SEL-00157	Homer Cash Store	Two-story, 30'x 60', 1936 building that operated as a store and later a warehouse.	5,467.110 ft (1,666.375 m)	NDE
SEL-00272	Prehistoric Lamp Site	Prehistoric site containing multiple lamps.	861.483 ft (262.580 m)	NDE
SEL-00353	Alm House	A 1.5 story log house build in 1946 by Milton and Helen Alm.	3,586.661 ft (1,093.214 m)	NDE
SEL-00355	Shelford House	One-story gable house built in 1936 by Tom Shelford.	4,999.0636 ft	NDE

			(1,523.715 m)	
<b>SEL-00356</b>	Hady Hotel/Heritage Hotel Lodge	Rectangular, gable roofed building constructed in 1948. Functioned as a hotel from 1948 to present day.	4,846.962 f (1,477.354 m)	NDE
<b>SEL-00357</b>	Alaska Wild Berry Products	Complex of log, gable roofed buildings build circa 1948 by Hazel and Ken Heath.	2,911.536 ft (887.436 m)	NDE
<b>SEL-00359</b>	Edwards House	1.5 story, 14' x 16' log homestead cabin used by Ruel Edwards.	3,098.065 ft (944.290 m)	NDE
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<b>SEL-00369</b>	601 East Pioneer Avenue	Building that was assigned an AHRS number but no description exists of the building.	236.269 ft (720.019 m)	NDE
<b>SEL-00370</b>	3977 Lake Street	Building that was assigned an AHRS number but no description exists of the building.	2,350.407 ft (716.402 m)	NDE
<b>SEL-00371</b>	3978 Lake Street	Building that was assigned an AHRS number but no description exists of the building.	2,011.628 ft (613.144 m)	NDE
<b>SEL-00372</b>	3939 Lake Street	Building that was assigned an AHRS number but no description exists of the building.	861.27 ft (262.515 m)	NDE
<b>SEL-00373</b>	3915 Lake Street	Building that was assigned an AHRS number but no description exists of the building.	1,964.410 ft (598.752 m)	NDE
<b>SEL-00374</b>	3877 Lake Street	Building that was assigned an AHRS number but no description exists of the building.	1,769.890 ft (569.942 m)	NDE
<b>SEL-00375</b>	3695 Lake Street	Building that was assigned an AHRS number but no description exists of the building.	1,740.486 ft (530.500 m)	NDE
<b>SEL-00379</b>	Sterling Highway	The non-interstate segment of the Sterling Highway that extends from the Kenai Spur Highway to the end of the Homer Spit.	93.688 ft (28.556 m)	DNE
<b>SEL-00390</b>	Bollenbach Site	Small, disturbed shell midden atop the sea bluff. Site destroyed.	1,285.651 ft (391.866 m)	NDE
<b>SEL-00391</b>	Yourkowski Site	Prehistoric midden site. Partially destroyed by gardening.	933.52 ft (284.537 m)	NDE

Table Notes:

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Based on the review of site types within one mile (1.6 km) of the preliminary APE, Project wetland data, and LiDAR and IFSAR imagery, NLURA recommended that there is a moderate to high potential for prehistoric and/or historic archaeological resources in the non-wetland areas within the preliminary APE that have not been disturbed by previous airport construction. As such, DOT&PF plans to complete a Level I survey for these portions of the preliminary APE (Figure 2). If cultural resources are identified during the Level I survey, field investigations will expand to include a Level II survey of the identified resources.

### Consulting Parties

DOT&PF is contacting the following parties for consultation: SHPO, Cook Inlet Region Inc. (CIRI), the City of Homer, the Kenai Peninsula Borough, the City of Seldovia, the Seldovia Native Association, the Ninilchik Native Association, and the Pratt Museum/Homer Society of Natural History. FAA is directly initiating government to government consultation for the project with the Seldovia Village Tribe, Ninilchik Traditional Council and the Kenaitze Indian Tribe.

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

Enclosures:

Figure 1: Location and Vicinity  
Figure 2: Area of Potential Effect  
OHA Report Cover Sheet  
NLURA Cultural Resources Desktop Assessment, Homer Airport Improvements (Project No. CFAPT00491)

Electronic cc w/ enclosures:

Matt Hansen, P.E., DOT&PF Central Region, Project Manager  
Jack Gilbertsen, FAA Environmental Protection Specialist  
Brian Elliott, DOT&PF Central Region, Regional Environmental Manager  
Kathy Price, DOT&PF Statewide Environmental Office, Cultural Resources Manager  
Heidi Zimmer, DOT&PF Central Region, Environmental Analyst



In Reply Refer To:  
Homer Airport Improvements  
TBD/CFAPT00414  
Consultation Initiation  
April 1, 2021

Suzanne Settle, VP of Energy Land and Resources  
Cook Inlet Region, Inc.  
PO Box 93330  
Anchorage, AK 99509

Dear Ms. Settle:

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 extend the service life of the Homer Airport and associated facilities, improve safety for taxiing and arriving/departing aircraft, bring Part 77 navigable airspace to current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescue operations. The Homer Airport is located at 3730 FAA St #110, in the City of Homer, Alaska (Figure 1, Table 1), two miles (3.2 kilometers [km]) east of Homer’s business center in the Kenai Peninsula Borough, Alaska.

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In Reply Refer To:  
Homer Airport Improvements  
TBD/CFAPT00414  
Consultation Initiation  
April 1, 2021

Mayor Ken Castner  
City of Homer  
PO Box 558  
Homer, Alaska 99603

Dear Mr. Castner:

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In Reply Refer To:  
Homer Airport Improvements  
TBD/CFAPT00414  
Consultation Initiation  
April 1, 2021

Rachel Friedlander  
City Manager  
City of Seldovia  
PO Drawer B  
Seldovia, AK 99663

Dear Ms. Friedlander:

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 extend the service life of the Homer Airport and associated facilities, improve safety for taxiing and arriving/departing aircraft, bring Part 77 navigable airspace to current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescue operations. The Homer Airport is located at 3730 FAA St #110, in the City of Homer, Alaska (Figure 1, Table 1), two miles (3.2 kilometers [km]) east of Homer’s business center in the Kenai Peninsula Borough, Alaska.

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In Reply Refer To:  
Homer Airport Improvements  
TBD/CFAPT00414  
Consultation Initiation  
April 1, 2021

Mayor Charles Pierce  
Kenai Peninsula Borough  
144 North Binkley Street  
Soldotna, Alaska 99669

Dear Mr. Pierce:

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In Reply Refer To:  
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TBD/CFAPT00414  
Consultation Initiation  
April 1, 2021

Jennifer Gibbins  
Executive Director  
Pratt Museum  
3779 Bartlett Street  
Homer, AK 99603

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**Table 2. AHRs sites within one mile (1.6 km) of APE.**

Site No.	Site Name	Site Description	Distance from Project APE	NRHP Status
SEL-00078	Homer Spit 2	Prehistoric shell midden, site is partially destroyed.	2,576.60 ft (785.348 m)	NDE
SEL-00142	Nordby Cabin	1917 log cabin moved to current location in 2000.	3,670.463 ft (1,118.76 m)	NDE
SEL-00144	Slavin Buildings	Three buildings, one log construction, from the 1920s Slavin homestead.	3,325.973 ft (1,013.757 m)	NDE
SEL-00145	Gustav and Maren Anderson House	2.5 story log house built in 1926/7, outbuildings and well are nearby.	5,012.058 ft (1,222.875 m)	NDE
SEL-00149	Christensen/Kirkpatrick House	1.5 story log house built in 1938 on homestead.	2,682.604 ft (817.658 m)	NDE
SEL-00150	Homer Post Office	Log cabin built in 1927 to function as post office, in 1950s purchased and moved to Alaska Wild Berry Products complex.	2,802.440 ft (854.184 m)	NDE
SEL-00152	Shotter/Svedlund/Thompson House	Original two-story frame home built in 1931-1932 in Seldovia. Moved to current location in Homer in 1935. Several outbuildings associated with house.	3,229.093 ft (984.228 m)	NDE
SEL-00153	Putnam/Hewlett House	Single story building built in 1937/38. House was demolished in the 1990s.	5,057.132 ft (1,541.414 m)	NDE
SEL-00155	Thorn-Stingley House	Post WWII house, mid-twentieth century bungalow retaining its physical integrity.	2,422.351 ft (738.336 m)	DE
SEL-00156	Jones House	A pre-1940 frame building originally erected in Halibut Cove and moved to Homer.	4,772.596 ft (1,454.687 m)	NDE
SEL-00157	Homer Cash Store	Two-story, 30'x 60', 1936 building that operated as a store and later a warehouse.	5,467.110 ft (1,666.375 m)	NDE
SEL-00272	Prehistoric Lamp Site	Prehistoric site containing multiple lamps.	861.483 ft (262.580 m)	NDE

<b>SEL-00353</b>	Alm House	A 1.5 story log house build in 1946 by Milton and Helen Alm.	3,586.661 ft (1,093.214 m)	NDE
<b>SEL-00355</b>	Shelford House	One-story gable house built in 1936 by Tom Shelford.	4,999.0636 ft (1,523.715 m)	NDE
<b>SEL-00356</b>	Hady Hotel/Heritage Hotel Lodge	Rectangular, gable roofed building constructed in 1948. Functioned as a hotel from 1948 to present day.	4,846.962 f (1,477.354 m)	NDE
<b>SEL-00357</b>	Alaska Wild Berry Products	Complex of log, gable roofed buildings build circa 1948 by Hazel and Ken Heath.	2,911.536 ft (887.436 m)	NDE
<b>SEL-00359</b>	Edwards House	1.5 story, 14' x 16' log homestead cabin used by Ruel Edwards.	3,098.065 ft (944.290 m)	NDE
<b>SEL-00361</b>	Edens House	Wood-frame, gabled roof, house built in 1945 by homesteaders Richard and Helen Edens.	2,448.747 ft (746.378 m)	NDE
<b>SEL-00362</b>	Smith House	Wood-frame, 2.5 story house with asbestos shingles and numerous gables built in 1946 by Robert and Margaret Smith.	2,304.519 ft (702.417 m)	NDE
<b>SEL-00369</b>	601 East Pioneer Avenue	Building that was assigned an AHRS number but no description exists of the building.	236.269 ft (720.019 m)	NDE
<b>SEL-00370</b>	3977 Lake Street	Building that was assigned an AHRS number but no description exists of the building.	2,350.407 ft (716.402 m)	NDE
<b>SEL-00371</b>	3978 Lake Street	Building that was assigned an AHRS number but no description exists of the building.	2,011.628 ft (613.144 m)	NDE
<b>SEL-00372</b>	3939 Lake Street	Building that was assigned an AHRS number but no description exists of the building.	861.27 ft (262.515 m)	NDE
<b>SEL-00373</b>	3915 Lake Street	Building that was assigned an AHRS number but no description exists of the building.	1,964.410 ft (598.752 m)	NDE
<b>SEL-00374</b>	3877 Lake Street	Building that was assigned an AHRS number but no description exists of the building.	1,769.890 ft (569.942 m)	NDE
<b>SEL-00375</b>	3695 Lake Street	Building that was assigned an AHRS number but no description exists of the building.	1,740.486 ft (530.500 m)	NDE
<b>SEL-00379</b>	Sterling Highway	The non-interstate segment of the Sterling Highway that extends from the Kenai Spur Highway to the end of the Homer Spit.	93.688 ft (28.556 m)	DNE
<b>SEL-00390</b>	Bollenbach Site	Small, disturbed shell midden atop the sea bluff. Site destroyed.	1,285.651 ft (391.866 m)	NDE
<b>SEL-00391</b>	Yourkowski Site	Prehistoric midden site. Partially destroyed by gardening.	933.52 ft (284.537 m)	NDE

Table Notes:

Source = AHRS IBS and DNR RS 2477 trails database, accessed January 4, 2021.

' = feet

DE = Determined Eligible to the NRHP

DNE = Determined not Eligible to the NRHP

ft = feet

m = meters

NDE = No Determination of Eligibility

WWII = World War II

Based on the review of site types within one mile (1.6 km) of the preliminary APE, Project wetland data, and LiDAR and IFSAR imagery, NLURA recommended that there is a moderate to high potential for prehistoric and/or historic archaeological resources in the non-wetland areas within the preliminary APE that have not been disturbed by previous airport construction. As such, DOT&PF plans to complete a Level I survey for these portions of the preliminary APE (Figure 2). If cultural resources are identified during the Level I survey, field investigations will expand to include a Level II survey of the identified resources.

### Consulting Parties

DOT&PF is contacting the following parties for consultation: SHPO, Cook Inlet Region Inc. (CIRI), the City of Homer, the Kenai Peninsula Borough, the City of Seldovia, the Seldovia Native Association, the Ninilchik Native Association, and the Pratt Museum/Homer Society of Natural History. FAA is directly initiating government to government consultation for the project with the Seldovia Village Tribe, Ninilchik Traditional Council and the Kenaitze Indian Tribe.

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

Enclosures:

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

Electronic cc w/ enclosures:

Matt Hansen, P.E., DOT&PF Central Region, Project Manager  
Brian Elliott, DOT&PF Central Region, Regional Environmental Manager  
Jack Gilbertsen, FAA Environmental Protection Specialist  
Kathy Price, DOT&PF Statewide Environmental Office, Cultural Resources Manager  
Heidi Zimmer, DOT&PF Central Region, Environmental Analyst

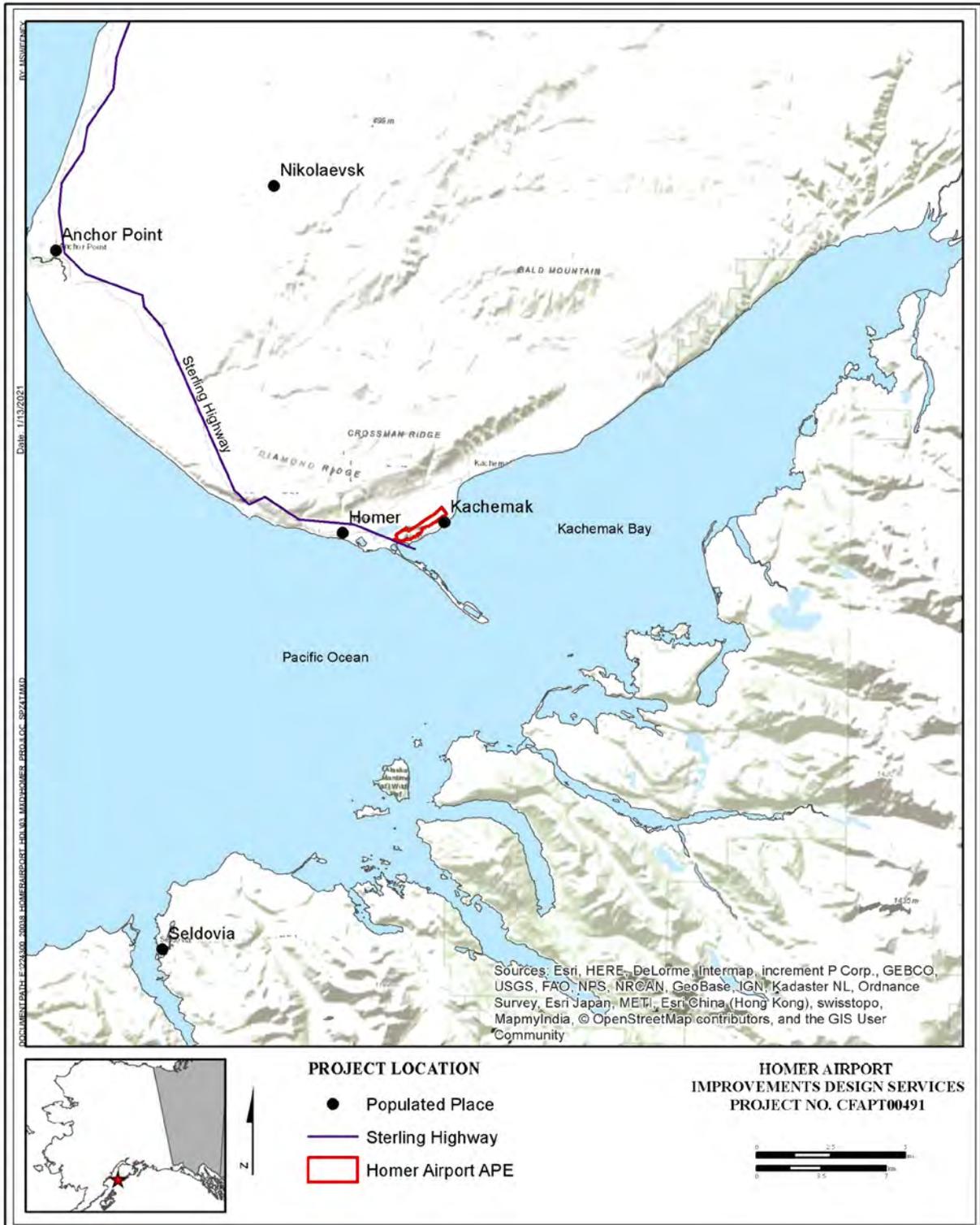


Figure 1: Location and Vicinity

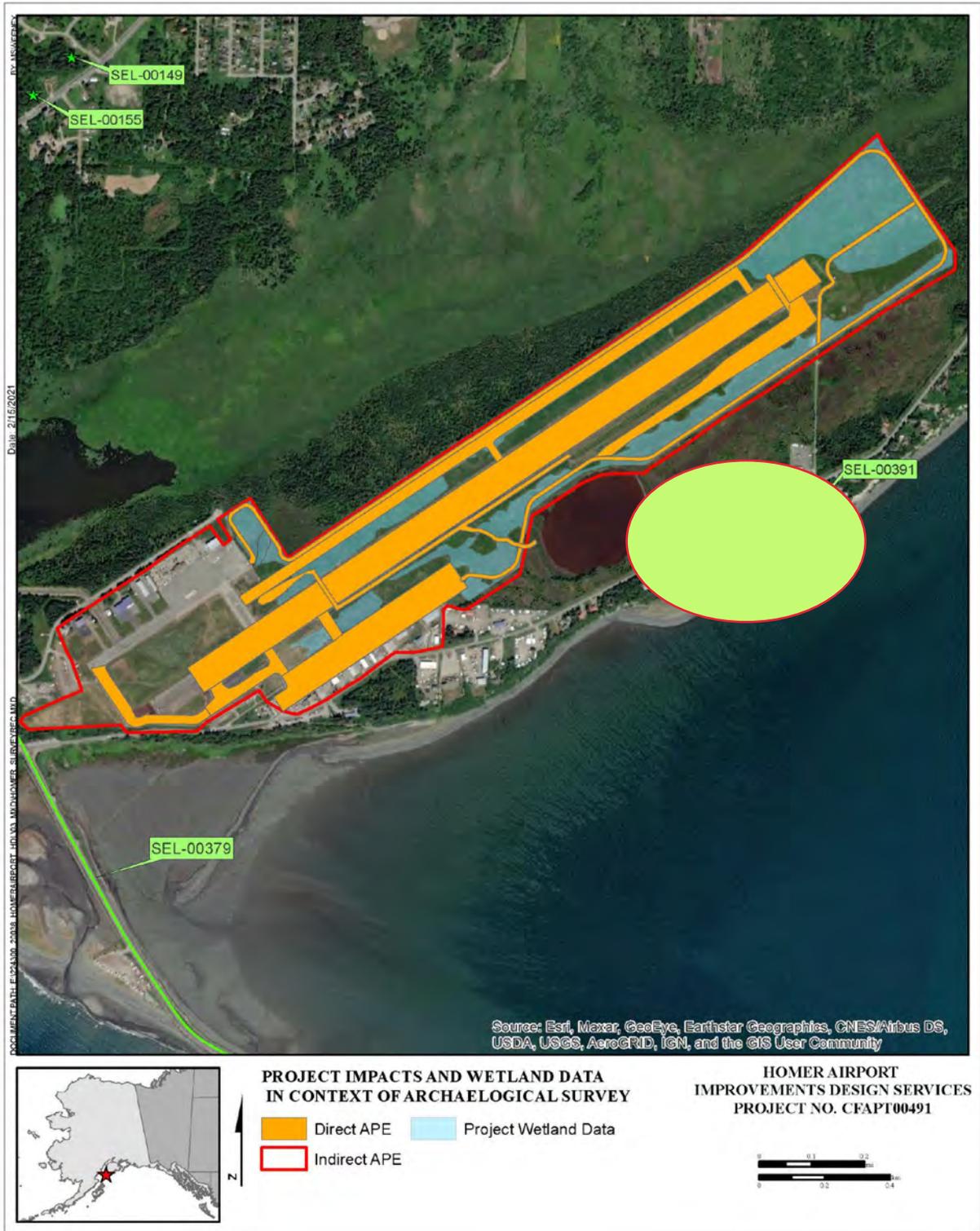


Figure 2: Proposed Area of Potential Effect

## Owen L. Means

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**From:** Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov>  
**Sent:** Monday, April 26, 2021 11:30 AM  
**To:** Owen L. Means  
**Subject:** Fw: CFAPT00491 Homer Airport Improvements 106 Initiation submittal

---

**From:** Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>  
**Sent:** Friday, April 23, 2021 11:06 AM  
**To:** Hilsinger, Erik D (DOT) <erik.hilsinger@alaska.gov>  
**Cc:** Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov>; Hansen, Matthew H (DOT) <matthew.hansen@alaska.gov>; Price, Kathy E (DOT) <kathy.price@alaska.gov>; Gamza, Thomas A (DOT) <thomas.gamza@alaska.gov>; Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>  
**Subject:** RE: CFAPT00491 Homer Airport Improvements 106 Initiation submittal

3130-1R FAA / 2020-01227

Good morning Erik,

The Alaska State Historic Preservation Office (AK SHPO) received your correspondence (dated March 31, 2021) on April 5, 2021. Following our review of the documentation provided in the initiation letter and report titled *Cultural Resources Desktop Assessment, Homer Airport Improvements*, we have no objections to the proposed area of potential effect (APE) or the level of effort proposed for further identification at this time and stage of project design and development. Our office looks forward to continued consultation on this project as it moves toward completion.

Thank you for sending a Section 106 consultation initiation letter and preliminary identification report to our office. Please contact me if you have any questions or if we can be of further assistance.

Best,  
Liz Ortiz

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

We are currently teleworking; email communication is best. Be well!

---

**From:** DNR, Parks OHA Review Compliance (DNR sponsored) <oha.revcomp@alaska.gov>  
**Sent:** Monday, April 5, 2021 2:29 PM  
**To:** Hilsinger, Erik D (DOT) <erik.hilsinger@alaska.gov>  
**Cc:** Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov>; Hansen, Matthew H (DOT) <matthew.hansen@alaska.gov>; Price,

Kathy E (DOT) <kathy.price@alaska.gov>; Gamza, Thomas A (DOT) <thomas.gamza@alaska.gov>; Ortiz, Liz M (DNR) <liz.ortiz@alaska.gov>

**Subject:** FW: CFAPT00491 Homer Airport Improvements 106 Initiation submittal

Good afternoon,

The Office of History and Archaeology/Alaska State Historic Preservation Office received your documentation, and its review has been assigned to Liz Ortiz as a continuation of 2020-01227. We may contact you if we require additional information. Our office ordinarily has 30 calendar days after receipt to complete our review, but our office has entered tolling in response to complications from COVID-19 and our review may be delayed as a result. Please contact the project reviewer or myself by email if you have any questions or concerns.

Best,  
Sarah

Sarah Meitl  
Review and Compliance Coordinator  
Alaska State Historic Preservation Office  
Office of History and Archaeology

550 West 7<sup>th</sup> Avenue, Suite 1310

Anchorage, AK 99501-3561

Direct: 907-269-8720

[sarah.meitl@alaska.gov](mailto:sarah.meitl@alaska.gov)

<http://dnr.alaska.gov/parks/oha>

*Teleworking - Email is the best method of communication.*

---

**From:** Hilsinger, Erik D (DOT) <[erik.hilsinger@alaska.gov](mailto:erik.hilsinger@alaska.gov)>

**Sent:** Wednesday, March 31, 2021 1:14 PM

**To:** DNR, Parks OHA Review Compliance (DNR sponsored) <[oha.revcomp@alaska.gov](mailto:oha.revcomp@alaska.gov)>

**Cc:** Zimmer, Heidi (DOT) <[heidi.zimmer@alaska.gov](mailto:heidi.zimmer@alaska.gov)>; Hansen, Matthew H (DOT) <[matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov)>; Price, Kathy E (DOT) <[kathy.price@alaska.gov](mailto:kathy.price@alaska.gov)>; Gamza, Thomas A (DOT) <[thomas.gamza@alaska.gov](mailto:thomas.gamza@alaska.gov)>

**Subject:** CFAPT00491 Homer Airport Improvements 106 Initiation submittal

Hello,

Please find attached the submittal package initiating consultation under Section 106 of the NHPA for the proposed project CFAPT00491 Homer Airport Improvements. The initiation letter, figures, cover sheet and report reflect efforts to date to identify historic properties in the vicinity of the project in anticipation of a final delineation of the project's area of potential effects. DOT&PF has retained NLURA to conduct an archaeological field survey to supplement the identification report presented here.

Thank you for your attention,

Best,

E.

**Erik D. Hilsinger**  
**Cultural Resources Specialist**  
**State of Alaska Department of Transportation and Public Facilities**

**Design and Engineering Services, Central Region  
PO Box 196900  
Anchorage, AK  
99519-6900  
Phone: 907-269-0534  
Fax: 907 243-6927**



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:  
Homer Airport Improvements  
AIP 3-02-0122-XXX-2022/CFAPT00491  
Finding of No Historic Properties Affected  
August 10, 2021

Suzanne Settle, VP of Energy and Infrastructure  
Cook Inlet Region, Inc.  
PO Box 93330, Anchorage, Alaska 99509  
ssettle@CIRI.com

Dear Ms. Settle:

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to extend the service life of the Homer Airport and associated facilities. The Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022) (Project) will improve safety for parking, taxiing, and departing/approaching aircraft, extend the service life of the airport and associated facilities, address terrain that does not meet the current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescues operations.

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

### **Project Description**

DOT&PF in cooperation with FAA proposes to:

- rehabilitate Runway 04/22 and reduce width from 150 feet (ft) (45.7 meters [m]) to 100 ft (30.5 m) with paved shoulders
- rehabilitate portions of Taxiways A, B, and D, and the General Aviation (GA) Apron.
- rehabilitate Runway Safety Areas
- expand and pave the gravel tie-down area at the east end of the GA Apron
- expand the GA Apron 24 ft (7.3 m) north.
- remove a portion of Taxiway D and reconstruct it as a service road
- construct a new taxiway turnaround Taxiway G at the east end of the runway

- place excess excavated material (if any) to construct embankment for portions of future parallel Taxiway H if needed
- construct new one-lane, gravel-surface perimeter service road and connectors
- remove terrain obstructions penetrating the runway Object Free Area
- replace runway and taxiway edge lighting
- replace existing Visual Approach Slope Indicators with Precision Approach Path Indicators for both runway ends
- improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall
- apply dust palliative to unpaved surfaces as necessary
- clear and grub vegetation
- adjust utilities, if required

### **Area of Potential Effect**

No comments were received from the consulting parties regarding the preliminary area of potential effect (APE) presented in the consultation initiation letter submitted April 1, 2021. As such, the Project APE remains delimited by the existing fence line surrounding the airport (Figure 1).

### **Identification Efforts**

During consultation for the geotechnical phase of the Project the SHPO requested a historic structures survey of the airport and an archaeological survey of the airport grounds potentially subject to direct effects. DOT&PF contracted Northern Land Use Research Alaska, LLC (NLURA) to conduct a cultural resource desktop review which indicated that no Alaska Heritage Resource Survey (AHRS) sites or RS2477 trails are located within the APE. The assessment also indicated that no buildings within the APE are 45 years old or older.

At the direction of DOT&PF, NLURA conducted a Phase I (Identification) survey of the APE (see attachment). The terrain within the APE consisted mostly of wetlands and areas disturbed during airport construction. Six localities consisting of non-wetland, undisturbed areas, were observed within the APE. These areas were subjected to intensive pedestrian survey, supplemented with shovel testing. No cultural artifacts, features, and/or sites were identified during the Phase I survey of the APE.

### **Finding of Effect**

Based on the information presented in the attached report, DOT&PF finds **No Historic Properties Affected** for the Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022), because no historic properties were identified within the APE.

### **Consulting Parties**

DOT&PF has contacted the following parties for consultation: SHPO, Cook Inlet Region Inc. (CIRI), the City of Homer, the Kenai Peninsula Borough, the City of Seldovia, the Seldovia Native Association, the Ninilchik Native Association, and the Pratt Museum/Homer Society of Natural History. FAA directly initiated government to government consultation for the project with the Seldovia Village Tribe, Ninilchik Traditional Council and the Kenaitze Indian Tribe. DOT&PF is submitting this finding to all the listed parties.

Please direct your comments or questions 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, DOT&PF

Enclosures:

Figure 1: Area of Potential Effect  
OHA Report Cover Sheet  
NLURA Phase I Survey Report, Homer Airport Improvements (Project No. CFAPT00491, AIP  
Number 3-02-0122-XXX-2022)

Electronic cc w/ enclosures:

Matt Hansen, P.E., DOT&PF Central Region, Project Manager  
Jack Gilbertsen, FAA Environmental Protection Specialist  
Brian Elliott, DOT&PF Central Region, Regional Environmental Manager  
Kathy Price, DOT&PF Statewide Environmental Office, Cultural Resources Manager  
Heidi Zimmer, DOT&PF Central Region, Environmental Analyst



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:  
Homer Airport Improvements  
AIP 3-02-0122-XXX-2022/CFAPT00491  
Finding of No Historic Properties Affected  
August 10, 2021

Mayor Ken Castner  
PO Box 558  
Homer, Alaska 99603  
(907) 223-6681  
[mayor@ci.homer.ak.us](mailto:mayor@ci.homer.ak.us)

Dear Mayor Castner:

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to extend the service life of the Homer Airport and associated facilities. The Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022) (Project) will improve safety for parking, taxiing, and departing/approaching aircraft, extend the service life of the airport and associated facilities, address terrain that does not meet the current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescues operations.

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

### **Project Description**

DOT&PF in cooperation with FAA proposes to:

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- rehabilitate portions of Taxiways A, B, and D, and the General Aviation (GA) Apron.
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- apply dust palliative to unpaved surfaces as necessary
- clear and grub vegetation
- adjust utilities, if required

### **Area of Potential Effect**

No comments were received from the consulting parties regarding the preliminary area of potential effect (APE) presented in the consultation initiation letter submitted April 1, 2021. As such, the Project APE remains delimited by the existing fence line surrounding the airport (Figure 1).

### **Identification Efforts**

During consultation for the geotechnical phase of the Project the SHPO requested a historic structures survey of the airport and an archaeological survey of the airport grounds potentially subject to direct effects. DOT&PF contracted Northern Land Use Research Alaska, LLC (NLURA) to conduct a cultural resource desktop review which indicated that no Alaska Heritage Resource Survey (AHRS) sites or RS2477 trails are located within the APE. The assessment also indicated that no buildings within the APE are 45 years old or older.

At the direction of DOT&PF, NLURA conducted a Phase I (Identification) survey of the APE (see attachment). The terrain within the APE consisted mostly of wetlands and areas disturbed during airport construction. Six localities consisting of non-wetland, undisturbed areas, were observed within the APE. These areas were subjected to intensive pedestrian survey, supplemented with shovel testing. No cultural artifacts, features, and/or sites were identified during the Phase I survey of the APE.

### **Finding of Effect**

Based on the information presented in the attached report, DOT&PF finds **No Historic Properties Affected** for the Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022), because no historic properties were identified within the APE.

### **Consulting Parties**

DOT&PF has contacted the following parties for consultation: SHPO, Cook Inlet Region Inc. (CIRI), the City of Homer, the Kenai Peninsula Borough, the City of Seldovia, the Seldovia Native Association, the Ninilchik Native Association, and the Pratt Museum/Homer Society of Natural History. FAA directly initiated government to government consultation for the project with the Seldovia Village Tribe, Ninilchik Traditional Council and the Kenaitze Indian Tribe. DOT&PF is submitting this finding to all the listed parties.

Please direct your comments or questions 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, DOT&PF

Enclosures:

Figure 1: Area of Potential Effect  
OHA Report Cover Sheet  
NLURA Phase I Survey Report, Homer Airport Improvements (Project No. CFAPT00491, AIP  
Number 3-02-0122-XXX-2022)

Electronic cc w/ enclosures:

Matt Hansen, P.E., DOT&PF Central Region, Project Manager  
Jack Gilbertsen, FAA Environmental Protection Specialist  
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Kathy Price, DOT&PF Statewide Environmental Office, Cultural Resources Manager  
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In Reply Refer To:  
Homer Airport Improvements  
AIP 3-02-0122-XXX-2022/CFAPT00491  
Finding of No Historic Properties Affected  
August 10, 2021

Mayor Jeremiah Campbell  
City of Seldovia  
PO Drawer B Seldovia, AK 99663  
[campbell@cityofseldovia.com](mailto:campbell@cityofseldovia.com)

Dear Mayor Campbell:

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to extend the service life of the Homer Airport and associated facilities. The Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022) (Project) will improve safety for parking, taxiing, and departing/approaching aircraft, extend the service life of the airport and associated facilities, address terrain that does not meet the current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescues operations.

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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### **Finding of Effect**

Based on the information presented in the attached report, DOT&PF finds **No Historic Properties Affected** for the Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022), because no historic properties were identified within the APE.

### **Consulting Parties**

DOT&PF has contacted the following parties for consultation: SHPO, Cook Inlet Region Inc. (CIRI), the City of Homer, the Kenai Peninsula Borough, the City of Seldovia, the Seldovia Native Association, the Ninilchik Native Association, and the Pratt Museum/Homer Society of Natural History. FAA directly initiated government to government consultation for the project with the Seldovia Village Tribe, Ninilchik Traditional Council and the Kenaitze Indian Tribe. DOT&PF is submitting this finding to all the listed parties.

Please direct your comments or questions 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, DOT&PF

Enclosures:

Figure 1: Area of Potential Effect  
OHA Report Cover Sheet  
NLURA Phase I Survey Report, Homer Airport Improvements (Project No. CFAPT00491, AIP  
Number 3-02-0122-XXX-2022)

Electronic cc w/ enclosures:

Matt Hansen, P.E., DOT&PF Central Region, Project Manager  
Jack Gilbertsen, FAA Environmental Protection Specialist  
Brian Elliott, DOT&PF Central Region, Regional Environmental Manager  
Kathy Price, DOT&PF Statewide Environmental Office, Cultural Resources Manager  
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TDD: 907.269.0473

In Reply Refer To:  
Homer Airport Improvements  
AIP 3-02-0122-XXX-2022/CFAPT00491  
Finding of No Historic Properties Affected  
August 10, 2021

Mayor Charles Pierce  
Kenai Peninsula Borough  
144 North Binkley Street  
Soldotna, Alaska 99669

Dear Mayor Pierce:

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to extend the service life of the Homer Airport and associated facilities. The Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022) (Project) will improve safety for parking, taxiing, and departing/approaching aircraft, extend the service life of the airport and associated facilities, address terrain that does not meet the current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescues operations.

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In Reply Refer To:  
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AIP 3-02-0122-XXX-2022/CFAPT00491  
Finding of No Historic Properties Affected  
August 10, 2021

President Richard Greg Encelewski  
Ninilchik Native Association Inc.  
PO Box 39130  
Ninilchik, AK 99639

Dear Mr. Encelewski:

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to extend the service life of the Homer Airport and associated facilities. The Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022) (Project) will improve safety for parking, taxiing, and departing/approaching aircraft, extend the service life of the airport and associated facilities, address terrain that does not meet the current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescues operations.

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Cultural Resources Specialist, DOT&PF

Enclosures:

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OHA Report Cover Sheet

NLURA Phase I Survey Report, Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022)

Electronic cc w/ enclosures:

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In Reply Refer To:  
Homer Airport Improvements  
AIP 3-02-0122-XXX-2022/CFAPT00491  
Finding of No Historic Properties Affected  
August 10, 2021

Ivan Encelewski, President  
Ninilchik Village Tribe  
P.O. Box 39070  
Ninilchik, AK 99639  
ienclewski@ninilchiktribe-nsn.gov

Dear Mr. Encelewski:

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Erik D. Hilsinger".

Erik D. Hilsinger  
Cultural Resources Specialist, DOT&PF

Enclosures:

Figure 1: Area of Potential Effect  
OHA Report Cover Sheet  
NLURA Phase I Survey Report, Homer Airport Improvements (Project No. CFAPT00491, AIP  
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Electronic cc w/ enclosures:

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In Reply Refer To:  
Homer Airport Improvements  
AIP 3-02-0122-XXX-2022/CFAPT00491  
Finding of No Historic Properties Affected  
August 10, 2021

Don Kashevaroff, President  
Seldovia Native Association, Inc.  
P.O. Box A, Seldovia, Alaska 99663  
DKashevaroff@snai.com

Dear Mr. Kashevaroff:

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Enclosures:

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In Reply Refer To:  
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Finding of No Historic Properties Affected  
August 10, 2021

Crystal Collier, President  
Seldovia Village Tribe  
Drawer L  
Seldovia, Alaska 99663-0250  
svt@svt.org

Dear Ms. Collier:

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AIP 3-02-0122-XXX-2022/CFAPT00491  
Finding of No Historic Properties Affected  
August 10, 2021  
ATTENTION: This finding contains no DOEs

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

Dear Ms. Bittner:

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division of the Federal Aviation Administration (FAA), is proposing to extend the service life of the Homer Airport and associated facilities. The Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022) (Project) will improve safety for parking, taxiing, and departing/approaching aircraft, extend the service life of the airport and associated facilities, address terrain that does not meet the current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescues operations.

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

### **Project Description**

DOT&PF in cooperation with FAA proposes to:

- rehabilitate Runway 04/22 and reduce width from 150 feet (ft) (45.7 meters [m]) to 100 ft (30.5 m) with paved shoulders
- rehabilitate portions of Taxiways A, B, and D, and the General Aviation (GA) Apron.
- rehabilitate Runway Safety Areas
- expand and pave the gravel tie-down area at the east end of the GA Apron
- expand the GA Apron 24 ft (7.3 m) north.
- remove a portion of Taxiway D and reconstruct it as a service road

- construct a new taxiway turnaround Taxiway G at the east end of the runway
- place excess excavated material (if any) to construct embankment for portions of future parallel Taxiway H if needed
- construct new one-lane, gravel-surface perimeter service road and connectors
- remove terrain obstructions penetrating the runway Object Free Area
- replace runway and taxiway edge lighting
- replace existing Visual Approach Slope Indicators with Precision Approach Path Indicators for both runway ends
- improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall
- apply dust palliative to unpaved surfaces as necessary
- clear and grub vegetation
- adjust utilities, if required

### **Area of Potential Effect**

No comments were received from the consulting parties regarding the preliminary area of potential effect (APE) presented in the consultation initiation letter submitted April 1, 2021. As such, the Project APE remains delimited by the existing fence line surrounding the airport (Figure 1).

### **Identification Efforts**

During consultation for the geotechnical phase of the Project the SHPO requested a historic structures survey of the airport and an archaeological survey of the airport grounds potentially subject to direct effects. DOT&PF contracted Northern Land Use Research Alaska, LLC (NLURA) to conduct a cultural resource desktop review which indicated that no Alaska Heritage Resource Survey (AHRS) sites or RS2477 trails are located within the APE. The assessment also indicated that no buildings within the APE are 45 years old or older.

At the direction of DOT&PF, NLURA conducted a Phase I (Identification) survey of the APE (see attachment). The terrain within the APE consisted mostly of wetlands and areas disturbed during airport construction. Six localities consisting of non-wetland, undisturbed areas, were observed within the APE. These areas were subjected to intensive pedestrian survey, supplemented with shovel testing. No cultural artifacts, features, and/or sites were identified during the Phase I survey of the APE.

### **Finding of Effect**

Based on the information presented in the attached report, DOT&PF respectfully requests SHPO's concurrence with a finding of **No Historic Properties Affected** for the Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022) because no historic properties are present within the APE.

### **Consulting Parties**

DOT&PF has contacted the following parties for consultation: SHPO, Cook Inlet Region Inc. (CIRI), the City of Homer, the Kenai Peninsula Borough, the City of Seldovia, the Seldovia Native Association, the Ninilchik Native Association, and the Pratt Museum/Homer Society of Natural History. FAA directly initiated government to government consultation for the project with the Seldovia Village Tribe, Ninilchik Traditional Council and the Kenaitze Indian Tribe. DOT&PF is submitting this finding to all the listed parties.

Please direct your comments or questions 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, DOT&PF

Enclosures:

Figure 1: Area of Potential Effect

OHA Report Cover Sheet

NLURA Phase I Survey Report, Homer Airport Improvements (Project No. CFAPT00491, AIP Number 3-02-0122-XXX-2022)

Electronic cc w/ enclosures:

Matt Hansen, P.E., DOT&PF Central Region, Project Manager

Jack Gilbertsen, FAA Environmental Protection Specialist

Brian Elliott, DOT&PF Central Region, Regional Environmental Manager

Kathy Price, DOT&PF Statewide Environmental Office, Cultural Resources Manager

Heidi Zimmer, DOT&PF Central Region, Environmental Analyst

DOCUMENT PATH: E:\224300\_20038\_HOMERAIRPORT\_HDL\21224300\_20038\_HOMERAIRPORT\_HDL\16\_ARCINFO\_PROJECT\_TEMPLATE\ARCPROJ\_PROJECT\_TEMPLATE.APRX Date: 7/15/2021 BY: MSWENEY



Maxar



**LEGEND**

-  Project Components, Direct APE
-  Airport Perimeter, Indirect APE
-  Embankment Material or Future Taxiway
-  Wetlands
-  Obstructions

**HOMER AIRPORT IMPROVEMENTS**  
**CFAPT00491**  
**AIP NUMBER 3-02-0122-XXX-2022**



## Owen L. Means

---

**From:** Owen L. Means  
**Sent:** Tuesday, October 12, 2021 3:22 PM  
**To:** Owen L. Means  
**Subject:** RE: CFAPT00491 Homer Airport Improvements FONHPA

**From:** Ortiz, Liz M (DNR) <[liz.ortiz@alaska.gov](mailto:liz.ortiz@alaska.gov)>  
**Sent:** Tuesday, September 7, 2021 2:33 PM  
**To:** Hilsinger, Erik D (DOT) <[erik.hilsinger@alaska.gov](mailto:erik.hilsinger@alaska.gov)>  
**Cc:** Ortiz, Liz M (DNR) <[liz.ortiz@alaska.gov](mailto:liz.ortiz@alaska.gov)>  
**Subject:** RE: CFAPT00491 Homer Airport Improvements FONHPA

3130-1R FAA / 2020-01227

Good afternoon Erik,

The Alaska State Historic Preservation Office (AK SHPO) received your correspondence (dated August 10, 2021) concerning the subject project on August 10, 2021. The AK SHPO has entered tolling in response to COVID-19. Per ACHP direction, responses received from our office should be considered by the federal agency after the 30-day time periods outlined in 36 CFR 800 until our office has returned to normal status. Following our review of the documentation provided, we concur with the finding of No Historic Properties Affected. Please note that our office may need to re-evaluate our concurrence if changes are made to the project's scope or design.

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

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

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

Best,  
Liz Ortiz

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

We are currently teleworking; email communication is best. Be well!

---

**From:** Ortiz, Liz M (DNR) <[liz.ortiz@alaska.gov](mailto:liz.ortiz@alaska.gov)>  
**Sent:** Tuesday, August 10, 2021 1:33 PM  
**To:** Hilsinger, Erik D (DOT) <[erik.hilsinger@alaska.gov](mailto:erik.hilsinger@alaska.gov)>; DNR, Parks OHA Review Compliance (DNR sponsored) <[oha.revcomp@alaska.gov](mailto:oha.revcomp@alaska.gov)>  
**Cc:** Ortiz, Liz M (DNR) <[liz.ortiz@alaska.gov](mailto:liz.ortiz@alaska.gov)>  
**Subject:** RE: CFAPT00491 Homer Airport Improvements FONHPA

Hi Erik,

Project documentation received and logged with me under file no: 2020-01227. Our office has 30 days to respond, but we will get back to you as soon as we can.

Thanks!  
Liz Ortiz

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

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

---

**From:** Hilsinger, Erik D (DOT) <[erik.hilsinger@alaska.gov](mailto:erik.hilsinger@alaska.gov)>  
**Sent:** Tuesday, August 10, 2021 11:31 AM  
**To:** DNR, Parks OHA Review Compliance (DNR sponsored) <[oha.revcomp@alaska.gov](mailto:oha.revcomp@alaska.gov)>; Ortiz, Liz M (DNR) <[liz.ortiz@alaska.gov](mailto:liz.ortiz@alaska.gov)>  
**Subject:** CFAPT00491 Homer Airport Improvements FONHPA

Hello,

Please find attached the letter, report and attachments supporting a finding of no historic properties affected for proposed work on the Homer Airport. Please let me know if you or your group have concerns regarding historic preservation associated with our project at the Homer Airport.

Best regards,

E.

**Erik D. Hilsinger**  
**Cultural Resources Specialist**  
**State of Alaska Department of Transportation and Public Facilities**  
**Design and Engineering Services, Central Region**  
**PO Box 196900**  
**Anchorage, AK**  
**99519-6900**

**Phone: 907-269-0534**  
**Fax: 907 243-6927**

## Appendix D

---

### Wetlands

USACE Preliminary Jurisdictional Determination.....	D-1
Wetland Delineation and Functional Assessment.....	D-9



**DEPARTMENT OF THE ARMY**  
**ALASKA DISTRICT, U.S. ARMY CORPS OF ENGINEERS**  
**REGULATORY DIVISION**  
**44669 STERLING HIGHWAY, SUITE B**  
**SOLDOTNA, AK 99669**

July 22, 2021

Regulatory Division  
POA-1981-00312

Alaska Department of Transportation & Public Facilities  
Attention: Ms. Heidi Zimmer  
Post Office Box 196900  
Anchorage, Alaska 99519

Dear Ms. Zimmer:

This letter is in response to your request for a Department of the Army (DA) Jurisdictional Determination (JD) for your department's proposed improvements to the Homer Airport. The project is located within Sections 15, 21, and 22, T. 6 S., R. 13 W., Seward Meridian; at Latitude 59.6448° N., Longitude 151.4778° W.; Kenai Peninsula Borough parcel 179-40-001, at 2320 Kachemak Drive in Homer, Alaska. Your project has been assigned number POA-1981-000312, Beluga Lake, which should be referred to in all correspondence with us.

Based on our review of the information you provided and available to our office, we have preliminarily determined the subject property contains waters of the U.S., and/or wetlands, under the Corps of Engineers (Corps) regulatory jurisdiction. See the attached Preliminary Jurisdictional Determination (PJD) Form. Please sign and return the form to our office. A PJD is not appealable, however, if you have additional information you would like the Corps to consider you may submit that information at any time. In addition, at any time you have the right to request and obtain an Approved Jurisdictional Determination (AJD), which can be appealed. If it is your intent to request an AJD, we recommend that work not commence until one is obtained.

Department of the Army authorization is required if you propose to place dredged and/or fill material into waters of the U.S., including. You can find a copy of the DA permit application online at [www.poa.usace.army.mil/Missions/Regulatory](http://www.poa.usace.army.mil/Missions/Regulatory).

Section 404 of the Clean Water Act requires that a DA permit be obtained for the placement or discharge of dredged and/or fill material into waters of the U.S., including jurisdictional wetlands (33 U.S.C. 1344). The Corps defines wetlands as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. That enclosed map is for planning purposes only.

-2-

Section 10 of the Rivers and Harbors Act of 1899 requires that a DA permit be obtained for structures or work in or affecting navigable waters of the U.S. (33 U.S.C. 403). Section 10 waters are those waters subject to the ebb and flow of the tide shoreward to the mean high water mark, and/or other waters identified by the Alaska District. Beluga Lake and Kachemak Bay are the closest waterways subject to Section 10.

Nothing in this letter excuses you from compliance with other Federal, State, or local statutes, ordinances, or regulations.

If you have questions or to request a hard copy of the DA permit application, please contact me via email at [Benjamin.L.Polley@usace.army.mil](mailto:Benjamin.L.Polley@usace.army.mil), by mail at the address above, or by phone at (907) 753-2627. For more information about the Regulatory Program, please visit our website at [www.poa.usace.army.mil/Missions/Regulatory](http://www.poa.usace.army.mil/Missions/Regulatory).

Sincerely,



Ben Polley  
Regulatory Specialist

Enclosures

cc:

ADEC	james.rypkema@alaska.gov
ADEC	angela.hunt@alaska.gov
ADF&G-DH (Kenai R. Center)	Tony.Munter@alaska.gov
ADNR–DMLW	Clifford.larson@alaska.gov
ADNR–DMLW	mike.walton@alaska.gov
ADNR-Parks & Rec	pamela.russell@alaska.gov
SHPO-ADNR OHA	oha.revcomp@alaska.gov
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	FW7_POANotices@fws.gov
FAA	keith.gordon@faa.gov;
	Jack.gilbertsen@faa.gov
City of HOMER-Planning Department	planning@ci.homer.ak.us
AKDOT&PF	Matthew.hansen@alaska.gov
Kenai Peninsula Borough	KenaiRivCenter@borough.kenai.ak.us

# Preliminary Jurisdictional Determination Form

This preliminary JD find that there "may be" waters of the United States on the subject project site that could be affected by the proposed activity based on the following information:

District Office  File/ORM #  PJD Date

State  City/County

Nearest Waterbody  Name and Address of Person

Project Location Section(s)  Township   Requesting PJD

Meridian  Range

USGS Quad Map  Latitude   Longitude

Subdivision Name, Block, Lot, Directions to Project Site

Identify (Estimate) Amount of Waters in the Review Area

Non-Wetland Waters: Stream Flow  Name of Any Water Bodies on the Site Identified as Section 10 Waters:  Tidal:  Non-Tidal:

Linear ft  Width  Acres

Wetlands  Acres Cowardin Class:

Office (Desk) Determination Date of Site Visit:

Field Determination

**SUPPORTING DATA:** Data Review for Preliminary JD (check all that apply - checked items should be included in case file and, where checked and requested, appropriately reference sources below)

- Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant:
- Data sheets prepared/submitted by or on behalf of the applicant/consultant.
  - Office concurs with data sheets/delineation report.
  - Office does not concur with data sheets/delineation report.
- Data Sheet prepared by the Corps
- Corps navigable waters' study:
- USGS NHD Data.
- USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s) Cite quad name:
- USDA Natural Resources Conservation Service Soil Survey. Citation:
- National Wetlands Inventory map(s):
- State/Local Wetland Inventory map(s):
- FEMA/FIRM map(s):
- 100-year Floodplain Elevation:
- Photographs:
  - Aerial (Name & Date)
  - Other (Name & Date)
- Previous determination(s). File # and date of response letter:
- Other Information:

**IMPORTANT NOTE:** The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.



July 20, 2021

Signature and Date of Regulatory Project Manager  
(REQUIRED)

Signature and Date of Person Requesting Preliminary JD  
(REQUIRED, unless obtaining the signature is impracticable)

**EXPLANATION OF PRELIMINARY AND APPROVED JURISDICTIONAL DETERMINATIONS:** 1. The Corps of Engineers believes that there may be jurisdictional waters of the United States on the subject site, and the permit applicant or other affected party who requested this preliminary JD is hereby advised of his or her option to request and obtain an approved jurisdictional determination (JD) for that site. Nevertheless, the permit applicant or other person who requested this preliminary JD has declined to exercise the option to obtain an approved JD in this instance and at this time. 2. In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "preconstruction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an approved JD for the activity, the permit applicant is hereby made aware of the following: (1) the permit applicant has elected to seek a permit authorization based on a preliminary JD, which does not make an official determination of jurisdictional waters; (2) that the applicant has the option to request an approved JD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an approved JD could possibly result in less compensatory mitigation being required or different special conditions; (3) that the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) that the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) that undertaking any activity in reliance upon the subject permit authorization without requesting an approved JD constitutes the applicant's acceptance of the use of the preliminary JD, but that either form of JD will be processed as soon as is practicable; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a preliminary JD constitutes agreement that all wetlands and other water bodies on the site affected in any way by that activity are jurisdictional waters of the United States, and precludes any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an approved JD or a preliminary JD, that JD will be processed as soon as is practicable. Further, an approved JD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331, and that in any administrative appeal, jurisdictional issues can be raised (see 33 C.F.R. 331.5(a)(2)). If, during that administrative appeal, it becomes necessary to make an official determination whether CWA jurisdiction exists over a site, or to provide an official delineation of jurisdictional waters on the site, the Corps will provide an approved JD to accomplish that result, as soon as is practicable.

Table 1: Preliminarily jurisdictional waters of the U.S.

(Adapted from Oct. 2020 JDR by HDL)

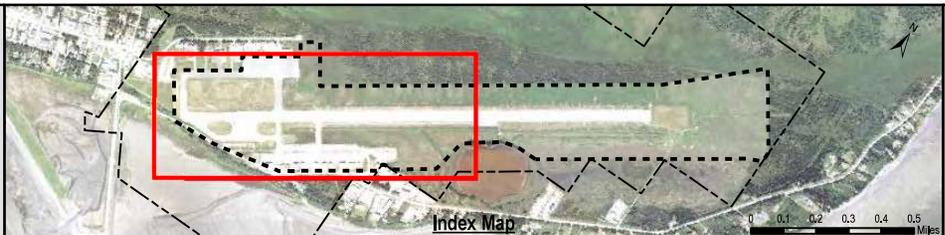
Cowardin/NWI Classification		Associated Field Sampling Points		Acres	Linear Feet
Subsystem or Class	Code	Full Determination Points	Photo Points		
<u>Wetlands – Palustrine</u>					
Emergent	PEM1B	-	-	2.15 ac	
	PEM1C	1,2,15	-	2.19 ac	
Emergent/Scrub-Shrub	PEM1/SS1B	9,11,13,14	-	59.99 ac	
Scrub-Shrub/Emergent	PSS1/EM1B	4,6,7	-	29.21 ac	
<u>Waterbodies – Riverine</u>					
Intermittent	R4SB7	-	3	0.06 ac	624 ft
<u>Summary</u>					
<b>Total Jurisdictional Wetlands and Waters of the U.S.:</b>				93.60 ac	
<b>Total Study Area Acreage:</b>				289.09 ac	
<b>Percent of Study Area that is Wetlands or other Waters of the U.S.:</b>				32.4 %	



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<ul style="list-style-type: none"> <li><span style="border: 1px dashed black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Study Area</li> <li><span style="border: 1px dashed black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Airport Property Boundary</li> </ul>	<p><b>Wetlands / Waterbodies</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid blue; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Riverine</li> <li><span style="border: 1px solid pink; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Palustrine</li> <li><span style="border-bottom: 1px solid black; display: inline-block; width: 15px; height: 2px; margin-right: 5px;"></span> Culverts</li> </ul>	<p><b>Sampling Points</b></p> <ul style="list-style-type: none"> <li><span style="color: red; font-size: 12px;">●</span> Full Wetland Determination, Upland</li> <li><span style="color: red; font-size: 12px;">●</span> Full Determination, Wetland</li> <li><span style="color: yellow; font-size: 12px;">●</span> Photo Point, Waterbody</li> </ul>
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0 250 500 Feet



Homer Airport Improvements  
 Project No. CFAPT00491  
 Alaska Department of Transportation  
 and Public Facilities

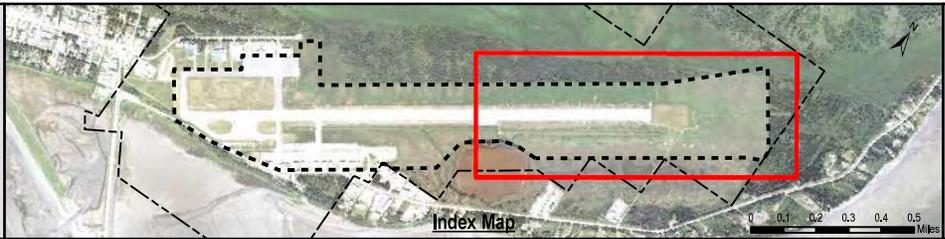
**Sheet 1**  
**Final Wetland Mapping**



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<ul style="list-style-type: none"> <li> Study Area</li> <li> Airport Property Boundary</li> <li><b>Wetlands / Waterbodies</b></li> <li> Riverine</li> <li> Palustrine</li> <li> Culverts</li> </ul>	<p><b>Sampling Points</b></p> <ul style="list-style-type: none"> <li> Full Wetland Determination, Upland</li> <li> Full Determination, Wetland</li> <li> Photo Point, Waterbody</li> </ul>
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0 250 500 Feet



Homer Airport Improvements  
 Project No. CFAPT00491  
 Alaska Department of Transportation  
 and Public Facilities

**Sheet 2**  
**Final Wetland Mapping**

# **Wetland Delineation and Functional Assessment**

for

Homer Airport Improvements  
Homer, Alaska

DOT&PF Project No. CFAPT00491

Prepared for:



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

Prepared by:

HDL Engineering Consultants, LLC  
3335 Arctic Blvd., Ste. 100  
Anchorage, AK 99503

October 2020

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.

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Appendix C: Final Wetland Mapping

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## ABBREVIATIONS

ADF&G .....	Alaska Department of Fish and Game
CWA .....	Clean Water Act
FAC .....	Facultative neutral plants
FACU .....	Facultative upland plants
FACW .....	Facultative wetland plants
FGDC .....	Federal Geographic Data Committee
DOT&PF .....	Alaska Department of Transportation and Public Facilities
GIS .....	Geographic Information System
HDL .....	HDL Engineering Consultants, LLC
NRCS .....	Natural Resources Conservation Service
NWI .....	National Wetlands Inventory
OBL .....	Obligate wetland plants
TNW .....	Traditional Navigable Water
U.S. ....	United States
USACE .....	U.S. Army Corps of Engineers
USEPA .....	U.S. Environmental Protection Agency
USFWS .....	U.S. Fish and Wildlife Service
USGS .....	U.S. Geological Survey

## 1.0 INTRODUCTION

HDL Engineering Consultants, LLC (HDL) is under contract with the Central Region Alaska Department of Transportation and Public Facilities (DOT&PF) to perform a wetland delineation and functional assessment for the federally-funded Homer Airport Improvements project. The work performed for this wetland delineation includes field wetland determinations, classification and mapping of wetlands and waterbodies, preliminary jurisdictional determination, and a functions and values assessment.

This report is intended for use in preparation of National Environmental Policy Act documentation, to support planning for avoidance and minimization of wetland impacts during the project's design phase, and to provide the necessary wetland data to the U.S. Army Corps of Engineers (USACE) to make a formal jurisdictional determination under Section 404 of the Clean Water Act (CWA). This report was prepared following the guidelines for jurisdictional determination reports contained in Special Public Notice 2020-00399 (USACE 2020).

Executive Order 11990 requires federal agencies to "minimize the destruction, loss, or degradation of wetlands" for federally-funded transportation projects. The USACE defines wetlands as "areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (USACE 1987).

### 1.1 Project Location and Study Area

The study area for this project is located at the Homer Airport in Homer, Alaska (Figure 1). The approximate center of the study area is located at latitude 59.64483°N, longitude 151.47774°W, and is within U.S. Geological Survey (USGS) Quadrangle *Seldovia C-4*. The study area is approximately 289 acres in size and generally coincides with the limits of the project's proposed improvements and/or airfield perimeter fence. The study area boundary is shown on preliminary wetland maps in Appendix A.

The study area is located in the Coastal Western Hemlock-Sitka Spruce Forests ecological region (Gallant et al. 1995). The region is characterized by glacial moraine deposits, mild temperatures, and widespread western hemlock and spruce forests. The study area lies entirely within the Beluga Lake watershed.

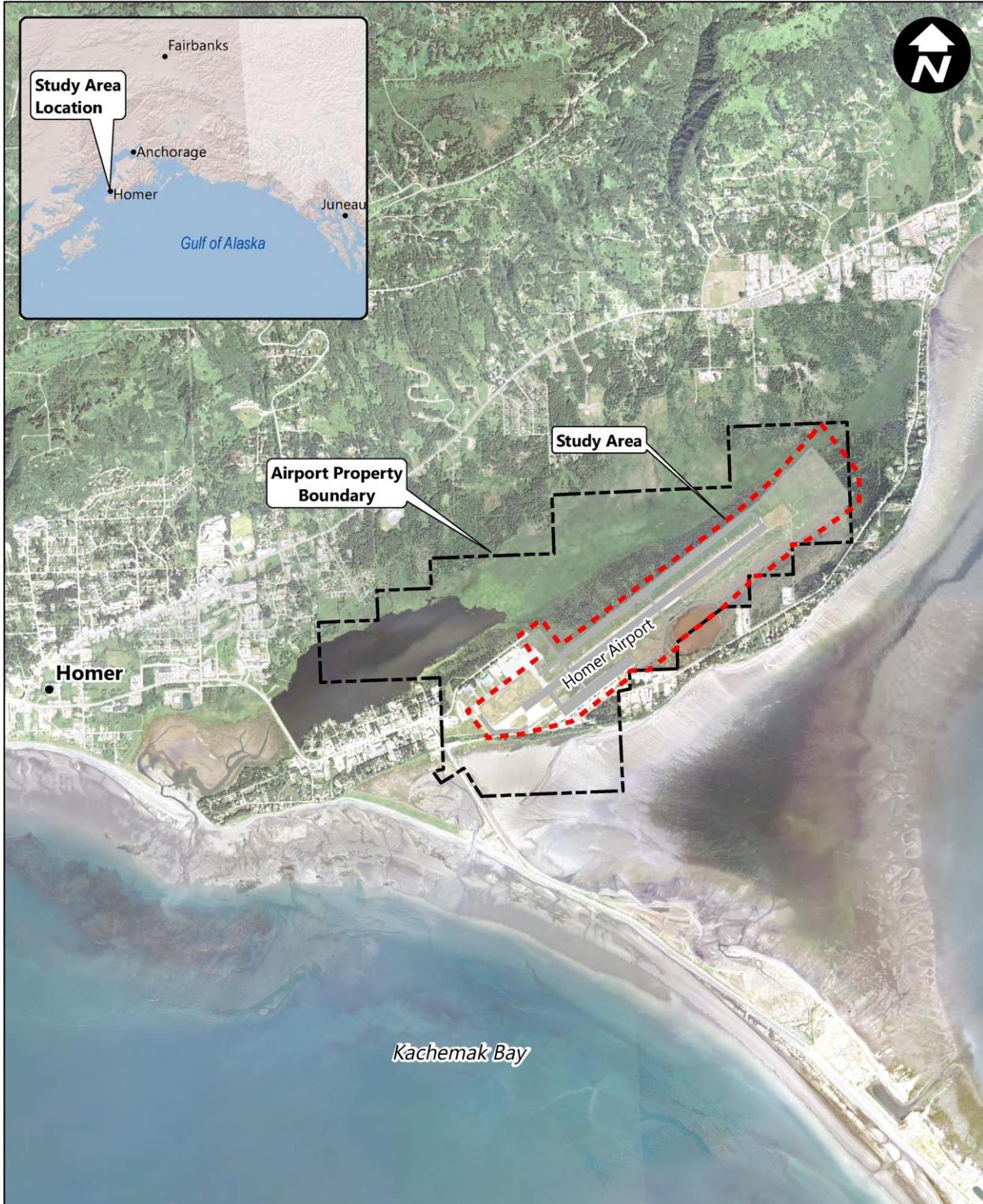


Figure 1: Project Location

## **2.0 METHODS**

### **2.1 Preliminary Mapping**

HDL wetland scientists conducted initial research and inventory of wetlands by compiling existing environmental data and wetlands mapping available within the study area. This information was used to prepare maps of the project area using ArcMap Geographic Information Systems (GIS) containing known and potential wetland and waterbody locations (Appendix A). Sources of environmental data and other geographic information included the following:

- Cook Inlet Wetlands (Gracz 2013). Cook Inlet Wetlands is the most current and accurate wetland base mapping for the Kenai Peninsula and is shown on preliminary wetland mapping in Appendix A.
- U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) (USFWS 2020). NWI wetland polygons were used for preliminary research; however, due to the greater age and lesser accuracy of the dataset compared to other sources, NWI mapping is not shown on preliminary mapping.
- Ortho-rectified 2014 aerial image provided by DOT&PF.
- Relevant environmental and hydrologic GIS layers and shapefiles provided by the Alaska Department of Natural Resources (Alaska State Geo-spatial Data Clearinghouse 2020).
- Alaska Department of Fish and Game (ADF&G) Anadromous Waters Catalog (ADF&G 2020).
- Digital Elevation Models provided by the Alaska Department of Natural Resources and USGS (Aero-Metric, Inc. 2010).
- Previous wetland reports completed for the Homer Airport (DOT&PF 2008, 2017)

Wetland scientists identified and planned sampling points at areas known, or having the potential, to contain wetlands using the resources presented above. Planned sampling point locations included areas with vegetation communities and geomorphology representative of the various habitats present in the study area.

### **2.2 Field Survey**

HDL wetland scientists, Owen Means and Heather Campfield, accompanied by DOT&PF Environmental Analyst, Heidi Zimmer, conducted a field study on September 9-10, 2020 to determine wetland status at the planned sampling point locations, and at other locations where scientists determined additional data was necessary based on field conditions. Information was collected on vegetation communities, soil characteristics, and hydrological conditions at 15 sampling points. Sampling points were divided between full wetland determinations and photo points.

#### **2.2.1 Full Wetland Determination Points**

Full wetland determinations were performed at 14 sites and followed the three-parameter approach described in the USACE Wetlands Delineation Manual (USACE 1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Alaska Region, Version 2.0 (USACE 2007a). To be classified as wetland using USACE methods, a site must exhibit wetland

hydrology, support hydrophytic vegetation, and have hydric soils. Data sheets following the USACE Routine Wetland Determination methodology were used to record vegetation, hydrologic, and soil characteristics observed at each determination site. Wetland determination data forms are included in Appendix B. The locations where full wetland determinations were performed are shown on final wetland mapping in Appendix C.

Vegetation was assessed by estimating percent live areal cover of plant species in the tree, shrub, and herbaceous vegetation strata. Taxonomic nomenclature (common and scientific plant names) and wetland indicator status for all plant species followed the 2018 National Wetland Plant List (USACE 2018). Dominant species were determined for each stratum using standard USACE 50/20 methods. The dominance test and prevalence index indicators were used for each site to determine the presence of hydrophytic vegetation.

Guidebooks used to identify plant species included the following:

- Wetland Sedges of Alaska (Tande and Lipkin 2003).
- A Field Guide to Alaska Grasses (Skinner et al. 2012).
- Alaska Trees and Shrubs (Viereck and Little 2007).
- Plants of the Western Forest: Alaska to Minnesota, Boreal and Aspen Parkland (Johnson et al. 1995).
- Willows of Southcentral Alaska (Collet 2002).
- Flora of Alaska and Neighboring Territories: A Manual of the Vascular Plants (Hultén 1968).

Soil characteristics were documented at sites where no standing water was observed by digging soil pits deep enough to observe hydric soil indicators or a restrictive layer—generally to a maximum of 22 inches below the soil surface. Soil layers and characteristics were described, including texture, color, saturation, depth to water table, and the presence of hydric soil indicators. Soil color was determined using Munsell Soil Color Charts (Munsell 2009).

Hydrology characteristics were assessed by recording the presence of wetland hydrology indicators, including but not limited to standing water, soil saturation, depth to water table, or the presence of hydrogen sulfide odor.

### **2.2.2 Photo Points**

One photo point was recorded where the subject habitat contained a stream channel. Site conditions were documented with photos and notes describing visible surface hydrology observations, dominant vegetation, local relief, and landscape position. A photo point documentation form is included in Appendix B.

### **2.3 Habitat Classification and Final Wetland Mapping**

Wetland scientists classified wetland and waterbody habitats according to the Cowardin Classification System (Federal Geographic Data Committee [FGDC] 2013), which is also the classification scheme used by the NWI. An evaluation of each habitat's landscape position, local geomorphology, plant community composition and structure, bottom substrate, and general

hydrology characteristics provided information needed to determine the classification of each habitat. Palustrine habitats were classified to the subclass level, while Riverine habitats were classified to the class level. Water regime and special modifier codes were applied to all habitats where applicable following the code definitions in FGDC 2013 and the NWI Wetlands and Deepwater Map Code Diagram (NWI 2015).

Wetland boundaries identified during preliminary mapping were modified at sampling point locations based on wetland determinations and observations made at the site. Wetland boundaries were then extrapolated to the remainder of the wetland or wetland complex within the study area by interpreting color signature, visible water patterns, and topographic relief from 2014 aerial imagery and other spatial data, including 1-foot elevation contours obtained for the project. Wetland map polygons were drawn digitally and their acreages were calculated in ArcMap GIS.

## 2.4 Preliminary Jurisdiction Determination

Wetlands and water bodies identified in the study area during the field study were preliminarily evaluated for jurisdiction under Section 404 of the CWA. The evaluation followed the revised definition of Waters of the U.S. contained in the April 2020 *Navigable Waters Protection Rule* and in Code of Federal Regulations Title 33, Part 328. Waters of the U.S. under USACE jurisdiction include the following:

- The territorial seas, and waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including waters which are subject to the ebb and flow of the tide.
- Tributaries.
- Lakes and ponds, and impoundments of jurisdictional waters.
- Adjacent wetlands.

## 2.5 Assessing Wetland Function and Value

Wetland scientists conducted an assessment of the function and value provided by waters preliminarily determined to be subject to USACE jurisdiction. The assessment used a best professional judgment characterization based on field observations and office-based research. The result of the assessment is categorization of all jurisdictional waters mapped in the study area in accordance with the wetland categories and mitigation ratios described in USACE Alaska District's May 2014 guidance (USACE 2014).

In addition to vegetation community, landscape position, landform, and water regime, the noted functions and values each group exhibits broadly define the group. The rated functions and values typically include hydrological function, water quality function, habitat function, and other functions including a combination of subsistence, recreational, educational, and scientific uses. Function and value ratings for each group, and the rationale used to assign ratings, were recorded on best professional judgment forms in Appendix D.

Waterbodies are rated generally for their degree of naturalization and capability to support fish. Waterbody ratings were recorded on waterbody assessment forms in Appendix D.

## **3.0 FIELD CONDITIONS**

### **3.1 Ground Disturbance**

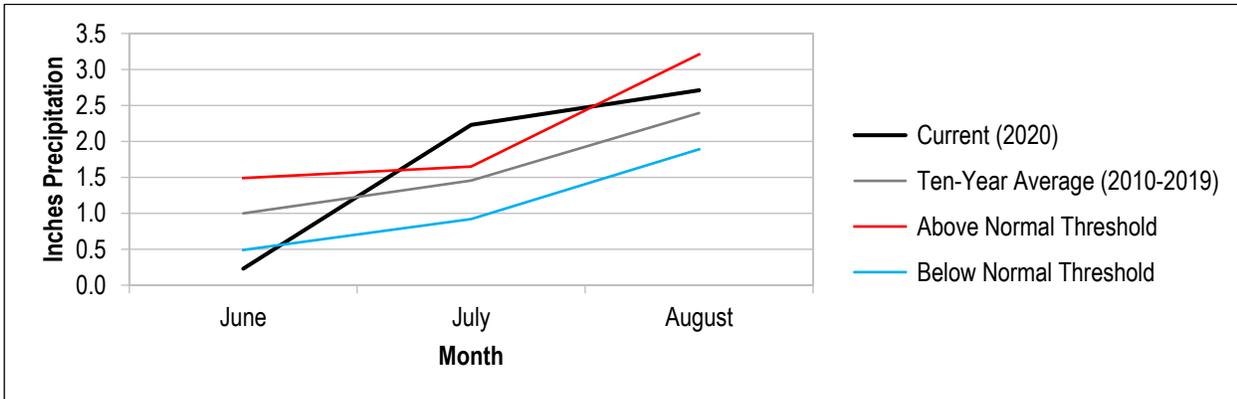
The study area contains areas where fill has been placed for construction of airport facilities. Excluding these areas, the degree of disturbance observed ranged from relatively undisturbed to significantly disturbed. Some areas likely experience only occasional mowing and closely resemble their natural condition, while vegetation clearing and regular mowing of the majority of the airfield has altered the vegetation community from one that was largely forested to grass- and shrub- dominated. Airport facilities such as the runway, taxiways, aprons, and drainage ditches appear to have altered near-surface groundwater migration, especially north of the runway. Disturbance to vegetation and soils from mowing equipment has resulted in vegetation communities, hydrological patterns, and soil conditions that differed from adjacent undisturbed areas. Where possible, wetlands data and observations were gathered in undisturbed areas and extrapolated if there were no significant changes in topography or other factors.

### **3.2 Climatic Conditions**

Climatic conditions that can influence the hydrology portion of field wetland determinations include above or below normal precipitation during the period preceding the field survey. Above normal precipitation can result in episaturated conditions or seasonal flooding of some wetlands or uplands that may not occur during normal conditions. Below normal precipitation can result in absence of surface water in stream channels. Either condition may result in inaccurately estimating the limits of wetland boundaries or the ordinary high water mark of streams, or incorrectly assessing the jurisdictional status of some waters.

In order to determine whether precipitation amounts were normal, above normal, or below normal for the time of year, and whether recent climatic conditions could have affected hydrology observations in the field, a comparison between the historical precipitation amounts for the previous ten-year period (2010-2019) and the current year (2020) for June, July, and August was completed following the methods outlined in the Natural Resources Conservation Service (NRCS) Engineering Field Handbook (NRCS 1997). The comparison uses a formula based on the average precipitation over the given time period, with a higher weight placed on the most recent preceding month and a lower weight placed on the least recent month used in the comparison (e.g., rainfall amounts during the month of August are a greater factor than June in determining whether hydrological conditions were normal during the September field effort).

Precipitation data was taken from the Homer Airport, AK weather station (NRCS 2020). Precipitation totals were below average in June, above average in July, and within the 10-year average range for August compared to the previous 10-year average (Figure 2).



**Figure 2: Current versus 10-year Monthly Precipitation Averages**

An additional precipitation assessment conducted for the partial month of September also indicated the current year month-to-date rainfall for September is within or below normal compared to the 10-year average. As of September 9, 2020, the monthly total precipitation was 0.17 inch. The average of the previous 10 years is 1.04 inches.

Using the NRCS formula (Table 1) and month-to-date precipitation, climatic conditions were determined to be normal during the field survey.

**Table 1: Precipitation Worksheet**

Month	Precipitation Thresholds (inches)			Current Precipitation	Condition	Condition Value	Month Weight	Condition x Weight	
	Below	Normal	Above						
June	< 0.49	0.49 - 1.49	> 1.49	0.23	Dry	1	1	1	
July	< 0.92	0.92 - 1.65	> 1.65	2.23	Wet	3	2	6	
August	< 1.89	1.89 - 3.21	> 3.21	2.71	Normal	2	3	6	
If sum is						Condition Value:	<b>Sum</b>	<b>13</b>	
6-9: then period has been drier than normal									Dry=1
10-14: then period has been normal									Normal=2
15-18: then period has been wetter than normal						Wet=3			

Precipitation calculations per NRCS *Engineering Field Handbook*, Figure 19-7, Rainfall documentation worksheet (NRCS 1997).

### 3.3 Vegetation

Indicators of hydrophytic vegetation are the dominance or prevalence of plant species rated as obligate wetland plants (OBL), facultative wetland plants (FACW), and/or facultative plants (FAC). Plant species rated as facultative upland (FACU) or upland (U) are typically not present or are present in low cover values in wetlands.

Sites exhibiting hydrophytic vegetation typically included communities dominated by Barclay’s willow (*Salix barclayi* [FAC]), livid sedge (*Carex livida* [OBL]), tussock cotton-grass (*Eriophorum vaginatum* [FACW]), bluejoint (*Calamagrostis canadensis* [FAC]), and horsetails (*Equisetum* spp. [FAC/FACW]). Scrub-shrub communities were dominated by *Salix barclayi*, dwarf birch (*Betula*

*nana* [FAC]), alpine blueberry (*Vaccinium uliginosum* [FAC]), black crowberry (*Empetrum nigrum* [FAC]), or Labrador tea (*Rhododendron* spp. [FAC/FACW]). Persistent emergent communities within saturated or flooded areas were typically co-dominated by *Calamagrostis canadensis*, *Eriophorum vaginatum*, or *Carex livida*.

Uplands within the study area generally consisted of gradual slopes downhill of the runway, dominated by thick stands of *Calamagrostis canadensis*; or higher elevation terraces dominated by *Calamagrostis canadensis*, narrowleaf fireweed (*Chamaenerion angustifolium* [FACU]), and common yarrow (*Achillea millefolium* [FACU]).

### **3.4 Soil**

Indicators of hydric soil are physical or chemical conditions that occur when a soil experiences saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part of the soil profile (U.S. Department of Agriculture 1994). Soils throughout the study area were predominantly composed of thick layers of organics in wetlands and 5-6 inches of organics over clay loam and silty clay in uplands. The most common observed hydric soil indicators were indicator A1 (histosol), A2 (histic epipedon), and A4 (hydrogen sulfide). In general, determination sites where wetlands were identified featured thick layers of saturated organic soils.

### **3.5 Hydrology**

Indicators of wetland hydrology are intended to reflect a site's medium- to long-term hydrological history (USACE 2007a). There was little surface water or inundation visible on aerial imagery. The only surface water present was in ditches or toe-of-slope locations below discharge slopes. At full determination points where wetlands were identified, indicator A3 (saturation) was the most common indicator observed. Saturation was most commonly associated with histosols and a water table immediately below the saturated zone; however, the indicator was also observed in association with a silty clay restrictive layer immediately below the saturated zone without a high water table present.

Wetlands data, photos, and observations recorded in the field for each sampling point are included in data forms located in Appendix B.

## **4.0 RESULTS AND DISCUSSION**

### **4.1 Wetland Habitat Classification**

The sections below present the rationale for classifying wetlands and other waters found in the study area into their respective habitat types. Table 2 defines the habitat and vegetation classifications used in this report.

**Table 2: Wetland and Waterbody Habitat Types found Within the Study Area**

Cowardin/NWI Classification	
Code	Description
PEM1B	Palustrine; emergent/persistent; seasonally saturated
PEM1C	Palustrine; emergent/persistent; seasonally flooded
PSS1/EM1B	Palustrine; scrub-shrub/broad-leaved deciduous & emergent/persistent co-dominant; seasonally saturated
R4SBC	Riverine; intermittent; streambed; seasonally saturated

#### 4.1.1 Wetlands

##### Emergent Wetland

Emergent wetland habitats are mesic to wet marshes containing primarily herbaceous vegetation. Species found dominating these habitats in the study area were bluejoint (*Calamagrostis canadensis*), livid sedge (*Carex livida*), horsetails (*Equisetum* spp.), and tussock cotton-grass (*Eriophorum vaginatum*). Most of these wetlands exhibited a high water table or saturation up to the ground surface. They were commonly found adjacent to apron and taxiway embankments.

##### Scrub-Shrub/Emergent Wetland

Wetlands with vegetation communities co-dominated by species in the shrub/sapling and herbaceous stratum were assigned compound NWI codes (e.g., PSS1/EM1B). These wetlands were common throughout the study area where soil saturation is present. Dominant vegetation observed in scrub-shrub wetlands included Barclay’s willow (*Salix barclayi*), dwarf birch (*Betula nana*), alpine blueberry (*Vaccinium uliginosum*), black crowberry (*Empetrum nigrum*), or Labrador tea (*Rhododendron groenlandicum*, *Rhododendron tomentosum*).

##### Intermittent Stream

Intermittent streams exhibit flowing water for only part of the year or only during periods of above normal precipitation and runoff. Habitats judged to contain flowing water driven only by seasonal runoff or precipitation, or that had a discontinuous surface water connection, have been classified as intermittent streams. One intermittent stream channel within the study area has been classified according to NWI/Cowardin as R4SBC. The stream channel flows from Lampert Lake outside the study area into a ditch where the channel transitions to palustrine wetland.

#### 4.2 Preliminary Jurisdictional Determination

Wetlands in the northern half of the study area (north of the runway) have a direct wetland connection to Palmer Creek, Beluga Lake, and ultimately Kachemak—a territorial sea. The remainder of the wetlands in the study area (south of the runway) are connected through culvert beneath the runway or other service roads on the airfield. For these reasons, all of the wetlands and waters mapped within the study area are subject to USACE’s jurisdiction under Section 404 of the CWA.

### 4.3 Mapping Summary

The study area for this report was 289.09 acres in size. The total area of jurisdictional waters in the study area—including wetlands—is 93.60 acres, comprising 32.4 percent of the study area. Waterbodies included 624 linear feet of stream channel. The remaining 195.49 acres are non-jurisdictional uplands, including paved and unpaved roadways, building pads, and other constructed surfaces. A summary of wetland habitat acreage is shown in Table 3.

**Table 3: Summary of Jurisdictional Waters, Uplands, and Habitat Types**

Cowardin/NWI Classification		Associated Field Sampling Points		Acres	Linear Feet
Subsystem or Class	Code	Full Determination Points	Photo Points		
<i>Wetlands – Palustrine</i>					
Emergent	PEM1B	-	-	2.15 ac	
	PEM1C	1,2,15	-	2.19 ac	
Emergent/Scrub-Shrub	PEM1/SS1B	9,11,13,14	-	59.99 ac	
Scrub-Shrub/Emergent	PSS1/EM1B	4,6,7	-	29.21 ac	
<i>Waterbodies – Riverine</i>					
Intermittent	R4SBC	-	3	0.06 ac	624 ft
<i>Upland</i>					
Upland	U	5,8,10,12	-	195.49 ac	
<i>Summary</i>					
<b>Total Jurisdictional Wetlands and Waters of the U.S.:</b>				93.60 ac	
<b>Total Study Area Acreage:</b>				289.09 ac	
<b>Percent of Study Area that is Wetlands or other Waters of the U.S.:</b>				32.4 %	
<b>Percent of Study Area that is Uplands:</b>				67.6 %	

Compared to preliminary mapping, this delineation mapped a greater proportion of the study area as wetland than did NWI, and a smaller proportion than did Cook Inlet Wetlands. A large majority of the airfield that has been cleared of vegetation was mapped as upland by NWI. Later mapping by Cook Inlet wetlands classified the cleared airfield areas outside constructed embankments as lakebed, kettle, or discharge slope wetlands. For final mapping, this delineation modified Cook Inlet Wetland mapping to reflect site conditions. Based on wetland determinations and site observations, high elevation areas relative to surrounding terrain were mapped as upland. These areas included a long, linear mound situated between the runway and Lampert Lake and undulating ridges on the north side of the runway. The mound to the south of the runway separated flat, shrub-scrub wetlands (Cook Inlet Wetlands classified as lakebed) along the southern boundary of the study area from the discharge slope on the northern half of the study area. The mapped area of wetlands within the study area is 250 percent greater than shown on the NWI and 65 percent smaller than that shown on Cook Inlet Wetlands. Final wetland mapping in Appendix C contains the locations of sampling points and the delineated wetland/upland boundaries.

#### 4.4 Habitat Functions and Values

The function and value of all waters preliminarily determined to be subject to USACE’s jurisdiction have been evaluated using a best professional judgment characterization. The result is categorization of those waters corresponding with the wetland categories and mitigation ratios outlined in USACE Alaska District’s May 2014 mitigation guidance (USACE 2014). Ratings and rationale for waterbodies are presented below and in Table 4, along with descriptions of the two assessment groups.

##### Waterbodies

###### Group 1

Assessment Group 1 is comprised of one intermittent stream where water is flowing for only part of the year. When water is not flowing, it may remain in isolated pools or surface water may be absent. The stream does not support anadromous or resident fish. Waters in assessment Group 1 have been assigned USACE mitigation category III.

##### Wetlands

###### Group 2

Lowland and discharge slope wetlands that directly abut, are adjacent with a groundwater connection, or have a surface water or wetland connection to downstream waters comprise assessment Group 2. This group includes Palustrine wetlands, including bogs and discharge slopes. A moderate functional assessment rating is assigned based on connectivity to Beluga Lake that provides important flood control functions. Wetlands in assessment Group 2 have been rated moderate and assigned mitigation category II.

**Table 4: Function and Value Ratings**

Function	Assessment Group	
	1	2
Flood Flow Regulation	-	Low
Sediment, Nutrient, and Toxicant Removal	-	Moderate
Erosion Control and Shoreline Stabilization	-	Not rated
Production of Organic Matter and its Export	-	Moderate
General Habitat Suitability	-	Low
General Fish Habitat	-	Not rated
Native Plant Richness	-	Moderate
Educational, Scientific, Recreational, or Subsistence Use	-	Moderate
Uniqueness and Special Status	-	Low
	<b>Acres</b>	<b>0.06</b>
	<b>93.60</b>	
	<b>Overall Qualitative Rating</b>	<b>Low</b>
		<b>Mod</b>
	<b>USACE Mitigation Category</b>	<b>III</b>
		<b>II</b>

Function and value ratings, and the rationale used to assign ratings, have been recorded on a best professional judgment form for each assessment group (Appendix D).

## 5.0 CONCLUSION AND SUMMARY

This report was prepared following the guidelines for jurisdictional determination reports contained in USACE Alaska District's Special Public Notice 2020-00399. Wetland determinations were performed in accordance with the USACE Wetlands Delineation Manual and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Alaska Region, Version 2.0.

HDL wetland scientists conducted a field survey of the study area, located generally within the fenced boundary of the Homer Airport, September 9-10, 2020. Hydrological conditions were normal for the time of year. Wetlands data and observations were collected at 15 sampling points. Following the field survey, wetlands were mapped in GIS and analyzed for their jurisdictional status under the CWA. The functions and values of those wetlands preliminarily determined to be subject to CWA jurisdiction were then assessed.

The total acreage of jurisdictional wetlands, including water bodies classified as waters of the U.S., was 93.60 acres, equaling 32.4 percent of the study area. This report is considered preliminary until verified or modified by USACE in a formal Jurisdictional Determination.

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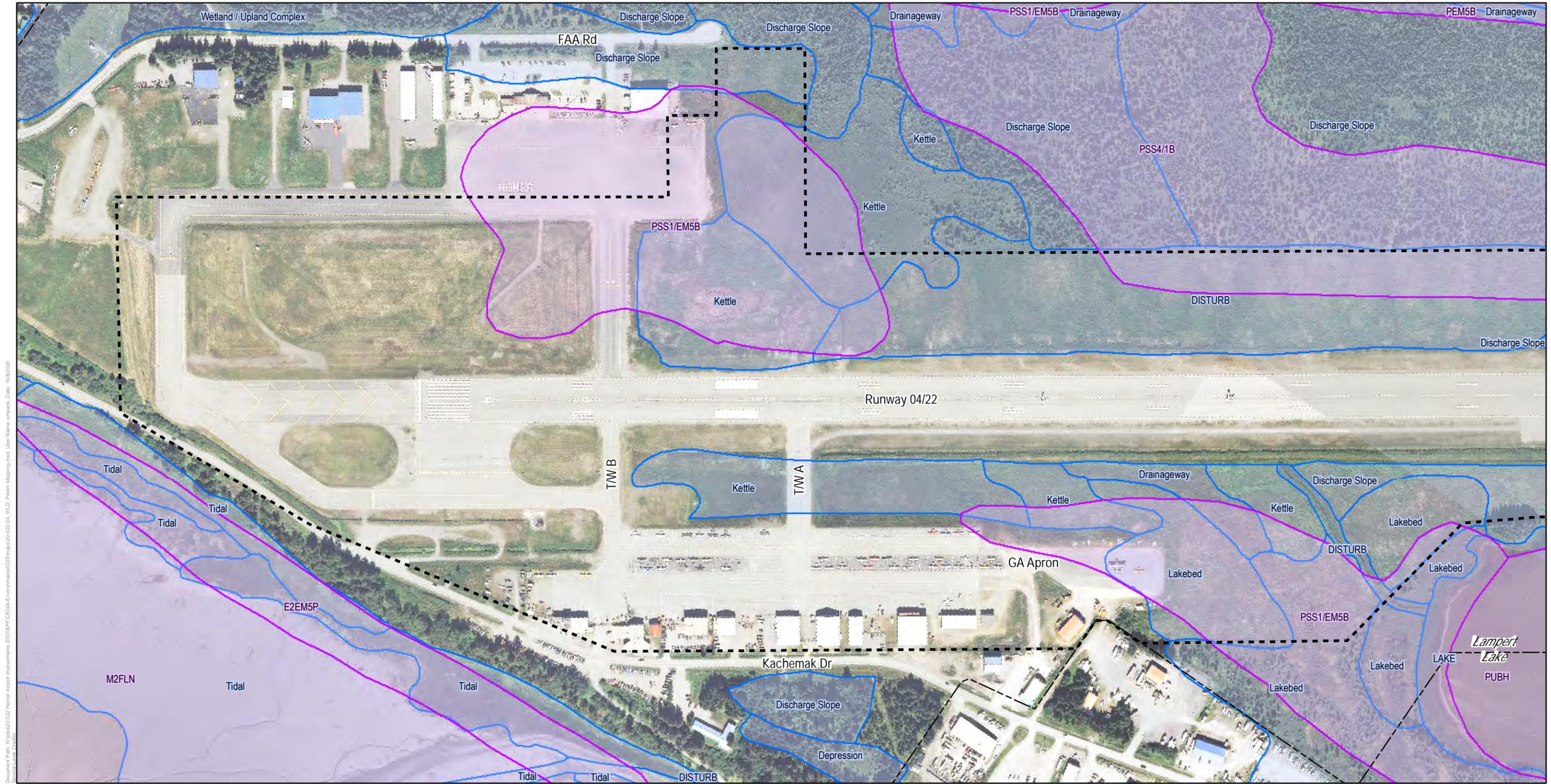
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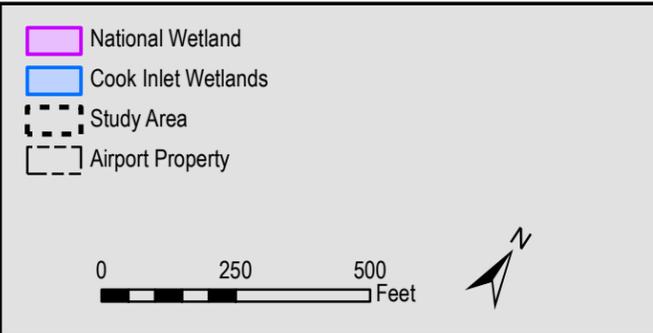
## **Appendix A**

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### Preliminary Wetland Mapping

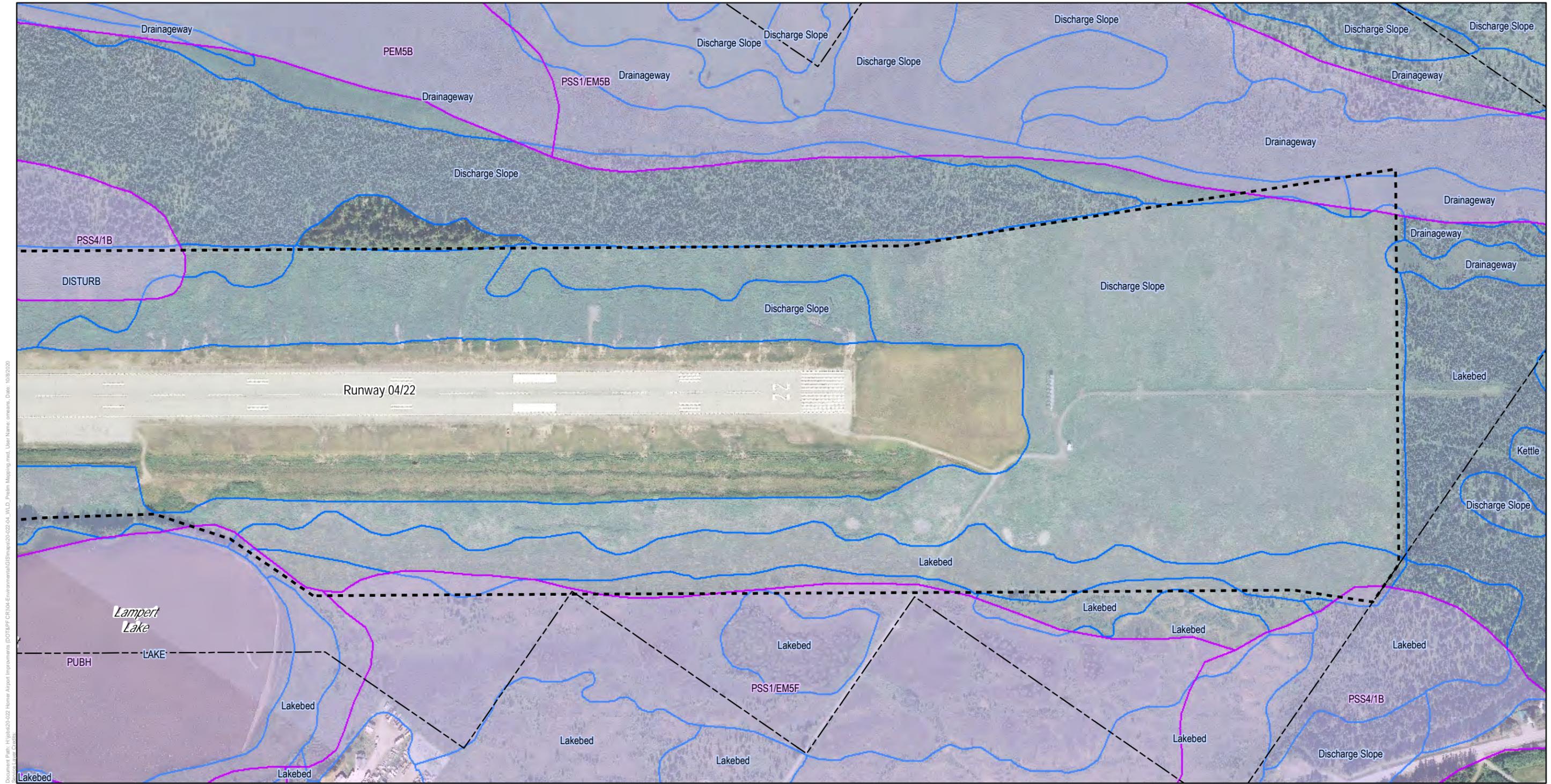


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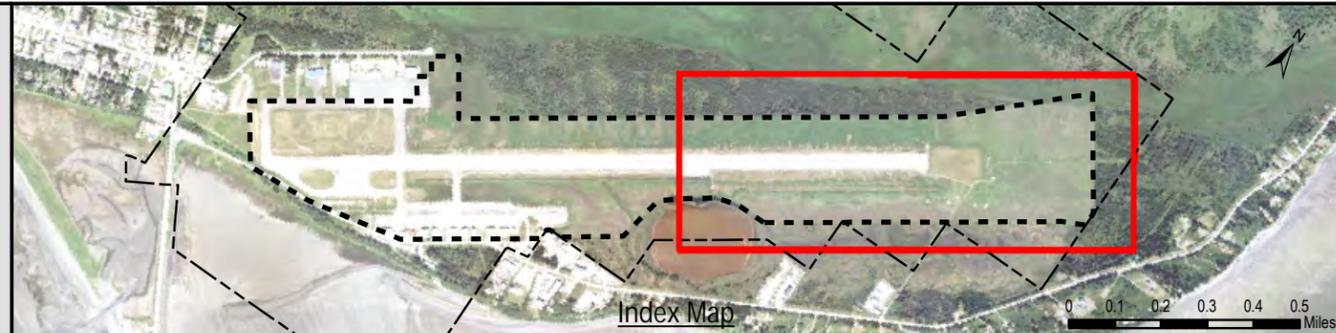
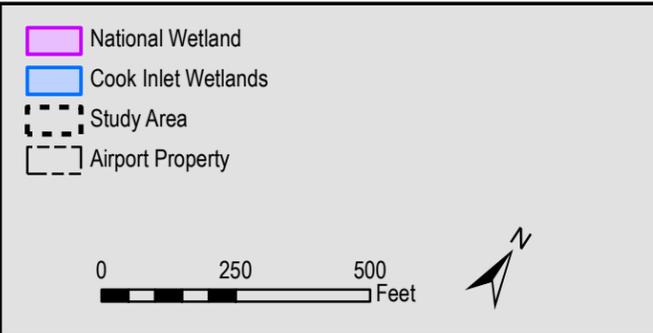


Homer Airport Improvements  
 Project No. CFAPT00491  
 Alaska Department of Transportation  
 and Public Facilities

Sheet 1  
 Preliminary Wetland Mapping  
 National Wetland Inventory  
 Cook Inlet Wetlands



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Homer Airport Improvements  
 Project No. CFAPT00491  
 Alaska Department of Transportation  
 and Public Facilities

Sheet 2  
 Preliminary Wetland Mapping  
 National Wetland Inventory  
 Cook Inlet Wetlands

## **Appendix B**

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### Data Forms and Site Photos

# FULL DETERMINATION POINT

## WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/9/2020  
 Applicant/Owner: Alaska DOT&PF Sampling Point: 1  
 Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Lowland  
 Local relief (concave, convex, none): None Slope (%): 0  
 Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.64139 Long: -151.48540 Datum: NAD83  
 Soil Map Unit Name: Urban land (704) NWI classification: PEM1C  
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation , Soil , or Hydrology  significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation , Soil , or Hydrology  naturally problematic? (If needed, explain any answers in Remarks.)

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

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<b>Is the Sampled Area within a Wetland?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Remarks: <u>Vegetation experiences periodic mowing.</u>	

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

Tree Stratum	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>None</u>				
2. _____				
3. _____				
4. _____				
Total Cover: <u>0</u>				
50% of total cover: <u>0</u>				20% of total cover: <u>0</u>
Sapling/Shrub Stratum	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>salfus</u> <u>Salix fuscescens</u>	<u>1</u>	<u>Yes</u>	<u>FACW</u>	
2. _____				
3. _____				
4. _____				
5. _____				
6. _____				
Total Cover: <u>1</u>				
50% of total cover: <u>0.5</u>				20% of total cover: <u>0.2</u>
Herb Stratum	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>erivag</u> <u>Eriophorum vaginatum</u>	<u>10</u>	<u>No</u>	<u>FACW</u>	
2. <u>carliv</u> <u>Carex livida</u>	<u>40</u>	<u>Yes</u>	<u>OBL</u>	
3. <u>calcan</u> <u>Calamagrostis canadensis</u>	<u>10</u>	<u>No</u>	<u>FAC</u>	
4. <u>descae</u> <u>Deschampsia caespitosa</u>	<u>10</u>	<u>No</u>	<u>FAC</u>	
5. <u>poapra</u> <u>Poa pratensis</u>	<u>10</u>	<u>No</u>	<u>FACU</u>	
6. <u>compal</u> <u>Comarum palustre</u>	<u>1</u>	<u>No</u>	<u>OBL</u>	
7. _____				
8. _____				
9. _____				
10. _____				
Total Cover: <u>81</u>				
50% of total cover: <u>40.5</u>				20% of total cover: <u>16.2</u>
Plot size (radius, or length x width) <u>15 foot radius</u>				% Bare Ground <u>0</u>
% Cover of Wetland Bryophytes <u>10</u>				Total Cover of Bryophytes <u>10</u>
(Where applicable)				

**Dominance Test worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

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

**Prevalence Index worksheet:**

Total % Cover of:	Multiply by:
OBL species <u>41</u>	x 1 = <u>41</u>
FACW species <u>11</u>	x 2 = <u>22</u>
FAC species <u>20</u>	x 3 = <u>60</u>
FACU species <u>10</u>	x 4 = <u>40</u>
UPL species <u>0</u>	x 5 = <u>0</u>
Column Totals: <u>82</u> (A)	<u>163</u> (B)
	<u>1.99</u>

Prevalence Index = B/A = \_\_\_\_\_

**Hydrophytic Vegetation Indicators:**

Y Dominance Test is >50%

Y Prevalence Index is ≤3.0

\_\_\_\_ Morphological Adaptations<sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)

\_\_\_\_ Problematic Hydrophytic Vegetation<sup>1</sup> (Explain)

<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes  No

Remarks: \_\_\_\_\_



FULL DETERMINATION POINT  
PHOTO DOCUMENTATION FORM

Project/Site:	Homer Airport Improvements	Sampling Date:	9/9/2020
Applicant/Owner:	Alaska DOT&PF	Sampling Point:	1
Investigator(s):	O. Means, H. Campfield, H. Zimmer	Watershed/Stream (N/A if upland):	Beluga Lake

Remarks: Wetland area between Taxiways A and B.



Subject: Vegetation



Subject: Soil

# FULL DETERMINATION POINT

## WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/9/2020  
 Applicant/Owner: Alaska DOT&PF Sampling Point: 2  
 Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Lowland  
 Local relief (concave, convex, none): None Slope (%): 0  
 Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.64329 Long: -151.48059 Datum: NAD83  
 Soil Map Unit Name: Salamatof peat, 0 to 4 percent slopes (651) NWI classification: PSS1/EM1B  
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation , Soil , or Hydrology  significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation , Soil , or Hydrology  naturally problematic? (If needed, explain any answers in Remarks.)

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

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<b>Is the Sampled Area within a Wetland?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Remarks: <u>Vegetation experiences periodic mowing.</u>	

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

Tree Stratum	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:
1. <u>None.</u>				Number of Dominant Species That Are OBL, FACW, or FAC: <u>4</u> (A)
2. _____				Total Number of Dominant Species Across All Strata: <u>4</u> (B)
3. _____				Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100%</u> (A/B)
4. _____				
Total Cover: <u>0</u>				
50% of total cover: <u>0</u>				
20% of total cover: <u>0</u>				
Sapling/Shrub Stratum				Prevalence Index worksheet:
1. <u>betnan</u> <i>Betula nana</i>	<u>10</u>	<u>No</u>	<u>FAC</u>	Total % Cover of: _____ Multiply by: _____
2. <u>myrgal</u> <i>Myrica gale</i>	<u>25</u>	<u>Yes</u>	<u>OBL</u>	OBL species <u>35</u> x 1 = <u>35</u>
3. <u>vaculi</u> <i>Vaccinium uliginosum</i>	<u>10</u>	<u>No</u>	<u>FAC</u>	FACW species <u>25</u> x 2 = <u>50</u>
4. <u>andpol</u> <i>Andromeda polifolia</i>	<u>10</u>	<u>No</u>	<u>FACW</u>	FAC species <u>30</u> x 3 = <u>90</u>
5. _____				FACU species <u>0</u> x 4 = <u>0</u>
6. _____				UPL species <u>0</u> x 5 = <u>0</u>
Total Cover: <u>55</u>				Column Totals: <u>90</u> (A) <u>175</u> (B)
50% of total cover: <u>27.5</u>				<u>1.94</u>
20% of total cover: <u>11</u>				Prevalence Index = B/A = _____
Herb Stratum				Hydrophytic Vegetation Indicators:
1. <u>equpra</u> <i>Equisetum pratense</i>	<u>5</u>	<u>No</u>	<u>FACW</u>	<u>Y</u> Dominance Test is >50%
2. <u>erivag</u> <i>Eriophorum vaginatum</i>	<u>10</u>	<u>Yes</u>	<u>FACW</u>	<u>Y</u> Prevalence Index is ≤3.0
3. <u>carliv</u> <i>Carex livida</i>	<u>10</u>	<u>Yes</u>	<u>OBL</u>	____ Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)
4. <u>calcan</u> <i>Calamagrostis canadensis</i>	<u>10</u>	<u>Yes</u>	<u>FAC</u>	____ Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)
5. _____				<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.
6. _____				
7. _____				
8. _____				
9. _____				
10. _____				
Total Cover: <u>35</u>				
50% of total cover: <u>17.5</u>				
20% of total cover: <u>7</u>				
Plot size (radius, or length x width) <u>15 foot radius</u>			% Bare Ground <u>0</u>	
% Cover of Wetland Bryophytes <u>0</u>			Total Cover of Bryophytes <u>10</u>	
Remarks: _____				



FULL DETERMINATION POINT  
PHOTO DOCUMENTATION FORM

Project/Site: <u>Homer Airport Improvements</u>	Sampling Date: <u>9/9/2020</u>
Applicant/Owner: <u>Alaska DOT&amp;PF</u>	Sampling Point: <u>2</u>
Investigator(s): <u>O. Means, H. Campfield, H. Zimmer</u>	Watershed/Stream (N/A if upland): <u>Beluga Lake</u>

Remarks: Low-lying area at toe of slope between GA Apron and ridge.



Subject: Vegetation



Subject: Soil

PHOTO POINT

Project/Site:	Homer Airport Improvements			Sampling Date:	9/9/2020
Applicant/Owner:	Alaska DOT&PF			Sampling Point:	3
Investigator(s):	Means, Campfield, Zimmer	Lat:	59.64453	Long:	-151.47757
		Datum:	NAD83		
Watershed/Stream (N/A if upland):	Beluga Lake		NWI Classification:	R4SB7	
If Still Water, Approximate Size (acres):	N/A		&	Estimated depth at deepest:	N/A
If Flowing Water, Average Width (ft):	1	,	Avg. depth (ft):	0.5	& Substrate: Vegetated/organic/mud

Remarks: Densely vegetated intermittent/ephemeral channel draining from Lampert Lake. Channel ends at a series of culverts under a berm and the runway. Water conveyed in channel likely recharges to groundwater.



Subject: Stream channel

# FULL DETERMINATION POINT

## WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/9/2020  
 Applicant/Owner: Alaska DOT&PF Sampling Point: 4  
 Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Flat  
 Local relief (concave, convex, none): Flat Slope (%): 0  
 Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.64442 Long: -151.47536 Datum: NAD83  
 Soil Map Unit Name: Salamatof peat, 0 to 4 percent slopes (651) NWI classification: PSS1/EM1B  
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation , Soil , or Hydrology  significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation , Soil , or Hydrology  naturally problematic? (If needed, explain any answers in Remarks.)

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

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Remarks: <u>Vegetation likely experiences occasional but infrequent mowing. An adjacent similar plant community includes taller, but still stunted, spruce. Lack of stunted, mature spruce in the plot area is assumed a result of airfield mowing. Vegetation is disturbed, but not significantly.</u>	

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

Tree Stratum	Absolute % Cover	Dominant Species?	Indicator Status	<b>Dominance Test worksheet:</b>	
1. <u>None</u>				Number of Dominant Species That Are OBL, FACW, or FAC: <u>3</u>	(A)
2. _____				Total Number of Dominant Species Across All Strata: <u>3</u>	(B)
3. _____				Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100%</u>	(A/B)
4. _____					
Total Cover: <u>0</u>					
50% of total cover: <u>0</u>					
20% of total cover: <u>0</u>					
Sapling/Shrub Stratum				<b>Prevalence Index worksheet:</b>	
1. <u>betnan</u> <i>Betula nana</i>	<u>15</u>	<u>Yes</u>	<u>FAC</u>	Total % Cover of: <u>5</u>	Multiply by: _____
2. <u>myrgal</u> <i>Myrica gale</i>	<u>5</u>	<u>No</u>	<u>OBL</u>	OBL species <u>5</u> x 1 = <u>5</u>	
3. <u>vaculi</u> <i>Vaccinium uliginosum</i>	<u>5</u>	<u>No</u>	<u>FAC</u>	FACW species <u>6</u> x 2 = <u>12</u>	
4. <u>rhogro</u> <i>Rhododendron groenlandicum</i>	<u>5</u>	<u>No</u>	<u>FAC</u>	FAC species <u>70</u> x 3 = <u>210</u>	
5. <u>empnig</u> <i>Empetrum nigrum</i>	<u>15</u>	<u>Yes</u>	<u>FAC</u>	FACU species <u>0</u> x 4 = <u>0</u>	
6. <u>rhotom</u> <i>Rhododendron tomentosum</i>	<u>5</u>	<u>No</u>	<u>FACW</u>	UPL species <u>0</u> x 5 = <u>0</u>	
Total Cover: <u>50</u>				Column Totals: <u>81</u> (A) <u>227</u> (B)	<u>2.80</u>
50% of total cover: <u>25</u>					
20% of total cover: <u>10</u>					
Herb Stratum				<b>Hydrophytic Vegetation Indicators:</b>	
1. <u>equsyl</u> <i>Equisetum sylvaticum</i>	<u>30</u>	<u>Yes</u>	<u>FAC</u>	<u>Y</u> Dominance Test is >50%	
2. <u>rubcha</u> <i>Rubus chamaemorus</i>	<u>1</u>	<u>No</u>	<u>FACW</u>	<u>Y</u> Prevalence Index is ≤3.0	
3. _____				<input type="checkbox"/> Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)	
4. _____				<input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)	
5. _____				<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.	
6. _____					
7. _____					
8. _____					
9. _____					
10. _____					
Total Cover: <u>31</u>				<b>Hydrophytic Vegetation Present?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
50% of total cover: <u>15.5</u>					
20% of total cover: <u>6.2</u>					
Plot size (radius, or length x width) <u>15 foot radius</u>					
% Cover of Wetland Bryophytes <u>10</u>					
Total Cover of Bryophytes <u>10</u>					
Remarks: _____					



FULL DETERMINATION POINT  
PHOTO DOCUMENTATION FORM

Project/Site: <u>Homer Airport Improvements</u>	Sampling Date: <u>9/9/2020</u>
Applicant/Owner: <u>Alaska DOT&amp;PF</u>	Sampling Point: <u>4</u>
Investigator(s): <u>O. Means, H. Campfield, H. Zimmer</u>	Watershed/Stream (N/A if upland): <u>Beluga Lake</u>

Remarks: Bog adjacent to Lampert Lake.



Subject: Vegetation



Subject: Soil

# FULL DETERMINATION POINT

## WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: Date  
 Applicant/Owner: Alaska DOT&PF Sampling Point: 5  
 Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Terrace  
 Local relief (concave, convex, none): Convex Slope (%): 0  
 Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.64346 Long: -151.47858 Datum: NAD83  
 Soil Map Unit Name: Salamatof peat, 0 to 4 percent slopes (651) NWI classification: Upland  
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No \_\_\_\_\_ (If no, explain in Remarks.)  
 Are Vegetation X, Soil \_\_\_\_\_, or Hydrology X significantly disturbed? Are "Normal Circumstances" present? Yes \_\_\_\_\_ No X  
 Are Vegetation \_\_\_\_\_, Soil \_\_\_\_\_, or Hydrology \_\_\_\_\_ naturally problematic? (If needed, explain any answers in Remarks.)

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

Hydrophytic Vegetation Present? Yes _____ No <u>X</u> Hydric Soil Present? Yes _____ No <u>X</u> Wetland Hydrology Present? Yes _____ No <u>X</u>	<b>Is the Sampled Area within a Wetland?</b> Yes _____ No <u>X</u>
Remarks: <u>Vegetation experiences periodic mowing.</u>	

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

Tree Stratum	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:
1. _____	_____	_____	_____	Number of Dominant Species That Are OBL, FACW, or FAC: <u>2</u> (A)
2. _____	_____	_____	_____	Total Number of Dominant Species Across All Strata: <u>6</u> (B)
3. _____	_____	_____	_____	Percent of Dominant Species That Are OBL, FACW, or FAC: <u>33%</u> (A/B)
4. _____	_____	_____	_____	
Total Cover: <u>0</u>				
50% of total cover: <u>0</u> 20% of total cover: <u>0</u>				
Sapling/Shrub Stratum	Absolute % Cover	Dominant Species?	Indicator Status	Prevalence Index worksheet:
1. <u>betpap</u> <i>Betula papyrifera</i>	<u>5</u>	<u>Yes</u>	<u>FACU</u>	Total % Cover of: _____ Multiply by: _____
2. <u>spiste</u> <i>Spiraea stevenii</i>	<u>5</u>	<u>Yes</u>	<u>FACU</u>	OBL species <u>0</u> x 1 = <u>0</u>
3. <u>vaculi</u> <i>Vaccinium uliginosum</i>	<u>5</u>	<u>Yes</u>	<u>FAC</u>	FACW species <u>0</u> x 2 = <u>0</u>
4. <u>salbar</u> <i>Salix barclayi</i>	<u>1</u>	<u>No</u>	<u>FAC</u>	FAC species <u>26</u> x 3 = <u>78</u>
5. _____	_____	_____	_____	FACU species <u>50</u> x 4 = <u>200</u>
6. _____	_____	_____	_____	UPL species <u>0</u> x 5 = <u>0</u>
Total Cover: <u>16</u>				Column Totals: <u>76</u> (A) <u>278</u> (B)
50% of total cover: <u>8</u> 20% of total cover: <u>3.2</u>				Prevalence Index = B/A = <u>3.66</u>
Herb Stratum	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Indicators:
1. <u>achmil</u> <i>Achillea millefolium</i>	<u>20</u>	<u>Yes</u>	<u>FACU</u>	<u>No</u> Dominance Test is >50%
2. <u>calcan</u> <i>Calamagrostis canadensis</i>	<u>20</u>	<u>Yes</u>	<u>FAC</u>	<u>No</u> Prevalence Index is ≤3.0
3. <u>chaang</u> <i>Chamaenerion angustifolium</i>	<u>20</u>	<u>Yes</u>	<u>FACU</u>	____ Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)
4. _____	_____	_____	_____	____ Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)
5. _____	_____	_____	_____	<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
Total Cover: <u>60</u>				
50% of total cover: <u>30</u> 20% of total cover: <u>12</u>				
Plot size (radius, or length x width) <u>15 foot radius</u> % Bare Ground <u>0</u>				
% Cover of Wetland Bryophytes <u>0</u> Total Cover of Bryophytes <u>0</u> (Where applicable)				
Remarks:				<b>Hydrophytic Vegetation Present?</b> Yes _____ No <u>X</u>



FULL DETERMINATION POINT  
PHOTO DOCUMENTATION FORM

Project/Site: <u>Homer Airport Improvements</u>	Sampling Date: <u>9/9/2020</u>
Applicant/Owner: <u>Alaska DOT&amp;PF</u>	Sampling Point: <u>5</u>
Investigator(s): <u>O. Means, H. Campfield, H. Zimmer</u>	Watershed/Stream (N/A if upland): <u>N/A</u>

Remarks: Higher elevation area adjacent to GA Apron.



Subject: Vegetation



Subject: Soil

# FULL DETERMINATION POINT

## WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/10/2020  
 Applicant/Owner: Alaska DOT&PF Sampling Point: 6  
 Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Flat  
 Local relief (concave, convex, none): None Slope (%): 0  
 Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.64731 Long: -151.46619 Datum: NAD83  
 Soil Map Unit Name: Salamatof peat, 0 to 4 percent slopes (651) NWI classification: PSS1/EM1B  
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation , Soil , or Hydrology  significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation , Soil , or Hydrology  naturally problematic? (If needed, explain any answers in Remarks.)

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

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Remarks: <u>Vegetation likely experiences occasional but infrequent mowing. An adjacent similar plant community includes taller, but still stunted, spruce. Lack of stunted, mature spruce in the plot area is assumed a result of airfield mowing. Vegetation is disturbed, but not significantly.</u>	

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

Tree Stratum	Absolute % Cover	Dominant Species?	Indicator Status	<b>Dominance Test worksheet:</b>	
1. _____	_____	_____	_____	Number of Dominant Species That Are OBL, FACW, or FAC: <u>2</u> (A)	
2. _____	_____	_____	_____	Total Number of Dominant Species Across All Strata: <u>2</u> (B)	
3. _____	_____	_____	_____	Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100%</u> (A/B)	
4. _____	_____	_____	_____		
Total Cover: <u>0</u>					
50% of total cover: <u>0</u>			20% of total cover: <u>0</u>		
Sapling/Shrub Stratum	Absolute % Cover	Dominant Species?	Indicator Status	<b>Prevalence Index worksheet:</b>	
1. <u>betnan</u> <i>Betula nana</i>	<u>10</u>	<u>No</u>	<u>FAC</u>	Total % Cover of: _____ Multiply by: _____	
2. <u>rhogro</u> <i>Rhododendron groenlandicum</i>	<u>40</u>	<u>Yes</u>	<u>FAC</u>	OBL species <u>0</u> x 1 = <u>0</u>	
3. <u>rhotom</u> <i>Rhododendron tomentosum</i>	<u>10</u>	<u>No</u>	<u>FACW</u>	FACW species <u>43</u> x 2 = <u>86</u>	
4. <u>vaculi</u> <i>Vaccinium uliginosum</i>	<u>10</u>	<u>No</u>	<u>FAC</u>	FAC species <u>73</u> x 3 = <u>219</u>	
5. <u>empnig</u> <i>Empetrum nigrum</i>	<u>10</u>	<u>No</u>	<u>FAC</u>	FACU species <u>0</u> x 4 = <u>0</u>	
6. <u>salmyr</u> <i>Salix myrtilifolia</i>	<u>1</u>	<u>No</u>	<u>FACW</u>	UPL species <u>0</u> x 5 = <u>0</u>	
Total Cover: <u>81</u>				Column Totals: <u>116</u> (A) <u>305</u> (B)	
50% of total cover: <u>40.5</u>			20% of total cover: <u>16.2</u>	Prevalence Index = B/A = <u>2.63</u>	
Herb Stratum	Absolute % Cover	Dominant Species?	Indicator Status	<b>Hydrophytic Vegetation Indicators:</b>	
1. <u>rubcha</u> <i>Rubus chamaemorus</i>	<u>30</u>	<u>Yes</u>	<u>FACW</u>	Y <input type="checkbox"/> Dominance Test is >50%	
2. <u>calcan</u> <i>Calamagrostis canadensis</i>	<u>1</u>	<u>No</u>	<u>FAC</u>	Y <input type="checkbox"/> Prevalence Index is ≤3.0	
3. <u>erivag</u> <i>Eriophorum vaginatum</i>	<u>2</u>	<u>No</u>	<u>FACW</u>	____ Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)	
4. <u>equsyl</u> <i>Equisetum sylvaticum</i>	<u>2</u>	<u>No</u>	<u>FAC</u>	____ Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)	
5. _____	_____	_____	_____	<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.	
6. _____	_____	_____	_____		
7. _____	_____	_____	_____		
8. _____	_____	_____	_____		
9. _____	_____	_____	_____		
10. _____	_____	_____	_____		
Total Cover: <u>35</u>				<b>Hydrophytic Vegetation Present?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
50% of total cover: <u>17.5</u>			20% of total cover: <u>7</u>		
Plot size (radius, or length x width) <u>15 foot radius</u> % Bare Ground <u>0</u>					
% Cover of Wetland Bryophytes <u>0</u> Total Cover of Bryophytes <u>30</u> (Where applicable)					
Remarks:					

## FULL DETERMINATION POINT

### SOIL

Sampling Point: 6

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-16							Organic	
16-22	7.5YR 3/2	95	7.5YR 5/2	5	D	M	Silty clay loam	

FULL DETERMINATION POINT  
PHOTO DOCUMENTATION FORM

Project/Site:	Homer Airport Improvements	Sampling Date:	9/9/2020
Applicant/Owner:	Alaska DOT&PF	Sampling Point:	6
Investigator(s):	O. Means, H. Campfield, H. Zimmer	Watershed/Stream (N/A if upland):	Beluga Lake

Remarks: Bog adjacent to Lampert Lake.



Subject: Vegetation



Subject: Soil

# FULL DETERMINATION POINT

## WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/10/2020  
 Applicant/Owner: Alaska DOT&PF Sampling Point: 7  
 Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Flat  
 Local relief (concave, convex, none): None Slope (%): 0  
 Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.65080 Long: -151.45554 Datum: NAD83  
 Soil Map Unit Name: Salamatof peat, 0 to 4 percent slopes (651) NWI classification: PSS1/EM1B  
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation , Soil , or Hydrology  significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation , Soil , or Hydrology  naturally problematic? (If needed, explain any answers in Remarks.)

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

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Remarks: <u>Vegetation likely experiences occasional but infrequent mowing. An adjacent similar plant community includes taller, but still stunted, spruce. Lack of stunted, mature spruce in the plot area is assumed a result of airfield mowing. Vegetation is disturbed, but not significantly.</u>	

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

Tree Stratum	Absolute % Cover	Dominant Species?	Indicator Status	<b>Dominance Test worksheet:</b>	
1. <u>None</u>				Number of Dominant Species That Are OBL, FACW, or FAC: <u>5</u>	(A)
2. _____				Total Number of Dominant Species Across All Strata: <u>5</u>	(B)
3. _____				Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100%</u>	(A/B)
4. _____					
Total Cover: <u>0</u>					
50% of total cover: <u>0</u>			20% of total cover: <u>0</u>		
Sapling/Shrub Stratum	Absolute % Cover	Dominant Species?	Indicator Status	<b>Prevalence Index worksheet:</b>	
1. <u>betnan</u> <i>Betula nana</i>	<u>30</u>	<u>Yes</u>	<u>FAC</u>	Total % Cover of: _____ Multiply by: _____	
2. <u>rhotom</u> <i>Rhododendron tomentosum</i>	<u>30</u>	<u>Yes</u>	<u>FACW</u>	OBL species <u>3</u> x 1 = <u>3</u>	
3. <u>vaculi</u> <i>Vaccinium uliginosum</i>	<u>10</u>	<u>No</u>	<u>FAC</u>	FACW species <u>38</u> x 2 = <u>76</u>	
4. <u>empnig</u> <i>Empetrum nigrum</i>	<u>60</u>	<u>Yes</u>	<u>FAC</u>	FAC species <u>105</u> x 3 = <u>315</u>	
5. _____				FACU species <u>0</u> x 4 = <u>0</u>	
6. _____				UPL species <u>0</u> x 5 = <u>0</u>	
Total Cover: <u>130</u>				Column Totals: <u>146</u> (A) <u>394</u> (B)	
50% of total cover: <u>65</u>			20% of total cover: <u>26</u>	Prevalence Index = B/A = <u>2.70</u>	
Herb Stratum	Absolute % Cover	Dominant Species?	Indicator Status	<b>Hydrophytic Vegetation Indicators:</b>	
1. <u>erivag</u> <i>Eriophorum vaginatum</i>	<u>3</u>	<u>No</u>	<u>FACW</u>	Y <input type="checkbox"/> Dominance Test is >50%	
2. <u>equsyl</u> <i>Equisetum sylvaticum</i>	<u>5</u>	<u>Yes</u>	<u>FAC</u>	Y <input type="checkbox"/> Prevalence Index is ≤3.0	
3. <u>rubcha</u> <i>Rubus chamaemorus</i>	<u>5</u>	<u>Yes</u>	<u>FACW</u>	<input type="checkbox"/> Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)	
4. <u>carliv</u> <i>Carex livida</i>	<u>3</u>	<u>No</u>	<u>OBL</u>	<input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)	
5. _____				<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.	
6. _____					
7. _____					
8. _____					
9. _____					
10. _____					
Total Cover: <u>16</u>				<b>Hydrophytic Vegetation Present?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
50% of total cover: <u>8</u>			20% of total cover: <u>3.2</u>		
Plot size (radius, or length x width) <u>15 foot radius</u> % Bare Ground <u>0</u>					
% Cover of Wetland Bryophytes <u>0</u> Total Cover of Bryophytes <u>60</u> (Where applicable)					
Remarks:					



FULL DETERMINATION POINT  
PHOTO DOCUMENTATION FORM

Project/Site:	Homer Airport Improvements	Sampling Date:	9/9/2020
Applicant/Owner:	Alaska DOT&PF	Sampling Point:	7
Investigator(s):	O. Means, H. Campfield, H. Zimmer	Watershed/Stream (N/A if upland):	Beluga Lake

Remarks: Bog on southeast end of airfield near Lampert Lake.



Subject: Vegetation



Subject: Soil

# FULL DETERMINATION POINT

## WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/10/2020  
 Applicant/Owner: Alaska DOT&PF Sampling Point: 8  
 Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): slope  
 Local relief (concave, convex, none): Concave Slope (%): 1  
 Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.65144 Long: -151.45544 Datum: NAD83  
 Soil Map Unit Name: Spenard peat, 0 to 4 percent slopes (673) NWI classification: Upland  
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation , Soil , or Hydrology  significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation , Soil , or Hydrology  naturally problematic? (If needed, explain any answers in Remarks.)

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

Hydrophytic Vegetation Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Hydric Soil Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<b>Is the Sampled Area within a Wetland?</b> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Remarks: <u>Vegetation experiences periodic mowing.</u>	

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

Tree Stratum	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:
1. <u>None</u>				Number of Dominant Species That Are OBL, FACW, or FAC: <u>0</u> (A)
2. _____				Total Number of Dominant Species Across All Strata: <u>2</u> (B)
3. _____				Percent of Dominant Species That Are OBL, FACW, or FAC: <u>0%</u> (A/B)
4. _____				
Total Cover: <u>0</u>				
50% of total cover: <u>0</u>				
20% of total cover: <u>0</u>				
Sapling/Shrub Stratum	Absolute % Cover	Dominant Species?	Indicator Status	Prevalence Index worksheet:
1. <u>betpap</u> <i>Betula papyrifera</i>	<u>10</u>	<u>Yes</u>	<u>FACU</u>	Total % Cover of: _____ Multiply by: _____
2. <u>rhotom</u> <i>Rhododendron tomentosum</i>	<u>5</u>	<u>No</u>	<u>FACW</u>	OBL species <u>0</u> x 1 = <u>0</u>
3. <u>vacvit</u> <i>Vaccinium vitis-idaea</i>	<u>5</u>	<u>No</u>	<u>FAC</u>	FACW species <u>7</u> x 2 = <u>14</u>
4. <u>rhogro</u> <i>Rhododendron groenlandicum</i>	<u>5</u>	<u>No</u>	<u>FAC</u>	FAC species <u>20</u> x 3 = <u>60</u>
5. <u>betnan</u> <i>Betula nana</i>	<u>3</u>	<u>No</u>	<u>FAC</u>	FACU species <u>16</u> x 4 = <u>64</u>
6. <u>vaculi</u> <i>Vaccinium uliginosum</i>	<u>3</u>	<u>No</u>	<u>FAC</u>	UPL species <u>0</u> x 5 = <u>0</u>
Total Cover: <u>31</u>				Column Totals: <u>43</u> (A) <u>138</u> (B)
50% of total cover: <u>15.5</u>				<u>3.21</u>
20% of total cover: <u>6.2</u>				Prevalence Index = B/A = _____
Herb Stratum	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Indicators:
1. <u>chaang</u> <i>Chamaenerion angustifolium</i>	<u>5</u>	<u>Yes</u>	<u>FACU</u>	<u>No</u> Dominance Test is >50%
2. <u>eqpra</u> <i>Equisetum pratense</i>	<u>2</u>	<u>No</u>	<u>FACW</u>	<u>No</u> Prevalence Index is ≤3.0
3. <u>equarv</u> <i>Equisetum arvense</i>	<u>2</u>	<u>No</u>	<u>FAC</u>	____ Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)
4. <u>equsyl</u> <i>Equisetum sylvaticum</i>	<u>1</u>	<u>No</u>	<u>FAC</u>	____ Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)
5. <u>calcan</u> <i>Calamagrostis canadensis</i>	<u>1</u>	<u>No</u>	<u>FAC</u>	
6. <u>achmil</u> <i>Achillea millefolium</i>	<u>1</u>	<u>No</u>	<u>FACU</u>	
7. _____				
8. _____				
9. _____				
10. _____				
Total Cover: <u>12</u>				
50% of total cover: <u>6</u>				
20% of total cover: <u>2.4</u>				
Plot size (radius, or length x width) <u>15 foot radius</u>			% Bare Ground <u>0</u>	
% Cover of Wetland Bryophytes <u>0</u>			Total Cover of Bryophytes <u>0</u>	
(Where applicable)				
Remarks: _____				

## FULL DETERMINATION POINT

### SOIL

Sampling Point: 8

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-11	5YR 4/2	95	2.5Y 5/4	5	C	M	Clay	
11-22	10YR 4/4	95	2.5Y 5/2	5	D	M	Clay loam	

FULL DETERMINATION POINT  
PHOTO DOCUMENTATION FORM

Project/Site: <u>Homer Airport Improvements</u>	Sampling Date: <u>9/9/2020</u>
Applicant/Owner: <u>Alaska DOT&amp;PF</u>	Sampling Point: <u>8</u>
Investigator(s): <u>O. Means, H. Campfield, H. Zimmer</u>	Watershed/Stream (N/A if upland): <u>N/A</u>

Remarks: Ridge north of bog and above/south of discharge slope.



Subject: Vegetation



Subject: Soil

# FULL DETERMINATION POINT

## WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/10/2020  
 Applicant/Owner: Alaska DOT&PF Sampling Point: 9  
 Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Slope  
 Local relief (concave, convex, none): Concave Slope (%): 1  
 Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.65265 Long: -151.45576 Datum: NAD83  
 Soil Map Unit Name: Spenard peat, 4 to 8 percent slopes (674) NWI classification: PSS1/EM1B  
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation , Soil , or Hydrology  significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation , Soil , or Hydrology  naturally problematic? (If needed, explain any answers in Remarks.)

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

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<b>Is the Sampled Area within a Wetland?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Remarks: <u>Vegetation experience periodic mowing.</u>	

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

Tree Stratum	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:
1. _____	_____	_____	_____	Number of Dominant Species That Are OBL, FACW, or FAC: <u>2</u> (A)
2. _____	_____	_____	_____	Total Number of Dominant Species Across All Strata: <u>2</u> (B)
3. _____	_____	_____	_____	Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100%</u> (A/B)
4. _____	_____	_____	_____	
Total Cover: <u>0</u>				
50% of total cover: <u>0</u> 20% of total cover: <u>0</u>				
Sapling/Shrub Stratum	Absolute % Cover	Dominant Species?	Indicator Status	Prevalence Index worksheet:
1. <u>betnan</u> <i>Betula nana</i>	<u>10</u>	<u>No</u>	<u>FAC</u>	Total % Cover of: _____ Multiply by: _____
2. <u>vaculi</u> <i>Vaccinium uliginosum</i>	<u>5</u>	<u>No</u>	<u>FAC</u>	OBL species <u>0</u> x 1 = <u>0</u>
3. <u>empnig</u> <i>Empetrum nigrum</i>	<u>1</u>	<u>No</u>	<u>FAC</u>	FACW species <u>0</u> x 2 = <u>0</u>
4. <u>salbar</u> <i>Salix barclayi</i>	<u>50</u>	<u>Yes</u>	<u>FAC</u>	FAC species <u>116.5</u> x 3 = <u>349.5</u>
5. _____	_____	_____	_____	FACU species <u>10.5</u> x 4 = <u>42</u>
6. _____	_____	_____	_____	UPL species <u>0</u> x 5 = <u>0</u>
Total Cover: <u>66</u>				Column Totals: <u>127</u> (A) <u>391.5</u> (B)
50% of total cover: <u>33</u> 20% of total cover: <u>13.2</u>				Prevalence Index = B/A = <u>3.08</u>
Herb Stratum	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Indicators:
1. <u>chaang</u> <i>Chamaenerion angustifolium</i>	<u>10</u>	<u>No</u>	<u>FACU</u>	<u>Y</u> Dominance Test is >50%
2. <u>equarv</u> <i>Equisetum arvense</i>	<u>10</u>	<u>No</u>	<u>FAC</u>	<u>No</u> Prevalence Index is ≤3.0
3. <u>calcan</u> <i>Calamagrostis canadensis</i>	<u>40</u>	<u>Yes</u>	<u>FAC</u>	____ Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)
4. <u>carex sp.</u>	<u>5</u>	<u>No</u>	_____	____ Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)
5. <u>rubarc</u> <i>Rubus arcticus</i>	<u>0.5</u>	<u>No</u>	<u>FAC</u>	
6. <u>sollep</u> <i>Solidago lepida</i>	<u>0.5</u>	<u>No</u>	<u>FACU</u>	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
Total Cover: <u>66</u>				
50% of total cover: <u>33</u> 20% of total cover: <u>13.2</u>				
Plot size (radius, or length x width) <u>15 foot radius</u> % Bare Ground <u>0</u>				
% Cover of Wetland Bryophytes <u>0</u> Total Cover of Bryophytes <u>0</u> (Where applicable)				
Remarks:				<b>Hydrophytic Vegetation Present?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>



FULL DETERMINATION POINT  
PHOTO DOCUMENTATION FORM

Project/Site: <u>Homer Airport Improvements</u>	Sampling Date: <u>9/9/2020</u>
Applicant/Owner: <u>Alaska DOT&amp;PF</u>	Sampling Point: <u>9</u>
Investigator(s): <u>O. Means, H. Campfield, H. Zimmer</u>	Watershed/Stream (N/A if upland): <u>Beluga Lake</u>

Remarks: Discharge slope adjacent to service road at east end of airfield.



Subject: Vegetation



Subject: Soil

# FULL DETERMINATION POINT

## WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/10/2020  
 Applicant/Owner: Alaska DOT&PF Sampling Point: 10  
 Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Slope  
 Local relief (concave, convex, none): None Slope (%): 1  
 Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.65059 Long: -151.46450 Datum: NAD83  
 Soil Map Unit Name: Urban Land (704) NWI classification: Upland  
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation , Soil , or Hydrology  significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation , Soil , or Hydrology  naturally problematic? (If needed, explain any answers in Remarks.)

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

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<b>Is the Sampled Area within a Wetland?</b> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Remarks: <u>Site is downslope of runway which likely impacts hydrology.</u>	

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

Tree Stratum	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:
1. <u>None</u>				Number of Dominant Species That Are OBL, FACW, or FAC: <u>2</u> (A)
2. _____				Total Number of Dominant Species Across All Strata: <u>2</u> (B)
3. _____				Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100%</u> (A/B)
4. _____				
Total Cover: <u>0</u>				
50% of total cover: <u>0</u>		20% of total cover: <u>0</u>		
Sapling/Shrub Stratum	Absolute % Cover	Dominant Species?	Indicator Status	Prevalence Index worksheet:
1. <u>salbar</u> <i>Salix barclayi</i>	<u>1</u>	<u>Yes</u>	<u>FAC</u>	Total % Cover of: _____ Multiply by: _____
2. _____				OBL species <u>0</u> x 1 = <u>0</u>
3. _____				FACW species <u>0</u> x 2 = <u>0</u>
4. _____				FAC species <u>96</u> x 3 = <u>288</u>
5. _____				FACU species <u>16</u> x 4 = <u>64</u>
6. _____				UPL species <u>0</u> x 5 = <u>0</u>
Total Cover: <u>1</u>				Column Totals: <u>112</u> (A) <u>352</u> (B)
50% of total cover: <u>0.5</u>		20% of total cover: <u>0.2</u>		3.14
				Prevalence Index = B/A = _____
Herb Stratum	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Indicators:
1. <u>angluc</u> <i>Angelica lucida</i>	<u>1</u>	<u>No</u>	<u>FACU</u>	<u>Y</u> Dominance Test is >50%
2. <u>chaang</u> <i>Chamaenerion angustifolium</i>	<u>5</u>	<u>No</u>	<u>FACU</u>	<u>No</u> Prevalence Index is ≤3.0
3. <u>calcan</u> <i>Calamagrostis canadensis</i>	<u>80</u>	<u>Yes</u>	<u>FAC</u>	____ Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)
4. <u>agrsca</u> <i>Agrostis scabra</i>	<u>10</u>	<u>No</u>	<u>FAC</u>	____ Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)
5. <u>achmil</u> <i>Achillea millefolium</i>	<u>10</u>	<u>No</u>	<u>FACU</u>	<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.
6. <u>equarv</u> <i>Equisetum arvense</i>	<u>5</u>	<u>No</u>	<u>FAC</u>	
7. <u>galtet</u> <i>Galeopsis tetrahit</i>	<u>0.5</u>	<u>No</u>	<u>NI</u>	
8. _____				
9. _____				
10. _____				
Total Cover: <u>111.5</u>				<b>Hydrophytic Vegetation Present?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
50% of total cover: <u>55.75</u>		20% of total cover: <u>22.3</u>		
Plot size (radius, or length x width) <u>15 foot radius</u> % Bare Ground <u>0</u>				
% Cover of Wetland Bryophytes <u>0</u> Total Cover of Bryophytes <u>0</u> (Where applicable)				
Remarks:				

## FULL DETERMINATION POINT

### SOIL

Sampling Point: 10

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-6							Organic	
6-10	7.5YR 3/2	100					Clay loam	
10-22	10YR 2/2	90	5YR 3/4	10	CS	PL	Clay loam	

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

<b>Hydric Soil Indicators:</b> <input type="checkbox"/> Histosol or Histel (A1) <input type="checkbox"/> Histic Epipedon (A2) <input type="checkbox"/> Hydrogen Sulfide (A4) <input type="checkbox"/> Thick Dark Surface (A12) <input type="checkbox"/> Alaska Gleyed (A13) <input type="checkbox"/> Alaska Redox (A14) <input type="checkbox"/> Alaska Gleyed Pores (A15)	<b>Indicators for Problematic Hydric Soils<sup>3</sup>:</b> <input type="checkbox"/> Alaska Color Change (TA4) <sup>4</sup> <input type="checkbox"/> Alaska Alpine Swales (TA5) <input type="checkbox"/> Alaska Redox With 2.5Y Hue	<input type="checkbox"/> Alaska Gleyed Without Hue 5Y or Redder Underlying Layer <input type="checkbox"/> Other (Explain in Remarks)
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<sup>3</sup>One indicator of hydrophytic vegetation, one primary indicator of wetland hydrology, and an appropriate landscape position must be present.  
<sup>4</sup>Give details of color change in Remarks.

<b>Restrictive Layer (if present):</b> Type: _____ Depth (inches): _____	<b>Hydric Soil Present?</b> Yes _____    No <input checked="" type="checkbox"/>
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Remarks: \_\_\_\_\_

### HYDROLOGY

<b>Wetland Hydrology Indicators:</b> <u>Primary Indicators (any one indicator is sufficient)</u> <input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8) <input type="checkbox"/> Saturation (A3) <input type="checkbox"/> Marl Deposits (B15) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Other (Explain in Remarks) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Surface Soil Cracks (B6)	<u>Secondary Indicators (2 or more required)</u> <input type="checkbox"/> Water-stained Leaves (B9) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3) <input checked="" type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Salt Deposits (C5) <input type="checkbox"/> Stunted or Stressed Plants (D1) <input type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> Microtopographic Relief (D4) <input type="checkbox"/> FAC-Neutral Test (D5)
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<b>Field Observations:</b> Surface Water Present?    Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Water Table Present?        Yes <input checked="" type="checkbox"/> No _____    Depth (inches): <u>22</u> Saturation Present?         Yes _____ No <input checked="" type="checkbox"/> Depth (inches): <u>14</u> (includes capillary fringe)	<b>Wetland Hydrology Present?</b> Yes _____    No <input checked="" type="checkbox"/>
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Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:            A-A test positive for reduced iron.

FULL DETERMINATION POINT  
PHOTO DOCUMENTATION FORM

Project/Site: <u>Homer Airport Improvements</u>	Sampling Date: <u>9/9/2020</u>
Applicant/Owner: <u>Alaska DOT&amp;PF</u>	Sampling Point: <u>10</u>
Investigator(s): <u>O. Means, H. Campfield, H. Zimmer</u>	Watershed/Stream (N/A if upland): <u>N/A</u>

Remarks: Slope on north side of runway.



Subject: Vegetation



Subject: Soil

# FULL DETERMINATION POINT

## WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/10/2020  
 Applicant/Owner: Alaska DOT&PF Sampling Point: 11  
 Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Hillside  
 Local relief (concave, convex, none): Concave Slope (%): 4  
 Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.64846 Long: -151.47245 Datum: NAD83  
 Soil Map Unit Name: Spenard peat, 4 to 8 percent slopes (674) NWI classification: PEM1/SS1B  
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation , Soil , or Hydrology  significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation , Soil , or Hydrology  naturally problematic? (If needed, explain any answers in Remarks.)

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

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<b>Is the Sampled Area within a Wetland?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Remarks: <u>Site is near bottom of discharge slope.</u>	

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

Tree Stratum	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:
1. _____	_____	_____	_____	Number of Dominant Species That Are OBL, FACW, or FAC: <u>4</u> (A)
2. _____	_____	_____	_____	Total Number of Dominant Species Across All Strata: <u>4</u> (B)
3. _____	_____	_____	_____	Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100%</u> (A/B)
4. _____	_____	_____	_____	
Total Cover: <u>0</u>				
50% of total cover: <u>0</u> 20% of total cover: <u>0</u>				
Sapling/Shrub Stratum	Absolute % Cover	Dominant Species?	Indicator Status	Prevalence Index worksheet:
1. <u>salfus</u> <i>Salix fuscescens</i>	<u>5</u>	<u>Yes</u>	<u>FACW</u>	Total % Cover of: _____ Multiply by: _____
2. <u>betnan</u> <i>Betula nana</i>	<u>5</u>	<u>Yes</u>	<u>FAC</u>	OBL species <u>0</u> x 1 = <u>0</u>
3. <u>salbar</u> <i>Salix barclayi</i>	<u>10</u>	<u>Yes</u>	<u>FAC</u>	FACW species <u>5</u> x 2 = <u>10</u>
4. _____	_____	_____	_____	FAC species <u>76</u> x 3 = <u>228</u>
5. _____	_____	_____	_____	FACU species <u>10</u> x 4 = <u>40</u>
6. _____	_____	_____	_____	UPL species <u>0</u> x 5 = <u>0</u>
Total Cover: <u>20</u>				Column Totals: <u>91</u> (A) <u>278</u> (B)
50% of total cover: <u>10</u> 20% of total cover: <u>4</u>				Prevalence Index = B/A = <u>3.05</u>
Herb Stratum	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Indicators:
1. <u>chaang</u> <i>Chamaenerion angustifolium</i>	<u>5</u>	<u>No</u>	<u>FACU</u>	<u>Y</u> Dominance Test is >50%
2. <u>calcan</u> <i>Calamagrostis canadensis</i>	<u>60</u>	<u>Yes</u>	<u>FAC</u>	<u>No</u> Prevalence Index is ≤3.0
3. <u>achmil</u> <i>Achillea millefolium</i>	<u>5</u>	<u>No</u>	<u>FACU</u>	____ Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)
4. <u>polacu</u> <i>Polemonium acutiflorum</i>	<u>1</u>	<u>No</u>	<u>FAC</u>	____ Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)
5. _____	_____	_____	_____	<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
Total Cover: <u>71</u>				
50% of total cover: <u>35.5</u> 20% of total cover: <u>14.2</u>				
Plot size (radius, or length x width) <u>15 foot radius</u> % Bare Ground <u>0</u>				
% Cover of Wetland Bryophytes <u>10</u> Total Cover of Bryophytes <u>10</u> (Where applicable)				
Remarks:				<b>Hydrophytic Vegetation Present?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>



FULL DETERMINATION POINT  
PHOTO DOCUMENTATION FORM

Project/Site: <u>Homer Airport Improvements</u>	Sampling Date: <u>9/9/2020</u>
Applicant/Owner: <u>Alaska DOT&amp;PF</u>	Sampling Point: <u>11</u>
Investigator(s): <u>O. Means, H. Campfield, H. Zimmer</u>	Watershed/Stream (N/A if upland): <u>Beluga Lake</u>

Remarks: Toe of slope on north side of airfield.



Subject: Vegetation



Subject: Soil

# FULL DETERMINATION POINT

## WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/10/2020  
 Applicant/Owner: Alaska DOT&PF Sampling Point: 12  
 Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Hillside  
 Local relief (concave, convex, none): None Slope (%): 2  
 Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.64622 Long: -151.47732 Datum: NAD83  
 Soil Map Unit Name: Spenard peat, 4 to 8 percent slopes (674) NWI classification: Upland  
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation , Soil , or Hydrology  significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation , Soil , or Hydrology  naturally problematic? (If needed, explain any answers in Remarks.)

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

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<b>Is the Sampled Area within a Wetland?</b> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Remarks: <u>Site is downslope of runway which likely impacts hydrology.</u>	

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

Tree Stratum	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>None</u>				
2. _____				
3. _____				
4. _____				
Total Cover: <u>0</u>				
50% of total cover: <u>0</u>				20% of total cover: <u>0</u>
Sapling/Shrub Stratum	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>betnan</u> <i>Betula nana</i>	<u>5</u>	<u>Yes</u>	<u>FAC</u>	
2. <u>rubarc</u> <i>Rubus arcticus</i>	<u>5</u>	<u>Yes</u>	<u>FAC</u>	
3. <u>salfus</u> <i>Salix fuscescens</i>	<u>10</u>	<u>Yes</u>	<u>FACW</u>	
4. _____				
5. _____				
6. _____				
Total Cover: <u>20</u>				
50% of total cover: <u>10</u>				20% of total cover: <u>4</u>
Herb Stratum	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>calcan</u> <i>Calamagrostis canadensis</i>	<u>90</u>	<u>Yes</u>	<u>FAC</u>	
2. <u>chaang</u> <i>Chamaenerion angustifolium</i>	<u>2</u>	<u>No</u>	<u>FACU</u>	
3. <u>equarv</u> <i>Equisetum arvense</i>	<u>1</u>	<u>No</u>	<u>FAC</u>	
4. _____				
5. _____				
6. _____				
7. _____				
8. _____				
9. _____				
10. _____				
Total Cover: <u>93</u>				
50% of total cover: <u>46.5</u>				20% of total cover: <u>18.6</u>
Plot size (radius, or length x width) <u>15 foot radius</u>				% Bare Ground <u>0</u>
% Cover of Wetland Bryophytes <u>0</u>				Total Cover of Bryophytes <u>0</u>
(Where applicable)				

**Dominance Test worksheet:**

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

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

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

**Prevalence Index worksheet:**

Total % Cover of:	Multiply by:
OBL species <u>0</u>	x 1 = <u>0</u>
FACW species <u>10</u>	x 2 = <u>20</u>
FAC species <u>101</u>	x 3 = <u>303</u>
FACU species <u>2</u>	x 4 = <u>8</u>
UPL species <u>0</u>	x 5 = <u>0</u>
Column Totals: <u>113</u> (A)	<u>331</u> (B)
	<u>2.93</u>

Prevalence Index = B/A = \_\_\_\_\_

**Hydrophytic Vegetation Indicators:**

Y Dominance Test is >50%

Y Prevalence Index is ≤3.0

\_\_\_ Morphological Adaptations<sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)

\_\_\_ Problematic Hydrophytic Vegetation<sup>1</sup> (Explain)

<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes  No

Remarks: \_\_\_\_\_



FULL DETERMINATION POINT  
PHOTO DOCUMENTATION FORM

Project/Site:	Homer Airport Improvements	Sampling Date:	9/9/2020
Applicant/Owner:	Alaska DOT&PF	Sampling Point:	12
Investigator(s):	O. Means, H. Campfield, H. Zimmer	Watershed/Stream (N/A if upland):	N/A

Remarks: Slope on north side of runway.



Subject: Vegetation



Subject: Soil

# FULL DETERMINATION POINT

## WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/10/2020  
 Applicant/Owner: Alaska DOT&PF Sampling Point: 13  
 Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Hillside  
 Local relief (concave, convex, none): None Slope (%): 2  
 Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.64409 Long: -151.48350 Datum: NAD83  
 Soil Map Unit Name: Spenard peat, 0 to 4 percent slopes (673) NWI classification: PEM1/SS1B  
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation , Soil , or Hydrology  significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation , Soil , or Hydrology  naturally problematic? (If needed, explain any answers in Remarks.)

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

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<b>Is the Sampled Area within a Wetland?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Remarks: <u>Site is downslope of runway which likely impacts hydrology.</u>	

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

Tree Stratum	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:
1. <u>None</u>				Number of Dominant Species That Are OBL, FACW, or FAC: <u>2</u> (A)
2. _____				Total Number of Dominant Species Across All Strata: <u>2</u> (B)
3. _____				Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100%</u> (A/B)
4. _____				
Total Cover: <u>0</u>				
50% of total cover: <u>0</u>				
20% of total cover: <u>0</u>				
Sapling/Shrub Stratum				Prevalence Index worksheet:
1. <u>rubarc</u> <i>Rubus arcticus</i>	<u>1</u>	<u>No</u>	<u>FAC</u>	Total % Cover of: _____ Multiply by: _____
2. <u>salbar</u> <i>Salix barclayi</i>	<u>10</u>	<u>Yes</u>	<u>FAC</u>	OBL species <u>0</u> x 1 = <u>0</u>
3. _____				FACW species <u>0</u> x 2 = <u>0</u>
4. _____				FAC species <u>107</u> x 3 = <u>321</u>
5. _____				FACU species <u>2</u> x 4 = <u>8</u>
6. _____				UPL species <u>0</u> x 5 = <u>0</u>
Total Cover: <u>11</u>				Column Totals: <u>109</u> (A) <u>329</u> (B)
50% of total cover: <u>5.5</u>				<u>3.02</u>
20% of total cover: <u>2.2</u>				Prevalence Index = B/A = _____
Herb Stratum				Hydrophytic Vegetation Indicators:
1. <u>calcan</u> <i>Calamagrostis canadensis</i>	<u>95</u>	<u>Yes</u>	<u>FAC</u>	<u>Y</u> Dominance Test is >50%
2. <u>polacu</u> <i>Polemonium acutiflorum</i>	<u>1</u>	<u>No</u>	<u>FAC</u>	<u>No</u> Prevalence Index is ≤3.0
3. <u>achmil</u> <i>Achillea millefolium</i>	<u>2</u>	<u>No</u>	<u>FACU</u>	____ Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)
4. _____				____ Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)
5. _____				<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.
6. _____				
7. _____				
8. _____				
9. _____				
10. _____				
Total Cover: <u>98</u>				
50% of total cover: <u>49</u>				
20% of total cover: <u>19.6</u>				
Plot size (radius, or length x width) <u>15 foot radius</u>			% Bare Ground <u>0</u>	
% Cover of Wetland Bryophytes <u>0</u>			Total Cover of Bryophytes <u>5</u>	
Remarks: _____				<b>Hydrophytic Vegetation Present?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

## FULL DETERMINATION POINT

### SOIL

Sampling Point: 13

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-10							Organic	
10-12	7.5YR 2.5/1	100					Silty clay	
12-13	7.5YR 3/1	100					Sand	
13-17	7.5YR 2.5/2	100					Silty clay	

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

<b>Hydric Soil Indicators:</b> <input type="checkbox"/> Histosol or Histel (A1) <input checked="" type="checkbox"/> Histic Epipedon (A2) <input checked="" type="checkbox"/> Hydrogen Sulfide (A4) <input type="checkbox"/> Thick Dark Surface (A12) <input type="checkbox"/> Alaska Gleyed (A13) <input type="checkbox"/> Alaska Redox (A14) <input type="checkbox"/> Alaska Gleyed Pores (A15)	<b>Indicators for Problematic Hydric Soils<sup>3</sup>:</b> <input type="checkbox"/> Alaska Color Change (TA4) <sup>4</sup> <input type="checkbox"/> Alaska Alpine Swales (TA5) <input type="checkbox"/> Alaska Redox With 2.5Y Hue  <sup>3</sup> One indicator of hydrophytic vegetation, one primary indicator of wetland hydrology, and an appropriate landscape position must be present. <sup>4</sup> Give details of color change in Remarks.	<input type="checkbox"/> Alaska Gleyed Without Hue 5Y or Redder Underlying Layer <input type="checkbox"/> Other (Explain in Remarks)
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<b>Restrictive Layer (if present):</b> Type: _____ Depth (inches): _____	<b>Hydric Soil Present?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
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Remarks: \_\_\_\_\_

### HYDROLOGY

<b>Wetland Hydrology Indicators:</b> <u>Primary Indicators (any one indicator is sufficient)</u> <input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8) <input checked="" type="checkbox"/> Saturation (A3) <input type="checkbox"/> Marl Deposits (B15) <input type="checkbox"/> Water Marks (B1) <input checked="" type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Other (Explain in Remarks) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Surface Soil Cracks (B6)	<u>Secondary Indicators (2 or more required)</u> <input type="checkbox"/> Water-stained Leaves (B9) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Oxidized Rhizospheres along Living Roots (C3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Salt Deposits (C5) <input type="checkbox"/> Stunted or Stressed Plants (D1) <input type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> Shallow Aquitard (D3) <input type="checkbox"/> Microtopographic Relief (D4) <input type="checkbox"/> FAC-Neutral Test (D5)
--	---

<b>Field Observations:</b> Surface Water Present?    Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Depth (inches): <u>17</u> Water Table Present?      Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Depth (inches): <u>0</u> Saturation Present?        Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Depth (inches): _____ (includes capillary fringe)	<b>Wetland Hydrology Present?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
--	---

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

Remarks: \_\_\_\_\_

FULL DETERMINATION POINT  
PHOTO DOCUMENTATION FORM

Project/Site:	Homer Airport Improvements	Sampling Date:	9/9/2020
Applicant/Owner:	Alaska DOT&PF	Sampling Point:	13
Investigator(s):	O. Means, H. Campfield, H. Zimmer	Watershed/Stream (N/A if upland):	Beluga Lake

Remarks: Toe of slope on north side of airfield.



Subject: Vegetation



Subject: Soil

# FULL DETERMINATION POINT

## WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/10/2020  
 Applicant/Owner: Alaska DOT&PF Sampling Point: 14  
 Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Slope  
 Local relief (concave, convex, none): Concave Slope (%): 2  
 Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.64277 Long: -151.48658 Datum: NAD83  
 Soil Map Unit Name: Salamatof peat, 0 to 4 percent slopes (651) NWI classification: PEM1/SS1B  
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation , Soil , or Hydrology  significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation , Soil , or Hydrology  naturally problematic? (If needed, explain any answers in Remarks.)

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

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<b>Is the Sampled Area within a Wetland?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Remarks:	

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

Tree Stratum	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>None</u>				
2. _____				
3. _____				
4. _____				
Total Cover: <u>0</u>				
50% of total cover: <u>0</u>		20% of total cover: <u>0</u>		
Sapling/Shrub Stratum	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>salfus</u> <i>Salix fuscescens</i>	<u>2</u>	Yes	FACW	
2. <u>salbar</u> <i>Salix barclayi</i>	<u>1</u>	Yes	FAC	
3. _____				
4. _____				
5. _____				
6. _____				
Total Cover: <u>3</u>				
50% of total cover: <u>1.5</u>		20% of total cover: <u>0.6</u>		
Herb Stratum	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>calcan</u> <i>Calamagrostis canadensis</i>	<u>100</u>	Yes	FAC	
2. _____				
3. _____				
4. _____				
5. _____				
6. _____				
7. _____				
8. _____				
9. _____				
10. _____				
Total Cover: <u>100</u>				
50% of total cover: <u>50</u>		20% of total cover: <u>20</u>		
Plot size (radius, or length x width) <u>15 foot radius</u> % Bare Ground <u>0</u>				
% Cover of Wetland Bryophytes <u>0</u> Total Cover of Bryophytes <u>0</u> (Where applicable)				
Remarks:				

**Dominance Test worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 3 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

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

**Prevalence Index worksheet:**

Total % Cover of:	Multiply by:
OBL species <u>0</u>	x 1 = <u>0</u>
FACW species <u>2</u>	x 2 = <u>4</u>
FAC species <u>101</u>	x 3 = <u>303</u>
FACU species <u>0</u>	x 4 = <u>0</u>
UPL species <u>0</u>	x 5 = <u>0</u>
Column Totals: <u>103</u> (A)	<u>307</u> (B)
Prevalence Index = B/A = <u>2.98</u>	

**Hydrophytic Vegetation Indicators:**

Dominance Test is >50%

Prevalence Index is ≤3.0

Morphological Adaptations<sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)

Problematic Hydrophytic Vegetation<sup>1</sup> (Explain)

<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes  No

## FULL DETERMINATION POINT

### SOIL

Sampling Point: 14

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-10							Organic Saturated	
10-20	7.5YR 2.5/2	100					Silty clay Unsaturated; restrictive layer	

FULL DETERMINATION POINT  
PHOTO DOCUMENTATION FORM

Project/Site: <u>Homer Airport Improvements</u>	Sampling Date: <u>9/9/2020</u>
Applicant/Owner: <u>Alaska DOT&amp;PF</u>	Sampling Point: <u>14</u>
Investigator(s): <u>O. Means, H. Campfield, H. Zimmer</u>	Watershed/Stream (N/A if upland): <u>Beluga Lake</u>

Remarks: Slope on north side of runway and south of segmented circle.



Subject: Vegetation



Subject: Soil

# FULL DETERMINATION POINT

## WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Homer Airport Improvements Borough/City: Homer, Alaska Sampling Date: 9/10/2020  
 Applicant/Owner: Alaska DOT&PF Sampling Point: 15  
 Investigator(s): O. Means, H. Campfield, H. Zimmer Landform (hillside, terrace, hummocks, etc.): Lowland  
 Local relief (concave, convex, none): None Slope (%): 0  
 Subregion: Coastal Western Hemock-Sitka Spruce Forests Lat: 59.64388 Long: -151.48840 Datum: NAD83  
 Soil Map Unit Name: Salamatof peat, 0 to 4 percent slopes (651) NWI classification: PEM1C  
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation , Soil , or Hydrology  significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation , Soil , or Hydrology  naturally problematic? (If needed, explain any answers in Remarks.)

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

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<b>Is the Sampled Area within a Wetland?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Remarks: <u>Site is down-gradient from an airport apron storm water outfall and likely receives greater surface water input than under natural conditions.</u>	

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

Tree Stratum	Absolute % Cover	Dominant Species?	Indicator Status	<b>Dominance Test worksheet:</b>	
1. <u>None</u>				Number of Dominant Species That Are OBL, FACW, or FAC: <u>5</u>	(A)
2. _____				Total Number of Dominant Species Across All Strata: <u>5</u>	(B)
3. _____				Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100%</u>	(A/B)
4. _____					
Total Cover: <u>0</u>					
50% of total cover: <u>0</u> 20% of total cover: <u>0</u>					
Sapling/Shrub Stratum				<b>Prevalence Index worksheet:</b>	
1. <u>betnan</u> <u>Betula nana</u>	<u>5</u>	<u>Yes</u>	<u>FAC</u>	Total % Cover of: _____ Multiply by: _____	
2. <u>salfus</u> <u>Salix fuscescens</u>	<u>5</u>	<u>Yes</u>	<u>FACW</u>	OBL species <u>0</u> x 1 = <u>0</u>	
3. <u>vacvit</u> <u>Vaccinium vitis-idaea</u>	<u>5</u>	<u>Yes</u>	<u>FAC</u>	FACW species <u>25</u> x 2 = <u>50</u>	
4. _____				FAC species <u>60</u> x 3 = <u>180</u>	
5. _____				FACU species <u>0</u> x 4 = <u>0</u>	
6. _____				UPL species <u>1</u> x 5 = <u>5</u>	
Total Cover: <u>15</u>				Column Totals: <u>86</u> (A) <u>235</u> (B)	
50% of total cover: <u>7.5</u> 20% of total cover: <u>3</u>				Prevalence Index = B/A = <u>2.73</u>	
Herb Stratum				<b>Hydrophytic Vegetation Indicators:</b>	
1. <u>calcan</u> <u>Calamagrostis canadensis</u>	<u>50</u>	<u>Yes</u>	<u>FAC</u>	Y <u>  </u> Dominance Test is >50%	
2. <u>erivag</u> <u>Eriophorum vaginatum</u>	<u>20</u>	<u>Yes</u>	<u>FACW</u>	Y <u>  </u> Prevalence Index is ≤3.0	
3. <u>tarcer</u> <u>Taraxacum ceratophorum</u>	<u>1</u>	<u>No</u>	<u>UPL</u>	___ Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)	
4. _____				___ Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)	
5. _____				<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.	
6. _____					
7. _____					
8. _____					
9. _____					
10. _____					
Total Cover: <u>71</u>				<b>Hydrophytic Vegetation Present?</b> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
50% of total cover: <u>35.5</u> 20% of total cover: <u>14.2</u>					
Plot size (radius, or length x width) <u>15 foot radius</u> % Bare Ground <u>0</u>					
% Cover of Wetland Bryophytes <u>10</u> Total Cover of Bryophytes <u>10</u> (Where applicable)					
Remarks: <u>Sparse horned dandelion growing in microtopographic highs within plot area.</u>					



FULL DETERMINATION POINT  
PHOTO DOCUMENTATION FORM

Project/Site:	Homer Airport Improvements	Sampling Date:	9/9/2020
Applicant/Owner:	Alaska DOT&PF	Sampling Point:	15
Investigator(s):	O. Means, H. Campfield, H. Zimmer	Watershed/Stream (N/A if upland):	Beluga Lake

Remarks: Low-lying area near east end of FAA Road on north side of airfield.



Subject: Vegetation

## **Appendix C**

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### Final Wetland Mapping



Document Path: H:\p04\002 Homer Airport Improvements (DOT&P CFAP04-Environmental)\GIS\mapa3\022-04\_VLD\_Wetland\_Mapping.mxd, User Name: emans, Date: 7/15/2021  
 Source Layer: CHM

Study Area	Sampling Points
Airport Property Boundary	Full Wetland Determination, Upland
Wetlands / Waterbodies	Full Determination, Wetland
Riverine	Photo Point, Waterbody
Palustrine	
Culverts	

0 250 500 Feet



Homer Airport Improvements  
 Project No. CFAPT00491

Alaska Department of Transportation  
 and Public Facilities

Sheet 1  
 Final Wetland Mapping



## **Appendix D**

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### Functional Assessment and Waterbody Characterization Forms

**Wetland Functions Data Form – Alaska Regulatory Best Professional Judgment Characterization**  
(Modified by HDL, September 2015)

**Project:** Homer Airport Improvements **Date:** 9/14/2020 **Wetland Assessment Group ID:** 2 **Assessor:** O. Means  
**Approximate Location:** North and south of runway **Watershed/Nearest Stream:** Beluga Lake watershed  
**Approximate Size (acres):** Approximately 94 acres in study area **Percent (%) Wetland/Waterbody:** 99.9/<0.1

<p><b>A. Flood Flow Regulation</b> (storage and desynchronization)</p> <ol style="list-style-type: none"> <li>1. Wetland is capable of retaining much higher volumes of water during storm events than under normal rainfall conditions.</li> <li>2. Wetland is a closed (depressional) system subject to flooding or shows evidence of flooding.</li> <li>3. If flow-through, wetland has constricted outlet with signs of fluctuating water levels, algal mats, and/or lodged debris.</li> <li>4. Wetland has dense (&gt;40% cover) woody vegetation.</li> <li>5. Wetland receives floodwater from an adjacent water course at least once every 10 years.</li> <li>6. Floodwaters enter and flow through wetland predominantly as sheet flow rather than channel flow.</li> </ol>	<p align="right">Rating: <u>LOW</u></p> <p>Likely or not likely to Provide (Y or N)</p> <ol style="list-style-type: none"> <li>1. Y <input type="checkbox"/> N <input checked="" type="checkbox"/></li> <li>2. Y <input type="checkbox"/> N <input checked="" type="checkbox"/></li> <li>3. Y <input type="checkbox"/> N <input checked="" type="checkbox"/></li> <li>4. Y <input type="checkbox"/> N <input checked="" type="checkbox"/></li> <li>5. Y <input type="checkbox"/> N <input checked="" type="checkbox"/></li> <li>6. Y <input checked="" type="checkbox"/> N <input type="checkbox"/></li> </ol> <p># of Attributes: <u>1</u></p> <p>&gt; 4 attributes (Y)—High Function                  2-4 attributes (Y)—Moderate Function                  0-1 attributes (Y)—Low Function</p>
<p><b>B. Sediment, Nutrient (N and P), Toxicant Removal</b></p> <ol style="list-style-type: none"> <li>1. Sediment, nutrients and/or toxicants (from tillage, mining, construction or other sources of pollution) appear to be or are likely to be entering the wetland.</li> <li>2. Slow-moving or still water is present or occurs during flooding that happens at least once every 10 years.</li> <li>3. Dense (≥50% cover) herbaceous vegetation is present.</li> <li>4. At least moderate interspersion of vegetation and water is present or occurs during flooding that happens at least once every 10 years.</li> <li>5. Sediment deposits are present (evidence of deposition during floods).</li> <li>6. Thick surface organic horizon and/or abundant fine organic litter is present.</li> </ol>	<p align="right">Rating: <u>MODERATE</u></p> <p>Likely or not likely to Provide (Y or N)</p> <ol style="list-style-type: none"> <li>1. Y <input checked="" type="checkbox"/> N <input type="checkbox"/></li> <li>2. Y <input type="checkbox"/> N <input checked="" type="checkbox"/></li> <li>3. Y <input checked="" type="checkbox"/> N <input type="checkbox"/></li> <li>4. Y <input type="checkbox"/> N <input checked="" type="checkbox"/></li> <li>5. Y <input type="checkbox"/> N <input checked="" type="checkbox"/></li> <li>6. Y <input checked="" type="checkbox"/> N <input type="checkbox"/></li> </ol> <p># of Attributes: <u>3</u></p> <p>&gt; 4 attributes (Y)—High Function                  2-4 attributes (Y)—Moderate Function                  0-1 attributes (Y)—Low Function</p> <p align="right">Industrial land use present on south side of airport.</p>
<p><b>C. Erosion Control and Shoreline Stabilization</b> (only assess if wetland directly abuts permanent or relatively permanent water)</p> <ol style="list-style-type: none"> <li>1. Wetland has dense, energy absorbing vegetation (trees, shrubs) bordering the water course and no evidence of erosion.</li> <li>2. An at least moderately dense herbaceous layer is present.</li> </ol>	<p align="right">Rating: <u>Not Rated</u></p> <p>Likely or not likely to Provide (Y or N)</p> <ol style="list-style-type: none"> <li>1. Y <input type="checkbox"/> N <input type="checkbox"/></li> <li>2. Y <input type="checkbox"/> N <input type="checkbox"/></li> </ol> <p># of Attributes: _____</p> <p>1-2 attributes (Y)—High Function                  None—Low Function</p>
<p><b>D. Production of Organic Matter and its Export</b></p> <ol style="list-style-type: none"> <li>1. Wetland has at least 30% cover of herbaceous vegetation.</li> <li>2. Woody plants in wetland are mostly deciduous.</li> <li>3. High degree of plant community structure, vegetation density, and species richness present.</li> <li>4. Interspersion of vegetation and water is at least moderate.</li> <li>5. Wetland is flooded at least once every 10 years.</li> <li>6. A more than minimal amount of organic matter is flushed from the wetland by water flow at least once every 10 years.**</li> </ol>	<p align="right">Rating: <u>MODERATE</u></p> <p>Likely or not likely to Provide (Y or N)</p> <ol style="list-style-type: none"> <li>1. Y <input checked="" type="checkbox"/> N <input type="checkbox"/></li> <li>2. Y <input checked="" type="checkbox"/> N <input type="checkbox"/></li> <li>3. Y <input type="checkbox"/> N <input checked="" type="checkbox"/></li> <li>4. Y <input type="checkbox"/> N <input checked="" type="checkbox"/></li> <li>5. Y <input type="checkbox"/> N <input checked="" type="checkbox"/></li> <li>6. Y <input type="checkbox"/> N <input checked="" type="checkbox"/></li> </ol> <p># of Attributes: <u>2</u></p> <p>&gt; 4 attributes (Y)—High Function                  2-4 attributes (Y)—Moderate Function                  0-1 attributes (Y)—Low Function                  **If Function 5 or 6 is N, then automatically Low function</p>

**Wetland Functions Data Form – Alaska Regulatory Best Professional Judgment Characterization**  
(Modified by HDL, September 2015)

<b>E. General Habitat Suitability</b>	Rating: <u>LOW</u>
<ol style="list-style-type: none"> <li>Wetland is not fragmented by development.</li> <li>Upland surrounding wetland is undisturbed.</li> <li>Diversity (evenness of cover) of plant species is moderately high (&gt;5 species with at least 10% cover each).</li> <li>Plant community has two or more strata, with at least two of those strata having &gt;10% total cover.</li> <li>Wetland has at least a moderate degree of Cowardin Class interspersion.</li> <li>Evidence of wildlife use (e.g., nests, tracks, scat, gnawed stumps, survey data) is present.</li> </ol>	<p>Likely or not likely to Provide (Y or N)</p> <ol style="list-style-type: none"> <li>Y <input type="checkbox"/> N <input checked="" type="checkbox"/></li> <li>Y <input type="checkbox"/> N <input checked="" type="checkbox"/></li> <li>Y <input type="checkbox"/> N <input checked="" type="checkbox"/></li> <li>Y <input checked="" type="checkbox"/> N <input type="checkbox"/></li> <li>Y <input type="checkbox"/> N <input checked="" type="checkbox"/></li> <li>Y <input type="checkbox"/> N <input checked="" type="checkbox"/></li> </ol> <p># of Attributes: <u>1</u></p> <p>&gt; 4 attributes (Y)—High Function 2-4 attributes (Y)—Moderate Function 0-1 attributes (Y)—Low Function</p>
<b>F. General Fish Habitat</b> (must be associated with a fish-bearing water)	Rating: <u>Not Rated</u>
<ol style="list-style-type: none"> <li>Wetland has perennial or intermittent surface water connection to a fish-bearing water body.</li> <li>Wetland has sufficient size and depth of open water so as not to freeze completely during winter.</li> <li>Fish are present or are known to be present.</li> <li>Herbaceous and/or woody vegetation is present in wetland and/or buffer to provide cover, shade, and/or detrital matter.</li> <li>Spawning areas are present (aquatic vegetation and/or gravel beds)</li> <li>Juvenile rest areas present (e.g. pools with organic debris or overhanging vegetation).</li> </ol>	<p>Likely or not likely to Provide (Y or N)</p> <ol style="list-style-type: none"> <li>Y <input type="checkbox"/> N <input type="checkbox"/></li> </ol> <p># of Attributes: _____</p> <p>&gt; 4 attributes (Y)—High Function 3-4 attributes (Y)—Moderate Function 0-2 attributes (Y)—Low Function</p>
<b>G. Native Plant Richness</b>	Rating: <u>MODERATE</u>
<ol style="list-style-type: none"> <li>At least 20 native plant species occur in the wetland.</li> <li>Wetland contains two or more Cowardin Classes.</li> <li>Wetland has three or more strata of vegetation with at least 10% cover in each stratum.</li> </ol>	<p>Likely or not likely to Provide (Y or N)</p> <ol style="list-style-type: none"> <li>Y <input type="checkbox"/> N <input checked="" type="checkbox"/></li> <li>Y <input checked="" type="checkbox"/> N <input type="checkbox"/></li> <li>Y <input type="checkbox"/> N <input checked="" type="checkbox"/></li> </ol> <p># of Attributes: <u>1</u></p> <p>&gt; 2 attributes (Y)—High Function 1-2 attributes (Y)—Moderate Function None—Low Function</p>
<b>H. Educational, Scientific, Recreational, or Subsistence Use</b>	Rating: <u>MODERATE</u>
<ol style="list-style-type: none"> <li>Site has documented scientific or educational use.</li> <li>Wetland is in public ownership.</li> <li>Accessible trails are available.</li> <li>Wetland supports subsistence activities (e.g., hunting, fishing, berry picking).</li> </ol>	<p>Likely or not likely to Provide (Y or N)</p> <ol style="list-style-type: none"> <li>Y <input type="checkbox"/> N <input checked="" type="checkbox"/></li> <li>Y <input checked="" type="checkbox"/> N <input type="checkbox"/></li> <li>Y <input type="checkbox"/> N <input checked="" type="checkbox"/></li> <li>Y <input type="checkbox"/> N <input checked="" type="checkbox"/></li> </ol> <p># of Attributes: <u>1</u></p> <p>&gt; 2 attributes (Y)—High Function 1 attribute (Y)—Moderate Function None—Low Function</p> <p align="right">Adjacent to state-designated critical habitat areas, but isolated by fence for wildlife hazard management.</p>
<b>I. Uniqueness and Special Status</b>	Rating: <u>LOW</u>
<ol style="list-style-type: none"> <li>Wetland contains documented occurrence of a state or federally listed threatened or endangered species.**</li> <li>Wetland contains documented critical habitat, high quality ecosystems, or priority species, respectively designated by the U.S. Fish and Wildlife Service.</li> <li>Wetland has biological, geological, or other features that are determined to be rare.</li> <li>Wetland has been determined significant because it provides functions scarce for the area.</li> </ol>	<p>Likely or not likely to Provide (Y or N)</p> <ol style="list-style-type: none"> <li>Y <input type="checkbox"/> N <input checked="" type="checkbox"/></li> </ol> <p># of Attributes: <u>0</u></p> <p>&gt; 2 attributes (Y)—High Function 1 attribute (Y)—Moderate Function None—Low Function</p> <p align="right">Adjacent to state-designated critical habitat areas, but isolated by fence for wildlife hazard management.</p> <p>**If attribute 1 is Y, then automatically High Function</p>

**Project:** Homer Airport Improvements **Date:** 9/14/2020 **Wetland Assessment Group ID:** 1 **Assessor:** O. Means  
 Approximate Location: South side of runway, between Lampert Lake and runway.  
 Watershed/Stream(s): Beluga Lake watershed.  
 Notes: Intermittent stream channel with vegetated/mud substrate. Not known to support fish.

Waterbody Type	Waterbody Characteristics			Category		
Flowing Waterbody	Any flowing waterbody that has a special status designation (i.e., component of the National Wild and Scenic Rivers System).			1	<input type="checkbox"/>	
	Any flowing waterbody that is documented or suspected critical or primary habitat for listed or candidate threatened or endangered species.			1	<input type="checkbox"/>	
	Any flowing waterbody that is secondary habitat for listed or candidate threatened or endangered species or primary critical habitat for other species of concern.			2	<input type="checkbox"/>	
	Stream	Open Channel; perennial, seasonal intermittent, temporary, or ephemeral	Natural (undisturbed) or naturalized (recovered from disturbance, with natural-like banks, sinuosity, substrate)	Supports Salmon	1	<input type="checkbox"/>
				Supports resident and other non-salmon fish species	2	<input type="checkbox"/>
				Not known or thought to support fish	3	<input checked="" type="checkbox"/>
			Channelized and not naturalized	Supports salmon	1	<input type="checkbox"/>
				Does not support salmon	3	<input type="checkbox"/>
		Originally a stream; now in a culvert/pipe	Fish passage rating of "no impact on fish passage"	Supports salmon	2	<input type="checkbox"/>
				Does not support salmon	3	<input type="checkbox"/>
			Fish passage rating of "may impact fish passage" or "likely impacts fish passage"	Supports salmon	3	<input type="checkbox"/>
	Does not support salmon			4	<input type="checkbox"/>	
	Ditch (originally formed by excavation; did not originally replace a stream)	Open channel; supports salmon		2	<input type="checkbox"/>	
		Naturalized; does not support salmon		3	<input type="checkbox"/>	
		Not naturalized; does not support salmon		4	<input type="checkbox"/>	
Inactive (abandoned channel)	Seasonally or more often connected to active channel		Same as active channel	<input type="checkbox"/>		
	Irregularly (less than annually) connected to active channel that is:	Category 1		1	<input type="checkbox"/>	
		Category 2		2	<input type="checkbox"/>	
		Category 3		3	<input type="checkbox"/>	
		Category 4		4	<input type="checkbox"/>	
No existing connection to an active channel, even at high water		4	<input type="checkbox"/>			
Still Waterbody	Any still waterbody that is documented or suspected critical or primary habitat for listed or candidate threatened or endangered species.			1	<input type="checkbox"/>	
	Any still waterbody that is secondary habitat for listed or candidate threatened or endangered species or primary critical habitat for other species of concern.			2	<input type="checkbox"/>	
	Other still waterbodies	Supports salmon	Spawning or rearing habitat		1	<input type="checkbox"/>
			Migratory route only		2	<input type="checkbox"/>
		Supports resident and other non-salmon fish species used for subsistence or recreation	Spawning or rearing habitat		1	<input type="checkbox"/>
			Migratory route only		2	<input type="checkbox"/>
		Supports fish not used by humans			3	<input type="checkbox"/>
		Not known or thought to support fish			3	<input type="checkbox"/>

## Appendix E

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### Public and Agency Involvement

Public and Agency Scoping Summary .....	E-1
General Project Outreach Materials.....	E-4
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# MEMORANDUM

**Date:** November 22, 2021  
**Subject:** Public and Agency Scoping Summary  
Homer Airport Improvements (Project No: CFAPT00491)

The purpose of this Scoping Summary is to document public and agency involvement undertaken to inform and seek input from affected stakeholders, the general public, and regulatory and resources agencies. This memorandum, with its appendices, summarizes the scoping methods used, identifies issues and concerns, and compiles comments received along with DOT&PF responses.

Solicitation efforts targeted two main groups: 1) the public, including but not limited to airport users, elected officials, non-governmental organizations, and other stakeholder organizations and members of the general public with an interest in the project and 2) local, state, and federal agencies.

## **Public Scoping**

Public scoping for the project includes general project outreach and public meetings.

### *General Project Outreach*

General project outreach to notify and inform the public about the project included advertisements, participation in DOT&PF-sponsored transportation fairs, project email updates, and creation of a project website. Copies of general project outreach materials are attached.

- **Notification of Intent to Begin Engineering and Environmental Studies (NOI).** The DOT&PF published NOIs in the Anchorage Daily News, Homer News, and the State of Alaska Online Public Notices website.
- **Transportation Fair.** The DOT&PF hosted a virtual transportation fair on February 25, 2021 from 5 to 7pm. The event was hosted live but had pre-recorded videos. The meeting highlighted 36 DOT&PF projects on the Kenai Peninsula. The virtual meeting recorded 554 attendees and received 209 comments. Preliminary information was provided to attendees regarding DOT&PFs intent to complete improvements at the Homer Airport.
- **Project Email Updates.** Email updates to the project stakeholder email list were sent to advertise public meetings and to provide general project updates. The stakeholder email list was developed to include interested organizations and individuals, including public officials, community service organizations, special interest groups, business and property owners, elected officials, and regulatory and

*Public and Agency Scoping Summary  
Homer Airport Improvements (Project No: CFAPT00491)*

permitting agencies. Members of the public were able to sign up for email updates via the project website.

- **Project Website (<https://dot.alaska.gov/creg/homerairport/>).** The DOT&PF hosts a project website, providing current information about the project, schedule, opportunities to provide input, and how to contact project team members. The website allows submission of comments to the project team and provide an opportunity for the public to sign up for email updates.

*Public Meetings*

The DOT&PF hosted virtual public meetings on May 26 and October 21, 2021. Meeting announcements included public notices in the Homer News and State of Alaska Online Public Notices website, postcard mailed to Homer addresses, and an email to the project stakeholder list.

Documentation for public meetings are included in the attached meeting summaries.

*Issues and Concerns Raised by the Public*

During comment periods following each meeting, the public provided input on several issue categories, summarized below.

- The airport lacks a safe pedestrian facility or route connecting the GA Apron to the passenger terminal at the Commercial Apron.
- The airport lacks a public restroom on the GA Apron for air taxi and charter customers.
- A new parallel taxiway on the north side of the runway would not serve the majority of aircraft and, therefore, would not significantly improve safety.
- What can be done to preserve the gravel road on the south side of the runway that is used by bush planes? The airport lacks a dedicated gravel runway.
- Preserving existing wetlands within airport property should be prioritized over airport expansion.

A detailed comment-response summary is attached.

**Agency Scoping**

Agency scoping letters were emailed to agency staff representatives on October 9 and November 2, 2021. Seven agencies provided comments. Primary comments from agencies included the following:

- Maintain buffer around Lampert Lake and direct storm water away from the Lake
- Maintain hydrologic connectivity with Homer Airport Critical Habitat Area
- Locate new facilities in already-disturbed areas when possible
- Avoid higher value wetlands when possible

*Public and Agency Scoping Summary  
Homer Airport Improvements (Project No: CFAPT00491)*

Copies of agency scoping documentation, including DOT&PF responses, are attached.

- Attached:
- 1) General Project Outreach Materials
  - 2) Meeting Summary – Public Meeting #1
  - 3) Meeting Summary – Public Meeting #2
  - 4) Public Comment-Response Summary
  - 5) Agency Scoping Packet, Agency Comments, and DOT&PF Responses

# 1) General Project Outreach Materials

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## Notice of Intent to Begin Engineering and Environmental Studies: Homer Airport Improvements / Project CFAPT00491

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration, is soliciting comments and information on a proposal to rehabilitate and resurface Runway 04/22, Taxiway B (south of the runway), and Taxiway A, resurface the General Aviation apron, remove obstructions to Part 77 imaginary surfaces, replace airfield lighting, remove Taxiway D, construct an embankment for future parallel Taxiway H, and construct a perimeter service road.

The proposed project may include improvements to the following:

Drainage improvements, if required

Dust palliative

Vegetation clearing and grubbing

Utility adjustments, if required

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 2022. To ensure that all possible factors are considered, please provide written comments to the following address by November 15, 2020.

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 Matthew Hansen, P.E., Project Manager, at 269-0602 or Heidi Zimmer, Environmental Analyst, at 269-0529.

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.

### Attachments, History, Details

#### Attachments

None

#### Revision History

Created 10/14/2020 12:40:24 PM by radowd

#### Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Central Region, Homer
Project/Regulation #:	CFAPT00491

10/14/2020

Notice of Intent to Begin Engineering and Environmental Studies: Homer Airport Improvements / Project CFAPT00491 - Alaska Online ...

Publish Date: 10/14/2020

Archive Date: 11/15/2020

Events/Deadlines:

# ANCHORAGE DAILY NEWS

## AFFIDAVIT OF PUBLICATION

Account #: 270217  
P O BOX 196900, ANCHORAGE, AK 99519

Order #: W0018390

Cost: \$298.84

### STATE OF ALASKA THIRD JUDICIAL DISTRICT

Lisi Misa being first duly sworn on oath deposes and says that she is a representative of the Anchorage Daily News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the afore-said 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

10/11/2020

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

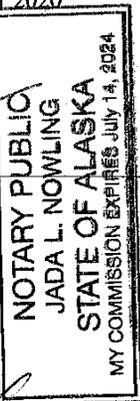
Signed

Subscribed and sworn to before me  
this 12th day of October 2020

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

MY COMMISSION EXPIRES

7/14/2024



### NOTICE OF INTENT TO BEGIN ENGINEERING AND ENVIRONMENTAL STUDIES

**Project Title: Homer Airport Improvements**  
**Project No.: CFAPT00491**

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration, is soliciting comments and information on a proposal to rehabilitate and resurface Runway 04/22, Taxiway B (south of the runway), and Taxiway A, resurface the General Aviation apron, remove obstructions to Part 77 imaginary surfaces, replace airfield lighting, remove Taxiway D, construct an embankment for future parallel Taxiway H, and construct a perimeter service road.

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

Published: October 11, 2020

# PUBLISHER'S AFFIDAVIT

UNITED STATES OF AMERICA,  
STATE OF ALASKA

}  
SS:

Jeff Hayden being first duly sworn, on oath deposes and says:  
That I am and was at all times here in this affidavit mentions,  
Supervisor of Legals of the Sound Publishing / Homer News, a  
newspaper of general circulation and published at Kenai, Alaska, that  
the advertisement, a printed copy of which is hereto annexed was  
published in said paper on the dates listed below:

Notice of intent to begin engineering  
October 15, 2020

X *Jeff Hayden*

SUBSCRIBED AND SWORN before me on this

22 day of Oct, 2020.

*Elizabeth A. McDonald*

NOTARY PUBLIC in favor for the State of Alaska.

My commission expires 3-6-24.

Elizabeth A. McDonald  
Notary Public, State of Alaska  
Commission #200306009  
My Commission Expires March 6, 2024



**NOTICE OF INTENT TO BEGIN ENGINEERING  
AND ENVIRONMENTAL STUDIES**

**Project Title: Homer Airport Improvements  
Project No.: CFAPT00491**

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration, is soliciting comments and information on a proposal to rehabilitate and resurface Runway 04/22, Taxiway B (south of the runway), and Taxiway A, resurface the General Aviation apron, remove obstructions to Part 77 imaginary surfaces, replace airfield lighting, remove Taxiway D, construct an embankment for future parallel Taxiway H, and construct a perimeter service road.

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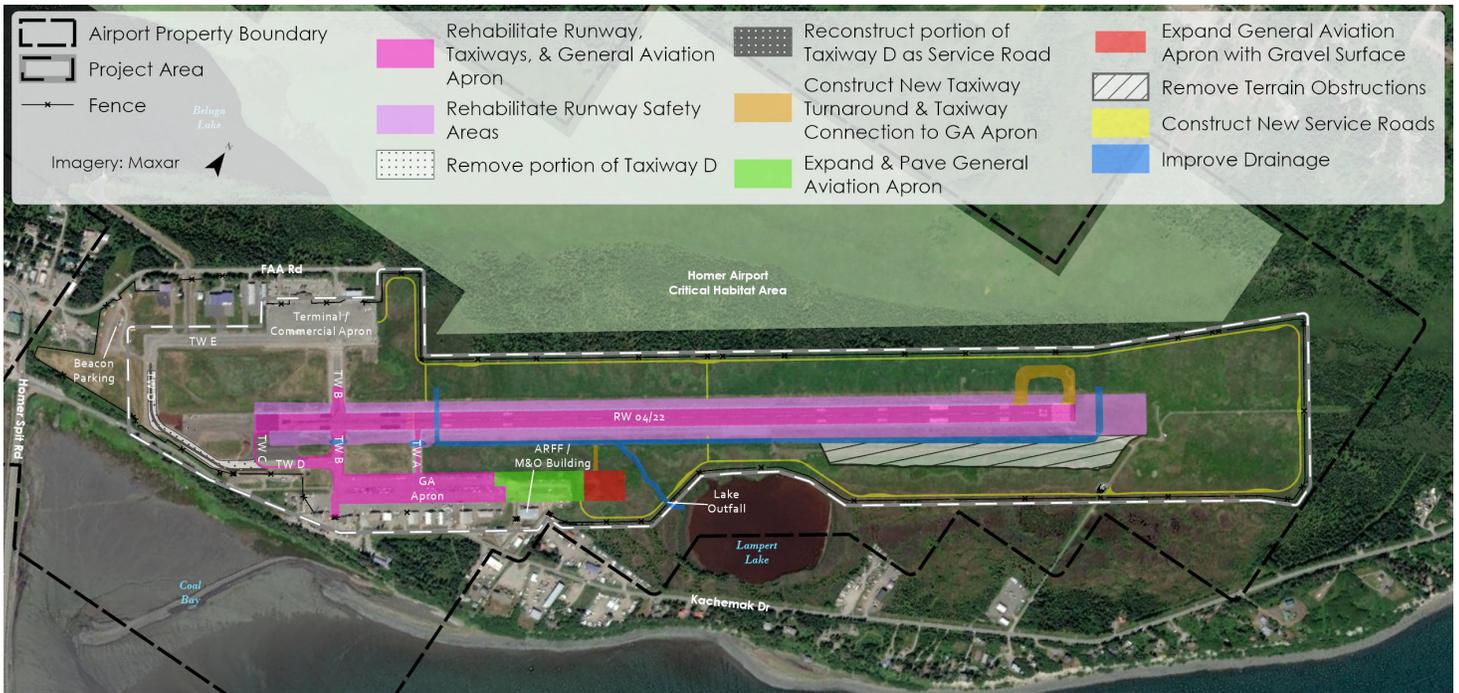
Brian Elliott, Regional Environmental Manager  
DOT&PF Preliminary Design & Environmental  
P.O. Box 196900  
Anchorage, Alaska 99519-6900

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# Homer Airport Improvements: Fact Sheet

## Project Description

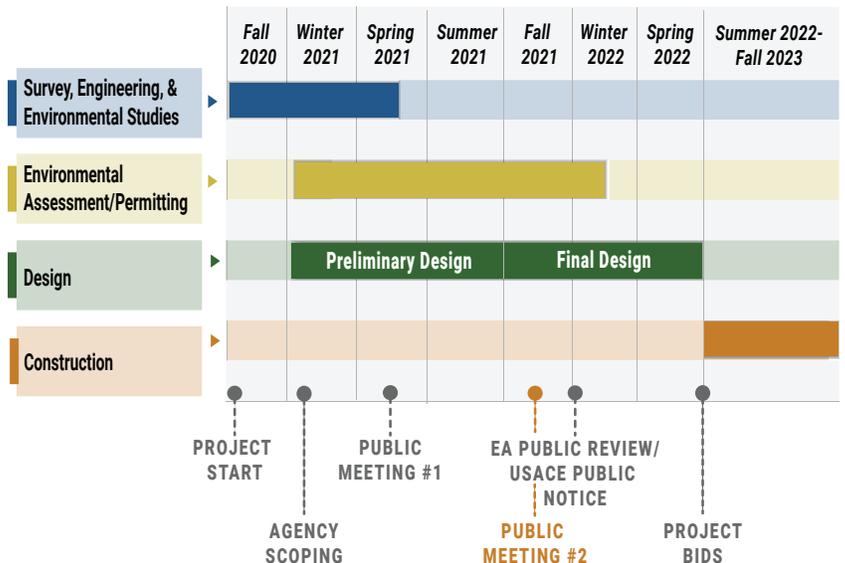
The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to rehabilitate and improve the Homer Airport and associated airport facilities to extend the service life of the airport, improve safety, and improve airport perimeter access for airport security, maintenance, wildlife hazard management, and airfield rescue operations.



## Project Status and Schedule

The project team considered comments received from the public and regulatory and resource agencies during the preliminary design phase and during the public meeting #1 comment period. Based on feedback the team received, the team incorporated new and revised project elements into the Proposed Action. The team is currently completing the Environmental Assessment under the National Environmental Policy Act, and final design of the Proposed Action is underway.

## Project Schedule



**For More Information on the Project:**  
<http://dot.alaska.gov/creg/homerairport>

Matthew Hansen, P.E. | DOT&PF Project Manager  
[matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov) | 907-269-0602

# Comments and Questions

*The following are comments and questions we've received so far:*

**Q. What improvements are proposed, and why are they needed?**

A. The project involves several elements. The major work includes improvements to the runway, taxiways, General Aviation (GA) Apron, lighting, and drainage structures; construction of new taxiways and a perimeter service road; and removal of obstructions to the runway Object Free Area (OFA).

- The runway, portions of taxiways A, B, and D, and portions of the GA Apron will be rehabilitated and/or reconfigured to correct deteriorated pavement surfaces or subgrades and comply with current FAA standards.
- The GA Apron will be expanded to the east to accommodate the demand for additional aircraft parking.
- Two new taxiways will be constructed: a taxiway turnaround at the east end of the runway and connecting taxiway between the runway at midfield and the GA Apron. The new taxiways will relieve congestion and improve safety for taxiing and departing/approaching aircraft.
- A one-lane, gravel service road around the perimeter of the airport will be constructed to improve access for airport security operations, maintenance, wildlife hazard management, and airfield rescue operations.
- High terrain along the south side of the runway will be removed to meet FAA obstruction standards.

**Q. The airport lacks sufficient aircraft parking, lease lots, and hangars. Can DOT&PF make additional land available for lease facilities?**

A. Development of landside facilities such as lease lots is included in the Ultimate Layout in the 2017 Airport Layout Plan. However, these facilities are ineligible for Airport Improvement Program funding and are outside the scope of this project.

**Q. The airport lacks a safe pedestrian facility or route connecting the GA Apron to the passenger terminal at the Commercial Apron. What is DOT&PF doing about this?**

A. The DOT&PF recognizes the safety issues experienced by airport users traveling on foot between the GA Apron and the passenger terminal on the north side of the airport. The level of planning and design needed to develop a pathway such as this precludes it from being added to this project at this stage. A project to construct a pathway along Kachemak Drive is identified as Need ID 2353 on the Statewide Transportation Improvement Program's Needs List. However, funding for that project has not been programmed for design or construction. While a pedestrian facility is not possible within the scope of this project, the next Airport Master Plan update (anticipated in 2024) could address this issue.

**Q. Can DOT&PF provide a public restroom on the GA Apron for air taxi and charter customers?**

A. A public restroom is not within the scope of the project.

**Q. A new parallel taxiway on the north side of the runway would not serve the majority of aircraft and, therefore, would not significantly improve safety. Will DOT&PF consider a taxiway connecting the runway at midfield to the GA Apron instead? This would allow the majority of aircraft that use the runway (GA users) to exit the runway without back-taxiing.**

A. The DOT&PF appreciates the input received on the proposed future parallel Taxiway H, as described in the Airport Layout Plan. Taxiway H has been dropped from further consideration at this time, and DOT&PF is moving forward with the design of a new taxiway connecting the runway near mid-field to an expanded GA Apron.

**Q. What can be done to preserve the gravel road on the south side of the runway that is used by bush planes? The airport needs a dedicated gravel runway.**

A. The gravel area currently used by aircraft along the south side of the runway is within the Runway Safety Area (RSA). The RSA will be rehabilitated to current RSA standards. However, it is not intended to be used for taxiing, takeoffs, or landings. The addition of a parallel gravel runway is beyond the scope of this project and would be a subject for the next Airport Master Plan update.

**Q. Preserving existing wetlands within airport property should be prioritized over airport expansion.**

A. The DOT&PF and FAA are aware of the importance of wetlands on the health of the Beluga Lake watershed. The project will first avoid and/or minimize wetland impacts to the greatest extent practicable in accordance with FAA's requirements under Executive Order 11990 (Wetland Protection). The proposed service road remains the only practicable alternative that meets the stated purpose and need of improving access to airport perimeter areas, which are difficult or impossible to reach safely.



# DOT&PF Online Transportation Fairs Summary

## March 2021



### Online Events

Mat-Su: October 15, 2020, 4 to 7 pm, Online

Anchorage: November 18, 2020, 4 to 7 pm, Online

Kenai Peninsula: February 25, 2021, 5 to 7 pm, Online

### Highlights:

- The Kenai Peninsula event was the best format of the three fairs, with pre-recorded videos at one live meeting.
  - There was a huge increase in the number of viewers compared to previous years.
  - Attendees submitted hundreds of comments about specific projects.
- 

### + Plus:

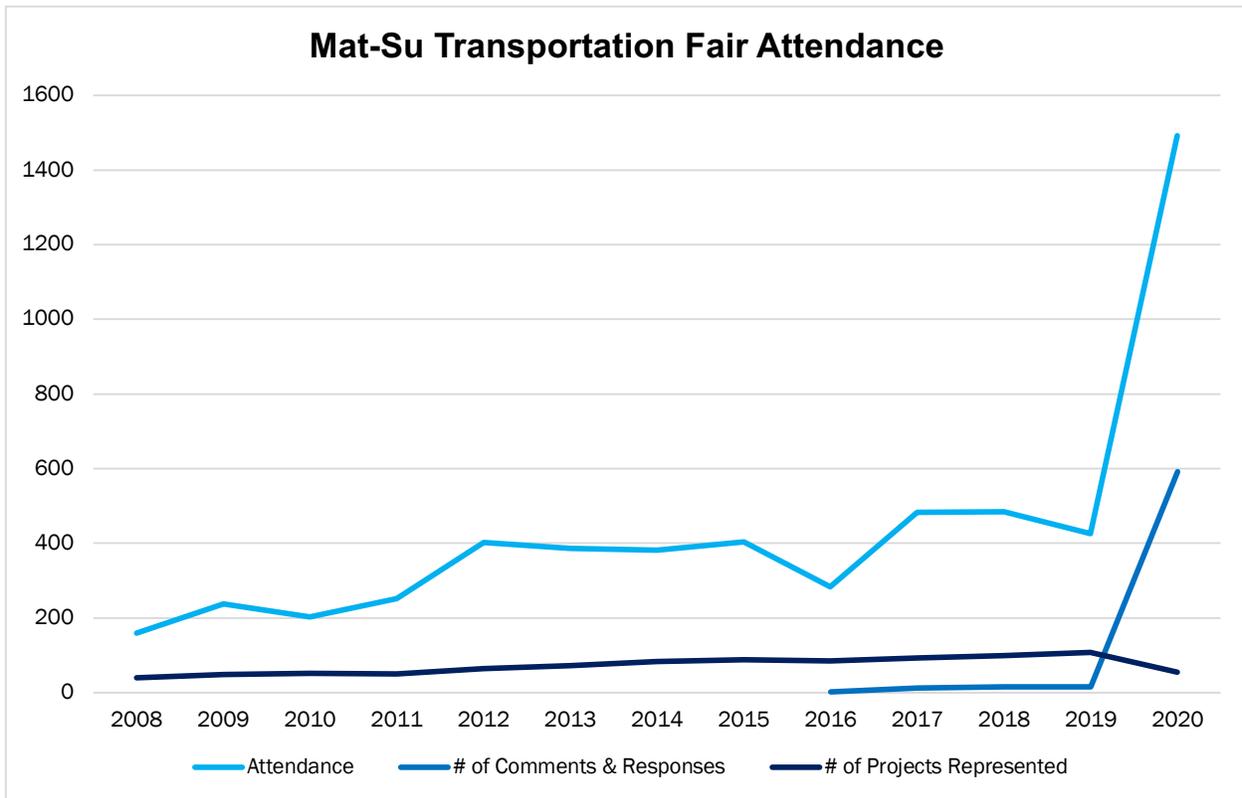
- The event and project interface were intuitive for most people.
  - It was easy for the public to submit comments on specific projects.
  - The online format reduced drive time and set-up time for staff.
- 

### - Minus:

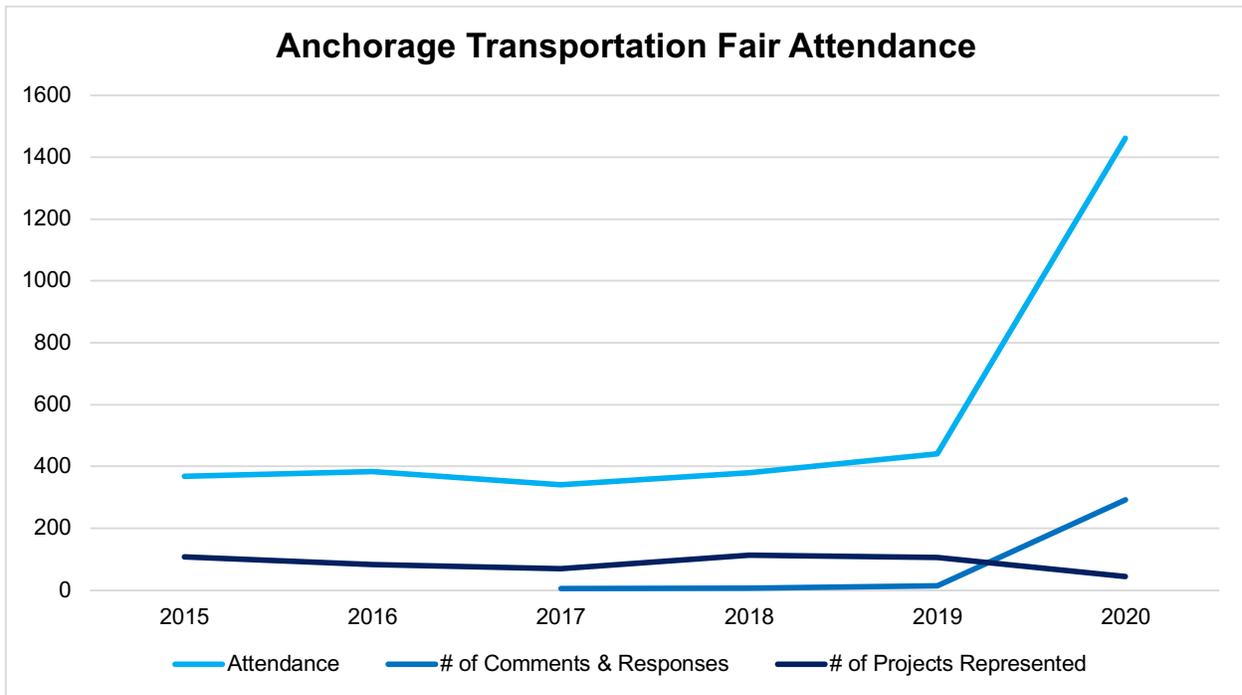
- Some people found the online format difficult to navigate.
  - Few people filled out the Title VI demographic information.
  - Things that can't be online:
    - Public social interactions.
    - Large roll plots on tables.
    - Giveaways.
- 

### > Delta:

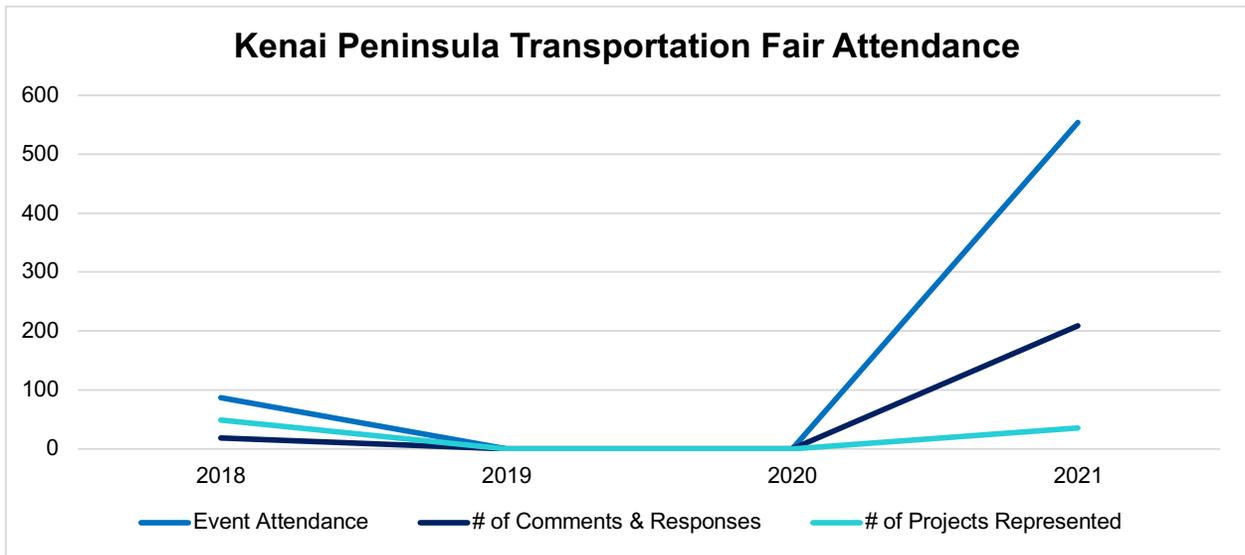
- In presentations, tell a story starting with the problem, i.e. don't be boring.
- Consider using videos for all projects and live representatives only for bigger projects.
- Start the event during business hours to limit staff overtime.
- Include automatic closed captioning.



Mat-Su Transportation Fair Attendance				
Year	Attendance	# of Comments & Responses	# of Projects Represented	Notes
2008	159		40	Attendance = # signed in
2009	237		48	Attendance = # signed in
2010	202		52	Attendance = # signed in
2011	252		50	Attendance = # signed in
2012	402		64	Attendance = # signed in
2013	386		73	Attendance = # signed in
2014	381		83	Attendance = # signed in
2015	404		88	Attendance = # signed in
2016	283	2	85	Attendance = # signed in
2017	482	13	93	Attendance = # signed in
2018	485	15	100	Attendance = # signed in
2019	425	16	108	Attendance = # signed in
2020	1,492	592	55	Attendance = estimated live event viewers



Anchorage Transportation Fair Attendance				
Year	Attendance	# of Comments & Responses	# of Projects Represented	Notes
2015	368		109	Attendance = # signed in
2016	383		83	Attendance = # signed in
2017	341	6	70	Attendance = # signed in
2018	379	7	114	Attendance = # signed in
2019	441	14	107	Attendance = # signed in
2020	1462	293	45	Attendance = live event viewers



Kenai Peninsula Transportation Fair Attendance				
Year	Attendance	# of Comments & Responses	# of Projects Represented	Notes
2018	87	18	49	Attendance = # signed in
2019	0	0	0	N/A
2020	0	0	0	N/A
2021	554	209	36	Attendance = live event viewers

## 2) Meeting Summary – Public Meeting #1

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# MEMORANDUM

**Subject:** Meeting Summary – Public Meeting #1  
Homer Airport Improvements (Project No: CFAPT00491)

**Date/Time**

**of Meeting:** May 26, 2021, 5:30 p.m. to 7:30 p.m.

**Location:** Virtual

On May 26, 2021, the Alaska Department of Transportation and Public Facilities (DOT&PF) held a virtual public meeting for the Homer Airport Improvements project. The purpose of the meeting was to present the project, solicit input, and answer questions from stakeholders. The meeting was held using the virtual meeting platform Zoom from 5:30 p.m. to 7:30 p.m.

Public notice of the meeting event included:

- Newspaper advertisement in the Homer News
- Meeting postcard mailed to zip code 99603 addresses
- Meeting notice sent via email
- Notification on the project website (<https://dot.alaska.gov/creg/homerairport/>)

Representatives from DOT&PF and HDL Engineering Consultants (HDL) attending the meeting included the following individuals:

- Matthew Hansen, P.E., Project Manager, DOT&PF
- Tadd Isaacson, P.E., Consultant Coordinator, DOT&PF
- Heidi Zimmer, Environmental Analyst, DOT&PF
- Morgan Merritt, P.E., Project Manager, HDL
- Heather Campfield, Public Involvement Coordinator, HDL
- Owen Means, Environmental Specialist, HDL

Twelve stakeholders joined the meeting. The virtual meeting lasted approximately 2.5 hours with the first 45 minutes spent presenting the project and the remaining time spent in an open question and answer (Q&A) discussion. During the Q&A discussion, eleven questions or comments were asked and answered live. A video and audio recording of the meeting is available on the project website.

Presentation materials included slides presented live during the meeting and an online open house website where participants could all of the meeting materials and submit comments in one place. The online open house website was available for the duration of the public comment period following the live presentation (May 26, 2021 to June 28, 2021).

*Meeting Summary – Public Meeting #1  
Homer Airport Improvements (Project No: CFAPT00491)*

The following comments were received during the meeting and the public comment period that followed:

- Concern about wetland impacts of perimeter service road.
- Add taxiway(s) on south side of runway connecting to GA Apron.
- Future Taxiway H on north side of runway would not greatly benefit most GA users.
- Add pedestrian facility along Kachemak Drive or around west perimeter of airport to connect GA Apron to Commercial (Terminal) Apron.
- Add an air traffic control tower to the airport.
- Provide additional land for hangar rentals.
- Maintain or improve gravel along south edge of runway, or consider adding a dedicated gravel runway.
- Provide public restrooms.
- Ensure leaseholders have access through airport gates.
- Add a taxiway from the ramp area at Taxiway A to a location approximately mid-point down Runway 22.
- Add a holding area adjacent to Taxiway A.
- Add electric head bolt heater outlets at some tie-downs.
- Add/plan public viewing/pedestrian use area similar to Lake Hood in Anchorage.

Copies of the meeting notifications, presentation slides, and online open house website content are attached.

Attached: 1) Meeting notifications (State of Alaska Online Public Notice, Homer News advertisements, email to stakeholders, and postcard)  
2) Live presentation slides  
3) Online open house website

## Virtual Public Meeting and Online Open House Notice Homer Airport Improvements

Join us for a virtual public meeting to learn about the Homer Airport Improvements project and provide your input. Questions submitted prior to the meeting are encouraged. A Q&A session following the presentation will feature questions submitted prior to the meeting.

Wednesday, May 26, 2021

5:30 p.m. – 7:30 p.m.

To join the meeting, go to: <http://dot.alaska.gov/creg/homerairport>

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is soliciting comments and input on a proposal to rehabilitate and improve the Homer Airport and associated airport facilities. Preliminary engineering and environmental assessment activities began in fall 2020 and will continue in 2021. The DOT&PF is considering the following improvements:

- Rehabilitate Runway 04/22 and reduce width from 150 feet to 100 feet with paved shoulders
- Rehabilitate portions of Taxiways A, B, and D, and the General Aviation (GA) Apron
- Rehabilitate Runway Safety Areas
- Expand and pave the gravel tie-down area at the east end of the GA Apron
- Remove a portion of Taxiway D and reconstruct as a service road
- Construct new taxiway turnaround at the east end of the runway
- Place excess excavated material (if any) to construct embankment for portions of future parallel Taxiway H
- Construct new one-lane, gravel-surface perimeter service road and connectors
- Remove terrain obstructions penetrating the runway Object Free Area (OFA)
- Replace runway and taxiway edge lighting
- Replace existing Visual Approach Slope Indicators (VASI) with Precision Approach Path Indicators (PAPI) for both runway ends
- Improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall
- Apply dust palliative to unpaved surfaces as necessary
- Clear and grub vegetation
- Adjust utilities, if required

For any questions on how to connect to the meeting, please email Owen Means at [omeans@hdalaska.com](mailto:omeans@hdalaska.com). If you have any questions or require additional information about the project, please contact Matthew Hansen, P.E., Project Manager, at 269-0602 or [matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov).

*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).*

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

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

### Attachments, History, Details

#### Attachments

None

#### Details

Department:

Transportation and Public

10/13/21, 8:26 AM

Virtual Public Meeting and Online Open House Notice Homer Airport Improvements - Alaska Online Public Notices

**Revision History**

Created 5/11/2021 4:28:34 PM by mlbyrd

Category:	Facilities Public Notices
Sub-Category:	
Location(s):	Central Region, Homer
Project/Regulation #:	CFAPT00491 / AIP 3-02-0122-XXX-2022
Publish Date:	5/11/2021
Archive Date:	6/15/2021
Events/Deadlines:	Virtual Public Meeting and Online Open House Notic 5/26/2021 5:30pm - 7:30pm <a href="#">View on Map</a>

# PUBLISHER'S AFFIDAVIT

UNITED STATES OF AMERICA,  
STATE OF ALASKA

} SS:

Jeff Hayden being first duly sworn, on oath deposes and says:  
That I am and was at all times here in this affidavit mentions,  
Supervisor of Legals of the Sound Publishing / Homer News, a  
newspaper of general circulation and published at Kenai, Alaska, th  
the advertisement, a printed copy of which is hereto annexed was  
published in said paper on the dates listed below:

Notice of Public Meeting  
May 13, 2021

  
SUBSCRIBED AND SWORN before me on this

20<sup>th</sup> day of May, 2021.



NOTARY PUBLIC in favor for the State of Alaska.

My commission expires 3-6-21.

## Notice of Public Meeting

Homer Airport Improvements  
Project No. CFAPT00491 / AIP 3-02-0122-XXX-2022

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is soliciting comments and input on a proposal to rehabilitate and improve the Homer Airport and associated airport facilities. Preliminary engineering and environmental assessment activities began in fall 2020 and will continue in 2021. The DOT&PF is considering the following improvements:

- Rehabilitate Runway 04/22 and reduce width from 150 feet to 100 feet with paved shoulders
- Rehabilitate portions of Taxiways A, B, and D, and the General Aviation (GA) Apron
- Rehabilitate Runway Safety Areas
- Expand and pave the gravel tie-down area at the east end of the GA Apron
- Remove a portion of Taxiway D and reconstruct as a service road
- Construct new taxiway turnaround at the east end of the runway
- Place excess excavated material (if any) to construct embankment for portions of future parallel Taxiway H
- Construct new one-lane, gravel-surface perimeter service road and connectors
- Remove terrain obstructions penetrating the runway Object Free Area (OFA)
- Replace runway and taxiway edge lighting
- Replace existing Visual Approach Slope Indicators (VASI) with Precision Approach Path Indicators (PAPI) for both runway ends
- Improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall
- Apply dust palliative to unpaved surfaces as necessary
- Clear and grub vegetation
- Adjust utilities, if required

Join us for a virtual public meeting to learn about the project and provide your input. Questions submitted prior to the meeting are encouraged. A Q&A session following the presentation will feature questions submitted prior to the meeting.

Wednesday, May 26, 2021  
5:30 p.m. – 7:30 p.m.  
<http://dot.alaska.gov/creg/homerairport>

For any questions on how to connect to the meeting, please email Owen Means at [omeans@hdalaska.com](mailto:omeans@hdalaska.com). If you have any questions or require additional information about the project, please contact Matthew Hansen, P.E., Project Manager, at 269-0602 or Heidi Zimmer, Environmental Impact Analyst, at 269-0529.

Submit written comments or questions for the virtual meeting to:  
[homerairport@hdalaska.com](mailto:homerairport@hdalaska.com) | <http://dot.alaska.gov/creg/homerairport> or  
Homer Airport Improvements Project  
c/o HDL Engineering Consultants, LLC  
3335 Arctic Blvd., Ste. 100  
Anchorage, AK 99503

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

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

Pub: May 13, 2021

926992

## Project Description

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to rehabilitate and improve the Homer Airport and associated airport facilities to extend the service life of the airport, improve safety, and improve airport perimeter access for airport security, maintenance, wildlife hazard management, and airfield rescue operations.

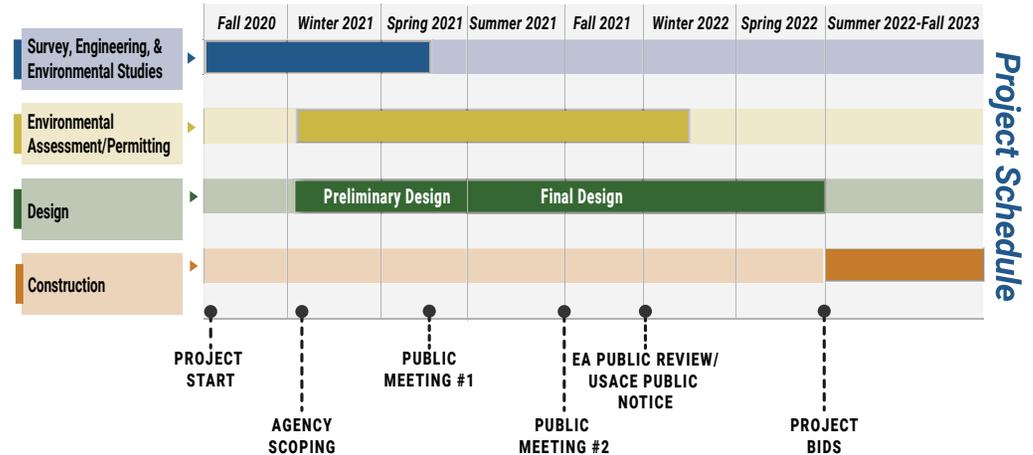
## Project Status & Updates

- Preliminary engineering and environmental assessment activities began in fall 2020 and will continue in 2021.
- Sign up for electronic project updates at <http://dot.alaska.gov/creg/homerairport>

## Submit Your Comments/Questions:

- To [homerairport@hdalaska.com](mailto:homerairport@hdalaska.com)
- To DOT&PF Project Manager Matthew Hansen: [matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov)
- At <http://dot.alaska.gov/creg/homerairport>

## Homer Airport Improvements



## How to Participate:

Refer to the opposite side of this postcard for instructions on how to attend the open house. The meeting will begin with a presentation from the project team. **Questions submitted prior to the meeting are encouraged. A Q&A session following the presentation will feature questions submitted prior to the meeting.** If you are unable to attend, a recording of the presentation and Q&A session may be viewed on the project website following the meeting.

## For More Information on the Project:

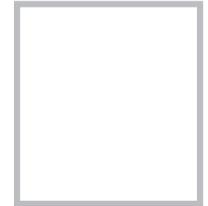
Matthew Hansen, P.E. | DOT&PF Project Manager  
[matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov) | 907-269-0602

# Homer Airport Improvements

## Notice of Public Meeting

### Project Open House

Join DOT&PF for a virtual public meeting to learn about the project and provide your input during the project's preliminary design and environmental phase.



**Homer Airport Improvements**  
C/O HDL Engineering Consultants, LLC  
3335 Arctic Boulevard, Suite 100  
Anchorage, AK 99503

### Public Meeting #1

Wednesday, May 26, 2021 | 5:30 p.m. – 7:30 p.m.

To participate, visit: <http://dot.alaska.gov/creg/homerairport>

*Questions about participating via Zoom?*  
Contact Owen Means | HDL | 907.564.2143

### Public Meeting #2

*Anticipated fall 2021*

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## Owen L. Means

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**From:** Homer Airport Improvements Project  
**Sent:** Monday, May 17, 2021 3:02 PM  
**Subject:** May 26, 2021: Homer Airport Improvements Virtual Public Meeting  
**Attachments:** HAI\_Postcard\_Mtg#1\_Revised.pdf

Good afternoon,

You have been identified as a potential stakeholder for the **Homer Airport Improvements** project. The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend the first of two planned public meetings to learn about the project and share your feedback. The following are ways you can participate:

- **Project Website** – The project website contains information about the project, schedule, opportunities to be involved and comment, how to sign up for email updates and how to contact the project team. Please share the website with anyone interested in the project: <http://dot.alaska.gov/creg/homerairport/>.
- **Public Meeting #1: May 26, 2021, 5:30 p.m. to 7:30 p.m.** – The DOT&PF will be hosting a live virtual public meeting featuring a presentation from the project team followed by a Q&A session. Questions submitted prior to the meeting at [homerairport@hdlalaska.com](mailto:homerairport@hdlalaska.com) or via the project website are encouraged and will be featured during the Q&A. Visit the project website to participate in the meeting. If you are unable to attend, a recording of the presentation and Q&A session may be available for viewing on the project website following the meeting. In addition, please visit **the Online Open House Website** to view all the public meeting information in one place. The online open house website will be available via the project website starting May 26, 2021.

We look forward to hearing from you. You may also contact the **DOT&PF Project Manager, Matt Hansen**, [matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov), 907-269-0602, with questions or concerns.

Sincerely,

Heather Campfield  
Homer Airport Improvements Public Involvement Coordinator  
HDL Engineering Consultants, LLC  
[homerairport@HDLalaska.com](mailto:homerairport@HDLalaska.com)



# Homer Airport Improvements

Online Public Meeting

**Open House #1**

May 26, 2021



Thank you for joining us. The presentation will begin shortly.

# Meeting Structure & Guidelines

- Introductions
- Purpose and need for the project
- Improvements under consideration
- Next steps and schedule
- Q&A
  - Type question or “Raise Hand” to speak
  - Be respectful
  - Be specific
  - Be clear and concise
  - Share your feedback

## Zoom settings in use for this meeting:

- Video and audio is recording
- Attendee video and audio muted
- Questions typed into the Q&A will be visible to everyone when they are answered
- Chat disabled

# Project Team



**FAA**



**Alaska DOT&PF**

**Matthew Hansen, P.E.**  
Project Manager

**Tadd Isaacson, P.E.**  
Consultant Coordinator

**Heidi Zimmer**  
Environmental Impact Analyst



**HDL Engineering Consultants, LLC**

**Morgan Merritt, P.E.**  
Project Manager

**David Darrington, P.E.**  
Project Engineer

**Heather Campfield**  
Public Involvement Coordinator

**Owen Means**  
Environmental Specialist

---

**3/10** Project Team

● Video and audio is recording

# Known Deficiencies

- Deteriorated pavement & gravel surfaces
- Culverts and drainage facilities in poor condition
- Terrain obstructions within runway Object Free Area (OFA)
- Limited/difficult access to airport perimeter to perform security operations, fence maintenance, wildlife hazard management, and airfield rescues
- Inadequate line of sight on runway and no parallel taxiway



**4/10** Known Deficiencies

● Video and audio is recording

# Project Purpose

01

Improve safety for runway operations, taxiing, and aircraft parking

02

Extend the service life of the airport

03

Address terrain that does not meet current obstruction standards

04

Improve access to the airport perimeter for airport security, maintenance, wildlife hazard management, and airfield rescue operations

5/10 Project Purpose

● Video and audio is recording

# Improvements Under Consideration

## Runway, Apron, and Taxiway Improvements

- Rehabilitate Runway 04/22 and reduce width from 150 feet to 100 feet with paved shoulders
- Rehabilitate Taxiway A and the General Aviation (GA) Apron and portions of Taxiways B and D
- Rehabilitate Runway Safety Areas
- Expand and pave the gravel tie-down area at the east end of the GA Apron
- Remove a portion of Taxiway D and reconstruct as a service road
- Construct new taxiway turnaround at the east end of the runway
- Place excess excavated material (if any) to construct embankment for portions of future parallel Taxiway H

## Other Improvements

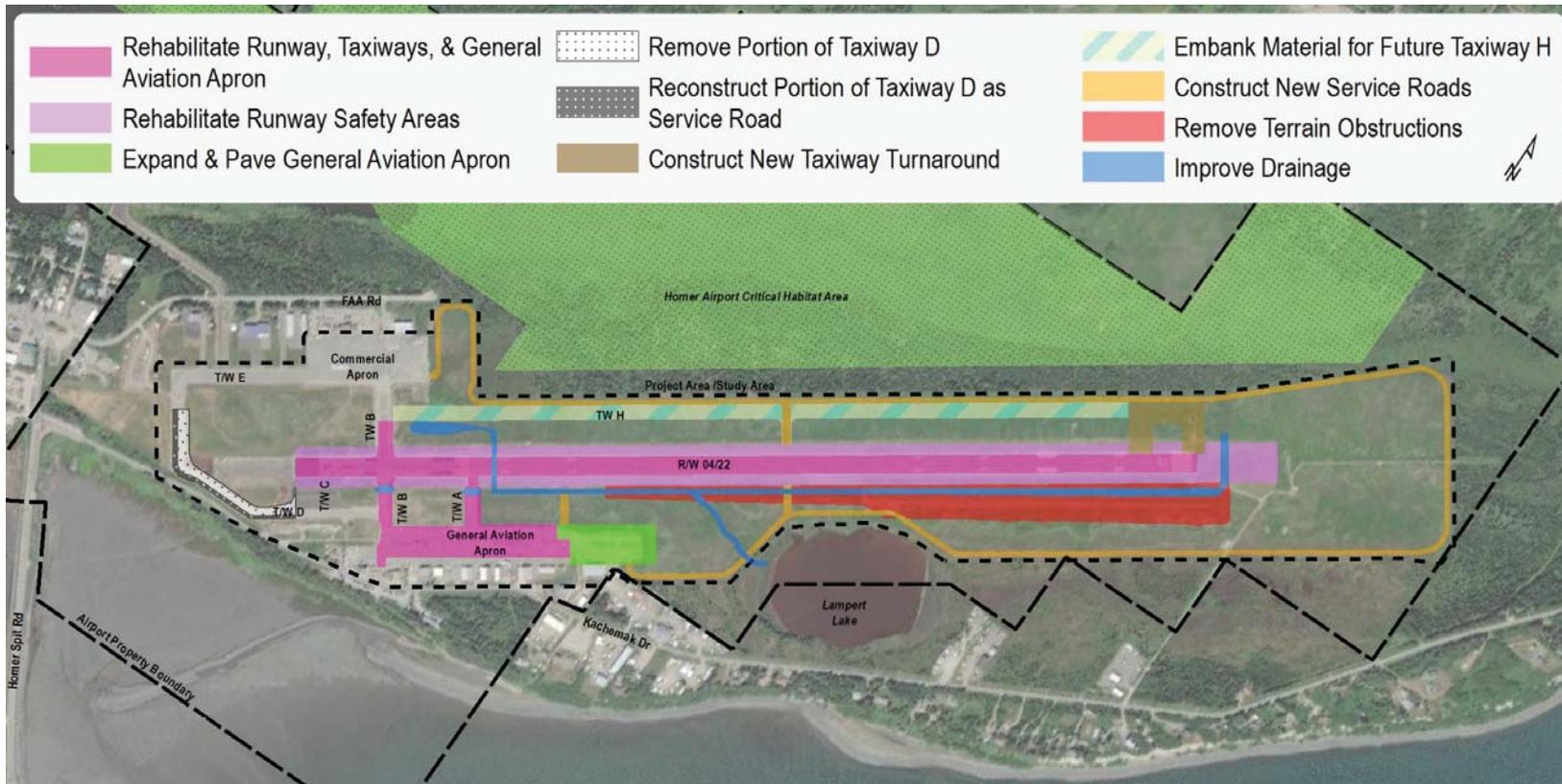
- Construct new one-lane, gravel-surface perimeter service road and connectors
- Remove terrain obstructions penetrating the runway Object Free Area (OFA)
- Replace runway and taxiway edge lighting
- Replace existing Visual Approach Slope Indicators (VASI) with Precision Approach Path Indicators (PAPI) for both runway ends
- Improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall

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**6/10** Improvements Under Consideration

● Video and audio is recording

# Improvements Under Consideration



7/10 Improvements Under Consideration

● Video and audio is recording

# Studies and Input

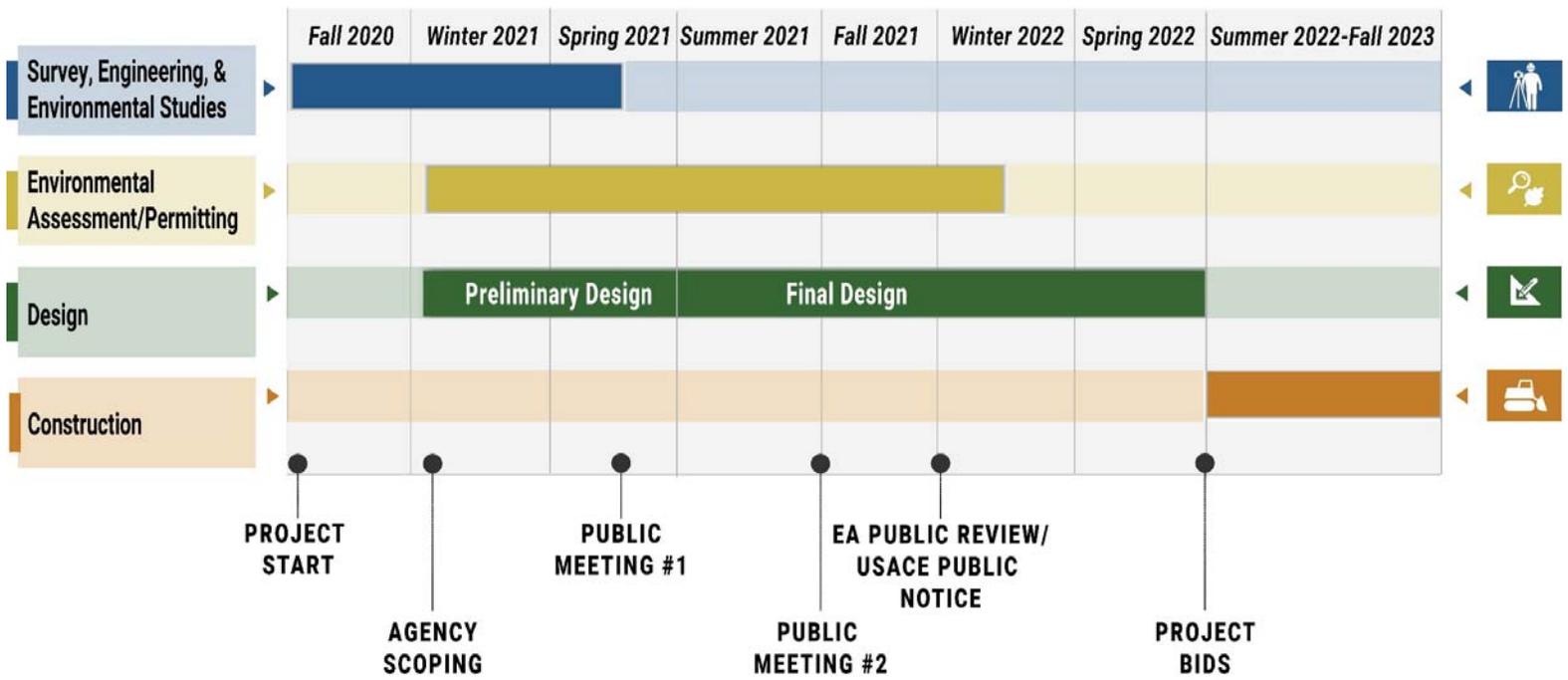
## Completed and Ongoing Activities

- Topographic Survey
- Geotechnical Evaluation
- Hydrologic and Hydraulics Evaluation
- Cultural Resource Survey
- Wetland Delineation and Functional Assessment
- Input from Local, State, and Federal agencies
- Input from the Public

## What We've Learned So Far

- Maintain buffer around Lampert Lake and direct storm water away from the Lake
- Maintain hydrologic connectivity with Homer Airport Critical Habitat Area
- Locate new facilities in already-disturbed areas when possible
- Avoid higher value wetlands when possible

# Project Schedule



9/10 Project Schedule

● Video and audio is recording

# Thank You

## Send Us Your Comments!

Email [homerairport@hdlalaska.com](mailto:homerairport@hdlalaska.com)  
Fill out a comment form on the project website

## Have Questions?

Contact Matthew Hansen, P.E., DOT&PF Project Manager  
Email: [matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov)  
Phone: 907-269-0602

## Opportunities to Stay Involved

- Review the online open house (via main project website) between May 26 and June 28 for more information or to view a recording of this presentation
- Open house public meeting #2 (anticipated August 2021)
- Visit the project website and sign up for email updates
- Additional opportunity to comment associated with:
  1. U.S. Army Corps of Engineers Section 404 Permit
  2. Environmental Assessment (EA) public review

<http://dot.alaska.gov/creg/homerairport>

10/10 Thank You

● Video and audio is recording

**Homer Airport Improvements Online Open House**



About

Status

Need

Photos

Purpose

Improvements

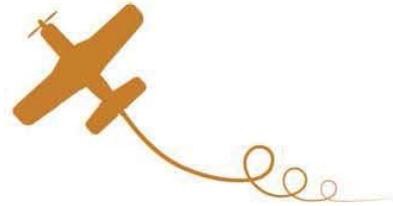
Next Steps

**Give Feedback**

# About the Project

The Alaska Department of Transportation & Public Facilities (DOT&PF) welcomes you to the first online public meeting for the Homer Airport Improvements project. This meeting aims to introduce the purpose and need for the project and solicit your input on the development of the Proposed Action.

The project's first Online Open House is underway and continues through June 28, 2021. The project team held the live presentation as part of the Online Open House via Zoom on Wednesday, May 26, 2021. A recording of the presentation can be viewed [here](#).



**Tell Me More**



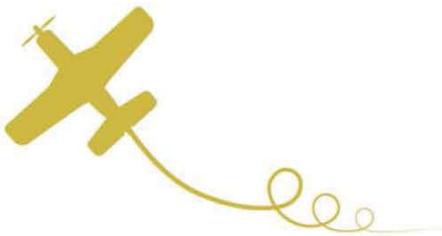
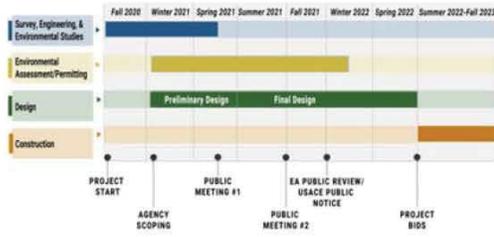
1/8 About the Project

**Homer Airport Improvements Online Open House**

### Homer Airport Improvements Online Open House

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- Improvements
- Next Steps
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## Project Status



The DOT&PF kicked off the project with agency scoping, survey, preliminary engineering, and environmental studies in the fall of 2020. Using the information gained from these activities, the project entered the preliminary design phase, and a 35% design was developed to present to the public during this meeting.

#### Work Completed So Far

- Survey
- Preliminary engineering analyses, including geotechnical, and hydrologic & hydraulics recommendations
- Wetland Delineation
- Preliminary cultural resources identification

#### Next Steps

- Work to be completed in summer 2021 through winter 2022 includes:*
- Cultural resources field survey and evaluations
  - Drainage and culvert hydraulic evaluations
  - PFAS testing
  - Engineering/design
  - Environmental Assessment
  - Public Involvement

#### Keep Going

< > 2/8 Project Status

[Homer Airport Improvements Online Open House](#)

**Homer Airport Improvements Online Open House**[About](#)[Status](#)[Need](#)[Photos](#)[Purpose](#)[Improvements](#)[Next Steps](#)[Give Feedback](#)

# Need for the Project

The DOT&PF has identified several deficiencies at the airport to be addressed by the project:

**Deteriorated Pavement and Gravel Surfaces**

-The runway, Taxiway B (south), and Taxiway A were last resurfaced over 20 years ago. The Pavement Condition Index report indicates the pavement is deteriorating and has significant cracking, spalling, joint separations, and an uneven surface.

-There is a dip in the runway caused by settlement of the runway subgrade.

-The gravel tie-down area at the east end of the General Aviation (GA) Apron requires frequent maintenance to provide a drivable surface.

**Drainage Issues**

-Culverts under Taxiway B (south), Taxiway A, Taxiway D, and the runway are corroded, experience icing, or do not drain properly.

-Ponding in depressions and ditches attracts birds which are a safety hazard to aircraft.

-The outlet control structure at Lampert Lake is in poor condition. Washout of the control structure in the past had led to lower lake levels.

**Airspace Obstructions**

-Several terrain obstructions are above the Runway 4/22 centerline elevation and penetrate the runway Object Free Area (OFA).

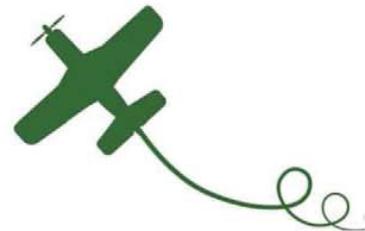
**Limited Maintenance & Emergency Access**

-Currently, it is difficult for airport personnel to access the airport perimeter fencing to perform security, maintenance, wildlife hazard management, and airfield rescue operations. The airport perimeter contains wetlands, making it problematic to reach with equipment to repair fencing, perform vegetation management, conduct airport sweeps, and deter wildlife in accordance with the airport's Wildlife Hazard Management Plan. Travel through these areas results in rutting and causes disturbance to vegetation and soils. Emergency response times to the perimeter of the airfield are slow since emergency vehicles cannot travel through the wet and uneven terrain.

**Aircraft Taxiing on Runway**

-Current visibility minimums for Runways 4 and 22 are 1 statute mile due to a vertical curve in the runway that limits visibility. FAA regulations recommend a parallel taxiway for all runways and require all runways with visibility minimums of less than 1 statute mile to have a parallel taxiway.

*Note: This project does not propose to construct a full length parallel taxiway. However, because the project proposes to excavate material from terrain obstructions on the south side of the runway and dispose of the excess material (if any) along the future parallel taxiway alignment, the National Environmental Policy Act requires consideration of the full parallel taxiway's effects as a connected action.*



**Homer Airport Improvements Online Open House**

< >    About    Status    Need    Photos    Purpose    Improvements    Next Steps    **Give Feedback**

# Photos



< >    4/8 Photos

**Homer Airport Improvements Online Open House**

**Homer Airport Improvements Online Open House**



About

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Photos

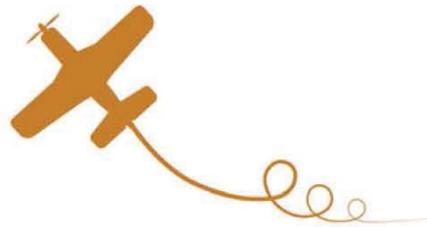
Purpose

Improvements

Next Steps

**Give Feedback**

# Purpose of the Project



-Improve safety for parking, taxiing, and departing/approaching aircraft

-Extend the service life of the Homer Airport and associated facilities

-Address terrain that does not meet current obstruction standards

-Improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescue operations

**Tell Me How**



5/8 Purpose of the Project

**Homer Airport Improvements Online Open House**

**Homer Airport Improvements Online Open House**

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# Improvements Under Consideration



Alternatives for this project include the No-Action alternative and the Proposed Action. The DOT&PF has developed a preliminary Proposed Action as the sole build alternative to meet the project's stated purpose and need. Variations in the design of Proposed Action have been and will continue to be considered as measures to avoid or minimize impacts to protected resources and achieve project goals.

### Preliminary Proposed Action

The DOT&PF is considering the following improvements to address the airport's known deficiencies and meet the stated purpose and need:

#### Runway, Apron, and Taxiway Improvements

- Rehabilitate Runway 04/22 and reduce width from 150 feet to 100 feet with paved shoulders
- Rehabilitate portions of Taxiways A, B, and D and the General Aviation (GA) Apron
- Rehabilitate Runway Safety Areas
- Expand and pave the gravel tie-down area at the east end of the GA Apron
- Remove a portion of Taxiway D and reconstruct as a service road
- Construct new taxiway turnaround at the east end of the runway
- Place excess excavated material (if any) to construct embankment for portions of future parallel Taxiway H

#### Other Improvements

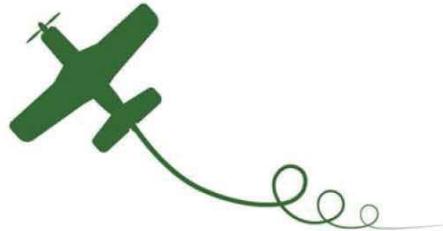
- Construct new one-lane, gravel-surface perimeter service road and connectors
- Remove terrain obstructions penetrating the Object Free Area (OFA)
- Relocate runway and taxiway edge lighting



**Homer Airport Improvements Online Open House**

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# Next Steps



**Final Design**

The DOT&PF is soliciting your input on the stated conditions at the airport, the purpose and need for the project, and the proposed scope of improvements. Using your feedback, DOT&PF will advance the preliminary design to the final design stage. We will then present the Proposed Action at Public Meeting #2, anticipated to occur in August 2021.

**Environmental Review**

The project is funded by the Federal Aviation Administration (FAA). DOT&PF will be preparing an Environmental Assessment (EA) following the FAA's National Environmental Policy Act (NEPA) procedures to disclose the project's environmental effects and determine whether the project will have a significant effect on the environment.

**Major components of the NEPA process include:**

- Public and agency input
- Technical studies
- Alternatives development and analysis
- EA preparation and environmental impact analysis
- Public and agency review of EA

**Opportunities To Stay Involved**

Your feedback is welcome at any time. Feedback received by June 28, 2021, will be considered in the design of the Proposed Action. DOT&PF will present the Proposed Action and solicit input at Public Meeting #2. Following that meeting, additional opportunities to comment on the project will be available associated with the EA public review draft and the U.S. Army Corps of Engineers Section 404 Wetlands Permit public notice.

**Submit Feedback**

- < >
- 7/8 Next Steps

**Homer Airport Improvements Online Open House**

**Homer Airport Improvements Online Open House**

# Give Feedback



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**Give Feedback**

**Contact Us**

Matthew Hansen, P.E.

DOT&PF Project Manager

Email: [matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov)

Phone: 907-269-0602

**Submit Comments or Questions**

Tell us what you think! The comment period for this public meeting will be open from May 26 to June 28. Submit your comments in one of three ways:

1. Email comments to:

**[homerairport@hdalaska.com](mailto:homerairport@hdalaska.com)**

2. Mail a **comment form** to:

Homer Airport Improvements Project  
c/o HDL Engineering Consultants, LLC  
3335 Arctic Blvd., Ste. 100  
Anchorage, AK 99503

3. Fill out the online form below:

## Homer Airport Improvements

Submit Your Comments and Questions Here

\* Required

Name \*

Your answer

Email

Your answer

Organization

Your answer

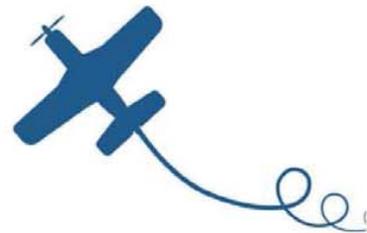
Comment \*

Your answer

**Submit**

Never submit passwords through Google Forms.

Google Forms This content is neither created nor endorsed by Google.



**Receive Project Updates**

Click the button below to sign up for electronic project updates.

### 3) Meeting Summary – Public Meeting #2

# MEMORANDUM

**Subject:** Meeting Summary – Public Meeting #2  
Homer Airport Improvements (Project No: CFAPT00491)

**Date/Time**

**of Meeting:** October 21, 2021, 5:30 p.m. to 7:30 p.m.

**Location:** Virtual

On October 21, 2021, the Alaska Department of Transportation and Public Facilities (DOT&PF) held a virtual public meeting for the Homer Airport Improvements project. The purpose of the meeting was to present the Proposed Action based on input received during the first public meeting, which was held on May 26, 2021. The meeting was held using the virtual meeting platform Zoom from 5:30 p.m. to 7:30 p.m.

Public notice of the meeting event included:

- Newspaper advertisement in the Homer News
- Meeting postcard mailed to zip code 99603 addresses
- Meeting notice sent via email
- Notification on the project website (<https://dot.alaska.gov/creg/homerairport/>)

Representatives from DOT&PF and HDL Engineering Consultants (HDL) attending the meeting included the following individuals:

- Matthew Hansen, P.E., Project Manager, DOT&PF
- Tadd Isaacson, P.E., Consultant Coordinator, DOT&PF
- Heidi Zimmer, Environmental Analyst, DOT&PF
- Joselyn Biloan, Planner, DOT&PF
- Morgan Merritt, P.E., Project Manager, HDL
- Heather Campfield, Public Involvement Coordinator, HDL

Twenty-seven stakeholders joined the meeting. The virtual meeting lasted approximately three hours with the first 40 minutes spent presenting the project and the remaining time spent in an open question and answer (Q&A) discussion. During the Q&A discussion, 31 questions or comments were asked and answered live. A video and audio recording of the meeting is available on the project website.

Presentation materials included slides presented live during the meeting and an online open house website where participants could all of the meeting materials and submit comments in one place. The online open house website was available for the duration of the public comment period following the live presentation (October 21, 2021 to November 21, 2021).

The following comments were received during the meeting and the public comment period that followed:

- Is DOT considering an accelerated project to expand the General Aviation (GA) Apron?
- Is a short north-south taxiway between the runway and the GA being seriously considered?
- What is the timeline for project construction?
- Does DOT calculate your carbon impact when removing vegetation or disturbing peatlands?
- Can the existing gravel area adjacent to the runway be preserved?
- Please address the vertical curve in the runway.
- What alternatives to the perimeter road have been identified to minimize cost and wetland impacts?
- How many Alaska airports have perimeter roads?
- What are the security/moose risks and why is a road the best solution?
- Is there a cost/benefit analysis being developed?
- Will the cost of mitigating the potential loss of wetlands be included?
- Will the annual maintenance costs for the proposed road be included?
- What are the design parameters of the perimeter road?
- How often would a maintenance road be needed? How does the airport currently do maintenance work?
- Please retain the end-around capability for taxiway D.
- Is there a FAA requirement for providing non-motorized access to all passenger facilities on publicly funded airports?
- Why is the runway being narrowed?
- Limiting the runway width would preclude future use by larger aircraft.
- How will the EA be distributed to the public?

Copies of the meeting notifications, presentation slides, and online open house website content are attached.

- Attached:
- 1) Meeting notifications (State of Alaska Online Public Notice, Homer News advertisements, email to stakeholders, and postcard)
  - 2) Live presentation slides
  - 3) Online open house website

## Notice of an Virtual Public Meeting: Homer Airport Improvements

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is soliciting comments and input on a proposal to rehabilitate and improve the Homer Airport and associated airport facilities. Preliminary engineering and environmental assessment activities began in fall 2020 and final design will continue through 2021. The DOT&PF is proposing the following improvements:

- Rehabilitate Runway 04/22 and reduce width from 150 feet to 100 feet with paved shoulders
- Rehabilitate Runway Safety Area
- Rehabilitate portions of Taxiways A, B, and D, and the General Aviation (GA) Apron
- Remove a portion of Taxiway D and reconstruct as a service road
- Construct new taxiway turnaround at the east end of the runway
- Construct new taxiway connecting the runway near mid-field to an expanded GA Apron
- Expand and pave the gravel tie-down area at the east end of the GA Apron
- Remove terrain obstructions penetrating the runway Object Free Area
- Construct new one-lane, gravel-surface perimeter service road and connectors
- Replace runway and taxiway edge lighting
- Replace existing Visual Approach Slope Indicators with Precision Approach Path Indicators for both runway ends
- Improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall
- Apply dust palliative to unpaved surfaces as necessary
- Clear and grub vegetation
- Adjust utilities, if required

Join us for this second of two virtual public meetings to learn about the project and provide your input. This meeting will present the Proposed Action based on input received during the first public meeting which occurred in May 2021. Questions submitted prior to the meeting are encouraged. A Q&A session following the presentation will feature questions submitted prior to the meeting.

Thursday, October 21, 2021 | 5:30 p.m. – 7:30 p.m.

<http://dot.alaska.gov/creg/homerairport>

For any questions on how to connect to the meeting, please email [homerairport@hdlalaska.com](mailto:homerairport@hdlalaska.com). If you have any questions or require additional information about the project, please contact Matthew Hansen, P.E., Project Manager, at 269-0602 or Heidi Zimmer, Environmental Impact Analyst, at 269-0529.

Submit written comments to:

[homerairport@hdlalaska.com](mailto:homerairport@hdlalaska.com) | <http://dot.alaska.gov/creg/homerairport> or

Homer Airport Improvements Project

c/o HDL Engineering Consultants, LLC

3335 Arctic Blvd., Ste. 100

Anchorage, AK 99503

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).

[Attachments, History, Details](#)

**Attachments**

None

**Revision History**

Created 9/21/2021 9:41:03 AM by radowd  
Modified 9/21/2021 9:45:22 AM by radowd  
Modified 10/7/2021 3:15:25 PM by radowd

**Details**

Department: Transportation and Public Facilities  
Category: Public Notices  
Sub-Category:  
Location(s): Central Region, Homer, Kenai, Seward, Soldotna, Statewide  
Project/Regulation #: CFAPT00491 / AIP 3-02-0122-XXX-2022  
Publish Date: 9/21/2021  
Archive Date: 10/21/2021  
Events/Deadlines:

# PUBLISHER'S AFFIDAVIT

UNITED STATES OF AMERICA,  
STATE OF ALASKA

} S:

Jeff Hayden being first duly sworn, on oath deposes and says:  
That I am and was at all times here in this affidavit mentions,  
Supervisor of Legals of the Sound Publishing / Homer News, a  
newspaper of general circulation and published at Kenai, Alaska,  
the advertisement, a printed copy of which is hereto annexed wa  
published in said paper on the dates listed below:

Homer Airport Improvements  
October 7, 2021

*Jeff Hayden*

SUBSCRIBED AND SWORN before me on this

13<sup>th</sup> day of October, 2021.

*Elizabeth A. McDonald*

NOTARY PUBLIC in favor for the State of Alaska.

My commission expires 3-6-24.

Elizabeth A. McDonald  
Notary Public, State of Alaska  
Commission #200306009  
My Commission Expires March 6, 2024

## Notice of Public Meeting



Homer Airport Improvements  
Project No. CFAPT00491 / AIP 3-02-0122-XXX-2022

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is soliciting comments and input on a proposal to rehabilitate and improve the Homer Airport and associated airport facilities. Preliminary engineering and environmental assessment activities began in fall 2020 and final design will continue through 2021. The DOT&PF is proposing the following improvements:

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<http://dot.alaska.gov/creg/homerairport>

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

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

Pub: October 7, 2021

939770

## Project Description

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to rehabilitate and improve the Homer Airport and associated airport facilities to extend the service life of the airport, improve safety, and improve airport perimeter access for airport security, maintenance, wildlife hazard management, and airfield rescue operations.

## Project Status & Updates

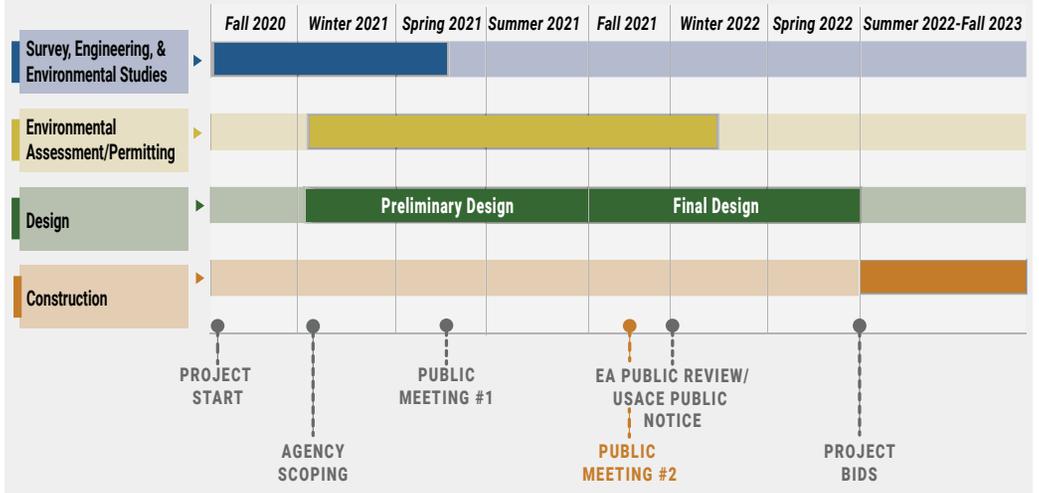
- Preliminary engineering and environmental assessment activities began in fall 2020 and will continue through 2021.
- Project scope presented at public meeting #1 in May 2021.
- Final design began in Fall 2021, based on input received during the first public comment period.
- Sign up for electronic project updates at <http://dot.alaska.gov/creg/homerairport>

## Submit Your Comments/Questions:

- To [homerairport@hdalaska.com](mailto:homerairport@hdalaska.com)
- To DOT&PF Project Manager Matthew Hansen: [matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov)
- At <http://dot.alaska.gov/creg/homerairport>

## Homer Airport Improvements

### Project Schedule



## How to Participate:

Refer to the opposite side of this postcard for instructions on how to attend the open house. The meeting will begin with a presentation from the project team. **A Q&A session following the presentation will feature questions submitted prior to the meeting.** If you are unable to attend, a recording of the presentation and Q&A session may be viewed on the project website following the meeting.

## For More Information on the Project:

Matthew Hansen, P.E. | DOT&PF Project Manager  
[matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov) | 907-269-0602

# Homer Airport Improvements

## Notice of Public Meeting



### Project Open House

Join DOT&PF for this second of two virtual public meetings to learn about the project and provide your input during the project's final design and environmental phase.

### Public Meeting #2

Thursday, October 21, 2021 | 5:30 p.m. – 7:30 p.m.

For any questions on how to connect to the meeting, please email [homerairport@hdlalaska.com](mailto:homerairport@hdlalaska.com)

To participate, visit: <http://dot.alaska.gov/creg/homerairport>



Homer Airport Improvements  
C/O HDL Engineering Consultants, LLC  
3335 Arctic Boulevard, Suite 100  
Anchorage, AK 99503

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## Homer Airport Improvements Project

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**From:** Homer Airport Improvements Project  
**Sent:** Thursday, October 07, 2021 1:29 PM  
**Subject:** October 21, 2021: Homer Airport Improvements Open House Public Meeting  
**Attachments:** HAI\_Postcard\_Mtg#2.pdf; HAI\_Fact Sheet-FAQs.pdf

Good afternoon,

You have been identified as a potential stakeholder for the **Homer Airport Improvements** project. The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend the second public meeting (the first meeting was held in May 2021) to learn about the project and share your feedback. The following are ways you can participate:

- **Project Website** – The project website contains information about the project, schedule, opportunities to be involved and comment, how to sign up for email updates and how to contact the project team. Please share the website with anyone interested in the project: <http://dot.alaska.gov/creg/homerairport/>.
- **Public Meeting #2: October 21, 2021, 5:30 p.m. to 7:30 p.m.** – The DOT&PF will be hosting a live virtual public meeting featuring a presentation from the project team followed by a Q&A session. Questions submitted prior to the meeting at [homerairport@hdlalaska.com](mailto:homerairport@hdlalaska.com) or via the project website are encouraged and will be featured during the Q&A. If you are unable to attend, a recording of the presentation and Q&A session may be available for viewing on the project website following the meeting. In addition, please visit **the Online Open House Website** to view all the public meeting information in one place. The meeting link and online open house website will be available via the project website starting October 21, 2021.

The DOT&PF has published responses to comments received as a result of the first public meeting. A summary of comments received and DOT&PF's responses can be viewed on the project Fact Sheet, which is attached to this email and also available on the project website.

We look forward to hearing from you. You may also contact the **DOT&PF Project Manager, Matthew Hansen**, [matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov), 907-269-0602, with questions or concerns.

Sincerely,

Heather Campfield  
Homer Airport Improvements Public Involvement Coordinator  
HDL Engineering Consultants, LLC  
[homerairport@HDLalaska.com](mailto:homerairport@HDLalaska.com)



# Homer Airport Improvements

Online Public Meeting

**Open House #2**

October 21, 2021



Thank you for joining us. The presentation will begin shortly.

# Meeting Structure & Guidelines

- Introductions
- Purpose and need for the project
- Public & agency input
- Improvements carried forward to design
- Summary of environmental impacts and process
- Next steps and schedule
- Q&A at end of meeting
  - Type question or “Raise Hand” to speak
  - Be respectful
  - Be specific, clear, and concise
  - Share your feedback

## Zoom settings in use for this meeting:

- Video and audio is recording
- Attendee video and audio muted
- Use the Q&A function to ask your questions, which will be answered toward the end of the presentation
- Chat is disabled

# Project Team



**FAA**



**Alaska DOT&PF**

**Matthew Hansen, P.E.**  
Project Manager

**Tadd Isaacson, P.E.**  
Consultant Coordinator

**Heidi Zimmer**  
Environmental Impact Analyst

**Joselyn Biloan**  
Area Planner

**Kevin Jones**  
Homer Airport Manager



**HDL Engineering Consultants, LLC**

**Morgan Merritt, P.E.**  
Project Manager

**David Darrington, P.E.**  
Project Engineer

**Owen Means, PWS**  
Environmental Specialist

**Heather Campfield, IAP<sup>3</sup>**  
Public Involvement Coordinator

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**3/20** Project Team

● Video and audio is recording

# Known Deficiencies

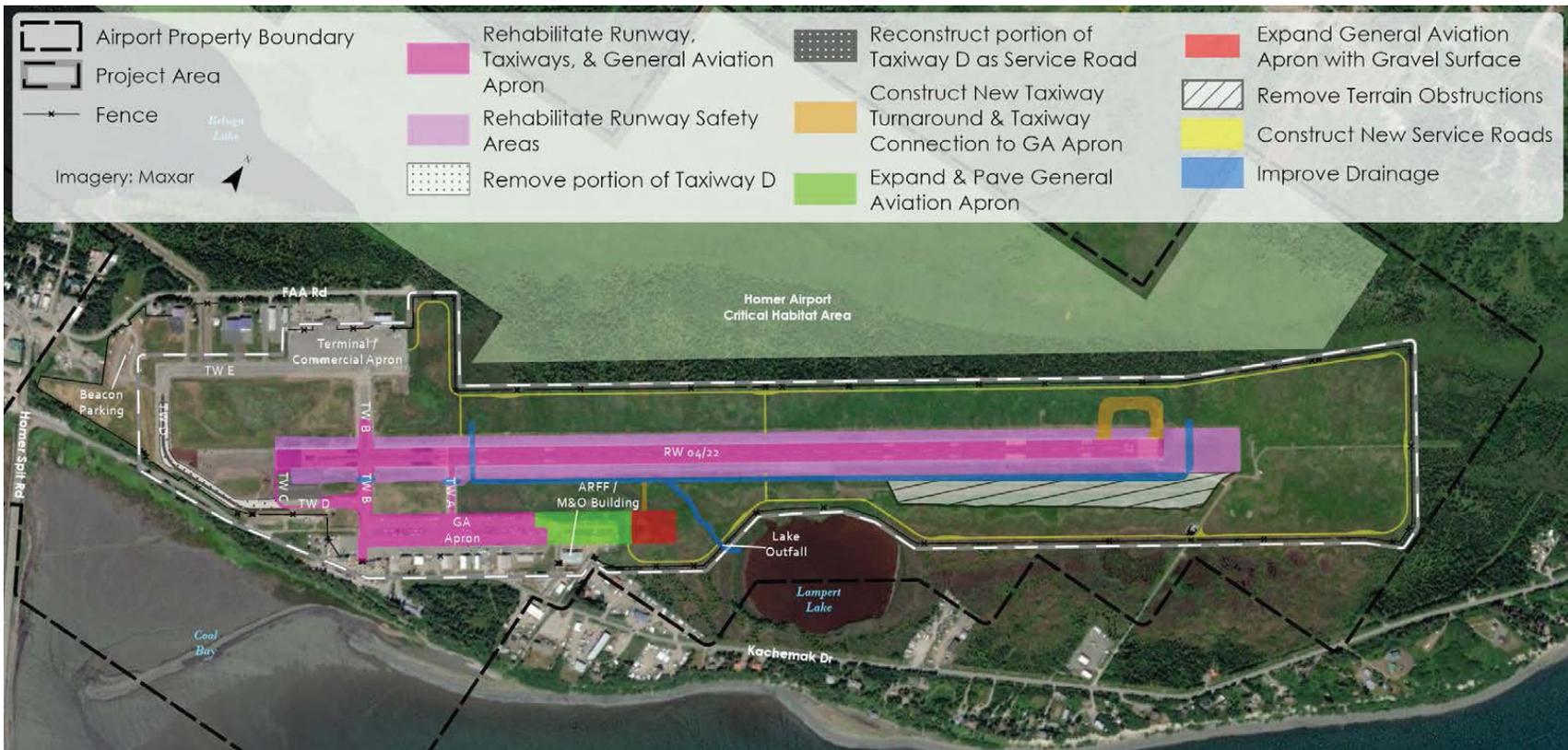
- ▶ Deteriorated pavement & gravel surfaces
- ▶ Culverts and drainage facilities in poor condition
- ▶ Terrain obstructions within runway Object Free Area (OFA)
- ▶ Limited/difficult access to airport perimeter to perform security operations, fence maintenance, wildlife hazard management, and airfield rescues
- ▶ Inadequate line of sight on runway and no parallel taxiway
- ▶ Inadequate GA parking



**5/20** Known Deficiencies

● Video and audio is recording

# Proposed Project Improvements



**8/20** Improvements Carried Forward to Design

● Video and audio is recording

# Studies

## Completed and Ongoing Activities

- Topographic Survey
- Geotechnical Evaluation
- Hydrologic and Hydraulics Evaluation
- Cultural Resource Survey
- Wetland Delineation and Functional Assessment
- Input from Local, State, and Federal agencies
- Per- and polyfluoroalkyl (PFAS) site characterization

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**6/20** Studies and Agency Input

● Video and audio is recording

# Environmental Impacts & Considerations

	Historical & Cultural Resources	Wetlands & Waters	Threatened & Endangered Species	Per- and Polyfluoroalkyl Substances (PFAS)
<b>Studies &amp; Consultation Completed:</b>	Field survey June 2021. The SHPO* concurs with a finding of No Historic Properties Affected August 2021.	Wetland Delineation & Functional Assessment September 2021. USACE* pre-application meeting May 2021. Preliminary Jurisdictional Determination by USACE July 2021.	Consultation with U.S. Fish & Wildlife Service, pursuant to Section 7 of the Endangered Species Act, initiated May 2021.	Initial soil, groundwater, surface water, and water well testing June 2021.
<b>Issues, Challenges, &amp; Mitigation Measures:</b>	Inadvertent Discovery Plan	Impacts to the Beluga Lake watershed. Complete avoidance is not practicable Minimize adverse hydrology impacts using cross culverts & maintaining an undisturbed buffer between the Lampert Lake and the roadway. Compensate for permanent, unavoidable wetland loss by rehabilitating, restoring, or preserving other aquatic habitats.	Steller's Eider may, but is unlikely to, occur in project area. Avoiding open water habitat. Develop and implement a Storm Water Pollution Prevention Plan.	Further testing to be completed in 2021/2022. Implement mitigation measures into project plans as appropriate.

\* SHPO: State Historic Preservation Officer; USACE: U.S. Army Corps of Engineers

# Project Purpose and Need

The National Environmental Policy Act (NEPA) requires that the Federal Aviation Administration (FAA) assess the environmental impacts associated with a proposed federal action. The Alaska DOT&PF and the FAA are working together to assess the environmental effects of the proposed project improvements in an Environmental Assessment document. The project's purpose and need is the foundation of a transportation project.

The project's **Need** is an identified deficiency or problem.

The project's **Purpose** is a summary of objectives that will be met to address the deficiency or problem.

# Project Purpose & Need

## WHAT

- ▶ Deteriorated pavement & gravel surfaces
- ▶ Culverts and drainage facilities in poor condition

## HOW

Extend the service life of the airport

# Project Purpose & Need

## WHAT

- ▶ Terrain obstructions within runway Object Free Area (OFA) do not meet current obstruction standards
- ▶ Existing safety hazard caused by aircraft taxiing on the runway, inadequate line of sight, and no parallel taxiway

## HOW

Improve safety for runway operations, taxiing, and aircraft parking

# Project Purpose & Need

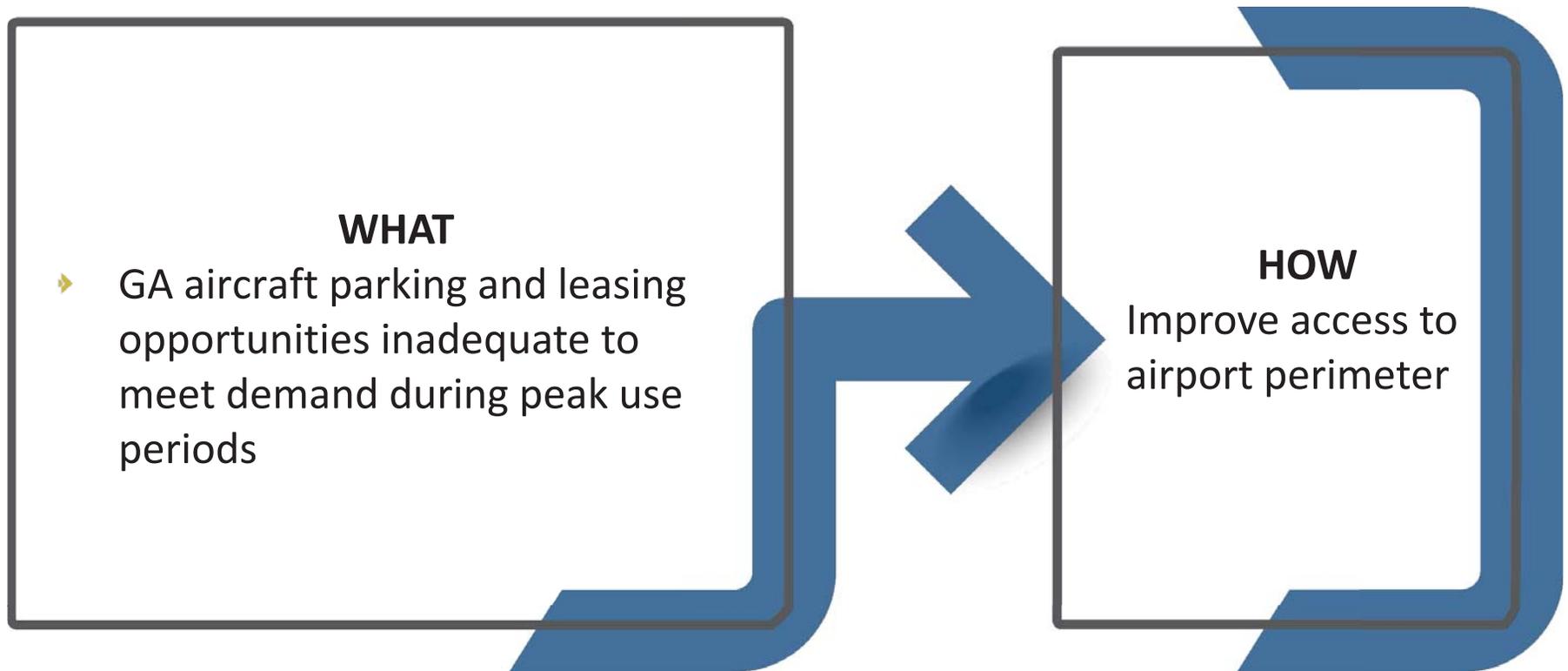
## WHAT

- ▶ Difficult to perform security operations, fence maintenance, wildlife hazard management, and airfield rescues

## HOW

Improve access to airport perimeter

# Project Purpose & Need



12/20 Project Purpose & Need

● Video and audio is recording

# Improvements Carried Forward to Design

## Runway, Apron, and Taxiway Improvements

- ▶ Rehabilitate Runway 04/22 and reduce width from 150 feet to 100 feet with paved shoulders
- ▶ Rehabilitate Runway Safety Areas
- ▶ Rehabilitate portions of Taxiways A, B, and D and the General Aviation (GA) Apron
- ▶ Remove a portion of Taxiway D and reconstruct as a service road
- ▶ Construct new taxiway turnaround at the east end of the runway
- ▶ Construct new taxiway connecting the runway near mid-field to an expanded GA Apron
- ▶ Expand and pave the gravel tie-down area at the east end of the GA Apron
- ▶ Expand the gravel portion of the GA Apron east toward Lampert Lake

## Other Improvements

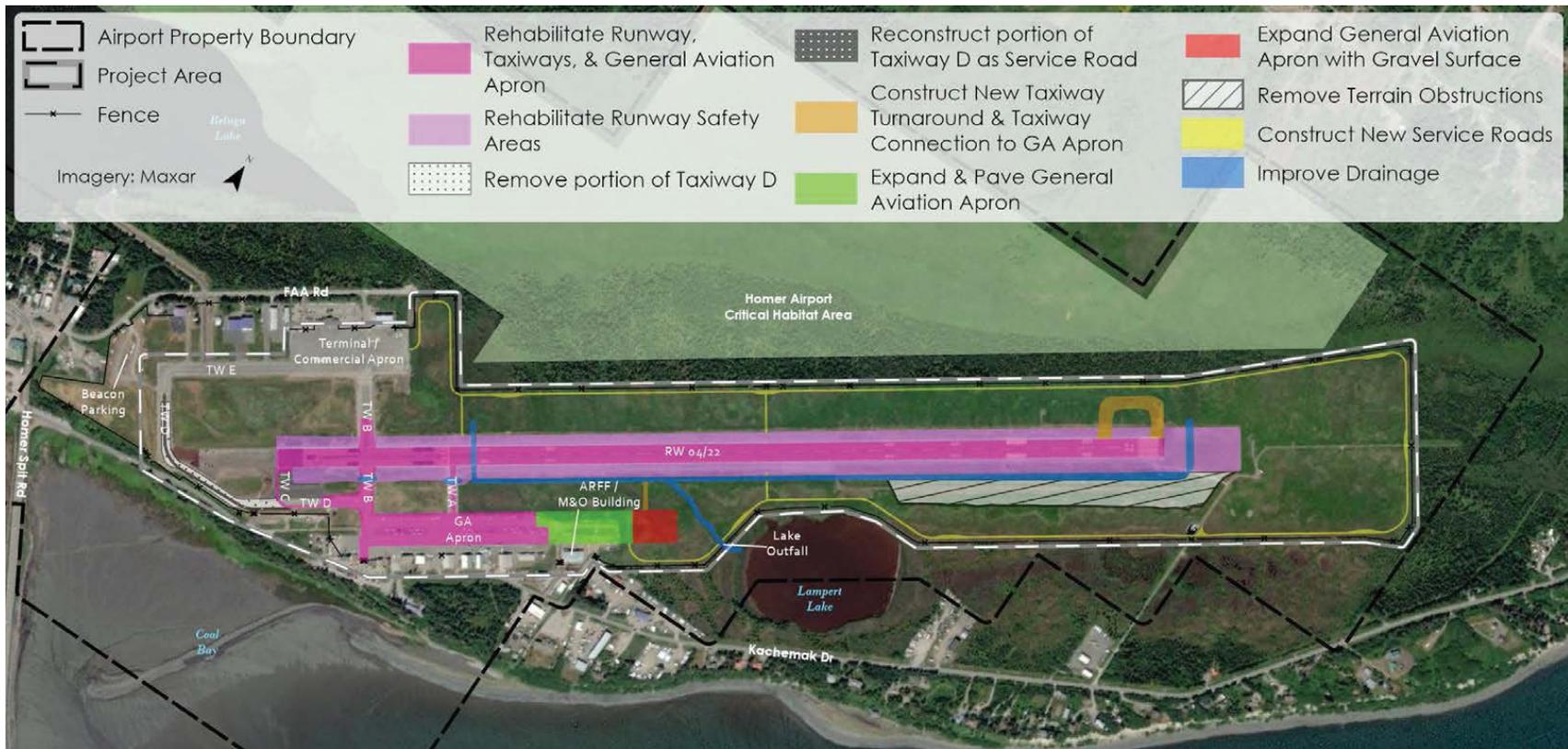
- ▶ Remove terrain obstructions penetrating the runway Object Free Area (OFA)
- ▶ Construct new one-lane, gravel-surface perimeter service road and connectors
- ▶ Replace runway and taxiway edge lighting
- ▶ Replace existing Visual Approach Slope Indicators (VASI) with Precision Approach Path Indicators (PAPI) for both runway ends
- ▶ Improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall

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**13/20** Improvements Carried Forward to Design

● Video and audio is recording

# Improvements Carried Forward to Design



14/20 Improvements Carried Forward to Design

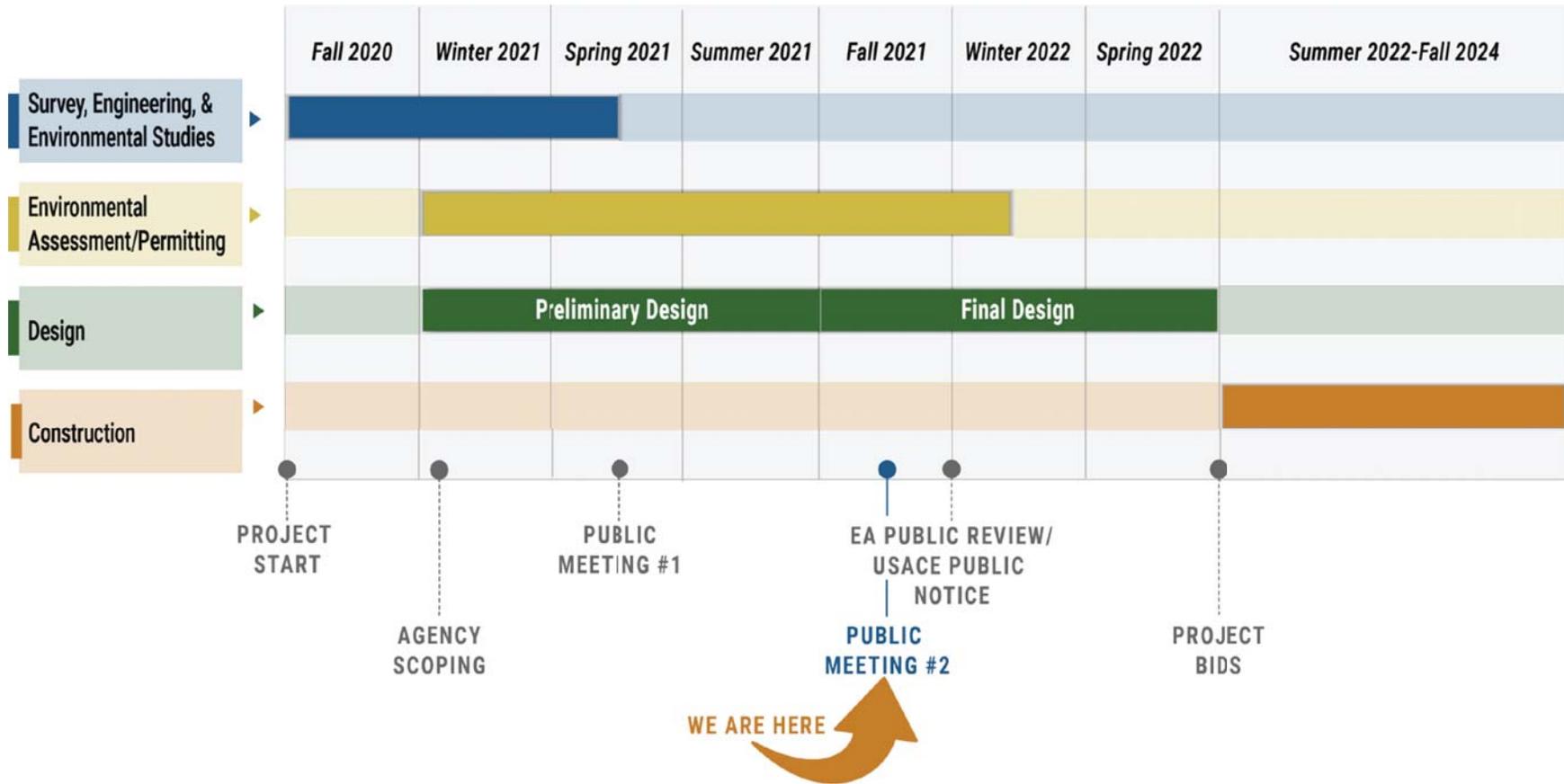
● Video and audio is recording

# Agency Input

## What We've Heard From Agencies

- Maintain buffer around Lampert Lake and direct storm water away from the Lake
- Maintain hydrologic connectivity with Homer Airport Critical Habitat Area
- Locate new facilities in already-disturbed areas when possible
- Avoid higher value wetlands when possible

# Project Schedule



16/20 Project Schedule

● Video and audio is recording

# Input from the Public

## What We've Heard

- The airport lacks a safe pedestrian facility or route connecting the GA Apron to the passenger terminal at the Commercial Apron.

*Addressing the lack of pedestrian facilities at the airport is outside the scope of this project. However, the next Airport Master Plan update (anticipated in 2024) could address this issue.*

- The airport lacks a public restroom on the GA Apron for air taxi and charter customers.

*A public restroom is not within the scope of this project.*

- The airport lacks a dedicated gravel runway. What can be done to preserve the gravel area on the south side of the runway that is used by bush planes?

*The addition of a gravel runway is outside the scope of this project.*

# Input from the Public Cont.

## What We've Heard

- Preserving existing wetlands within airport property should be prioritized over airport expansion.

*The project will be designed to avoid and/or minimize wetland impacts.*

- The airport lacks sufficient aircraft parking, lease lots, and hangars.

*The DOT&PF added expansion of the existing GA Apron to the scope of the project to address this deficiency.*

- A new parallel taxiway on the north side of the runway would not serve the majority of aircraft or significantly improve safety.

*The project is moving forward with design of a new taxiway connecting the runway near mid-field to an expanded GA Apron.*

# Questions and Answers

**We invite you to interact with our team:**

- ✓ Type question in the Q&A Section or “Raise Hand” to speak
- ✓ Be respectful
- ✓ Be specific, clear, and concise
- ✓ Share your feedback

# Thank You

## Send Us Your Comments!

Email [homerairport@hdlalaska.com](mailto:homerairport@hdlalaska.com)

Fill out a comment form on the project website

## Have Questions?

Contact Matthew Hansen, P.E., DOT&PF Project Manager

Email: [matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov)

Phone: 907-269-0602

## Opportunities to Stay Involved

- ▶ Review the online open house (via main project website) between October 21 and November 21 for more information or to view a recording of this presentation
- ▶ Visit the project website and sign up for email updates
- ▶ Additional opportunity to comment associated with:
  - U.S. Army Corps of Engineers Section 404 Permit
  - Environmental Assessment (EA) public review

<http://dot.alaska.gov/creg/homerairport>

20/20 Thank You

● Video and audio is recording



**About**   **Status**

# About the Project

The Alaska Department of Transportation & Public Facilities (DOT&PF) welcomes you to the second online public meeting for the Homer Airport Improvements project. This meeting aims to introduce the purpose and need for the project and solicit your input on the development of the Proposed Action.

The project's second Online Open House is underway and continues through November 21, 2021. The project team held the live presentation as part of the Online Open House via Zoom on Thursday, October 21, 2021. A recording of the presentation will be available following the meeting.

**Tell Me More**

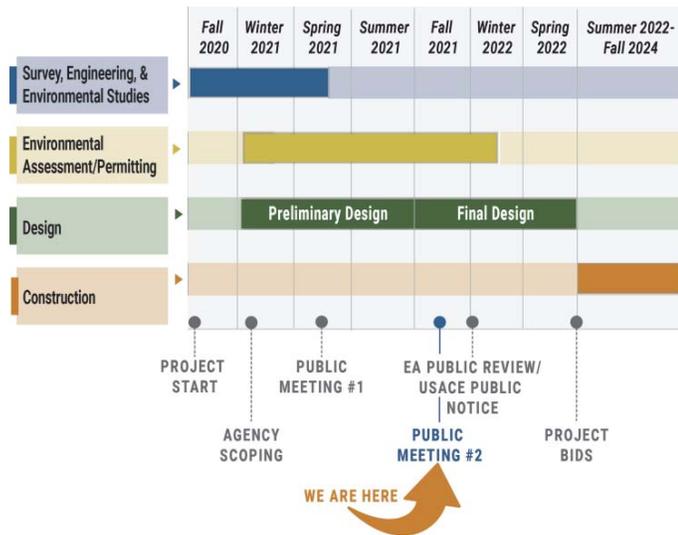


**1/8** About the Project



**About**   **Status**

# Project Status



The DOT&PF kicked off the project with agency scoping, survey, preliminary engineering, and environmental studies in the fall of 2020. Using the information gained from these activities, the project team developed a preliminary (35%) design and presented proposed improvements during the first virtual public meeting in May 2021. Comments received during the first comment period are currently being considered as design of the Proposed Action is developed. Final Design will continue through 2021.

### Work Completed So Far

- Survey
- Preliminary engineering analyses, including geotechnical, and hydrologic & hydraulics recommendations
- Wetland Delineation
- Cultural resources field survey and evaluations

### Next Steps

- Work to be continued in fall 2021 through winter 2022 includes:*
- Drainage and culvert hydraulic evaluations
  - PFAS testing and evaluation
  - Engineering/design
  - Environmental Assessment
  - Public Involvement

Keep Going

 **2/8** Project Status



# Need for the Project

The DOT&PF has identified several deficiencies at the airport to be addressed by the project:

## **Deteriorated Pavement and Gravel Surfaces**

-The runway, Taxiway B (south), and Taxiway A were last resurfaced over 20 years ago. The Pavement Condition Index report indicates the pavement is deteriorating and has significant cracking, spalling, joint separations, and an uneven surface.

-There is a dip in the runway caused by settlement of the runway subgrade.

- Several of the existing General Aviation (GA) Apron tie-down anchors have failed.

-The gravel tie-down area at the east end of the GA Apron requires frequent maintenance to provide a drivable surface.

## **Drainage Issues**

-Culverts under Taxiway B (south), Taxiway A, Taxiway D, and the runway are corroded, experience icing, or do not drain properly.

-Ponding in depressions and ditches attracts birds which are a safety hazard to aircraft.

-The outlet control structure at Lampert Lake is in poor condition. Washout of the control structure in the past had led to lower lake levels.

## **Airspace Obstructions**

-Several terrain obstructions, including a ridge along the south side of the runway, are above the Runway 4/22 centerline elevation and penetrate the runway Object Free Area (OFA). These obstructions do not meet current FAA standards for safe runway operation.

## **Limited Maintenance & Emergency Access**

-Currently, it is difficult for airport personnel to access the airfield perimeter to perform security, maintenance, wildlife hazard management, and airfield rescue operations. The airfield perimeter contains wetlands with saturated soil and tall, dense vegetation in some areas, making it difficult to reach with equipment to repair fencing, perform vegetation management, conduct airport sweeps, and deter wildlife in accordance with the airport's Wildlife Hazard Management Plan. Travel through these areas results in rutting and causes disturbance to vegetation and soils. Emergency response times to the perimeter of the airfield are slow since emergency vehicles cannot travel through the wet, uneven, and densely vegetated terrain.

## **Aircraft Taxiing on Runway**

-Aircraft taxiing along the runway present a safety hazard for runway operations. Conflicts are caused a vertical curve that limits visibility between taxiing and departing aircraft and the lack of a parallel

taxiway or other taxiway connecting the runway to the GA or Commercial Aprons.

**Aircraft Parking**

-The GA Apron does not have adequate capacity for current GA aircraft parking demand. The GA Apron and Taxiways A and B South are congested from additional aircraft entering the GA Apron during peak use times, requiring long wait times for aircraft taxiing between the GA Apron and the runway.

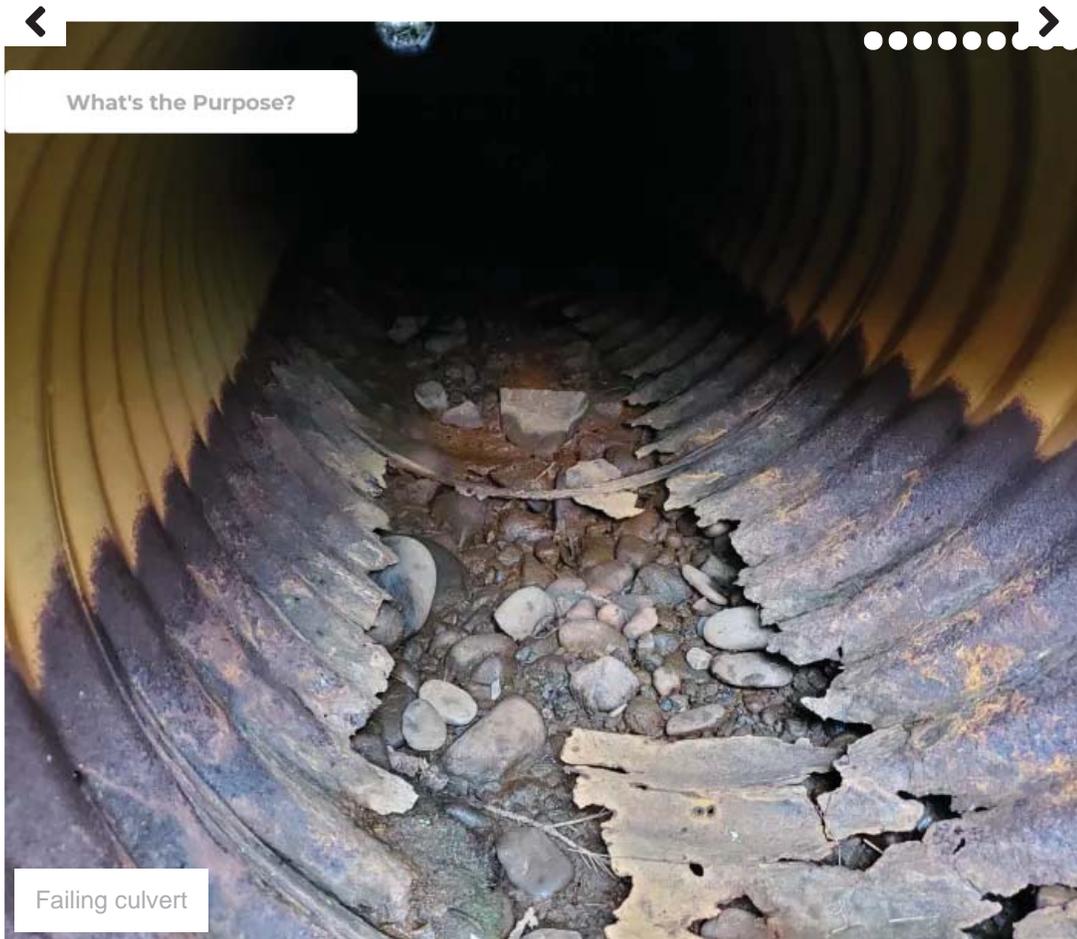
Show Me More

 **3/8** Need for the Project



About Status

# Photos



4/8 Photos



# Purpose of the Project

- Improve safety for parking, taxiing, and departing/approaching aircraft
- Extend the service life of the Homer Airport and associated facilities
- Improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescue operations
- Increase availability of leased tie-down facilities for GA users

Tell Me How



5/8 Purpose of the Project



About Status

# Proposed Improvements



Alternatives for this project include the No-Action alternative and the Proposed Action. The DOT&PF has developed a Proposed Action as the sole build alternative to meet the project's stated purpose and need. Variations in the design of Proposed Action have been and will continue to be considered as measures to avoid or minimize impacts to protected resources and achieve project goals.

## Proposed Action

The DOT&PF is proposing the following improvements to address the airport's known deficiencies and meet the stated purpose and need:

### Runway, Apron, and Taxiway Improvements

- Rehabilitate Runway 04/22 and reduce width from 150 feet to 100 feet with paved shoulders
- Rehabilitate Runway Safety Areas
- Rehabilitate portions of Taxiways A, B, and D and the General Aviation (GA) Apron
- Remove a portion of Taxiway D and reconstruct as a service road
- Construct new taxiway turnaround at the east end of the runway
- Construct new taxiway connecting the runway near mid-field

to an expanded GA Apron

- Expand and pave the gravel tie-down area at the east end of the GA Apron

- Expand the gravel portion of the GA Apron east toward Lampert Lake

Other Improvements

- Construct new one-lane, gravel-surface perimeter service road and connectors

- Remove terrain obstructions penetrating the Object Free Area (OFA)

- Replace runway and taxiway edge lighting

- Replace existing Visual Approach Slope Indicators (VASI) and Precision Approach Path Indicators (PAPI) for both runway ends

- Improve drainage, including replacing culverts, ditch grading, and reconstructing the Lampert Lake outfall

**What Now?**

 **6/8** Improvements under Consideration



About Status

# Next Steps



## Final Design

The DOT&PF is soliciting your input on the stated conditions at the airport, the purpose and need for the project, and the proposed scope of improvements. Using your feedback, DOT&PF will complete final design of the proposed improvements.

## Environmental Review

The project is funded by the Federal Aviation Administration (FAA). DOT&PF will be preparing an Environmental Assessment (EA) following the FAA’s National Environmental Policy Act (NEPA) procedures to disclose the project’s environmental effects and determine whether the project will have a significant effect on the environment.

### Major components of the NEPA process include:

- Public and agency input
- Technical studies
- Alternatives development and analysis
- EA preparation and environmental impact analysis
- Public and agency review of EA

### Opportunities To Stay Involved

Your feedback is welcome at any time. Feedback received by November 21, 2021, will be considered in the design of the Proposed Action. DOT&PF will present the Proposed Action and solicit input regarding the project environmental effects during public review of the EA, anticipated in winter

2021/2022. Additional opportunities to comment on the project will be available associated with the U.S. Army Corps of Engineers Section 404 Wetlands Permit public notice.

**Submit Feedback**

**< >** **7/8** Next Steps

Email: [matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov)

Phone: 907-269-0602



**About**

**Status**

### **Submit Comments or Questions**

Tell us what you think! The comment period for this public meeting will be open from October 21 to November 21. Submit your comments in one of three ways:

1. Email comments to:

[homerairport@hdlalaska.com](mailto:homerairport@hdlalaska.com)

2. Mail a [comment form](#) to:

Homer Airport Improvements Project  
c/o HDL Engineering Consultants, LLC  
3335 Arctic Blvd., Ste. 100  
Anchorage, AK 99503

3. Fill out the online form below:

## Homer Airport Improvements

Submit Your Comments and Questions Here

 omeans@gmail.com (not shared) [Switch account](#) 

\* Required

Name \*

Your answer

Email

Your answer

Organization

Your answer

Comment \*

Your answer

 **8/8** Give Feedback

Submit [Clear form](#)

## 4) Public Comment-Response Summary

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Comment #	Name	Date Received	Commenter Contact	Comment	DOT&PF Response
1	Parker Sorensen	May 15, 2021	parkerjsorensen@gmail.com	I am very excited for the proposed improvements to the Homer Airport. Something I would love to see added to the plans is the construction of a designated gravel airstrip parallel to the main runway 04-22 with a separate taxiway to the south side parking. This strip would have the potential to decrease congestion of the main runway as aircraft activity at PAHO increases in the future by providing a second option for small GA aircraft to arrive and depart. This strip could provide an option for ski equipped aircraft in the winter and would not have to be plowed, further decreasing maintenance costs.	Thank you for your comment. The gravel area currently used by aircraft along the south side of the runway will continue to be a Runway Safety Area after construction of this project. However, it is not intended to be used for taxiing, takeoffs, or landings. The addition of a parallel gravel runway is not possible within the scope of this project; however, an Airport Master Plan update could address this issue. Look for the Airport Master Plan update to invite comments in 2024.  To address safety issues created by back-taxiing on the runway, DOT&PF is moving forward with design of a new taxiway connecting the runway near mid-field to an expanded GA Apron.
2	Kevin Walker	May 17, 2021	homerkev@gmail.com	One of the most dangerous places to walk or ride a bike in the Homer area is on the steep hill on Kachemak Drive just below the WSW end of runway 22. To get from downtown or the Homer Spit to the south side of the airport and beyond, where all the air taxis are, you have to risk your life against huge semi trucks hauling large, wide fishing boats and 40' trailers on this steep hill with narrow pavement and very limited visibility at the top. There is a very easy solution, - go up a trail through the brush north of the intersection of Kachemak Drive and the Homer Spit Road. At the top of this small hill is a meadow with the newish airport perimeter fence at the top. If you go right - east - following this fence line you can get around the top of the dangerous Kachemak Drive hill. Stay near the fence and you can get to the air taxis without having to step on the K Drive pavement. There are 2 challenges along the fence route. Off the end of the runway it is necessary to go under a runway lighting structure. You go down the steep embankment a bit, go under the walkway which is there to service the lights (protected from outside hikers with chain link fence and barbed wire) - and climb up the other side to relatively level ground along the fence, parallel to the road. There are some dips and muddy spots that could be filled or bridged over. Another challenging corner is where the fence gets very close to the road, maybe 300' west of the light structure. I have pushed my bike along this route, under the secure lighting structure and around the narrow corner. It could use a few steps and possibly a boardwalk or log or something to cross under the lighting structure. Volunteers from various hiking, biking, and walking groups could probably be found to make these improvements. Some funding for all weather wood and possibly some gravel delivered to the site would be helpful if included in the project. Support from the airport and DOT&PF construction would be appreciated. Back to the stop sign at Kachemak Drive and Spit Road - if you go up the hill to the airport fence and go left, east about 150', you get to an easy corner, go around that and keep following the fence. Keep following the fence and you can easily get across airport property to the FAA road. So, from the air taxis on the south side of the airport you can basically follow the outside of the fence around to the FAA road and come out on Ocean Drive without having to battle the traffic on Kachemak Drive or the steep hills on K Drive and Ocean Drive. This would be a very usable route for air travelers with carry on luggage to get from the north side terminal to the air taxis on the south side to get across the bay, no need to travel on dangerous roads. There are great views from this route, almost worth a picnic. Occasionally you might get buzzed by an airplane, just like walking on the trails around the airports in Juneau, Anchorage, and other towns and lakes throughout the state. The project description includes "improve airport perimeter access for airport security...". Is this inside or outside the perimeter fence? If outside the fence, a walking / biking path following the perimeter access would be great!	Thank you for your comment. The DOT&PF recognizes the safety issues experienced by airport users travelling on foot between the GA Apron and the passenger terminal on the north side of the airport. The level of planning and design needed to develop a pathway such as this precludes it from being added to this project at this stage. A project to construct a pathway along Kachemak Drive has been identified as Need ID 2353 on the Statewide Transportation Improvement Program's Needs List. However, funding for that project has not been programmed for design or construction. While the proposed improvement is not possible within the scope of this project, it may be appropriate for a future project. An Airport Master Plan update of the Homer Airport could address this issue. Look for the update to invite comments in 2024.
3	Kevin Walker	May 17, 2021	homerkev@gmail.com	Consider providing a relatively short, narrow, gravel strip next to the main runway that would be used by bush planes with big tires whose owners would rather not land on pavement. If adjacent to (a wide part of) the main runway, could it be considered part of the main runway to avoid Left and Right runways that would require substantial separation?	Thank you for your comment. The gravel area currently used by aircraft along the south side of the runway will continue to be a Runway Safety Area after construction of this project. However, it is not intended to be used for taxiing, takeoffs, or landings. The addition of a parallel gravel runway is not possible within the scope of this project; however, an Airport Master Plan update could address this issue. Look for the Airport Master Plan update to invite comments in 2024.
4	Jeanne Walker	May 20, 2021	Jeannemarie.walker@gmail.com	I would ask that you give consideration to how the airport impacts pedestrian/non-motorized traffic. It seems odd that this airport does not have a pedestrian access plan. The only pedestrian access from the air taxi side of the airport to the city terminal is the road. There is a dangerous hill on the air taxi side of the airport that creates a low/no visibility stretch of road. This would be an opportunity to create a path outside the fenced airport area going from the air taxis to the city terminal.	Thank you for your comment. The DOT&PF recognizes the safety issues experienced by airport users travelling on foot between the GA Apron and the passenger terminal on the north side of the airport. The level of planning and design needed to develop a pathway such as this precludes it from being added to this project at this stage. A project to construct a pathway along Kachemak Drive has been identified as Need ID 2353 on the Statewide Transportation Improvement Program's Needs List. However, funding for that project has not been programmed for design or construction. While the proposed improvement is not possible within the scope of this project, it may be appropriate for a future project. An Airport Master Plan update of the Homer Airport could address this issue. Look for the update to invite comments in 2024.

Comment #	Name	Date Received	Commenter Contact	Comment	DOT&PF Response
5	Kevin Walker	May 22, 2021	homerkev@gmail.com	<p>The Homer City Council may want to consider supporting an airport non-motorized trail from the Ravn terminal on the north side to the air taxis on the south side as part of the Homer Airport Improvements project.</p> <p>One of the most dangerous places to walk or ride a bike in the Homer area is on the steep hill on Kachemak Drive just below the WSW end of runway 22. To get from downtown, the Homer Spit, or the Ravn terminal to the south side of the airport and beyond, where all the air taxis are, you have to risk your life against huge semi trucks hauling large, wide fishing boats and 40' trailers on this steep hill with narrow pavement and very limited visibility at the top.</p> <p>All airport passenger facilities should have safe access for non-motorized traffic.</p> <p>There is a very easy solution for pedestrian access, from the stop sign at Kachemak Drive and the Homer Spit Road, go northeast up a trail through the brush. At the top of this small hill is a meadow with the newish airport perimeter fence at the top. If you go right - east - following this fenceline you can get around the top of the dangerous Kachemak Drive hill. Stay near the fence and you can get to the air taxis without having to step on the K Drive pavement.</p> <p>There are 2 challenges along the fence route, which a few steps and boardwalks could resolve. Off the end of the runway it is necessary to go under a runway lighting structure. You go down the steep embankment a bit, go under the walkway which is there to service the lights (which is protected from outside hikers with chain link fence and barbed wire) - and climb up the other side to relatively level ground along the fence, parallel to the road. Another challenging corner is where the fence gets close to the road, maybe 300' west of the light structure. Rerouting the fence a few feet to the north at that corner would provide plenty of room for a trail. I have pushed my bike along this route, under the secure lighting structure and around the narrow corner. It could use a few steps and possibly a boardwalk or logs or something to cross under the lighting structure.</p> <p>Back to the stop sign - if you go up the hill to the airport fence and go left, west about 150', you get to an easy corner, go around that and keep following the fence. Keep following the fence and you can easily get across airport property to the FAA road which has wide shoulders and leads to the Ravn / large Homer terminal.</p> <p>So, from the air taxis on the south side of the airport you can basically follow the outside of the fence around to the FAA road and come out on Ocean Drive without having to battle the traffic on Kachemak Drive or the steep hills on K Drive and Ocean Drive.</p> <p>There are great views from this route, almost worth a picnic above the parking lot on Kachemak Drive. Occasionally you might get buzzed by an airplane, just like walking on the trails around the airports in Juneau, Anchorage, and other towns, villages, and lakes throughout the state.</p> <p>Another unrelated improvement would be to provide a relatively short, narrow, gravel strip next to the main runway that would be used by bush planes with big tires that would rather not land on pavement. If adjacent to the main runway, could it be considered part of the main runway to avoid Left and Right runways that would require substantial separation?</p> <p>I have sent these requests to DOT&amp;PF and HDL Alaska, but the more input from locals they get, the better the chances of making it happen!</p> <p>There is a public meeting on Zoom from 5:30 - 7:30 pm Wednesday, May 26. Here is a link to the zoom meeting and telephone contact:  <a href="http://dot.alaska.gov/creg/homerairport/involvement.shtml">http://dot.alaska.gov/creg/homerairport/involvement.shtml</a></p>	<p>Thank you for your comment. The DOT&amp;PF recognizes the safety issues experienced by airport users travelling on foot between the GA Apron and the passenger terminal on the north side of the airport. The level of planning and design needed to develop a pathway such as this precludes it from being added to this project at this stage. A project to construct a pathway along Kachemak Drive has been identified as Need ID 2353 on the Statewide Transportation Improvement Program's Needs List. However, funding for that project has not been programmed for design or construction. While the proposed improvement is not possible within the scope of this project, it may be appropriate for a future project. An Airport Master Plan update of the Homer Airport could address this issue. Look for the update to invite comments in 2024.</p> <p>The gravel area currently used by aircraft along the south side of the runway will continue to be a Runway Safety Area after construction of this project. However, it is not intended to be used for taxiing, takeoffs, or landings. The addition of a parallel gravel runway is not possible within the scope of this project; however, an Airport Master Plan update could address this issue. Look for the Airport Master Plan update to invite comments in 2024.</p>
6	Dotti Harness-Foster	May 24, 2021	dottiharness@hotmail.com	<p>I'm not able to attend the Wed. May 26th Public Meeting regarding the Homer Airport Improvements.</p> <p>I have one safety concern that you may have already addressed:</p> <p>Often I see travelers walking from the "Main terminal" on the NW side of the airport, to the SE side of the airport along Kachemak Drive. The travelers are tugging their stroller suitcases along Kachemak Drive which has absolutely no shoulder.</p> <p>Taxi drivers provide an alternative—making the "long and unsafe walk" quick and as safe as driving around the block. Unfortunately, the cost is often prohibitive to travelers who live in the travel destinations of the SE airport companies.</p> <p>Possible solution: This dangerous scenario could be mitigated by constructing a paved path that connects the Main Terminal to the Kachemak Drive side of the airport. Simply, moving the chain link fence inward (toward the airstrip) 10' would keep pedestrians at airport level.</p> <p>Yes, there is plenty of aircraft clearance to make this adjustment. Now we need the willingness, the "Yes we Can" attitude, to provide safe options for all travelers, a walking path connecting the Main terminal to the SE side of the airport.</p> <p>Respectfully submitted,</p>	<p>Thank you for your comment. The DOT&amp;PF recognizes the safety issues experienced by airport users travelling on foot between the GA Apron and the passenger terminal on the north side of the airport. The level of planning and design needed to develop a pathway such as this precludes it from being added to this project at this stage. A project to construct a pathway along Kachemak Drive has been identified as Need ID 2353 on the Statewide Transportation Improvement Program's Needs List. However, funding for that project has not been programmed for design or construction. While the proposed improvement is not possible within the scope of this project, it may be appropriate for a future project. An Airport Master Plan update of the Homer Airport could address this issue. Look for the update to invite comments in 2024.</p>
7	Steve Theno	May 26, 2021	Stevethenoak@gmail.com	<p>Here are my comments:</p> <ol style="list-style-type: none"> <li>1. Preserve the gravel roadway along the south side of the runway. It is used occasionally during the summer months as a taxi-way when runway 22 is in use and the airport is busy. Without this taxiway, departing aircraft must hold at taxiway Alpha for any departing or landing aircraft. Once the runway is clear, the holding aircraft can back-taxi on 22 for the required length, turn 180 degrees on the runway and takeoff. This procedure slows both departing and arriving operations.</li> <li>2. Consider making improvements to the gravel roadway along the south side of the runway such that that it can be used for landing aircraft during the summer period. Local general aviation aircraft with large low pressure tires generally prefer a gravel surface for operations. Making the gravel roadway available as a landing surface would be beneficial.</li> </ol>	<p>Thank you for your comment. The gravel area currently used by aircraft along the south side of the runway will continue to be a Runway Safety Area after construction of this project. However, it is not intended to be used for taxiing, takeoffs, or landings. The addition of a parallel gravel runway is not possible within the scope of this project; however, an Airport Master Plan update could address this issue. Look for the Airport Master Plan update to invite comments in 2024.</p> <p>The DOT&amp;PF is moving forward with design of a new taxiway connecting the runway near mid-field to an</p>

Comment #	Name	Date Received	Commenter Contact	Comment	DOT&PF Response
				<p>3. Consider extending a taxiway from the ramp area at taxiway Alpha to a location approximately mid-point down runway 22. This taxiway would significantly improve operations when runway 22 is in use. Without this taxiway, departing aircraft must hold at taxiway Alpha for any departing or landing aircraft. Once the runway is clear, the holding aircraft can back-taxi on 22 for the required length, turn 180 degrees on the runway and takeoff. This procedure slows both departing and arriving operations. A taxiway extension would eliminate this. This taxiway extension would also seem to work well with the plan to expand and pave the north tiedown area, adjacent to the Airport Garage Facility.</p> <p>4. Consider adding a holding area/run up area adjacent to taxiway Alpha. Currently, when runway 22 is in use, departing aircraft taxi to a location on the ramp adjacent to taxiway Alpha and maneuver into a position to perform a run up. If there are multiple aircraft, it can be challenging. Occasionally in the run up process debris is blown on adjacent transient and parked aircraft. A run up area would improve this condition.</p> <p>5. Consider adding electric head bolt heater outlets at some lease tiedown spots, similar to the installations at FAI and Merrill Field. Currently during the winter months, local aircraft are preheated using portable generators or propane fired preheaters. Making electrical outlets available for preheating would reduce vehicle and pedestrian movement on the ramp, reduce fire hazards and reduce local noise and air pollution sources.</p> <p>6. Consider providing toilet facilities accessible from the general aviation ramp area.</p> <p>7. Add public viewing/pedestrian use area, or at least plan for it.</p> <p>While I assume it's not in the scope for this project to create pedestrian access to the airport, consider, at least in the planning how this might be accomplished and insure the design at least accommodates such future development.</p> <p>The Homer Airport is a major part of the community and aviation is a big part of Alaska. Creating opportunities for locals and visitors to view the airport, it's operations and take advantage of the space in and around the airport would be beneficial.</p> <p>The arrangement at Lake Hood in Anchorage offers a good example. Parks, walking &amp; biking trails, viewpoints and points of interest are woven safely in and around the airport area. It's well used.</p> <p>Such planning for Homer could offer unique links between the air carrier terminal, the south side of the airport (ga and commercial operations), town and the spit. The adjacency to wetlands, Beluga Lake and strategic views of Kachemak Bay offer additional opportunities.</p> <p>Thanks</p>	<p>expanded GA Apron, which will alleviate congestion at Taxiway A as well as back-taxiing congestion on the runway.</p> <p>Head bolt heaters, public restrooms, and pedestrian facilities are not included in the project scope. Accommodations for restroom facilities may be made by working with airport Maintenance &amp; Operations personnel.</p> <p>Thank you for your comment. The DOT&amp;PF recognizes the safety issues experienced by airport users travelling on foot between the GA Apron and the passenger terminal on the north side of the airport. The level of planning and design needed to develop a pathway such as this precludes it from being added to this project at this stage. A project to construct a pathway along Kachemak Drive has been identified as Need ID 2353 on the Statewide Transportation Improvement Program's Needs List. However, funding for that project has not been programmed for design or construction.</p> <p>The addition of a parallel gravel runway or pedestrian facilities areas are not possible within the scope of this project; however, an Airport Master Plan update could address these issues. Look for the Airport Master Plan update to invite comments in 2024.</p>
8	Bill Richardson	May 26, 2021	akawer@horizonsatellite.com	<p>Thank you for addressing the improvements at the Homer Airport. Over the last decade I have spoken with a number of people who would support opening lands within the airport for the construction of Aircraft Hangars. Current Hangar space is limited. Opening lands for Hangar space would be a benefit to the community and would bring in revenues for the State of Alaska. Please assure that all Lease holders have access to the Homer Airports through the gates. Historically Gate 5 had bidirectional access to Lease Holders. Currently Gate 5 has unidirectional access and no pedestrian access. Gate 5 use would benefit lease holders at the new paved area. Thank you for all you help.</p>	<p>Thank you for your comment. Development of landside facilities such as lease lots are included in the Ultimate Layout in the Airport Layout Plan. However, these facilities are ineligible for Airport Improvement Program funding and are outside the scope of the project. Designating additional lease areas and facilitating access may be considered in the next Airport Master Plan update. Look for the Airport Master Plan update to invite comments in 2024.</p>
9	Kevin Barnett	May 27, 2021	Kbarnet5@kent.edu	<p>No public bathroom available on the field.</p>	<p>Thank you for your comment. A public restroom is not within the scope of the project.</p>
10	Yvonne Leutwyler	June 4, 2021	yvonneleutwyler@yahoo.com	<p>The Homer airport has no bathroom facilities for the flying public, other than the restrooms in the Ravn airlines terminal, which are only available at certain hours during the day, when Ravn is operating in and out of Homer. Homer enjoys a variety of general aviation traffic, such as recreational pilots and their families, and student pilots on training flights. Some businesses on the general aviation ramp on the South side of the airport along Kachemak Drive offer bathrooms for their customers; however, after-hours, and folks not doing business with such operators currently have no other option than walking about 3/4 mile to the nearest porta-potty (at the base of the Spit), or relieving themselves in the sparse vegetation found around the airport property. It seems like it would be appropriate in the scope of an "improvement" project to use available funds to supply basic amenities to the flying public, be it inside fenced airport boundaries, or located just outside the gates, both on the North and South side of the runway.</p>	<p>Thank you for your comment. A public restroom is not within the scope of the project.</p>
11	Tim Brandenburg	June 7, 2021	tim@smokeybayair.com	<p>Thank you again for the opportunity to participate in the Public Meeting for the Homer Airport Improvement Project. The airport is indeed an important resources for the community and we are grateful for the work that Alaska DOT has done and that you will be doing with this significant project. Per our discussion about taxiways in the meeting, I wanted to provide additional context and justification.</p> <p>As stated, we strongly advocate for a taxiway solution on the south side of the airport to reduce congestion and thereby enhance safety at the Homer Airport. An east west parallel taxi way that extends toward Lampert Lake would be beneficial but it is understood that it is not within the scope of the current project. We would like to propose that a North/South Taxiway (identical to Taxi Ways A and B) placed at the end of the planned eastward expansion of the South GA Apron similar to the planned North/South service road. This taxiway would provide sufficient runway access to significantly improve aircraft flow (see attached image below). It would provide approx. 2,400' of Runway 22 departure space and if an aircraft still requires back taxi would eliminate approx. 1,400' of back taxi by providing a runway entry point 1,400' east of the current easternmost access at Taxiway A. The proposed taxiway would also allow traffic to exit without back taxi when landing Runway 4. From our perspective it would not need to be paved though we recognize that an unpaved surface may not meet design criteria.</p> <p>Smokey Bay Air, Inc. is a Scheduled Service Air Carrier based at the Homer Airport since 1998. Through our Safety Management System we have identified traffic conflicts as an area that requires additional mitigation. Our initial concern had been beyond the airport over Kachemak Bay but as we have performed surveillance per our Safety Assurance Process we have found that the near airport and airport environment pose equivalent challenges.</p>	<p>Thank you for your comment. The DOT&amp;PF and FAA appreciate your input on the proposed future parallel Taxiway H, as described in the Airport Layout Plan. The DOT&amp;PF is moving forward with design of a new taxiway connecting the runway near mid-field to an expanded GA Apron. Taxiway H has been dropped from further consideration at this time.</p>

Comment #	Name	Date Received	Commenter Contact	Comment	DOT&PF Response
				<p>Congestion has been identified as a factor and a clear mitigation (though certainly not the only) is the engineered control of improved runway access that precludes the need for extensive back taxi operations particularly when the field has multiple aircraft conducting simultaneous air and ground operations. We recognize that such an entry point does not allow visibility to the eastern half of the runway but at this point the only access point from the south apron is taxi way A. As mentioned above the proposed taxiway would eliminate exposure to another aircraft on the runway beyond line of sight by keeping the aircraft off the runway for an additional 1,400'. In the current operational state, the only option a pilot has to avoid back taxiing on the runway is to back taxi on the gravel service road on the south side of the runway which has another set of associated hazards that are equally significant and perhaps even greater than the one being avoided.</p> <p>Through our informal and very, very limited analysis of aircraft operations, we believe it is possible that up to 90 percent of all aircraft operations (one individual landing and one individual take off) originate or terminate from the South GA ramp. If this number is moderately close to actual we believe that a North of runway, East/West taxiway is a <u>less</u> preferred control as it induces the peripheral risk of requiring 90 percent (if a valid number) of all aircraft perform hold short and runway crossing operations.</p> <p>We had previously contacted DOT about the need for a Taxiway on the south side and they asked that we develop an argument or rationale for it which we are working on. We feel very strongly that this is an important incremental mitigation that should be accelerated and included in the upcoming project. We stand ready to assist any way we can.</p> 	
12	Kevin Walker	June 9, 2021	homerkev@gmail.com	<p>All will agree that the #1 priority at any airport is SAFETY. EVERYONE I have talked to in Homer agrees that the biggest SAFETY problem at the Homer airport is non motorized pedestrian traffic accessing the General Aviation and air taxis on the south side of the airport. Anyone flying to or from Seldovia, Port Graham, or Nanwalek must take a taxi or walk on the Kachemak Drive roadbed if they are coming from downtown or the Homer Spit. A cleared trail outside the airport fence on the west end of the airport would give all non motorized traffic an alternative to avoid this dangerous hill. Large trucks use Kachemak Drive - Kar-A-Van Transfer (highway trucking) is located just east of Lambert Lake, and has regular semi truck traffic to and from the Homer Spit and up the road to Anchorage. Several boatyards store large fishing boats and other commercial vessels, often requiring "Wide Load" signage. They regularly carry their oversize loads up and down this hill. To avoid the hill, traffic would have to go east on Kachemak Drive about 3 miles to get on East End Road, then west about 4 miles to get to downtown Homer. If two large trucks were to meet where pedestrians must now walk, someone could get killed. Sight distances on the hill are extremely limited. It is scary. I ride my bike frequently, but refuse to go up this hill. As you can see, there are no shoulders on Kachemak Drive. It would be expensive to install a non-motorized path or shoulder. Part of Kachemak Drive sloughed off to the south down a steep embankment a few years ago and closed the road, and you can see how steep the airport side of the road is. Note the following: 1. When the airport fencing was replaced a couple years ago, the old posts were pulled out. In some cases, the post holes were left exposed, about 2' outside the new fence. These holes should be filled. 2. In the bottom left corner, there is an existing spur down to the parking lot at the intersection of Kachemak Drive and Homer Spit Road. Signage and brush removal may be required. FYI, I have heard rumors that this "ramp" up to the airport was used by haul trucks when the airport was constructed in the 1940's. 3. Beyond the end of the runway, the trail will need to go down a steep embankment and under a runway lighting structure. Steps and/or a ramp would probably be required. A ramp to push bikes or wide enough for a wheel chair should be considered. The lighting structure is protected with chain link fencing with barbed wire on top. 4. Where the proposed path parallels existing Taxiway D, outside the fence, it is now walkable, but barely. Extra fill, maybe a small retaining wall, or boardwalk would solve the problem. 5. On the north side of the airport, the FAA Road has wide shoulders and is has designated bike and pedestrian signage. Please make a huge improvement for the SAFETY of airport users traveling between terminals, around the airport, as well as kids (and families / adults / commuters) on foot, with strollers, and on bikes who travel to the spit, downtown, or east on Kachemak Drive. This entire path is on airport property. I would be happy to answer any questions about details of this proposal. I'd also take any measurements or send you additional photos I have taken as I walk (or push my bike) around this fence line. Kevin Walker homerkev@gmail.com 907-235-5304</p>	<p>Thank you for your comment. The DOT&amp;PF recognizes the safety issues experienced by airport users travelling on foot between the GA Apron and the passenger terminal on the north side of the airport. The level of planning and design needed to develop a pathway such as this precludes it from being added to this project at this stage. A project to construct a pathway along Kachemak Drive has been identified as Need ID 2353 on the Statewide Transportation Improvement Program's Needs List. However, funding for that project has not been programmed for design or construction. While the proposed improvement is not possible within the scope of this project, it may be appropriate for a future project. An Airport Master Plan update of the Homer Airport could address this issue. Look for the update to invite comments in 2024.</p>
13	Patrick Goodrich	June 13, 2021	patg342@gmail.com	<p>Great to see money being invested into the Homer airport. As a renter of a tie down spot and a member of the local flying community I have a few concerns about the plans for the Homer airport.</p> <p>Firstly, why can't we have more land available for hanger rentals? Secondly, many of the operators at the airport utilize large bush wheels. Those of us with those large bush wheels utilize the gravel access road along the side of the runway to save the wear on our wheels. This is a great thing, but what assurance do we have that we will always have that luxury? Why can't we have a dedicated gravel strip? Third, many of us try to run our aircraft on skis in the winter, but this is very challenging when our only option is to use the frozen float pond between freeze and thaw cycles. If we had a dedicated gravel strip there would be potential to use it as a ski strip during the winter months.</p> <p>Thank you for listening to the concerns of the local tie down lease paying members of the Homer aviation community.</p>	<p>Thank you for your comment. Development of landside facilities such as lease lots are included in the Ultimate Layout in the Airport Layout Plan. However, these facilities are ineligible for Airport Improvement Program funding and are outside the scope of the project. Designating additional lease areas and facilitating access may be considered in the next Airport Master Plan update. Look for the Airport Master Plan update to invite comments in 2024.</p> <p>The gravel area currently used by aircraft along the south side of the runway will continue to be a Runway Safety Area after construction of this project. However, it is not</p>

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					intended to be used for taxiing, takeoffs, or landings. The addition of a parallel gravel runway is not possible within the scope of this project; however, an Airport Master Plan update could address this issue. Look for the Airport Master Plan update to invite comments in 2024.
14	Dotti Harness-Foster	June 21, 2021	dottiharness@hotmail.com	<p>How is the safety issues below being addressed?                      [May 24, 2021 comment: I'm not able to attend the Wed. May 26th Public Meeting regarding the Homer Airport Improvements.                      I have one safety concern that you may have already addressed:                      Often I see travelers walking from the "Main terminal" on the NW side of the airport, to the SE side of the airport along Kachemak Drive. The travelers are tugging their stroller suitcases along Kachemak Drive which has absolutely no shoulder.]</p>	<p>Thank you for your comment. The DOT&amp;PF recognizes the safety issues experienced by airport users travelling on foot between the GA Apron and the passenger terminal on the north side of the airport. The level of planning and design needed to develop a pathway such as this precludes it from being added to this project at this stage. A project to construct a pathway along Kachemak Drive has been identified as Need ID 2353 on the Statewide Transportation Improvement Program's Needs List. However, funding for that project has not been programmed for design or construction. While the proposed improvement is not possible within the scope of this project, it may be appropriate for a future project. An Airport Master Plan update of the Homer Airport could address this issue. Look for the update to invite comments in 2024.</p>
15	Thomas Soderholm	June 23, 2021	tom@smokeybayair.com	<p>Hello— Please see my comments that go along with what our owner, Tim Brandenburg sent you. (Perhaps to Kevin Hansen?)</p> <p>I am the Director of Operations for Smokey Bay Air and have 5 years familiarity with daily operations at the Homer Airport, being out here almost every day of the year. Here are my comments to go along with Tim's:</p> <p>As far as the number of operations on the north side of the airport, one is Maritime Helicopters, so they rarely use the taxiway, or runway for that matter. Then, there is Bald Mountain, and they are not a high volume user at all (although, they do have a few business jets that do use them as an FBO, almost all of it summer ops). There are just a few general aviation ops on that side—sometimes not even one a day. That leaves Ravn and their 2 to 4 ops per day, depending on the time of year. The point being, the vast overwhelming ops by volume is the south side of the airport and that will mean a runway crossing each time the taxiway to be used; thus, an opportunity for an incursion. Also—there are going to be those that don't even bother to avail themselves to the taxiway and just back-taxi as before. After all, there is no tower. More on that in a bit.</p> <p>The idea of a taxiway being built on the NE end of the proposed extended GA ramp is an excellent idea. First off—it can be done quickly and secondly, it is an inexpensive solution. I think it seriously needs consideration.</p> <p>As for the mentioned tower: This truly should be considered, inasmuch as there is the idea of a remote tower as an option, if there cannot be funding procured for a manned one. This airport is getting busier all the time and especially summer season, there is a very legitimate case that can be made for the need for 'control' in the name of a 'control tower.' This suggestion is made almost solely in the interests of safety.</p> <p>Respectfully submitted,</p> 	<p>Thank you for sharing your comments. The DOT&amp;PF and FAA appreciate your input on the proposed future parallel Taxiway H, as described in the Airport Layout Plan. The DOT&amp;PF is moving forward with the design of a new taxiway connecting the runway near mid-field to an expanded GA Apron. Taxiway H has been dropped from further consideration at this time.</p> <p>The FAA currently does not have plans to operate an air traffic control tower in Homer and the decision of whether or not to operate a control tower is beyond the scope of this project.</p>
16	Rika Mouw	June 28, 2021	rikamouw@gmail.com	<p>Dear Mr. Hansen and any others who are reviewing comments regarding the proposed developments at the Homer Airport,</p> <p>I made verbal comments on the evening of May 26th and now by written word with enclosed photos.</p> <p>It is of great concern to many in Homer and users of the airport who have reviewed the plans presented.</p> <p>The concerns I have are related to the:</p> <p>1) proposed service road along the entire inside perimeter of the fence line surrounding the airport facilities.</p> <p>The wetlands on which this airport is situated on is integral to the entire Beluga Wetlands Complex, which is a large hydrological and peatland system important for so many reasons.....habitat, water retention and filtration before entering into Kachemak Bay and a largely intact ecosystem vital to the quality of life in Homer. The beauty of this area is unquestionable.</p>	<p>Thank you for sharing your comments. The DOT&amp;PF and FAA are aware of the importance of wetlands on the health of the Beluga Lake watershed. The project will first avoid and/or minimize wetland impacts to the greatest extent practicable in accordance with FAA's requirements under Executive Order 11990 (Wetland Protection). The proposed service road remains the only practicable alternative that meets the stated purpose and need of improving access to airport perimeter areas, which are difficult or impossible to reach safely.</p>

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				<p>The security of the fence is needed and understandable. A secure fence has been in existence for decades and recently replaced. The work installing this fence was done without the need of a road. The natural flow of water and the fragile vegetative cover of the peatlands remain intact and must continue to do so. Building a road along the fence line, even with culverts, will interrupt the flow of water and greatly change the vegetation.</p> <p>Peatlands are only 2nd to the ocean in sequestering carbon. Disrupting them causes them to release carbon and adds to carbon emissions and adding to already great concern of a warming climate. The gravel required to develop a road that will be stable enough for year round use is staggering. Not only will providing enough gravel for this require disruption elsewhere on the peninsula, the considerable heavy equipment in transporting it and laying it in place in a very wetland area, is enormously costly not only financially but in a carbon emission cost we cannot afford. PLEASE CONSIDER THIS.</p> <p>A road has not been critical to this point and it is not critical now.</p> <p>Please look at the photos of the existing road from Kachemak Drive to the airport fence on the south side of the airport complex. It is a one lane service road with culverts. It acts a dam, has allowed for huge vegetational disruption with the introduction of invasive plants. This road is not benign and is hugely consequential in this area.</p> <p>The road does not make the airport safer, is not necessary to survey the fence and will not serve as access to an unfortunate accident which would most likely occur on the runway itself.</p> <p>I have not heard an argument yet that makes sense for the installation of a service road along the fence. Please address this.</p> <p>2) The proposed new taxi way on the north side of the existing runway, taxiway H(otel) is on the opposite side of the private plane tie down area and hangers on the south side of the airport facility. It would make more sense to plan a taxiway on the south side of the runway for less cross over traffic and less disturbance of undisturbed soil. Removing the soil berm on the south side and using that soil for the taxi way on the south side makes sense to many of the local pilots, rather than on the north side.</p> <p>3) If we are talking safety, I have to say that a pedestrian walkway along Kachemak Drive from the hangers and charter planes to Ocean Drive is very important. That area is dangerous for all parties, pedestrians and drivers alike. The airport fence along taxiway D should be moved to accommodate non-motorized travel off of Kachemak Drive.</p> <p>I live in this area and know it well. This is an incredibly busy traffic corridor and an incredibly busy airport that we as citizens question the quality of life with the increased noise and use of the airport. We are a small community with an airport right in the middle of it. More traffic is not the answer but safety and consideration is. We are a community that cares about our natural environment, quality of life and the considerations it takes going into a time of grave consequences with a changing climate. It is time to make decisions that consider the least impact to the environment and the least need to add to the carbon footprint. It is time to actually make our carbon footprint shrink rather than grow.</p> <p>Please consider these comments. Thank you, Rika Mouw Homer, Alaska</p> <p>8 photos to consider.....</p>  <p>This is a small pull out that DOT allowed outside the fence along the one lane service road from Kachemak Drive to the airport fence on the south side of the runway. The vegetative disturbance and consequence will continue as more and more invasive vegetation occurs. This is what will happen all along the fence line if a road is constructed.</p>  <p>These photos show you that the existing situation with the fence is compatible with the landscape and does not disrupt the surrounding area like a road would certainly do.</p>	<p>The proposed service road would improve safety by a) reducing response time to unauthorized persons and large animals at the fence line, b) reducing response time to aircraft accident sites that may be away from the runway, c) allowing regular inspections of the fence condition, and d) facilitating fence repairs and clearing. Potential impacts to wetlands downslope will be minimized by frequently-spaced culverts.</p> <p>The DOT&amp;PF and FAA appreciate your input on the proposed future parallel Taxiway H, as described in the Airport Layout Plan. Taxiway H has been dropped from further consideration at this time. The safest configuration would be parallel taxiways on each side of the runway -- large aircraft on the north, and small aircraft on the south -- and that is shown in the Ultimate Airport Layout Plan. Although Taxiway H has been dropped from this project, DOT&amp;PF is considering a smaller taxiway connecting the east end of the GA apron to the runway.</p> <p>Thank you for your comment. The DOT&amp;PF recognizes the safety issues experienced by airport users travelling on foot between the GA Apron and the passenger terminal on the north side of the airport. The level of planning and design needed to develop a pathway such as this precludes it from being added to this project at this stage. A project to construct a pathway along Kachemak Drive has been identified as Need ID 2353 on the Statewide Transportation Improvement Program's Needs List. However, funding for that project has not been programmed for design or construction. While the proposed improvement is not possible within the scope of this project, it may be appropriate for a future project. An Airport Master Plan update of the Homer Airport could address this issue. Look for the update to invite comments in 2024.</p>
17	James Lack	October 16, 2021	gotcha_roberts@yahoo.com	<p>Airport needs a gravel runway, as the paved runway is a poor option for small aircraft in certain prevalent wind conditions. Possibly could [be] used as ski plane runway in the winter as the lake is not accessible to ski equipped aircraft from the general aviation parking. Perhaps the existing gravel road to the south of the runway could be used for this. There is a need for more lease properties for development/ hangars. Perhaps some of the swamp land around the airport could be used. Development of these areas would reduce available habitat for wildlife, and possibly reduce the occurrence of incursions with birds.</p>	<p>Thank you for your comment. The addition of a parallel gravel runway is not possible within the scope of this project; however, an Airport Master Plan update could address this issue. Look for the Airport Master Plan update to invite comments in 2024.</p>

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18	Doug Van Patten	October 19, 2021	dvpalaska@gmail.com	During the late 1970's and 80's, the Homer airport was served by Alaska Air, Mark Air, and Wien Air. They operated 727s and 737s. Those air lines provided service between Anchorage and Seattle with scheduled stops in Homer and Kodiak. During the past 40 years the population of the Homer area has probably tripled. The number of seasonal tourists arriving by scheduled air service has likely more than tripled. Agreeably, the one carrier that currently serves our airport operates smaller aircraft. However, it seems very questionable to downsize a valuable piece infrastructure based on current use, while apparently ignoring past use and future potential. If an airline wanted to expand and provide service to Homer using 737s, it appears that narrowing the runway from 150 feet to 100 feet would be marginal and exclude that type of aircraft.	Thank you for your comments. The FAA will not participate in funding runway rehabilitation for a width great than the most demanding regular use aircraft, which is the De Havilland Dash 8. Larger aircraft such as the 737 or C-130 may still use the runway as the 100 foot width remains adequate for those aircraft.
19	Kat Haber	October 19, 2021	KatHaber@aol.com	Please consider the options for the real safety issues. Building a road around the fence would dramatically disturb peatlands around that new fence. We are in a period of rapidly changing climate. These are among the justifications for such an expensive request for a road. 1. reduce response time person/animals at fence line. 2. plane crash from main runway. 3. facilitating fence repairs/cleaning. Could you achieve these goals using technology with a far smaller impact on the wetlands? Perhaps better EV 4 wheelers & drones for observation. Pilots in the spring said that a road would not address the safety issues. perhaps using the road funds to actually address pilots safety issue is a better use of those dollars. There may be a change in the wetland in the abundance and composition of tree and other plant communities. A decrease in tree growth, reduced vigor, and damage to wetland plant communities are examples of poor environmental performance. Such changes can alter the value of these areas as wildlife habitat. For Peat's Sake no road around the fence!	Thank you for your comments. After many discussions internally at DOT&PF and with FAA, it has been determined that the perimeter road will be removed from the project scope.
20	Steve Theno	October 20, 2021	stevethenoak@gmail.com	<p>Hello:</p> <p>I will be traveling and unable to attend the virtual open house this Thursday the 21st. I would like to offer the following questions and comments for consideration:</p> <ol style="list-style-type: none"> <li>1. I see the project now incorporates a new taxiway between the new expanded general aviation parking apron and the runway. This will be a nice improvement to help expedite runway operations.</li> <li>2. Will the runway safety area improvements significantly change the character of the existing gravel pathway that parallels the general aviation side of the runway? While this gravel pathway is not recognized as a gravel runway, it is used periodically as a gravel takeoff and landing surface. It would be very beneficial if the new improvement work did not eliminate this capability.</li> <li>3. Similarly, it would be beneficial if the new taxiway, which will cross the existing gravel pathway, does not change the character of the gravel pathway such that it can no longer be used as a takeoff and landing surface.</li> <li>4. Consider adding a holding area/run up area adjacent to taxiway Alpha. Currently, when runway 22 is in use, departing aircraft taxi to a location on the ramp adjacent to taxiway Alpha and maneuver into a position to perform a run up. If there are multiple aircraft, it can be challenging. Occasionally in the run up process debris is blown on adjacent transient and parked aircraft. A run up area would improve this condition.</li> <li>5. Similarly, it would be beneficial to add a designated holding/run up area adjacent to the new taxiway as part of the taxiway and expanded apron development. This holding/run up area should be paved for maximum utility.</li> <li>6. I previously made the comment to consider adding electric head bolt heater outlets at some lease tiedown spots, similar to the installations at FAI and Merrill Field. Currently during the winter months, local aircraft are preheated using portable generators or propane fired preheaters. Making electrical outlets available for preheating would reduce vehicle and pedestrian movement on the ramp, reduce fire hazards and reduce local noise and air pollution sources. In the response to comments, the response is simply head bolt heaters are not included in the project scope. While I can appreciate that, it will be much more cost effective to at least rough-in for future head bolt heaters as a part of the construction under this project rather than to incorporate them at some later time. It would be especially effective to rough-in now in the area if the general aviation ramp that is going to be paved, and to a lesser extent, in the expanded general aviation parking apron that will be finished as a gravel surface. In the existing apron areas that are indicated to be rehabilitated in this project, if that rehabilitation would readily facilitate the rough-in of head bolt heater infrastructure it would be very cost effective to do it now. How might it be possible to make this happen?</li> </ol> <p>Thanks, I appreciate the opportunity to provide input and look forward to the response.</p>	<p>Thank you for your comments. The gravel area currently used by aircraft along the south side of the runway will continue to be a Runway Safety Area after construction of this project. However, it is not intended to be used for taxiing, takeoffs, or landings. The addition of a parallel gravel runway is not possible within the scope of this project; however, an Airport Master Plan update could address this issue. Look for the Airport Master Plan update to invite comments in 2024.</p> <p>The RSA will be reconstructed to the same width as existing. TW J will cross the RSA with a change in grade. The RSA is not intended for aircraft operations; however, operations are not prohibited at this time.</p> <p>A designated holding/run up area and electric head bolt heaters are not possible within the scope of this project, but could be a subject for the upcoming Airport Master Plan Update in 2024.</p>
21	Kevin Walker	October 21, 2021	homerkev@gmail.com	<p>The comment form is attached, but here is the text in case the email document does not cooperate:</p> <ol style="list-style-type: none"> <li>1. The proposed road around the inside of the fence at the Homer Airport will be a single lane road, approximately 16,000' long. Most Alaska airports do NOT have a road like this. The proposed road is about 300' from the toe of the runway to the toe of the proposed road. Even with the road, emergency vehicles may still be well over 100' from a plane crash. What is the frequency of airplane crashes off the runway but on airport property? Probably almost 0. What is the proposed cost of a 16,000' road?</li> <li>2. Safety should be and is the primary objective of any airport project.</li> <li>3. One of the biggest safety concerns is non motorized access to the air taxis on the south side of the airport. The hill on Kachemak Drive south of the approach end of RW 4 is steep, has limited site distance, no shoulders or adjacent paths, huge trucks hauling large fishing boats and 53' trailers, and is a huge hazard for pedestrians and bikes. I won't bike or walk on that hill. Airport property is adjacent to Kachemak Drive on the steep hill. It is possible to walk outside the airport fence and avoid this hill, altho this path has not been developed. It would be fairly simple to develop this safe path OUTSIDE the fence to connect the north and south sides of the airport for non motorized traffic. It would be necessary to go under the lighting structure for RW 4, but that structure is secure with chain link fence and barbed wire. Non motorized traffic on this hill on Kachemak Drive has been a concern for the City of Homer for several years.</li> <li>4. Technology, such as drones, could be used to inspect the fenceline with a very minor expenditure.</li> <li>5. Equipment such as large hovercraft or huge tired machines as used on the North Slope could be purchased that could cross the swampy terrain if a plane were ever to end up 100' from the proposed road or the RW.</li> </ol>	Thank you for your comments. After many discussions internally at DOT&PF and with FAA, it has been determined that the perimeter road will be removed from the project scope.

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				<p>6. With a one lane road, emergency vehicles such as fire trucks and ambulances would not be effective to approach a plane crash - and be able to get off the accident site. Large equipment designed for operating in marshy conditions would be more effective than a road. I am a retired engineer who worked in Design and Construction of airports out of the Nome DOT&amp;PF office for 17 seasons. I don't recall ever encountering a road around the inside of an airport fence. I do recall something about a FAA regulation that required access for non motorized traffic for passenger facilities. The Homer Airport does not currently have a safe route for non motorized traffic to get between the passenger facilities on both sides of the airport.</p> <p>7. How does making the runway narrower improve safety?</p> <p>Here are comments I made to the Homer City Council at a recent meeting:</p> <p>Comments I made to a recent Homer City Council meeting about this project:</p> <p>I'm Kevin Walker, a Homer area resident who would bike Kachemak Drive if it weren't so hazardous!</p> <p>I served on a City of Homer Kachemak Drive Non-Motorized Path sub-committee in the 2013 and 2014 time frame. We developed a preliminary plan for a non motorized path from the Spit Road to East End Road. As it is a State of Alaska road, and there were no current road projects, the plan was never implemented.</p> <p>The existing road is and has been very hazardous for pedestrians and bicyclists. There are sections with very limited visibility due to curves and hills. Heavy semi truck and large boats on trailers leave no room for non motorized traffic. A passing situation of large vehicles could force the slower pedestrians and/or bicycles off the road, and possibly cause a fatal collision.</p> <p>If the rough stretches are improved without provisions for non motorized traffic, higher speeds would greatly increase the hazards for the slower traffic.</p> <p>I have developed a plan for a path to follow the outside of the fence line around the west end of the airport which would totally avoid the steep hill on Kachemak Drive. With the upcoming airport project, this path would totally avoid the hills on the western part of Kachemak Drive and Ocean Drive above the spit. This path would be much simpler than widening Kachemak Drive along this hill with steep slopes on both sides. But any improvement, just widening the road, will greatly increase safety.</p> <p>Please pass Resolution 21-065 for all the points detailed in the "Whereas's".</p>	
22	Roberta Highland, Present, Kachemak Bay Conservation Society	October 21, 2021	kbayconservation@gmail.com	<p>Airport Project Team:</p> <p>Kachemak Bay Conservation Society is an environmental non-profit based in Homer. Our mission is to protect the environment of the Kachemak Bay region and greater Alaska by encouraging sustainable use and stewardship of natural resources through advocacy, education, information, and collaboration.</p> <p>We appreciate the opportunity to comment on the Homer Airport Improvements Project. The airport plays an important role in the life of many citizens of our area, and developments at the airport can negatively impact a wide variety of ecosystem services provided by the surrounding peatlands.</p> <p>We are writing in opposition to the proposed perimeter road around the airport. From the information available, it appears that the proposed road comes at far too high a cost and is not in our community's best interest. We strongly urge you to strike it from the Homer Airport Improvements project.</p> <p>What are the costs of the proposed road?</p> <p>The Project Manager has indicated that the proposed maintenance road will cost close to 2 million dollars—not including the costs of mitigation measures necessary for a permit from the Corps of Engineers to fill the wetlands. This is a very high price tag, and we would expect a very large benefit based on this cost. There is a lot that could be done with 2 million dollars to advance maintenance goals, improve public safety around the airport, and improve security. Is a road the best use of that money? We are concerned by the lack of detail in the project proposal on why a road is the best solution for the problems the airport is seeking to solve. This expenditure is not justified and we believe we need to go back to the drawing board and ask—what are the airport's goals and how can we best achieve them?</p> <p>Two million dollars is a lot of money, but the costs of the proposed road are substantially higher. Based on the information provided, we estimate that the project will fill approximately 396,000 sq. ft. of high-value peatlands in the heart of Homer. The ecological services provided by peatlands surrounding the airport are important to all of us who live here. These services include mitigation of storm-water runoff and associated mitigation of flooding and erosion along Kachemak Drive. Additionally, peatlands remove contaminants—such as fecal coliform and hydrocarbons—from freshwater as it flows into the Kachemak Bay Critical Habitat Area, something every silver fisherman and duck hunter appreciates. The peatlands surrounding the airport are essential winter moose habitat and critical migratory bird habitat—a fact appreciated by all moose hunters and bird watchers. Lastly, peatlands store significant amounts of carbon—this carbon is released into the atmosphere when the peatlands are dried out, through road building, ditch digging, etc.<sup>1</sup></p> <p>These are all extremely valuable services; underestimating them would be a grave, and costly, mistake. Filling Beluga Wetland complex peatlands—for this project, and cumulatively—will result in reduction of all of those very high-value services—less flood control, more release of carbon dioxide, less biodiversity as the peatlands dry out, more dirty water running across properties on the south side of the airport and into Kachemak Bay.</p> <p>Consider, for example, stormwater management. There are significant liabilities associated with mismanagement of water, yet according to the the City of Homer's Green Infrastructure Story Map, Homer doesn't currently have a drainage plan. Filling significant areas of peatlands should not occur without comprehensive hydrological analysis and a comprehensive drainage plan. As the City of Homer Green Infrastructure Project notes, "In urban and semi-urban areas, impermeable surfaces such as roads, parking lots, sidewalks and roofs prevent storm-water from being absorbed into the ground - as would naturally occur in an undeveloped setting...contaminants present in the urban environment are more readily transported via these hardened corridors, increasing the potential for pollutants to enter water-bodies. Also, lack of infiltration at the precipitation point increases flood potential and can lead to costly erosion issues."</p>	<p>Thank you for your comments. After many discussions internally at DOT&amp;PF and with FAA, it has been determined that the perimeter road will be removed from the project scope.</p>

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				<p><sup>1</sup> We have attached a map of peatland depths measured by our community science initiative, Homer DrawDown, Peatland Project, in the summer of 2020. We measured an average peat depth of 9 feet around the Homer Airport. This equates to significant water storage capacity (stormwater mitigation and water purification) as well as carbon storage.</p> <p><sup>2</sup> See: <a href="https://www.industrialtimberproducts.com/wp-content/uploads/2017/01/Resource-Roads-and-Wetlands_July2016.pdf">https://www.industrialtimberproducts.com/wp-content/uploads/2017/01/Resource-Roads-and-Wetlands_July2016.pdf</a>; <a href="https://www.fs.fed.us/nrs/pubs/jrnl/2021/nrs_2021_krause_001.pdf">https://www.fs.fed.us/nrs/pubs/jrnl/2021/nrs_2021_krause_001.pdf</a>; <a href="https://www.nature.com/articles/d41586-020-00355-3">https://www.nature.com/articles/d41586-020-00355-3</a>; <a href="https://www.gret-perg.ulaval.ca/uploads/tx_centrecherche/Drainage_guide_Web.pdf">https://www.gret-perg.ulaval.ca/uploads/tx_centrecherche/Drainage_guide_Web.pdf</a></p> <p>One has to ask oneself why the city is building green infrastructure on the one hand, and on the other hand the state is considering filling 3 mi x 25' of fill of one of the most important pieces of green infrastructure that we have? The value of this road must be very high.</p> <p>What are the benefits of the proposed service road?</p> <p>The value gained from this project is described in the proposal as follows: "to improve access for airport security operations, maintenance, wildlife hazard management, and airfield rescue operations."</p> <p>We have a number of questions with regard to these benefits—</p> <p>How often would this road be used? What is the basis for this estimate?</p> <p>How often would a road be needed for maintenance and why?</p> <p>What exactly are the security risks and why is a road the best solution?</p> <p>What exactly are the issues with moose and why is a road the best solution?</p> <p>What rescue operations would a road help with? How likely is such a rescue scenario?</p> <p>Why is a road a better solution than, say, an off-road vehicle with very large tires?</p> <p>What tools are being used to measure danger what constitutes a [danger] to the public and why is a road the solution to those dangers?</p> <p>We are not convinced that the value gained balances against the very high costs.</p> <p>Unless the Airport Project Team can make a much stronger case for why a road is the best solution for the stated needs, we absolutely cannot support it. As the proposal stands, we do not believe that the service road would provide a net benefit to our community. We believe it will waste a lot of money and resources; we believe it unnecessarily diminishes the high value services provided by the surrounding peatlands, and we advocate its removal from the Homer Airport Improvements project.</p>	
23	Laurie Daniel	October 21, 2021	lauriedanielnc@hotmail.com	<p>Hello, Matthew. I listened to tonight's Zoom meeting about the Homer Airport Improvement Plan but didn't comment due to the long length of meeting.</p> <p>I know that it was requested by Homer meeting participants to hold a local meeting with Kevin Jones to discuss issues related to this plan. It's disappointing that he has not attended either of the public meetings held so far.</p> <p>You asked that those of us interested in participating in that local meeting to send you notice via this established project email account. Please add my email address to notice about that meeting.</p> <p>Thank you.</p> <p>PS) By the way, only the first two questions (Thomas Soderholm) showed up in the Q&amp;A, although it indicated there were 16 questions. It was frustrating that I was not able to read any of the other questions submitted.</p>	<p>Good afternoon Laurie,</p> <p>I apologize for the delay in getting back to you. After many discussions internally at DOT&amp;PF and with FAA, it has been determined that the perimeter road will be removed from the project scope. As a result, we are no longer intending to have a local meeting to discuss the issues associated with the perimeter road.</p> <p>If you would still like to provide formal comments, the comment period following last month's meeting is open until November 21st, Comments can be submitted from the project website (<a href="https://dot.alaska.gov/creg/homerairport/">https://dot.alaska.gov/creg/homerairport/</a>).</p>
24	Charles E. Barnwell	October 22, 2021	barnwellce@gmail.com	<p>I would like to see ADOTPF establish a pedestrian walk and bikeway within the Airport boundary (see map), preferably along Kachemak Drive. Ideally this walk/bike way would continue along Kachemak Drive. Establishing a walk/bike way in the Airport boundary area would be a huge addition to pedestrian amenities in this area which is a popular area (e.g. Spit Trail). It hopefully would lead to a further walk/bike way along Kachemak Bay.</p> <p>.....</p> <p>Thanks for the response Matt. Understandable. I would like to add though that a pathway/trail on Kachemak Drive (south side of Airport), isn't the only concern. The north side of the Airport faces Beluga Lake, and there should be mention or provision for ensuring some sort of trail (there is one now) is there for access to the lake shoreline (it's a major bird viewing spot too).</p>	<p>Hello, Charles. Thanks for your comment. We have indeed heard from a lot of Homer citizens about the desire for a pedestrian/non-motorized pathway along Kachemak Drive and it appears to be one of the most requested features to be added to this project. Unfortunately, it is outside the purpose of this project as an airfield rehabilitation project and, in addition, there is a significant amount of planning and design that would need to be performed that can't be done within the timeframe for this project.</p> <p>The need for a pathway has been identified as Need ID 2353 on the Statewide Transportation Improvement Program's Needs List. However, funding for a project to address this has not been allocated for design or</p>

Comment #	Name	Date Received	Commenter Contact	Comment	DOT&PF Response
25	Nina Faust	October 22, 2021	aknina51@gmail.com	<p>Dear Mr. Hansen:</p> <p>I have a few comments and concerns regarding the Homer Airport Improvement Project.</p> <p>The plan calls for improvement of drainage along the runway. The system all comes together in a channel that sends all drainage to Lampert Lake where in summer migratory birds using this waterbody would be affected by pollution draining off the runways. I am wondering if there is any filtration system to capture toxic substances such as, gas, oil, or deicing substances, that might enter the drainage system so they can be removed before the outflow gets to Lampert Lake.</p> <p>The perimeter road following the airport fence is a concern. The potential effects on waterflow through these wetlands may be significant with the weight of all that additional gravel. Are there new ways to allow flow of water in a wetland that help maintain the natural hydrology? Culverts do not at all mimic a natural system of water flow in a wetland. What do the newest hydrological studies show as to how many culverts and how far apart they need to be to maintain a healthy wetland?</p> <p>What mitigations will the project managers be required to follow to prevent introduction of invasive species? The perimeter fence construction may bring in new invasive plants that will affect the wetlands outside the fence. Preventing these plants from coming in on equipment is the first important way to keep out invasive plants.</p> <p>Thank you for the opportunity to comment.</p>	<p>construction. An Airport Master Plan update is also planned to be performed in the next few years, which would be a good venue to identify this need, as well. Please look for the Master Plan Update solicit comments in or around 2024.</p> <p>Hello, Nina. Thanks for forwarding your questions and concerns about the proposed project. Please see below for responses to the 3 topics you address in your email.</p> <p>- Lampert Lake Drainage: The flow you describe actually runs in the opposite direction. Instead of runoff from the runway running south toward Lampert Lake, it actually runs north away from Lampert Lake. The lake is on elevated terrain that is higher than the runway, so the drainage stream shown on the aerial image on our project website (<a href="https://dot.alaska.gov/creg/homerairport/">https://dot.alaska.gov/creg/homerairport/</a>) is actually the OUTFALL for the lake, not an inlet. As Lampert Lake fills during due to rainfall or snowmelt, the water exits the lake on the northwest side, flows down toward the runway, passes under the runway via a culvert pipe, and continues north from there.</p> <p>- Water Flow Connectivity Across the Perimeter Road: Throughout the project we have been considering options for how to maintain existing connectivity of water flows across the proposed perimeter road. However, in the past few weeks after many discussions internally at DOT&amp;PF and with FAA, it has been determined that the perimeter road will be removed from the project scope. Therefore, the existing flow of water within the existing system of wetlands will remain as-is.</p> <p>- Introduction of Invasive Species via the Perimeter Road: As described above, the perimeter road has been removed from the project scope. So there will be no changes to how the airport maintenance staff operate on the airfield.</p>

## 4) Agency Scoping Packet, Agency Comments, and DOT&PF Responses

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## Owen L. Means

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**From:** Owen L. Means  
**Sent:** Monday, November 02, 2020 11:40 AM  
**To:** Owen L. Means  
**Subject:** RE: CFAPT00491 Homer Airport Improvements: Request for comments

**From:** Zimmer, Heidi (DOT) <[heidi.zimmer@alaska.gov](mailto:heidi.zimmer@alaska.gov)>  
**Sent:** Friday, October 9, 2020 8:08 AM  
**To:** Smith, Jimmy C (CED) <[jimmy.smith@alaska.gov](mailto:jimmy.smith@alaska.gov)>; DEC-Webmaster (DEC sponsored) <[DEC.Webmaster@alaska.gov](mailto:DEC.Webmaster@alaska.gov)>; Lidren, Grant M (DEC) <[grant.lidren@alaska.gov](mailto:grant.lidren@alaska.gov)>; Rypkema, James (DEC) <[james.rypkema@alaska.gov](mailto:james.rypkema@alaska.gov)>; [william.ashton@alaska.gov](mailto:william.ashton@alaska.gov); DFG, HAB InfoSxq (DFG sponsored) <[dfg.hab.infosxq@alaska.gov](mailto:dfg.hab.infosxq@alaska.gov)>; Blossom, Brian D (DFG) <[brian.blossom@alaska.gov](mailto:brian.blossom@alaska.gov)>; Davis, Tammy J (DFG) <[tammy.davis@alaska.gov](mailto:tammy.davis@alaska.gov)>; Selinger, Jeff S (DFG) <[jeff.selinger@alaska.gov](mailto:jeff.selinger@alaska.gov)>; Russell, Pamela J (DNR) <[pamela.russell@alaska.gov](mailto:pamela.russell@alaska.gov)>; Richie, Melissa A (DNR) <[melissa.richie@alaska.gov](mailto:melissa.richie@alaska.gov)>; DNR, Parks OHA Review Compliance (DNR sponsored) <[oha.revcomp@alaska.gov](mailto:oha.revcomp@alaska.gov)>  
**Cc:** Elliott, Brian A (DOT) <[brian.elliott@alaska.gov](mailto:brian.elliott@alaska.gov)>; Gilbertsen, Jack (FAA) <[jack.gilbertsen@faa.gov](mailto:jack.gilbertsen@faa.gov)>; Hansen, Matthew H (DOT) <[matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov)>  
**Subject:** CFAPT00491 Homer Airport Improvements: Request for comments

Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is soliciting comments and information on a proposed project to rehabilitate the Homer Airport and associated airport facilities. The proposed project is not expected to involve significant environmental impacts to most resources; however the extent of the wetland impacts is unknown, and an Environmental Assessment will be prepared. DOT&PF conducted preliminary research using the most current available data to identify environmental resources within the proposed project vicinity (attached).

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

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

We are requesting that comments be delivered by **November 10, 2020**. If you think that someone else in your organization should receive this notification, please forward this email to them so they may have the opportunity to comment. Comments may be emailed to Matt Hansen at [matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov) or to Heidi Zimmer at [heidi.zimmer@alaska.gov](mailto:heidi.zimmer@alaska.gov). Written comments may be sent to the address below:

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 Matt Hansen, P.E., Project Manager, at 269-0602 for engineering inquiries, or Heidi Zimmer, Environmental Impact Analyst, at 269-0529 for information on project environmental impacts.

Thank you!

**Heidi Zimmer**  
**Environmental Impact Analyst, DOT&PF**  
Phone: (907) 269-0529  
Email: [Heidi.zimmer@alaska.gov](mailto:Heidi.zimmer@alaska.gov)

## Owen L. Means

---

**From:** Zimmer, Heidi (DOT) <heidi.zimmer@alaska.gov>  
**Sent:** Monday, November 02, 2020 5:05 PM  
**To:** AK-Airport-ENV@faa.gov; Hcd.Anchorage@noaa.gov; CEPOA-RD-Kenai@usace.army.mil; curtis.jennifer@epa.gov; ak\_fisheries@fws.gov; douglass\_cooper@fws.gov; jordan\_muir@fws.gov; Mueller, Marcus; Carver, Nancy; planning@ci.homer.ak.us; rabboud@ci.homer.ak.us; kyra@homerswcd.org; ajacuk@ciri.com; Gary Oskolkoff; ntc@niniichiktribe-nsn.gov; ccollier@tribalnet.org  
**Cc:** Heather A. Campfield; Owen L. Means  
**Subject:** CFAPT00491 Homer Airport Improvements: Request for comments  
**Attachments:** CFAPT00491 Homer Airport Improvements Agency Scoping Package.pdf

Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is soliciting comments and information on a proposed project to rehabilitate the Homer Airport and associated airport facilities. The proposed project is not expected to involve significant environmental impacts to most resources; however the extent of the wetland impacts is unknown, and an Environmental Assessment will be prepared. DOT&PF conducted preliminary research using the most current available data to identify environmental resources within the proposed project vicinity (attached).

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

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

We are requesting that comments be delivered by **December 3, 2020**. If you think that someone else in your organization should receive this notification, please forward this email to them so they may have the opportunity to comment. Comments may be emailed to Matt Hansen at [matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov) or to Heidi Zimmer at [heidi.zimmer@alaska.gov](mailto:heidi.zimmer@alaska.gov). Written comments may be sent to the address below:

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 Matt Hansen, P.E., Project Manager, at 269-0602 for engineering inquiries, or Heidi Zimmer, Environmental Impact Analyst, at 269-0529 for information on project environmental impacts.

Thank you!

**Heidi Zimmer**  
**Environmental Impact Analyst, DOT&PF**  
Phone: (907) 269-0529  
Email: [Heidi.zimmer@alaska.gov](mailto:Heidi.zimmer@alaska.gov)



THE STATE  
of **ALASKA**  
GOVERNOR MICHAEL J. DUNLEAVY

**Department of Transportation  
and Public Facilities**

DESIGN & ENGINEERING SERVICES  
PRELIMINARY DESIGN & ENVIRONMENTAL

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

October 8, 2020

Project: Homer Airport Improvements  
Project No.: CFAPT00491 / Fed # TBD

**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 to rehabilitate the Homer Airport and associated airport facilities. The proposed project is located within Sections 21 and 22, Township 6 South, Range 13 West, Seward Meridian; on USGS Quadrangle Seldovia C-4; and at Latitude 59.64126° North, Longitude 151.48856° West, in Homer, Alaska (see Figure 1).

**Purpose and Need**

The purpose of the proposed project is to extend the service life of the Homer Airport and associated facilities, improve safety for taxiing and arriving/departing aircraft, bring Part 77 navigable airspace to current obstruction standards, and improve airport perimeter access for airport security operations, maintenance, wildlife hazard management, and airfield rescue operations.

The runway, Taxiway B (south), and Taxiway A were last resurfaced over 20 years ago. The most recent Pavement Condition Index report for the airport indicates the pavement on these facilities is deteriorating and has significant cracking, spalling, joint separations, and an uneven surface. There is a dip in the runway at a culvert crossing caused by settlement of the runway subgrade. Culverts under Taxiway B (south) and Taxiway A experience drainage issues. The recently constructed Snow Removal Equipment Building has directed additional traffic on the unpaved east end of the General Aviation (GA) Apron, resulting in increased maintenance cost to maintain a drivable surface.

The 2016 Airport Layout Plan (ALP) identifies several terrain obstructions within the Runway 4/22 primary surface and trees that penetrate the approach surface to Runway 22. These obstructions need to be removed to meet current FAA criteria for safe aircraft operation on the runway.

Currently, access to the airport perimeter fencing by airport personnel to perform security, maintenance, wildlife hazard management, and airfield rescue operations is difficult. The airport perimeter contains wetlands and is difficult to reach with equipment to repair fencing, perform vegetation management, conduct airport sweeps, and deter wildlife in accordance with the airport's Wildlife Hazard Management Plan. In addition, emergency response times to the perimeter of the airfield are slow since emergency vehicles cannot travel through the wet and uneven terrain.

The purpose of a parallel taxiway is to improve safety by eliminating conflicts caused by taxiing aircraft on the runway. FAA regulations recommend a parallel taxiway for all runways and require all runways with visibility minimums of less than one statute mile to have a parallel taxiway. Current visibility minimums for Runways 4 and 22 are one statute mile. The ALP shows future development to support lower visibility minimums. The existing runway features a vertical curve that limits visibility and reduces safety for departing and taxiing aircraft. FAA Advisory Circular 150/5300-13A section

305 for line of sight requires that any point five feet above the runway centerline must be mutually visible with any other point five feet above the runway centerline. A parallel taxiway would mitigate the existing line of sight condition and advance the goal of allowing the FAA to reduce the visibility minimums of the instrument approach. A reduced visibility minimum approach would be a significant safety and capacity improvement.

### **Proposed Action**

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

- Rehabilitate and resurface Runway 04/22, Taxiway B (south of the runway), and Taxiway A
- Resurface the GA Apron
- Remove obstructions to Part 77 surfaces
- Replace airfield lighting
- Remove Taxiway D
- Construct embankment for a future parallel Taxiway H
- Construct perimeter service road
- Improve drainage
- Apply dust palliative
- Clear and grub vegetation
- Adjust utilities, if required

### *Material Sites*

Material site selection will be left up to the contractor. It will be the contractor's responsibility to acquire and ensure all necessary permits and clearances are secured for their chosen site(s). Disposal sites will also be the responsibility of the contractor. Material from a borrow site that has not received the appropriate permits and clearances will not be accepted for project construction.

### **Existing Site Conditions or Facilities**

The Homer Airport is a state-owned, public-use, primary commercial service airport that serves the southern Kenai Peninsula and eastern Cook Inlet. Airport facilities include a 6,701 foot long by 150 foot wide asphalt runway, a terminal, a lighted helipad, a flight service station, and floatplane facilities. The Homer Airport consists of 1,042 acres with 294 of these designated as state critical habitat (the Homer Airport Critical Habitat Area).

### **Preliminary Environmental Research**

The proposed project is not expected to involve significant environmental impacts to most resources; however the extent of the wetland impacts is unknown, and an Environmental Assessment will be prepared. DOT&PF conducted preliminary research using the most current available data to identify environmental resources within the proposed project vicinity (attached). 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 November 10, 2020.

If you have any questions on the environmental effects, please contact Heidi Zimmer, Environmental Impact Analyst, at (907) 269-0529, or via email at [heidi.zimmer@alaska.gov](mailto:heidi.zimmer@alaska.gov). Questions concerning the engineering aspects of the proposed project can be directed to Matthew Hansen, P.E., Project Manager, at (907) 269-0602.

Sincerely,



Brian Elliott  
Regional Environmental Manager

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

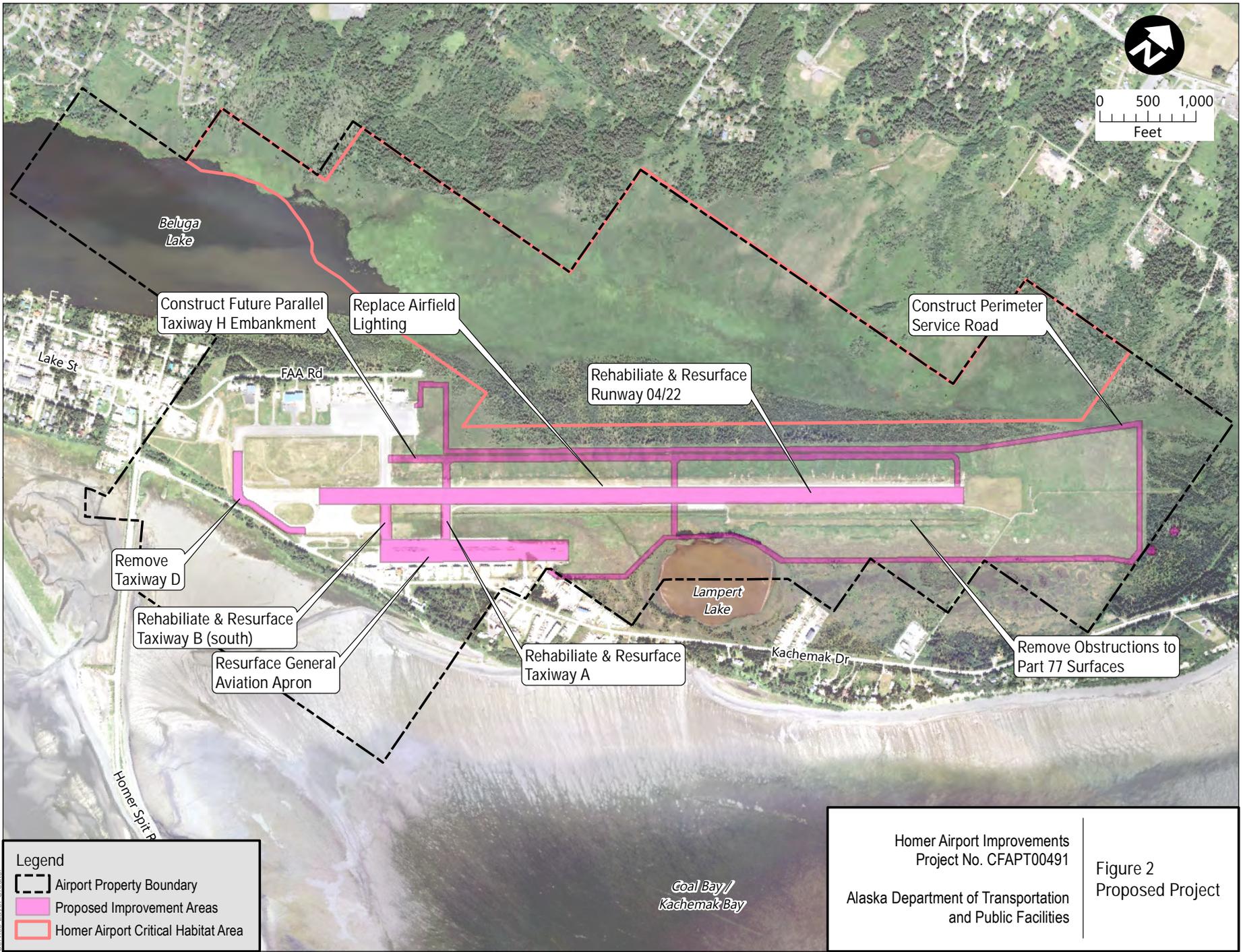
cc: Jack Gilbertsen, Lead Environmental Protection Specialist, FAA  
Matthew Hansen, Project Manager, DOT&PF Aviation Design  
Heidi Zimmer, Environmental Impact Analyst, DOT&PF PD&E



H:\jobs\20-022 Homer Airport Improvements (DOT & PF CR 104-Environmental)\GIS\maps\20-022-04\_Scoping\_Fig1\_Loc-Vic.mxd, 9/2/2020 2:05:00 PM by omeans  
 Service Layer Credits: Copyright: (C) 2014, Esri

Homer Airport Improvements Project No. CFAPT00491  Alaska Department of Transportation and Public Facilities	Figure 1 Project Location
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H:\jds\20-022 Homer Airport Improvements (DOT&PF CR)\04-Environmental\GIS\maps\20-022-04\_Scoping\_Fig2\_Proposed Project.mxd, 9/2/2020 2:10:19 PM by omeians  
Aerial Layer Credits



**Legend**

- Airport Property Boundary
- Proposed Improvement Areas
- Homer Airport Critical Habitat Area

Homer Airport Improvements Project No. CFAPT00491	Figure 2 Proposed Project
Alaska Department of Transportation and Public Facilities	

## **Preliminary Environmental Research Homer Airport Improvements**

### **Air Quality**

An August 21, 2020 review of the Alaska Department of Environmental Conservation (ADEC) Air Non-Point Mobile Source website indicated the proposed project is not in an air quality maintenance or non-attainment area for National Ambient Air Quality Standards.

### **Anadromous Fish Streams and Essential Fish Habitat**

An August 21, 2020 review of the Alaska Department of Fish and Game (ADF&G) Atlas to the Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes and the National Oceanic and Atmospheric essential fish habitat mapper indicated that no fish streams or essential fish habitat are located within the project area. The nearest fish-bearing water is Kachemak Bay, located approximately 600 feet south of the project area. The proposed project will be confined to airport property, and will not involve work within or immediately adjacent to Kachemak Bay. No adverse impacts to anadromous streams or essential fish habitat are anticipated.

### **Estimated Ground Disturbance and Clearing Activities**

Total ground disturbance is estimated to be several acres. Accordingly, the project would require Alaska Pollutant Discharge Elimination System, Construction General Permit coverage. Ground disturbance would result from airport improvements.

### **Floodplain and Regulatory Floodway**

A review of the Federal Emergency Management Agency (FEMA) online flood maps on August 21 2020, indicated that the proposed project is not located within a special flood hazard area (100-year floodplain). The project is located within Zone D (flood hazards undetermined, but possible), on FEMA flood insurance rate map 02122C2115E. Potential impacts to existing drainage patterns would be minimized during project design; accordingly, no adverse impacts to floodplains are anticipated.

### **Hazardous Waste**

A search of ADEC's Contaminated Sites Program database on August 21 2020, indicated that three active sites and seven cleanup complete sites without institutional controls are located in the immediate vicinity (within 0.10-mile) of proposed activities.

- FAA [Federal Aviation Administration] Homer Facility (ADEC hazard ID 25345) is listed for soil and groundwater contamination resulting from a heating oil spill. Remediation at the site occurred in 2019; however, ADEC requested additional characterization and FAA has funding and plans for the additional characterization and remediation in 2021. Proposed work would be spatially separated from the site, and no contact with contaminated soil or groundwater is anticipated.
- Smokey Bay Air USTs [underground storage tanks] 1 & 2 (ADEC hazard ID 27106) is listed for aviation gasoline and diesel soil contamination resulting from two 10,000-gallon leaking underground storage tanks. Although the proposed work is adjacent to the site,

proposed work is limited to pavement resurfacing and would not involve excavation below the base course.

- Maritime Helicopters UST 2 (ADEC hazard ID 27211) is listed for kerosene contamination in soil surrounding a 6,000-gallon underground tank and associated fuel and vent lines. As of this date, no remediation has occurred at the site.

DOT&PF would coordinate with ADEC during the design process to inform them of the proposed scope of work and offer them the opportunity to comment and raise any special concerns that they may have regarding the catalogued sites.

### **Historic Properties, Archaeological and Cultural Resources**

On May 12, 2020, DOT&PF reviewed the Alaska Department of Natural Resources (ADNR) Alaska Heritage Resources Survey online database to ascertain the presence of cultural and historic resources within or adjacent to the proposed project. None were listed. In accordance with Section 106 of the National Historic Preservation Act, DOT&PF and FAA will develop an Area of Potential Effect for the project, coordinate with consulting parties (including the Alaska State Historic Preservation Officer), and make a finding of effect.

### **Invasive Species**

An August 21 2020, review of the University of Alaska Anchorage Exotic Plants Information Clearinghouse Invasive Plants Mapper indicated there are several non-native species infestations in the project area at the east end of FAA Road, including Reed canary grass (*Phalaris arundinacea* L. (cultivar)), and orange hawkweed (*Hieracium aurantiacum* L.). The project is anticipated to involve vegetation loss in association with airport improvements and associated clearing. DOT&PF will comply with Executive Order 13112 (Invasive Species) by ensuring that ground disturbing activities are minimized, and disturbed areas are re-vegetated with seed recommended for the region by ADNR's A Revegetation Manual for Alaska.

### **Migratory Birds and Eagles' Nests**

Several migratory bird species may travel through the proposed project area and may be disturbed by clearing operations. Vegetation clearing associated with the project is expected to follow United States Fish and Wildlife Service (USFWS) recommended time periods for avoiding clearing in Southcentral Alaska (May 1 – July 15), except as allowed by state, federal, and local laws, and as approved by the Project Engineer.

Suitable eagle nesting habitat exists in the general project vicinity; however, none are known to be within 660 feet of the Homer Airport. If eagle nests are sighted within 660 feet of the project area during or prior to construction, DOT&PF will seek guidance from the USFWS on how to proceed.

### **Navigable Waters**

No navigable waters under U.S. Army Corps of Engineers (USACE) jurisdiction are located within or immediately adjacent to the proposed project. Beluga Lake and Kachemak Bay are both located in the general vicinity and are considered navigable under Section 10 of the Rivers and Harbors Act. No work would take place within either water body.

**Noise**

Per the FAA Environmental Desk Reference for Airport Actions (2015), a noise analysis may be 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 and the project would result in a change in operations. The scope of the proposed project would not trigger the need for a noise analysis.

**Right-of-Way**

The proposed project would not necessitate the acquisition of additional right-of-way. All work would occur within airport property.

**State Parks, National Parks, National Forests, Wild and Scenic Rivers**

A review of the National Park Service and U.S. Forest Service websites on August 21 2020, indicated no national parks, monuments, preserves, national forests, or wild and scenic rivers are located within or adjacent to the proposed project area.

A review of ADNR's Division of Parks and Outdoor Recreation website on August 21 2020, indicated no state parks or recreation areas are located in or adjacent to the project area.

**State Refuges, National Wildlife Refuges, Critical Habitat Areas and Sanctuaries**

A review of the ADF&G online listing of State of Alaska Refuges, Critical Habitat Areas, and Sanctuaries on August 21 2020, indicated no state refuges or sanctuaries are located in the vicinity of the project.

The website indicated that the proposed project is located in the vicinity of the Kachemak Bay Critical Habitat Area (KBCHA) and the Homer Airport Critical Habitat Area (HACHA).

The tide and submerged lands of Kachemak Bay were established as the Kachemak Bay Critical Habitat Area (KBCHA) to preserve habitat essential to the perpetuation of fish and wildlife, and to restrict other incompatible uses. The project would not involve any work within KBCHA and would not result in changes to air traffic over the area.

HACHA is located on airport land owned by DOT&PF and managed by ADF&G, just to the north of the project area (see Figure 1). HACHA contains 280 acres of lands (mostly wetlands) that provide habitat for birds and winter habitat for the local moose population. The project would involve taxiway embankment and service road construction and associated vegetation clearing adjacent to HACHA; however, no clearing or construction activities would take place within its boundaries. Also, the project would not result in changes to air traffic over the area.

An August 21 2020, review of the USFWS online Information for Planning and Consultation (IPAC) indicated that no national wildlife refuges are present within the vicinity of the project.

**Threatened and Endangered Species**

The USFWS IPAC website and the ADF&G website were reviewed on August 21 2020, to determine if any threatened or endangered species or their habitats are located within or adjacent to the proposed project. The IPaC indicated that the threatened Alaska-breeding

population of Steller's Eider (*Polysticta stelleri*) occurs along the Homer Spit and Kachemak Bay from October through April, favoring ocean and nearshore habitat. Eiders feed on bivalves, which are known to bioaccumulate waterborne pollutants. There is no designated critical habitat in the project area. The proposed project will not occur within or immediately adjacent to the open waters of Beluga Lake or Kachemak Bay. DOT&PF will develop an Erosion and Sediment Control Plan and the contractor will implement a Storm Water Pollution Prevention Plan, minimizing the potential for storm water to reach either water body. Given the small amount of habitat potentially impacted and the storm water minimization measures that will be taken, DOT&PF believes the project is not likely to adversely affect the Eider or its habitat.

### **Water Quality**

Storm water at the Homer Airport sheet flows off of the paved surfaces and infiltrates into adjacent wetlands and uplands. The project is located within the Bear Creek / Beluga Slough watershed, which ultimately drains to Beluga Lake, Beluga Slough, and Kachemak Bay. Per Alaska's Final 2018 Integrated Water Quality Monitoring and Assessment Report (approved June 2020), there are no 303-listed waterbodies in the vicinity of the project. The proposed project is limited in scope and would not increase impervious surface area. It is anticipated that any storm water would be confined to the immediate construction area. Any storm water that did reach receiving waters is anticipated to be extremely small and would not affect the waterbodies' attainment status under Section 303 of the Clean Water Act.

### **Wetlands and Other Waters of the U.S.**

A review of the Kenai Peninsula Borough online parcel viewer and the Cook Inlet Wetlands database on August 21 2020, indicated that several wetland complexes are present within and immediately adjacent to the proposed project area. The DOT&PF will be conducting a wetland delineation in the current project area, as part of an Environmental Assessment, to evaluate impacts associated with the proposed project. The project is anticipated to involve dredge and/or fill within wetlands resulting from proposed obstruction removal and taxiway and service road construction, and DOT&PF would seek USACE authorization for all wetland impacts.

## Owen L. Means

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**From:** Owen L. Means  
**Sent:** Tuesday, January 26, 2021 10:15 AM  
**To:** Owen L. Means  
**Subject:** RE: ADF&G Scoping Comments\_Homer Airport Improvements CFAPT00491

**From:** Blossom, Brian D (DFG) <[brian.blossom@alaska.gov](mailto:brian.blossom@alaska.gov)>  
**Sent:** Wednesday, January 20, 2021 2:34 PM  
**To:** Zimmer, Heidi (DOT) <[heidi.zimmer@alaska.gov](mailto:heidi.zimmer@alaska.gov)>  
**Subject:** RE: ADF&G Scoping Comments\_Homer Airport Improvements CFAPT00491

Thanks Heidi. It is funny that you sent the message now, because I just saw this article this week:  
<https://www.homernews.com/news/city-to-pay-assessment-fees-on-parcel-eyed-by-moose-habitat-group/>

We appreciate the focus on avoiding impacts as much as possible.

Brian Blossom  
Kenai Peninsula Area Manager  
Department of Fish and Game  
Habitat Section  
907-714-2481

---

**From:** Zimmer, Heidi (DOT)  
**Sent:** Wednesday, January 20, 2021 2:00 PM  
**To:** Blossom, Brian D (DFG) <[brian.blossom@alaska.gov](mailto:brian.blossom@alaska.gov)>  
**Subject:** RE: ADF&G Scoping Comments\_Homer Airport Improvements CFAPT00491

Brian,

Thank you for submitting comments on the proposed project. The DOT&PF acknowledges the significance of Lampert Lake, the Homer Airport CHA, and the hydrological functions provided by wetlands in the area. The DOT&PF will perform an H&H analysis for the project and the project will be designed to limit impacts to hydrology, water quality, and adjacent resources to the extent practicable.

Please contact me if you have further concerns or questions about this project as it continues through the design process.

### 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](mailto:Heidi.zimmer@alaska.gov)

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**From:** Blossom, Brian D (DFG) <[brian.blossom@alaska.gov](mailto:brian.blossom@alaska.gov)>  
**Sent:** Tuesday, October 27, 2020 12:19 PM  
**To:** Zimmer, Heidi (DOT) <[heidi.zimmer@alaska.gov](mailto:heidi.zimmer@alaska.gov)>

**Cc:** Hansen, Matthew H (DOT) <[matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov)>

**Subject:** ADF&G Scoping Comments\_Homer Airport Improvements CFAPT00491

Heidi,

The Alaska Department of Fish and Game (ADF&G) has reviewed the project description and preliminary environmental research in the Homer Airport Improvements scoping document. As pointed out in the preliminary environmental research, the Homer Airport Critical Habitat Area (HACHA) is located 750 feet north of the monumented centerline of the airport runway and parallels the runway through Sections 15 and 22. ADF&G requests that the proposed fence line road maintain wetland and surface water connectivity between lands inside the fence and the HACHA. We recommend installing culverts in wetlands or seasonal wet areas to maintain water connectivity. We also recommend the proposed perimeter road be located off the shores of Lampert Lake and located an adequate distance from the lake so as not to disturb birds on the lake. If possible, sloping the road away from Lampert Lake will help prevent stormwater runoff from entering the lake or its shoreline wetlands.

Thank you for the opportunity to review and comment,

Brian

Brian Blossom  
Kenai Peninsula Area Manager  
Department of Fish and Game  
Habitat Section  
907-714-2481

## Owen L. Means

---

**From:** Owen L. Means  
**Sent:** Tuesday, November 03, 2020 10:47 AM  
**To:** Owen L. Means  
**Subject:** RE: CFAPT00491 Homer Airport Improvements: Request for comments

**From:** Zimmer, Heidi (DOT) <[heidi.zimmer@alaska.gov](mailto:heidi.zimmer@alaska.gov)>  
**Sent:** Tuesday, November 3, 2020 10:33 AM  
**To:** Heather A. Campfield <[hcampfield@hdlalaska.com](mailto:hcampfield@hdlalaska.com)>  
**Subject:** Fw: CFAPT00491 Homer Airport Improvements: Request for comments

FYI. I re-sent the scoping letter to Molly and Lauren this morning.

Heidi

---

**From:** Curtis, Jennifer <[Curtis.Jennifer@epa.gov](mailto:Curtis.Jennifer@epa.gov)>  
**Sent:** Tuesday, November 3, 2020 6:12 AM  
**To:** Zimmer, Heidi (DOT) <[heidi.zimmer@alaska.gov](mailto:heidi.zimmer@alaska.gov)>  
**Subject:** FW: CFAPT00491 Homer Airport Improvements: Request for comments

Good morning Heidi,

Thank you for this notice. I no longer work in the NEPA Review program. Notices such as this can be forwarded to our current staff, Molly Vaughan ([vaughan.molly@epa.gov](mailto:vaughan.molly@epa.gov)) and Lauren Boldrick ([boldrick.lauren@epa.gov](mailto:boldrick.lauren@epa.gov)).

Sincerely,  
Jennifer

---

Jennifer Curtis, Alaska Oil, Gas and Energy Sector Manager  
USEPA-Alaska Operations Office  
222 West 7<sup>th</sup> Avenue, #19  
Anchorage, Alaska 99513  
907-271-6324

---

**From:** Zimmer, Heidi (DOT) <[heidi.zimmer@alaska.gov](mailto:heidi.zimmer@alaska.gov)>  
**Sent:** Monday, November 2, 2020 5:05 PM  
**To:** [AK-Airport-ENV@faa.gov](mailto:AK-Airport-ENV@faa.gov); [Hcd.Anchorage@noaa.gov](mailto:Hcd.Anchorage@noaa.gov); [CEPOA-RD-Kenai@usace.army.mil](mailto:CEPOA-RD-Kenai@usace.army.mil); Curtis, Jennifer <[Curtis.Jennifer@epa.gov](mailto:Curtis.Jennifer@epa.gov)>; [ak\\_fisheries@fws.gov](mailto:ak_fisheries@fws.gov); [douglass\\_cooper@fws.gov](mailto:douglass_cooper@fws.gov); [jordan\\_muir@fws.gov](mailto:jordan_muir@fws.gov); Mueller, Marcus <[MMueller@kpb.us](mailto:MMueller@kpb.us)>; Carver, Nancy <[ncarver@kpb.us](mailto:ncarver@kpb.us)>; [planning@ci.homer.ak.us](mailto:planning@ci.homer.ak.us); [rabboud@ci.homer.ak.us](mailto:rabboud@ci.homer.ak.us); [kyra@homerswcd.org](mailto:kyra@homerswcd.org); [ajacuk@ciri.com](mailto:ajacuk@ciri.com); Gary Oskolkoff <[gvo@alaska.net](mailto:gvo@alaska.net)>; [ntc@niniichiktribe-nsn.gov](mailto:ntc@niniichiktribe-nsn.gov); [ccollier@tribalnet.org](mailto:ccollier@tribalnet.org)  
**Cc:** Heather A. Campfield <[hcampfield@hdlalaska.com](mailto:hcampfield@hdlalaska.com)>; Owen L. Means <[omeans@hdlalaska.com](mailto:omeans@hdlalaska.com)>  
**Subject:** CFAPT00491 Homer Airport Improvements: Request for comments

Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is soliciting comments and information on a proposed project to rehabilitate the Homer Airport and associated airport facilities. The proposed project is not expected to involve significant environmental impacts to most resources; however the extent of the wetland impacts is unknown, and an Environmental Assessment will be prepared. DOT&PF conducted preliminary research using the most current available data to identify environmental resources within the proposed project vicinity (attached).

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

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

We are requesting that comments be delivered by **December 3, 2020**. If you think that someone else in your organization should receive this notification, please forward this email to them so they may have the opportunity to comment. Comments may be emailed to Matt Hansen at [matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov) or to Heidi Zimmer at [heidi.zimmer@alaska.gov](mailto:heidi.zimmer@alaska.gov). Written comments may be sent to the address below:

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 Matt Hansen, P.E., Project Manager, at 269-0602 for engineering inquiries, or Heidi Zimmer, Environmental Impact Analyst, at 269-0529 for information on project environmental impacts.

Thank you!

**Heidi Zimmer**  
**Environmental Impact Analyst, DOT&PF**  
Phone: (907) 269-0529  
Email: [Heidi.zimmer@alaska.gov](mailto:Heidi.zimmer@alaska.gov)

## Owen L. Means

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**From:** Owen L. Means  
**Sent:** Wednesday, November 04, 2020 10:00 AM  
**To:** Owen L. Means  
**Subject:** RE: CFAPT00491 Homer Airport Improvements: Request for comments

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**From:** Zimmer, Heidi (DOT) <[heidi.zimmer@alaska.gov](mailto:heidi.zimmer@alaska.gov)>  
**Sent:** Tuesday, November 3, 2020 4:07 PM  
**To:** Kyra Wagner <[kyra@homerswcd.org](mailto:kyra@homerswcd.org)>  
**Subject:** Re: CFAPT00491 Homer Airport Improvements: Request for comments

Kyra,

At this point, we do not yet have a design vehicle selected for the perimeter road, but it will likely be somewhere in the middle of the spectrum of vehicles described in your message. We expect that the most common traffic on the road will be airfield maintenance vehicles such as plow trucks or pickup trucks conducting inspections of the perimeter fence. The road will also need to be designed to accommodate the occasional passage of a larger airport firefighting truck, in order to respond to a potential aircraft accident.

Heidi

### Heidi Zimmer

**Environmental Impact Analyst, DOT&PF**

Phone: (907) 269-0529

Email: [Heidi.zimmer@alaska.gov](mailto:Heidi.zimmer@alaska.gov)

---

**From:** Kyra Wagner <[kyra@homerswcd.org](mailto:kyra@homerswcd.org)>  
**Sent:** Tuesday, November 3, 2020 6:16 AM  
**To:** Zimmer, Heidi (DOT) <[heidi.zimmer@alaska.gov](mailto:heidi.zimmer@alaska.gov)>  
**Subject:** Re: CFAPT00491 Homer Airport Improvements: Request for comments

Greetings!

Thank you for this letter of inquiry, we appreciate being included in this process. Just a quick question to clarify: can you tell me the expected size and load of the road around the perimeter of the fence? Is this to be built to carry large and heavy vehicles (like water trucks or plows), ordinary vehicles (like a car or truck) or small vehicles (like four wheelers)?

Thanks,  
Kyra

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Kyra Wagner  
District Manager  
Homer Soil & Water Conservation District  
[www.homerswcd.org](http://www.homerswcd.org)

432 E. Pioneer Ave.  
Homer, AK 99603  
(907) 299-4920

On Mon, Nov 2, 2020 at 5:05 PM Zimmer, Heidi (DOT) <[heidi.zimmer@alaska.gov](mailto:heidi.zimmer@alaska.gov)> wrote:

Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is soliciting comments and information on a proposed project to rehabilitate the Homer Airport and associated airport facilities. The proposed project is not expected to involve significant environmental impacts to most resources; however the extent of the wetland impacts is unknown, and an Environmental Assessment will be prepared. DOT&PF conducted preliminary research using the most current available data to identify environmental resources within the proposed project vicinity (attached).

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

1. Further analysis needed to evaluate sensitive resources potentially impacted by the proposed project
2. Regulatory permits and/or clearances required from your agency
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We are requesting that comments be delivered by **December 3, 2020**. If you think that someone else in your organization should receive this notification, please forward this email to them so they may have the opportunity to comment. Comments may be emailed to Matt Hansen at [matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov) or to Heidi Zimmer at [heidi.zimmer@alaska.gov](mailto:heidi.zimmer@alaska.gov). Written comments may be sent to the address below:

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 Matt Hansen, P.E., Project Manager, at 269-0602 for engineering inquiries, or Heidi Zimmer, Environmental Impact Analyst, at 269-0529 for information on project environmental impacts.

Thank you!

**Heidi Zimmer**  
**Environmental Impact Analyst, DOT&PF**  
Phone: (907) 269-0529  
Email: [Heidi.zimmer@alaska.gov](mailto:Heidi.zimmer@alaska.gov)

## Owen L. Means

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**From:** Owen L. Means  
**Sent:** Tuesday, November 03, 2020 10:46 AM  
**To:** Owen L. Means  
**Subject:** RE: <EXTERNAL-SENDER>CFAPT00491 Homer Airport Improvements: Request for comments

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**From:** Carver, Nancy <[ncarver@kpb.us](mailto:ncarver@kpb.us)>  
**Sent:** Monday, November 2, 2020 8:53 PM  
**To:** Zimmer, Heidi (DOT) <[heidi.zimmer@alaska.gov](mailto:heidi.zimmer@alaska.gov)>  
**Subject:** RE: <EXTERNAL-SENDER>CFAPT00491 Homer Airport Improvements: Request for comments

Hi Heidi, This project is located within the City of Homer and therefore out of the jurisdiction of the KPB 21.18.  
Nancy

Nancy Carver  
Resource Planner  
907-714-2463  
[ncarver@kpb.us](mailto:ncarver@kpb.us)

**KENAI PENINSULA BOROUGH**  
**514 Funny River Road**  
**Soldotna, Alaska 99669**



**PUBLIC RECORDS LAW DISCLOSURE:** This email and responses to this email may be subject to provisions of Alaska Statutes and may be made available to the public upon request.

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**From:** Zimmer, Heidi (DOT) [<mailto:heidi.zimmer@alaska.gov>]  
**Sent:** Monday, November 02, 2020 5:05 PM  
**To:** [AK-Airport-ENV@faa.gov](mailto:AK-Airport-ENV@faa.gov); [Hcd.Anchorage@noaa.gov](mailto:Hcd.Anchorage@noaa.gov); [CEPOA-RD-Kenai@usace.army.mil](mailto:CEPOA-RD-Kenai@usace.army.mil); [curtis.jennifer@epa.gov](mailto:curtis.jennifer@epa.gov); [ak\\_fisheries@fws.gov](mailto:ak_fisheries@fws.gov); [douglass\\_cooper@fws.gov](mailto:douglass_cooper@fws.gov); [jordan\\_muir@fws.gov](mailto:jordan_muir@fws.gov); Mueller, Marcus <[MMueller@kpb.us](mailto:MMueller@kpb.us)>; Carver, Nancy <[ncarver@kpb.us](mailto:ncarver@kpb.us)>; [planning@ci.homer.ak.us](mailto:planning@ci.homer.ak.us); [rabboud@ci.homer.ak.us](mailto:rabboud@ci.homer.ak.us); [kyra@homerswcd.org](mailto:kyra@homerswcd.org); [ajacuk@ciri.com](mailto:ajacuk@ciri.com); Gary Oskolkoff <[gvo@alaska.net](mailto:gvo@alaska.net)>; [ntc@niniichiktribe-nsn.gov](mailto:ntc@niniichiktribe-nsn.gov); [ccollier@tribalnet.org](mailto:ccollier@tribalnet.org)  
**Cc:** Heather A. Campfield <[hcampfield@hdlalaska.com](mailto:hcampfield@hdlalaska.com)>; Owen L. Means <[omeans@hdlalaska.com](mailto:omeans@hdlalaska.com)>  
**Subject:** <EXTERNAL-SENDER>CFAPT00491 Homer Airport Improvements: Request for comments

**CAUTION:**This email originated from outside of the KPB system. Please use caution when responding or providing information. Do not click on links or open attachments unless you recognize the sender, know the content is safe and were expecting the communication.

Dear Agency Staff:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is soliciting comments and information on a proposed project to rehabilitate the Homer Airport and associated airport facilities. The proposed project is not expected to involve significant environmental impacts to most resources; however the extent of the wetland impacts is unknown, and an Environmental Assessment will be prepared. DOT&PF conducted preliminary research using the most current available data to identify environmental resources within the proposed project vicinity (attached).

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

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

We are requesting that comments be delivered by **December 3, 2020**. If you think that someone else in your organization should receive this notification, please forward this email to them so they may have the opportunity to comment. Comments may be emailed to Matt Hansen at [matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov) or to Heidi Zimmer at [heidi.zimmer@alaska.gov](mailto:heidi.zimmer@alaska.gov). Written comments may be sent to the address below:

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 Matt Hansen, P.E., Project Manager, at 269-0602 for engineering inquiries, or Heidi Zimmer, Environmental Impact Analyst, at 269-0529 for information on project environmental impacts.

Thank you!

**Heidi Zimmer**  
**Environmental Impact Analyst, DOT&PF**  
Phone: (907) 269-0529  
Email: [Heidi.zimmer@alaska.gov](mailto:Heidi.zimmer@alaska.gov)

## Owen L. Means

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**From:** Owen L. Means  
**Sent:** Wednesday, October 28, 2020 2:34 PM  
**To:** Owen L. Means  
**Subject:** RE: CFAPT00491 Homer Airport Improvements: Request for comments

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**From:** Ortiz, Liz M (DNR) <[liz.ortiz@alaska.gov](mailto:liz.ortiz@alaska.gov)>  
**Sent:** Tuesday, October 27, 2020 2:16 PM  
**To:** Zimmer, Heidi (DOT) <[heidi.zimmer@alaska.gov](mailto:heidi.zimmer@alaska.gov)>; Hansen, Matthew H (DOT) <[matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov)>  
**Cc:** Ortiz, Liz M (DNR) <[liz.ortiz@alaska.gov](mailto:liz.ortiz@alaska.gov)>  
**Subject:** FW: CFAPT00491 Homer Airport Improvements: Request for comments

2020-01277 / 3130-1R FAA

Good afternoon Heidi,

The Alaska State Historic Preservation Office and Office of History and Archaeology received your correspondence (dated October 9, 2020) on October 13, 2020. Following our review of the documentation provided in the scoping letter, we can provide the following comments:

1. Our office recommends an archaeological investigation conducted by a professionally qualified individual (PQI) of the areas that will have ground disturbance or will have the potential for ground disturbance prior to construction activities.
2. Our office reviews federal undertakings as stipulated in 36 CFR 800. We recommend following the request form and checklist which can be found here: <http://dnr.alaska.gov/parks/oha/pdf/106application.pdf>
3. Our office has no concerns or comments on the proposed area of potential effect (APE) or level of effort for identification of cultural or historic properties at this early stage of project design and development. Our office recommends that the APE and the need for additional historic properties identification be revisited as the project moves towards finalization, and we recommend consultation with interested tribes and parties early in the process.

Thank you for submitting a request for scoping comments for our review. We look forward to future consultation on the Homer Airport Improvements project. Please contact Liz Ortiz at [liz.ortiz@alaska.gov](mailto:liz.ortiz@alaska.gov) if we can be of further assistance.

Best,  
Liz Ortiz

Review and Compliance  
Alaska State Historic Preservation Office  
Office of History and Archaeology  
Department of Natural Resources  
550 W. 7<sup>th</sup> Ave, Suite 1310  
Anchorage AK, 99501  
(907) 269-8722  
[liz.ortiz@alaska.gov](mailto:liz.ortiz@alaska.gov)

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

## Owen L. Means

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**From:** Owen L. Means  
**Sent:** Tuesday, November 17, 2020 3:44 PM  
**To:** Owen L. Means  
**Subject:** RE: USACE Comments, POA-1981-00312, Beluga Lake, DOT&PF, Homer Airport

**From:** Polley, Benjamin L (Ben) CIV USARMY CEPOA (USA) <[Benjamin.L.Polley@usace.army.mil](mailto:Benjamin.L.Polley@usace.army.mil)>  
**Sent:** Tuesday, November 17, 2020 10:48 AM  
**To:** Elliott, Brian A (DOT) <[brian.elliott@alaska.gov](mailto:brian.elliott@alaska.gov)>  
**Cc:** Zimmer, Heidi (DOT) <[heidi.zimmer@alaska.gov](mailto:heidi.zimmer@alaska.gov)>; Hansen, Matthew H (DOT) <[matthew.hansen@alaska.gov](mailto:matthew.hansen@alaska.gov)>; [jack.gilbertsen@faa.gov](mailto:jack.gilbertsen@faa.gov)  
**Subject:** USACE Comments, POA-1981-00312, Beluga Lake, DOT&PF, Homer Airport

Mr. Elliott,

Please see the attached comment letter regarding the proposed Homer Airport Improvements. A hard copy is available upon request. Please let me know if you or your staff have any questions.

Sincerely,  
Ben Polley  
Regulatory Specialist  
USACE Kenai Field Office  
907-753-2627



**DEPARTMENT OF THE ARMY**  
**ALASKA DISTRICT, U.S. ARMY CORPS OF ENGINEERS**  
**REGULATORY DIVISION**  
**44669 STERLING HIGHWAY, SUITE B**  
**SOLDOTNA, AK 99669**

November 17, 2020

Regulatory Division  
POA-1981-00312

Alaska Department of Transportation  
and Public Facilities  
Attention: Mr. Brian Elliott  
P.O. Box 196900  
Anchorage, Alaska 99519

Dear Mr. Elliott:

The United States (U.S.) Army Corps of Engineers, Alaska District (Corps) is providing this letter as a written comment to the October 8, 2020, Homer Airport Improvements Scoping Letter received on November 2, 2020. Your project has been assigned number POA-1981-00312, Beluga Lake, which should be referred to in all correspondence with us.

The Corps' regulatory authorities are based on two laws: Section 10 of the Rivers and Harbors Act (RHA) of 1899 (33 USC 403), which prohibits the obstruction or alteration of navigable waters of the U.S. without a Department of the Army (DA) permit from the Corps; and Section 404 of the Clean Water Act (CWA), which prohibits the discharge of dredged or fill material into waters of the U.S. without a DA permit. Based on information provided, and available to our office, portions of the proposed work may occur in waters of the U.S. and would, therefore, be within the Corps' jurisdiction.

Waters of the U.S. include, but are not limited to, tidal waters, rivers, both perennial and intermittent streams, and wetlands. Wetlands are defined as areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands include "muskegs," swamps, marshes, bogs, and similar areas.

The Corps' evaluation of a Section 10 and/or a Section 404 permit application involves multiple analyses, including (1) evaluating the proposal's impacts in accordance with the National Environmental Policy Act (NEPA) (33 CFR part 325), (2) determining whether the proposal is contrary to the public interest (33 CFR § 320.4), and (3) in the case of a Section 404 permit, determining whether the proposal complies with the Section 404(b)(1) Guidelines (Guidelines) (40 CFR part 230).

If the proposal requires a Section 404 permit application, the Guidelines specifically require that “no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences” (40 CFR § 230.10(a)). Mechanized land clearing in a water of the U.S. is considered a regulated activity. Time and money spent on the proposal prior to applying for a Section 404 permit cannot be factored into the Corps’ decision whether there is a less damaging practicable alternative to the proposal.

Since an application for a DA permit has not yet been submitted, you may request a pre-application consultation meeting with the Corps to obtain information regarding the data, studies, or other information that will be necessary for the permit evaluation process. A pre-application consultation meeting is strongly recommended if the proposal has substantial impacts to waters of the U. S., if it is a large or controversial project, or if it involves multiple Federal agencies. Early and frequent coordination between the agencies helps improve the efficiency and outcome of the NEPA process. Specific concerns or issues the Corps has with the proposed project can be discussed at a pre-application meeting once additional details regarding the full plan of development are available. General concerns include a delineation of all aquatic resources potentially affected by the proposed project, a complete project description as described at 33 CFR 325.1(d)(1-10), and an analysis of alternatives.

Nothing in this letter excuses you from compliance with other Federal, State, or local statutes, ordinances, or regulations.

Please contact me via email at Benjamin.L.Polley@usace.army.mil, by mail at the address above, or by phone at (907) 753-2627 if you have questions. For more information about the Regulatory Program, please visit our website at: [www.poa.usace.army.mil/Missions/Regulatory](http://www.poa.usace.army.mil/Missions/Regulatory).

Sincerely,



Ben Polley  
Regulatory Specialist

CC:  
Jack Gilbertsen (FAA)  
Matthew Hansen (AKDOT&PF Aviation Design)  
Heidi Zimmer (AKDOT&PF PD&E)

## Owen L. Means

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**From:** Owen L. Means  
**Sent:** Wednesday, January 20, 2021 2:26 PM  
**To:** Owen L. Means  
**Subject:** RE: CFAPT00491 Homer Airport Improvements: Request for comments

**From:** Boldenow, Megan L <[megan\\_boldenow@fws.gov](mailto:megan_boldenow@fws.gov)>  
**Sent:** Thursday, November 5, 2020 9:03 AM  
**To:** Zimmer, Heidi (DOT) <[heidi.zimmer@alaska.gov](mailto:heidi.zimmer@alaska.gov)>  
**Cc:** Cooper, Douglass <[douglass\\_cooper@fws.gov](mailto:douglass_cooper@fws.gov)>  
**Subject:** Re: CFAPT00491 Homer Airport Improvements: Request for comments

Dear Ms. Heidi Zimmer,

Thank you for the opportunity to provide preliminary comments on the Alaska Department of Transportation and Public Facilities (ADOT&PF) proposed project to rehabilitate the Homer Airport and associated airport facilities (Project No. CFAPT00491). The U.S. Fish and Wildlife Service (Service) appreciates the measures you have already put in place to avoid and minimize impacts to fish, wildlife, and their habitats. We do not require any additional information at this time, and the project as identified will not require permits or clearances from our office. We do request that you consider the following measures in project design and construction.

- **Wetland habitats** – Recognizing that a wetlands delineation has not yet been completed for the project but will be included as part of an Environmental Assessment, the Service suggests the following general guidelines to avoid and minimize impacts to important wetland habitats:
  - Reduce the project footprint to the maximum extent practicable, and locate associated activities in already disturbed areas to the maximum extent practicable.
  - Avoid higher-functioning wetlands whenever possible.
  - Isolate wetlands from construction-generated sediment and pollutants with properly installed silt fencing to avoid and minimize water quality degradation.
- **Limiting the spread of invasive species** – Invasive species are one of the greatest threats to native biodiversity and are a significant driver of native species loss worldwide. The Service appreciates the measures (e.g. minimizing ground disturbing activities, ensuring that disturbed areas are revegetated) that ADOT&PF has already incorporated to help limit the spread of invasive plants that are known to occur in the area. In addition, the Service suggests the following general guidelines:
  - Identify locations of known invasive plant infestations within and adjacent to the project area. Visit <http://aknhp.uaa.alaska.edu/botany/akepic/> to view infestations in your area.
  - Conduct project activities in uninfested areas first to ensure that invasive species do not contaminate equipment and get moved to new areas.
  - Limit movements in and out of infested areas.
  - Ensure equipment arrives and leaves the project site clean and without visible soil clumps, plant, or animal material.
  - Use certified weed free gravel (see <http://plants.alaska.gov/invasives/weed-free-gravel.htm>) and certified weed free erosion control supplies.

- Re-vegetate bare soils with native and local plant species as soon as feasible. In addition to the approved seed mixes identified in your scoping letter, please consider using salvaged topsoil for revegetation efforts.
- **Preserve and restore topsoil** – Preservation and/or restoration of the topsoil layer is an important factor in maintaining native habitat and preventing the spread of invasive plants. Restoration through the use of topsoil can benefit a project by reducing investment in ongoing monitoring, re-seeding, and fertilizing, as well as reducing the need for additional erosion control measures.
  - Wherever ground disturbance cannot be avoided, topsoil should be salvaged and used to top-dress bare soil and other disturbed areas for more rapid. We do not, however, recommend salvaging and using topsoil from areas infested with invasive plant species.
  - Salvage the maximum amount of organic material and topsoil practicable, even during winter construction, and store separately (e.g. away from overburden) for use during reclamation.
  - Plan to sequence construction activities such that existing surface vegetation can initially be removed, followed by grubbing roots of trees and blading remaining organic and topsoil layers for stockpiling for reclamation.
- **Minimizing impacts to migratory birds, including eagles** – The Service agrees conducting all vegetation clearing activities before May 1 or after July 15 will help ADOT&PF avoid and minimize impacts to migratory birds that may nest or otherwise occur within the project area. Measures to control discharge and minimize erosion will also provide protections. Please be aware that:
  - Waterfowl and raptors, including bald eagles, may nest two or more months earlier than other birds. Nests of migratory birds are protected under the Migratory Bird Treaty Act and cannot be removed without a valid permit.
  - Eagles and their nests are afforded additional protections under the Bald and Golden Eagle Protection Act. Should ADOT&PF or its contractors become aware of eagles nesting within 660' of construction and associated activities, please contact the Service to determine whether an Eagle Take Permit is needed. This recommendation applies to both active eagle nests and nests that are thought to be inactive at the time of discovery.

The Service is happy to provide technical assistance as needed. If you have any questions or need additional information, please contact Ms. Megan Boldenow at (907) 271-3063 or [megan\\_boldenow@fws.gov](mailto:megan_boldenow@fws.gov) and reference project number 07CAAN00-2021-CPA-0005.

Kind regards,

Megan Boldenow  
Fish and Wildlife Biologist  
(she, her, hers)

[Anchorage Fish and Wildlife Conservation Office](#)  
U.S. Fish and Wildlife Service  
907.271.3063