



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

Department of Transportation
and Public Facilities

NORTHERN REGION
Design and Engineering Services

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November 19, 2014

Distribution List

Dear [Agency or organization contact]:

Re: Point Hope Runway Realignment
Project No. 63842
Re: Preliminary Scoping/Request for Comment

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the U.S. Department of Transportation Federal Aviation Administration (FAA), is proposing to construct necessary improvements at the Point Hope Airport in Point Hope, Alaska. The improvements are necessary to reestablish an adequate Runway Safety Area (RSA) and maintain the existing level of service for the community. The City of Point Hope is located on the Tigara Peninsula adjacent to the Chukchi Sea, approximately 150 miles northwest of Kotzebue, Alaska and 125 miles north of the Arctic Circle. The proposed runway realignment project ("proposed action") site is west of the city at approximately 68.35°N and 166.78° W (Sections 10 and 15, T34N, R35W, Kateel Meridian (Figure 1) DOT&PF is conducting formal scoping to support preparation of an environmental document for the proposed action in accordance with the National Environmental Policy Act (NEPA). To assist this effort, we are requesting your assistance in identifying environmental, cultural, historic or subsistence resources you believe may be impacted by the proposed action. Additionally, please relay any other information you consider valuable to the environmental documentation process. Your responses will help provide necessary inputs to development of a final project design that avoids or minimizes adverse environmental and human impacts.

Purpose and Need

The purpose of the proposed action is to reestablish a sufficient RSA at the Point Hope airport in order to meet FAA standards. Steady, continual coastal erosion to the shoreline north of the existing runway has reduced dimensions of the existing RSA below FAA standards, and is also predicted to surpass the location of runway threshold lights by 2018. As existing runway pavement has exceeded its design life and would require rehabilitation independent of the need for runway realignment, the proposed action

would also reestablish safe and efficient surfacing for aviation operations. The overall need for the proposed action is to maintain the existing level of safe, reliable year round air access to the community of Point Hope.

Proposed Action

The proposed action (Figure 2) includes the following elements:

- Acquisition of adjacent property for required right-of-way and easements.
- Construction of a realigned paved and marked 4000 ft. runway having an orientation of approximately +15 degrees to the existing runway.
- Shifting of the realigned runway thresholds longitudinally 200' southward.
- Increasing RSA dimensions from their existing 4,400 ft. x 120 ft. to 4600 ft. x 150 ft.
- Realigning the existing taxiway approach to a 90° intersection with the realigned runway.
- Repaving the existing apron and new taxiway alignment.
- Rerouting and extending the current access road to an existing road easement around the south runway end.
- Demolishing decommissioned portions of the existing runway and reutilizing old pavement and embankment material for new construction as practicable.
- Replacing the Visual Approach Slope Indicators (VASIs) with Precision Approach Path Indicators (PAPIs).
- Removing the existing Medium Intensity Runway Lighting (MIRL) system and installing a new MIRL system configured to the realigned runway.
- Replacing the existing segmented circle.
- Replacing the existing wind cone.
- Replacing the existing rotating beacon.
- Rehabilitating the existing Snow Removal Equipment Building (SREB).

Preliminary Identification of Existing Conditions and Potential Environmental Impacts

A preliminary review of existing site conditions and potential impacts by category has been conducted, and the following information obtained to date:

Air Quality

An October 27, 2014 review of the Environmental Protection Agency (EPA) website identifying the suite of national non-attainment areas for critical pollutants (<http://www.epa.gov/airquality/greenbook/>) established that the proposed action location is not within a non-attainment area for 8-hour Ozone; Particulate Matter (PM-10; PM-2.5); Sulfur Dioxide; Lead, Carbon Monoxide or Nitrogen Dioxide.

Biotic Resources

Fish and Wildlife Resources

As the proposed action location contains a minor water body (included within approximately 2.4 acres of delineated Waters of the United States); the U.S. Fish and Wildlife Service (USFWS) and the Alaska Department of Fish and Game (ADF&G) will be consulted as per 16 U.S.C. 662(a) and 16 U.S.C. 703-711 of the Fish and Wildlife Coordination Act to determine the potential for loss or damage to wildlife resources and/or impacts to migratory bird species and habitats.

Essential Fish Habitat (EFH)

An October 20, 2014 search of the ADF&G online Fish Distribution Database (http://gis.sf.adfg.state.ak.us/AWC_IMS/viewer.htm) revealed there are no catalogued anadromous water bodies in the vicinity of the proposed action area or elsewhere on the Point Hope Spit.

A November 03, 2014 search of the National Oceanographic and Atmospheric Administration/National Marine Fisheries Service (NOAA/NMFS) web database (<http://www.habitat.noaa.gov/protection/efh/efhmapper/index.html#>) indicated that EFH for saffron cod (*Eleginus gracilis*) and Arctic cod (*Boreogadus saida*) are located in marine waters adjacent to the proposed action location. The NMFS will be consulted to determine the potential for impacts to these habitat resources by the proposed action.

Invasive Species

An October 31, 2014 review of data at the Alaska Natural Heritage Program AKEPIC invasive species data portal (<http://aknhp.uaa.alaska.edu/botany/akepic/>) indicated no non-native plant species' records have been provided from the vicinity of the proposed action. However, as it is known that construction equipment and activities may provide a mechanism for transport and establishment of invasive exotic plants, appropriate Best Management Practices (BMPs) such as provided by the Alaska Department of Natural Resources (ADNR) 2011 Strategic Plan for Invasive Weed & Agricultural Pest Management and Prevention in Alaska (<http://plants.alaska.gov/invasives/stratplan/InvasivesStrategicPlan.pdf>) will be implemented to reduce or eliminate importation or dissemination of invasive plant seeds or propagative materials.

Marine Mammals

Marine mammals are regulated through the Marine Mammal Protection Act (MMPA) (16 U.S.C. 1361), and the proposed action must be analyzed for its potential impacts to, and taking of, individuals of such regulated species.

A November 05, 2014 review of the NMFS ESA/MMPA Mapper database (<http://alaskafisheries.noaa.gov/mapping/esa/>) indicated that near shore or marine habitats adjacent to the proposed action location may support various life stages of the ribbon seal (*Histiophoca facciata*), spotted seal (*Phoca largha*), bearded seal (*Erignathus barbatus*) and ringed seal (*Pusa hispida*). The NMFS will be consulted to determine the potential for impacts to these resources by the proposed action.

Eagles

No eagles or eagle nests protected by the Bald and Golden Eagle Protection Act (16 U.S.C. 668) are apparent or reported in the vicinity of the proposed action. As a November 05, 2014 review of the online Alaska Bald Eagle Nest Atlas at (<http://www.fws.gov/alaska/mbssp/mbm/landbirds/alaskabaldeagles/default.htm>) revealed this database nonfunctional, the USFWS will be directly consulted regarding potential impacts to bald eagles (*Haliaeetus leucocephalus*) or golden eagles (*Aquila chrysaetos*) or their habitats by the proposed action.

Migratory Birds

The Migratory Bird Treaty Act (16 U.S.C. 703-711) regulates the taking of migratory birds and actions affecting breeding habitat through 50 CFR 21. The USFWS will be consulted regarding the potential for the proposed action to impact migratory bird resources, and necessary mitigation will be implemented (surveys, construction windows, etc.) as appropriate.

Coastal Barriers

An October 30, 2014 review of the U.S Department of Homeland Security (DHS) Federal Emergency Management Agency (FEMA) Coastal Barrier Resource System (<https://www.fema.gov/national-flood-insurance-program/coastal-barrier-resources-system>) and USFWS Coastal Barrier Mapper (<http://www.fws.gov/cbra/Maps/Mapper.html>) indicated no resources regulated by the Coastal Barrier Improvement Act (1990) are proximate to the proposed action location.

Coastal Zone Management

The Coastal Zone Management Act of 1972 (16 U.S.C. 1451) (P.L. 92-583) requires that federal actions affecting or within coastal zones be consistent with approved state coastal zone management programs. As the State of Alaska has no coastal program in place, the proposed action complies with the Act. However, the proposed action location will require review within the scope of the North Slope Borough (NSB) Coastal Management Program and Area-Wide Policies. The NSB will be consulted to ensure proposed action elements are fully characterized for review and of associated impacts and uses as outlined in NSB Code 19.70.050.

Compatible Land Use

State Refuges, Critical Habitat Areas, and Sanctuaries

A search of the ADF&G Department of Wildlife Conservation website (<http://www.wildlife.alaska.gov/index.cfm?adfg=refuge.main>) on October 20, 2014 revealed there are no state wildlife refuges, critical habitat areas, or sanctuaries in the vicinity of the proposed action.

National Parks, Preserves and Monuments

An October 20, 2014 search of the U.S. Department of Interior, National Park Service (DOI-NPS) website (www.nps.gov/) indicated that no National Parks, Preserves, Monuments, or Wild and Scenic Rivers exist within the proposed action vicinity.

National Historic Landmarks

An October 24, 2014 search of the NPS National Historic Landmark (NHL) Program database (<http://www.nps.gov/nhl/find/statelists/ak/AK.pdf>) indicated the Ipiutak Site NHL is lies within the proposed action location. This resource will be evaluated under both **Historic Properties** and **Section 4(f) Resources** analyses.

North Slope Borough Traditional Land Use

The NSB Inupiat Heritage, Language and Culture (IHLC) Division will be consulted to determine potential proposed action impacts to important traditional lands or other resources listed in their Traditional Land Use Inventory (TLUI).

City of Point Hope Public Facilities

The City of Point Hope will be consulted on current and planned operations for the landfill facility located approximately 2000 feet south of the proposed action location. While airport facilities in the State of Alaska are exempt from landfill proximity restrictions codified under 49 U.S.C. 44718(d)(1), regulations under 40 CFR 258.10 will require coordination with the City to establish if the Point Hope Municipal Solid Waste Landfill (MSWLF) is designed and will be operated in a manner to not pose a bird hazard to aircraft.

Additionally, the City will be consulted on the potential noise impacts a realigned runway configuration may effect on receptors using noise-sensitive City lands (Point Hope Cemetery; Tikigaqmiut Senior Housing).

Construction

Storm water discharge

Construction activities for the proposed action will require a National Pollutant Discharge Elimination System (NPDES) permit to comply with storm water discharge prevention regulations as per 40 CFR 122.26(a)(1)(ii).

Construction related air quality emission impacts

The proposed action is not located in an air quality nonattainment or maintenance area (see **Air Quality**). Construction activities may cause localized, temporary impacts to air quality in the vicinity of the proposed action, offsite staging areas or other locations used by the contractor for such activities as fuel storage and fueling, asphalt production, etc.; however no other air quality impacts are anticipated.

Section 4(f) Resources

An October 24, 2014 search of the DOI-NPS National Historic Landmark (NHL) website (<http://www.nps.gov/nhl/find/statelists/ak/AK.pdf>) indicated the proposed action requires the Ipiutak Site NHL, partially located on existing airport property, to be reevaluated under 49 U.S.C. 303 to determine if a potential use or conversion may occur.

Federally-listed Endangered and Threatened Species

The USFWS and NMFS will be consulted in accordance with Section 7 of the Endangered Species Act (ESA; 7 U.S.C. 136) to confirm that no Threatened or Endangered list species, or their identified Critical Habitats, are adversely impacted by the proposed action. A November 05, 2014 review of the USFWS Alaska Region Endangered Species data (<http://www.fws.gov/alaska/fisheries/endangered/species.htm>) indicated the following species may exhibit seasonal or other distributions within, or adjacent to, the proposed action location:

Steller's eider (*Polystichta stelleri*): While the proposed action location does not lie within currently mapped breeding, wintering or Critical Habitat ranges (50 CFR 17.95(b)) of the Threatened-status Alaska breeding population of this species (50 CFR 17.11(h)), distribution studies conducted by the USFWS in 2000-2001 recorded summer onshore use near Point Hope during the non-breeding season (USFWS Steller's Eider Recovery Plan, 2002). It is anticipated that the proposed action is located within migration pathways of this population of Steller's eider.

Spectacled eider (*Somateria fischeri*): While the proposed action location does not lie within currently mapped breeding, wintering or Critical Habitat ranges (50 CFR 17.95(b)) of this Threatened-status species (50 CFR 17.11(h)), the 1997 USFWS Spectacled Eider Recovery Plan has reported non-breeding seasonal distribution of Spectacled eiders in the vicinity of Cape Lisburne, approximately 40 miles northeast of the proposed action location. It is anticipated that the proposed action is located within migration pathways of the Spectacled eider.

Polar Bear (*Ursus maritimus*): Threatened-status polar bears (50 CFR 17.11(h)) frequent the proposed action vicinity during periods when land access is available from sea ice habitats adjacent to airport property. Various polar bear Critical Habitats were formerly designated by the USFWS in 50 CFR 17.95(a), among which both sea ice and barrier island habitats lies adjacent to and within the proposed action location. In January, 2013, the U.S. District Court for the District of Alaska issued an order vacating and remanding to the USFWS the Final Rule designating critical habitat for the polar bear. Consequently, there are no polar bear Critical Habitats designated by federal regulation at this time, though this could change prior to construction of the proposed action. However, as the polar bear is concurrently regulated through the Marine Mammal Protection Act (MMPA) (16 U.S.C. 1361), the proposed action must also be analyzed to determine its potential to effect a disturbance to, or taking of, individuals of this species during activities associated with its design or construction.

Energy Supplies, Natural Resources, and Sustainable Design

Energy Supplies

As the proposed action will replace, but not improve upon the existing MIRL lighting system for the airport, future energy use is anticipated to remain consistent with current levels.

Installation of a PAPI system as a replacement for the existing VASI system will increase instantaneous power demand by approximately 25%-50% during operation. However, as PAPIs do not operate continually and are turned on by pilots via radio signal only during approach, it is anticipated any increased power requirement will be temporary and inconsequential to the power demand by or supply to the City of Point Hope.

Natural Resources

While beach gravels are abundant at Point Hope, their structural properties make them insufficient for construction use. It is anticipated that necessary structural geotechnical materials for the proposed action will be imported from other sources by barge, and that consequently there will not be a diminishment of local material availability for other uses.

Sustainable Design

Repairs to the Snow Removal Equipment Building (SREB) are anticipated to increase its energy efficiency by reducing its operational power and fuel needs.

Environmental Justice

Executive Order 12898 and DOT Order 5610.2 require consideration and evaluation of the proposed action for potentially disproportionate adverse impacts to low income and minority populations.

A review of 2010 census data available for Point Hope on the Alaska Department of Commerce, Community and Economic Development (DCCED) website (<http://www.commerce.state.ak.us/cra/DCRAExternal/community/Details/7de8d732-febd-4a66-9837-001caaab4361>) characterizes the community population as 89.6% Alaska Native and American Indian, which is listed as a qualified minority as defined in USDOT Order 5610.2(a) Appendix 1.c. Median household income for Point Hope (2008-2012) is reported as \$83,125+ \$7519, above the U.S. Department of Health and Human Services (DHHS) 2013 poverty threshold range for Alaska of \$14.4K-\$49.6K (<http://aspe.hhs.gov/poverty/13poverty.cfm>). Based on this information, the proposed action may require evaluation for its potential to cause disproportionate and adverse effect on the minority population* of Point Hope.

*(Note: Minority populations are variously defined by the Council on Environmental Quality (CEQ) and FAA. The CEQ definition of a minority population states that: 1) the minority population of an affected area exceeds 50 percent; or 2) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate geographic analysis. In addition, a minority population also exists if there is more than one minority group present and the minority percentage, when calculated by aggregating all minorities' persons, meets one of the above thresholds. FAA recognizes this definition, but to comply with USDOT policy instead applies the following definition as found in DOT Order 5610.2(e): Minority Population means any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity.)

Farmlands

An October 30, 2014 review of the U.S. Department of Agriculture Natural Resources Conservation Service (USDA-NRCS) Prime Farmland database (1997 data) at (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/home/?cid=nrcs143_013752) indicated no data are available for Alaska. However, given established definitions and criteria for categorical farmlands and other land regulated by 7 CFR 657-658 (Farmland Protection Policy Act), have been designated in the project area.

Floodplains

The City of Point Hope does not participate in the National Flood Insurance Program. Review of the FEMA database on October 21, 2014 indicated that no Flood Insurance Rate Maps (FIRM) are available for the proposed action vicinity (<https://msc.fema.gov/portal/search?AddressQuery=Point%20Hope>). A 2009 draft final report by the Alaska Native Tribal Health Consortium (ANTHC) entitled Climate Change and Health Impacts Point Hope, Alaska has suggested that the combined effects of increasing temperatures, increase sea levels and storm surge will increase Point Hope, and "...the airport located near Old Town...especially susceptible to flooding,...". The City of Point Hope, Maniilaq Association, NSB and the Northwest Arctic Borough (NWAB) (report sponsors) will be consulted to provide updates or new information regarding potential climate-change related flooding potential on a local or regional basis.

Hazardous Materials

Federally listed contaminated sites

An October 31, 2014 search of the Environmental Protection Agency (EPA) Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) database of contaminated sites indicated there is no “Superfund” sites in the vicinity of the proposed action.

State listed contaminated sites, spills, and underground storage tanks

An October 20, 2014 search of the Alaska Department of Environmental Conservation (ADEC) databases revealed one record near the proposed action:

- ADEC# 420.38.001- North Slope Point Hope Borough Gasoline Line; Contamination: Gasoline, chronic and long term spills, leaks, drips.
Status: Conditional closure; Institutional controls in place.
Location: Approximately 0.6 miles south of proposed action location.

Historic Properties

An October 24, 2014 review indicated multiple historical, archeological or cultural resource sites listed in the Alaska Heritage Resource Survey (AHRS) secure database (<https://dnr.alaska.gov/ohasecurity/portal>) are within, or in the vicinity of, the proposed action location

Field investigations were completed in the summer of 2014 to characterize cultural and historic resources in the vicinity of the proposed action, and a final report will be generated for review as part of the environmental impact documentation process. Formal consultation will be required with the Alaska State Historic Preservation Officer (SHPO), the Native Village of Point Hope, the Inupiat Community of the Arctic Slope (ICAS) and the Advisory Council on Historic Preservation (ACHP) in accordance with Section 106 of the National Historic Preservation Act (NHPA) (16 U.S.C. 470; 36 CFR 800).

An October 24, 2014 search of the DOI-NPS National Historic Landmark (NHL) website (<http://www.nps.gov/nhl/find/statelists/ak/AK.pdf>) indicated the Ipiutak Site NHL, partially located within the existing airport property, may require further evaluation under 49 U.S.C. 303 to assess potential impacts by the proposed action.

Induced Socioeconomic Conditions

The proposed action will require acquisition of City of Point Hope property for aviation use, which may affect direct or indirect social or economic impacts on the community. In accordance with 40 CFR 1508, the Native Village of Point Hope, City of Point Hope, Tikigaq Corporation, NSB, Maniilaq Association and the Alaska Department of Commerce (ACED) will be consulted to determine the potential for the proposed action to induced adverse socioeconomic impacts on the local, regional or statewide scale.

Light Emissions and Visual Effects

While the proposed action will result in realignment of the existing runway and corresponding spatial relocations of various airport lighting sources, these sources’ emissions and spectral composition are not anticipated to increase over existing conditions. Visual intrusion and light emission impacts of the proposed action will also be separately evaluated under **Section 4(f)** resource analyses.

Noise

As the proposed action will not create a new airport, runway or major runway extension; or, otherwise increase airport capacity or anticipated annual operations, no increase in noise is anticipated over existing conditions. Noise impacts of the proposed action will also be separately evaluated under **Section 4(f)** resource analyses.

Social Impacts

The proposed action will require acquisition of City of Point Hope property for aviation use, which could affect either direct or indirect social or economic impacts on the community. In addition to analyses of potential **Induced Socioeconomic Impacts**, the Native Village of Point Hope, City of Point Hope, Tikigaaq Corporation, NSB and Maniilaq Association will also be consulted under 49 CFR Part 24 and Executive Order 13045 (Protection of Children from Environmental Health Risks and Safety Risks; 62 FR April 21, 1997) to assess potential social impacts by the proposed action.

Solid Waste

It is anticipated that disposal of solid waste from construction of the proposed action will be a contractor responsibility, and such waste streams removed to either the local municipal landfill or other appropriate disposal sites. Coordination will take place between the City of Point Hope, Alaska Department of Environmental Conservation (ADEC) and DOT&PF to estimate the proposed action solid waste stream types and volumes, and their potential impacts (42 U.S.C. 6901).

Water Quality

Navigable Waters:

The U.S. Army Corps of Engineers (USACE) defines navigable waters to include "...waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce." (33 CFR Part 329). A November 13, 2014 review of web data listing USACE Alaska District Navigable Waters (<http://www.poa.usace.army.mil/Portals/34/docs/regulatory/NavWat.pdf>) indicated that no navigable waters lie within the construction footprint of the proposed action. However, as areas of the navigable Chukchi Sea lie adjacent to the proposed action construction footprint, the USACE will be consulted regarding potential impacts of Runway Protection Zone (RPZ) realignment.

Point and Non-point Source Pollutants:

Wetlands on and surrounding airport property may receive surface runoff containing hydrocarbons and other pollutants from the airport runway, aprons and snow removal equipment building operations. Consequently, water quality may be affected by the filling of wetlands as part of the proposed action. A search of the ADEC website (<http://dec.alaska.gov/water/wqsar/map.html>) on October 20, 2014 revealed no impaired water bodies in the proposed action vicinity.

Wetlands

A July, 2014 field delineation in accordance with the 1987 Corps of Engineers Wetlands Delineation Manual and 2007 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Alaska Region (Version 2.0) documented 2.4 acres of persistently saturated palustrine emergent (Cowardin class PEM1B) wetland within the proposed action location (Figure 3).

Wetlands outside the proposed action location area but within existing or proposed acquisitions of airport property include National Wetlands Inventory (NWI) (<http://www.fws.gov/wetlands/Data/Mapper.html>) identified wetlands characterized as either Marine Tidal Unconsolidated Shoreline – Irregularly Flooded (Cowardin class M2USP) or Marine Subtidal Unconsolidated Bottom (Cowardin class M1UBL). These wetlands are located within both the current RSA and RPZ and anticipated realignments by the proposed action (Figure 4). DOT&PF will consult with the USACE to determine the degree of additional study required to analyze for potential wetland functional impacts from construction of the proposed action.

Wild and Scenic Rivers

An October 20, 2014 search of the U.S. Department of Interior, National Park Service (DOI-NPS) website (www.nps.gov/) indicated that no Wild and Scenic Rivers exist within the proposed action vicinity.

Cumulative Impacts

The City of Point Hope, Native Village of Point Hope, ICAS, ASRC and NSB will be consulted to determine if proposed action may cause added, significant or cumulative impacts to those by other ongoing or proposed local or regional projects in the vicinity of the proposed action.

At present, DOT&PF anticipates the potential permanent impacts associated with the proposed action to be unavoidable impacts to wetlands, potential impacts to inadvertently discovered cultural or historic resources, and potential use or conversion of a portion of a 4(f) property.

Wetlands

Based on the field wetland delineation survey conducted in July, 2014 and preliminary engineering estimates, it is anticipated that less than 1 acre of waters of the U.S. will be filled to construct the proposed action. Should compensatory in-lieu wetland mitigation be necessary after all practicable avoidance and minimization measures are implemented, it will comply with Compensatory Mitigation for Losses of Aquatic Resources: Final Rule (33 CFR Parts 325 and 332), dated April 10, 2008 and be in accordance with the Alaska District Regulatory Guidance Letter (RGL ID No. 09-01).

Historic Properties

Field archeological surveys conducted both concurrent to the July wetland survey and in September, 2014 determined that most of the area adjacent to the existing runway was extensively disturbed during its original construction. Recent archaeological testing sampled 41 test pits in the construction footprint of the proposed action, none of which contained cultural resources. While archaeological testing by professionally qualified individuals (PQIs) meeting Secretary of the Interior Qualification Standards (48 FR 44738-44739) indicated a preliminary Area of Potential Effect (APE) for the proposed action has low archaeological potential; it remains possible that cultural or historic resources not identified during surveys may be inadvertently encountered during construction.

Section 4(f) Resources

Realignment of a portion of the RSA by the proposed action would encompass ruins associated with a former mission complex and also extend into a portion of the Ipiutak Site NHL (established in 1961). While no construction or other ground disturbing activities are planned for those locations, analyses should be conducted to determine if either a use or conversion of a Section 4(f) property will occur.

November 19, 2014

During construction of the proposed action, localized minor and/or temporary impacts are also anticipated to air quality, ambient noise and public access over existing trails crossing airport property; as well as to potentially incidental polar bear, marine mammal or other wildlife use of areas within or adjacent to current airport property or new acquisitions anticipated through the proposed action.

Timely input by your agency or organization is important to ensure these and other potential impacts are properly identified in order to facilitate development of a practicable, final project design. On behalf of FAA, DOT&PF respectfully requests your written comments no later than December 19, 2014. Comments may be submitted by mail to: DOT&PF, Attn.: Albert Beck, P.E., 2301 Peger Road, Fairbanks, AK 99709, or may be e-mailed to: albert.beck@alaska.gov

Thank you for your attention to this request, and if you have any questions regarding the proposed action, please contact me at (907) 451-2276 or Paul Karczmarczyk, project Environmental Analyst, at (907) 451-2288..

Sincerely,



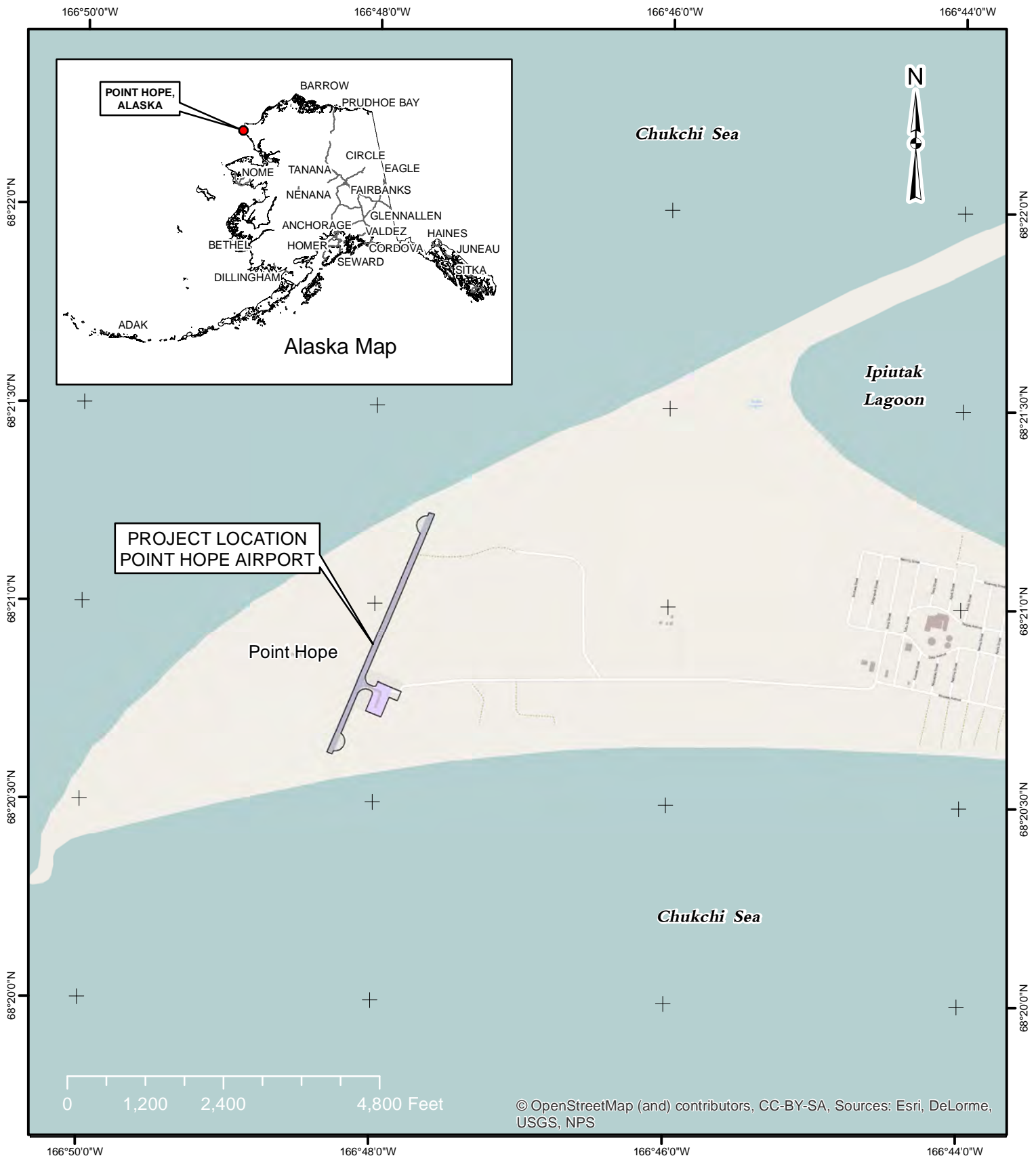
Albert M. L. Beck, P.E.
Design Group Chief

pfk/jms



Enclosure: Figure 1 – Point Hope Airport Location and Vicinity Map
Figure 2 - Proposed Action
Figure 3 – Point Hope Runway Realignment Project Area Wetland Delineation
Figure 4 – Point Hope Runway Realignment Project Area NWI Wetlands

cc by e-mail: Penny Adler, Northern Region Chief, Airport Leasing; DOT&PF
Ryan Anderson, P.E., Northern Region Preconstruction Engineer; DOT&PF
Meadow Bailey, PIO; DOT&PF
Nicholas Brehm, Engineering Assistant; DOT&PF
Robert A. Campbell, P.E., Acting Northern Regional Director; DOT&PF
Judy Chapman, Northern Region Planning Chief; DOT&PF
Paul F. Karczmarczyk, Northern Region Environmental Analyst; DOT&PF
Katrina Moss, Northern Region Airport Planner; FAA Alaskan Region Airports Division
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Kevin Smith, ROW Chief; DOT&PF
Taralyn Stone, Environmental Impact Specialist; FAA Alaskan Region Airports Division



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 NORTHERN REGION
 DOT&PF PROJECT NO: 63842

Point Hope Airport Location & Vicinity Map

DATE:
 SEPTEMBER 2014

FIGURE
1



Legend

- Delineation Boundary
- ▲ Wetland Delineation Sampling Point: Upland
- Wetland Boundary Point and Sampling Point
- High Tide Point
- ☁ Delineated Wetlands (PEM1B)
- Sensitive Cultural Areas

Notes:

1. Delineation of tidal area boundaries are not included, as no development is proposed near these areas.
2. Base imagery was prepared by North Slope Borough in cooperation with DCCED using funds provided by the Coastal Impact Assistance Program, State of Alaska, and North Slope Borough. The North Slope Borough contracted with Global Positioning Services Incorporated in May of 2013 to prepare the base imagery.

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 NORTHERN REGION
 DOT&PF PROJECT NO: 63842

Point Hope Runway Realignment Wetland Delineation

DATE:
 SEPTEMBER 2014

FIGURE
 3



U.S. Fish and Wildlife Service

National Wetlands Inventory

Nov 12, 2014



Wetlands

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

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

User Remarks:

FIGURE 4

Point Hope Runway Realignment
NWI Wetlands Adjacent to Proposed Project