

# STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

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February 14, 2005

Re: Stebbins Airport Improvements  
Environmental Scoping  
ADOT&PF Project No. 62610

To Whom It May Concern:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Aviation Administration (FAA) is proposing improvements at the Stebbins Airport. Stebbins is located on the northwest coast of St. Michael Island, on Norton Sound (Refer to Figure 1). It lies 8 miles north of St. Michael and 120 miles southeast of Nome; at approximately 63.5° North Latitude and -162.2° West Longitude. (Section 2, Township 23 South, Range 19 West, Kateel River Meridian; USGS Quadrangle St. Michael C-1)

## Existing Facility Description

The community of Stebbins is accessible by air and water, but is most dependent on air travel. Therefore, it is vital that this airport continues to safely serve the public. The existing airport facility consists of a 3,000-foot by 60-foot gravel runway, with a 250-ft by 120-ft runway safety area (RSA). The apron is 160-ft by 375-feet and is located 225-ft from the runway centerline (Refer to Figure 2). The taxiway is 25-ft wide by 225-ft long, with a safety area width of 50-ft. Navigational aids consist of rotating beacon, pilot activated medium intensity runway lights, a segmented circle, and a windsock.

## Purpose and Need

This project will address the following deficiencies at the Stebbins Airport:

- The existing gravel runway does not meet the required dimensions of 4,000-feet by 75-feet to serve the current and projected fleet of aircraft operating in the region and to accommodate instrument approaches.
- The existing RSA does not meet the current standards of 150-ft width and 300-ft length beyond each runway end.
- The apron is also inadequate for airplane ground operations. The apron is located 225-feet from the runway centerline. As a result, airplanes on the apron penetrate the Part 77 transitional surfaces.
- The taxiway width of 25-feet and safety area width of 50-ft are inadequate. Current standards are 50-ft width by 120-ft safety area standard.

- Land is inadequate to support the airport. There is no room for aviation support area and the required runway protection zones.

### Proposed Action

The proposed project would relocate the taxiway and apron, extend the runway to 4,000-feet, and construct an airport access road. These improvements will require additional property. The table below summarizes other actions associated with the proposed project. Airport Design Dimensions (Existing and Proposed)

<b><u>Airport Facility</u></b>	<b><u>Existing</u></b>	<b><u>Proposed</u></b>
Runway length	3,000-ft	4,000-ft
Runway width	60-ft	75-ft
RSA length	250-ft	300-ft
RSA width	120-ft	150-ft
Taxiway	25-ft by 225-ft.	50-ft by 500-ft
Taxiway Safety Area	50-ft.	120-ft
Apron	60,000 sq. ft.	100,000 sq. ft.

Four existing material sites have been identified: Clear Lake, Halfway Mountain, Stephens Hill, and Stebbins Rock Products (refer to Figure 3). All of the material sites are located near the Village of Stebbins and have existing haul roads to and from the airport.

In September 2004, DOWL Engineers conducted a study that included classification and mapping of wetlands using aerial photography, a field survey to verify wetland and upland boundaries, functional assessments of each wetland type, mapping of vegetation and habitats, and an evaluation of habitat values for selected wildlife species. This data will be used to assess impacts to wetlands and other wildlife habitat. The report will be available early spring 2005.

### Preliminary Research

For preliminary research results of natural resources in the project area, see Appendix A.

To ensure that all factors are considered in the environmental document, your comments are requested no later than Friday, March 18, 2005. Below is a list of federal, state and local entities that we are requesting input from. Please click on the organization that you represent. This will take you to a list of questions specific to your purview.

[ADEC](#)      [ADF&G](#)      [ADNR-POR](#)      [ADNR-RAD](#)      [ADNR-NRO](#)  
[ADNR-OPMP](#)    [ADNR-OHMP](#)      [Air Carriers](#)      [BLM](#)      [Local and Regional  
Organizations](#)  
[City and Village  
Governments](#)    [USACE](#)    [USEPA](#)      [USFWS](#)      [USNMFS](#)

If you have any questions regarding the project feel free to call our Environmental Consultant, Kristen Hansen, at DOWL Engineers, at 562-2000, or by e-mail at khansen@dowl.com. Should you have any questions on the design of the proposed project, contact Cindie Little, Project Manager, at 451-2284 or by e-mail at cindie\_little@dot.state.ak.us.

Sincerely,



Cindie Little, P.E., Project Manager  
Northern Region ADOT&PF Design

Links:      [Appendix A](#)  
              [Figure 1 - Location & Vicinity Map](#)  
              [Figure 2 – Alternatives](#)  
              [Figure 3 – Material Sites](#)

cc: Leslie Howell, Northern Region Planner, FAA.