

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION PRECONSTRUCTION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
TELEPHONE: (907) 451-5129
TDD: (907) 451-2363
FAX: (907) 451-5126

July 25, 2005

Re: Sheldon Point Runway
Extension Environmental Scoping
Project No. 61444

Project Review Assistant
Department of Natural Resources
Office of Project Management and Permitting
550 W. 7th Avenue, Suite 1660
Anchorage, AK 99501

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 to rehabilitate and upgrade the existing Nunam Iqua Airport to meet current FAA safety guidelines. Nunam Iqua (formerly known as Sheldon Point) is located on the southwest bank of Kwemeluk Pass on the Yukon River Delta, approximately 18 miles southwest of Emmonak and 500 miles west-northwest of Anchorage (Figure 1), in Sections 9 and 10 of Township 28 North, Range 84 West, Seward Meridian (USGS Quad Kwiguk C-6).

Existing Facility Description

The community of Nunam Iqua is accessible by water in the summer and by land during winter, however, it is accessible year-round only by air, and is therefore most dependent upon air travel. The Nunam Iqua Airport provides vital supply and commuter transport services to the community, particularly during the winter months when supplies cannot be barged in.

The existing airport facility consists of a 60 x 3,015-foot gravel runway (Runway 2-20), oriented south-southwest to north-northeast. The runway has a 120 X 3,495-foot safety area, and a 50-foot wide taxiway. The facility also has a 200 X 200-foot apron, as well as a 100 X 200-foot temporary apron adjacent to the 40 X 50-foot SRE building. The runway is equipped with a medium-intensity runway lighting (MIRL) system. The gravel surface is in fair condition, but doesn't perform well in spring months.

Purpose and Need

The purpose of the proposed work is to address several deficiencies at the Nunam Iqua Airport with regards to airport safety and maintenance of the runway and apron. The need for the proposed project is to upgrade the runway and airport to current FAA standards.

The following deficiencies will be addressed in the environmental document:

- The runway, taxiway, and apron surface are showing signs of erosion, and need rehabilitation.
- Runway orientation does not meet FAA criteria for wind coverage unless the runway is widened to 100 feet.
- The existing apron is too close to the runway centerline, and needs to be set back to meet FAA safety guidelines.
- The existing airport is only connected to the Community by a series of boardwalks. Road access is needed to allow the transportation of fuel to the airport.

Proposed Action

As shown on Figure 2, the proposed project would:

- Rehabilitate the existing runway, taxiway, and apron surfaces.
- Widen and lengthen the existing runway and runway safety area to final dimensions of 100 x 4,000 feet (runway) and 150 x 4,600 (runway safety area) to meet current FAA safety guidelines.
- Construct an airport access road to link the Airport to the community of Nunam Iqua.
- Set back the apron to meet FAA safety guidelines.

A specific material source has not yet been identified, although preliminary material site investigations have identified areas adjacent to the existing runway, and river bars as potential sources. All crushed material for surfacing will be furnished by the Contractor and barged in. The location of this material site is widely variable, however it will be from an approved, previously permitted source.

Preliminary Research Results

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

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the links below identify agency specific information that is requested. Please click on the organization that you represent. This will take you to a list of questions specific to your purview and a link that allows you to provide comments directly to our environmental consultant, via e-mail.

ADEC ADF&G ADNR-POR ADNR-RAD ADNR-SHPO
ADNR-SRO ADNR-OPMP ADNR-OHMP Air Carriers BLM
Local and Regional City and Village USACE USEPA USFWS USNMFS
Organizations Governments

To ensure that all factors are considered in the environmental document, your comments are requested by Friday, August 26, 2005. If you have any questions regarding the project please contact Kristen Hansen, Environmental Consultant with DOWL Engineers, at 562-2000, or by e-mail at khansen@dowl.com or contact me at (907) 451-5129 or by e-mail at ryan_anderson@dot.state.ak.us.

Sincerely,



Ryan Anderson, P.E.
Engineering Manager

Links: Figure 1 – Vicinity/Location Map
Figure 2 – Proposed Improvements
Figure 3 – Wetlands and Habitat Map
Appendix A

Cc: Ryan Anderson, P.E., ADOT&PF, Project Manager
Chuck Howe, ADOT&PF, Northern Region Environmental Coordinator
Kerri Martin, ADOT&PF, Environmental Analyst
Katrina Moss, FAA, Northern Region Planner
Matthew Freeman, FAA, Northern Region Engineer
Kristen Hansen, Senior Environmental Planner, DOWL Engineers