

# STATE OF ALASKA

## DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

### NORTHERN REGION PRECONSTRUCTION

**SARAH PALIN, GOVERNOR**

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July 8, 2008

Re: Teller Runway Extension and Crosswind  
DOT&PF Project No. 61429  
Agency Scoping

To Whom It May Concern:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA) is proposing a project to rehabilitate the runway and construct a new crosswind runway at the Teller Airport. Teller is located on the north coast of the Seward Peninsula on Port Clarence, approximately 60 miles north-northwest of Nome. The airport lies at about 65.24° North and 166.35° West. (Sec. 7 & 8, T03S, R037W, Kateel River Meridian.) (USGS Quadrangle Teller A-3) (Figure 1).

#### **Existing Conditions**

Teller is accessible by air, sea and road from Nome during summer months and by air only during the winter. The current airport at Teller has one runway that is 60 feet by 3,000 feet within a 120 foot by 3,480 foot safety area. The current taxiway is 35 feet wide with a safety area width of 80 feet. The apron is approximately 200 feet by 400 feet. Regular and charter flights are available from Nome.

The following issues will be addressed in this project:

- Inadequate wind coverage.
- Inadequate runway length and width.
- Deterioration of the runway surface.
- Lighting system has exceeded its useful life.

#### **Proposed Action**

The proposed project would construct a crosswind runway and extend the existing runway (Figure 3). The new crosswind runway would be 75 feet by 2,720 feet with a safety area of 150 feet by 3,320 feet. The existing runway would be widened to 75 feet and extended by 400 feet to 3400 feet with a safety area of 150 feet by 4,000 feet. Additional improvements that would also be undertaken at this time include:

- Replacement of the lighting system.
- Relocation of the apron and taxiway.
- Relocation of the snow removal equipment building.

Material for the airport rehabilitation project would be obtained from a local material site (Figure 2).

DOWL Engineers conducted wetland delineations and a Phase I Site Assessment in September of 2006 and wetlands were identified within the project area. A Section 404 Permit will be obtained from the USACE prior to any work within wetlands.

### **Preliminary Research**

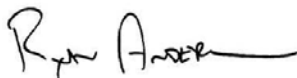
This project is being planned and constructed in compliance with Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, Section 4(f) of the Department of Transportation Act, and Environmental Justice Executive Order 12898.

In accordance with Wetlands and Floodplains Executive Orders 11990 and 11988, notice is hereby given that this project may result in work within floodplains and/or wetlands. As presently envisioned, no substantial impacts are anticipated as a result of this project.

Preliminary research results on environmental resources in the project area are described in Appendix A (attached). A project website has been set up at: <http://www.dowl.com/projects/adotpfairport/teller.htm>, which includes links for each resource agency with 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. Please click on the link for the organization/agency that you represent.

To ensure that all factors are considered in the environmental document, your comments are requested by August 8, 2008. Comment letters regarding the project can be sent to our Environmental Consultant, Kristen Hansen, at DOWL Engineers, at 4041 B Street, Anchorage, Alaska, 99503. Ms. Hansen may be reached by telephone at (907) 562-2000, or e-mail to [khansen@dowl.com](mailto:khansen@dowl.com). Should you have any questions on the design of the proposed project, contact Ryan Anderson, P.E., Project Manager, at (907) 451-5129 or send e-mail to [ryan.anderson@alaska.gov](mailto:ryan.anderson@alaska.gov).

Sincerely,



Ryan Anderson, P.E., Project Manager  
Northern Region DOT&PF Design

Attachments: Appendix A  
Figure 1 - Location/Vicinity Map  
Figure 2 - Project Map  
Figure 3 - Proposed Airport Improvements

c: Bruce Campbell, Regional Environmental Coordinator  
Robert Effinger, Environmental Impact Analyst, DOT&PF, Northern Region  
Loren Haddix, Design Engineer, DOT&PF, Northern Region  
Kristen Hansen, DOWL Engineers, Project Manager