

Noatak Airport Relocation Project #: 61478
Project Update
Public Meeting Notes

January 25, 2023
7:00 P.M. – 9:00 P.M.
Napaaqtuḡmiut School Commons

Meeting Summary:

DOT&PF staff provided an overview of the project and allowed open discussion throughout the meeting. Topics presented included project background, review of the proposed action, and the next steps for the project. Discussion on project background focused largely on erosion at the existing airport. Discussion about the proposed action focused largely on contractor access route and material source.

Questions, Comments, and Responses:

- Would extension of cement pillows extend the amount of time the runway has? *Possibly. It would be costly to protect the existing airport and protecting the airport in place, and still would carry risk of continued erosion, eventually impacting the airport. There would need to be more bank reinforcement than existing cement pillows to delay erosion at airport. This option would not be a permanent solution but might buy time.*
- Could we see the cost to extend cement pillows? *We did a preliminary desktop estimate to justify relocation of the airport vs protecting the existing airport. The preliminary rough order of magnitude estimate to protect from the airport in place is \$45 to 55 Million. This cost does not include other improvements which would be constructed if the airport is not relocated.*
- Is the river material source better than the material source in the hills? *The proposed Noatak River material source is good material for airport construction and is a large enough site to support the project and future needs. It is 2 miles from the proposed airport as opposed to over 6 miles to the source tested in the hill west of Noatak. The site investigated in the hills would require additional investigation to confirm suitability for the airport relocation. For more information see the 2008 Noatak Airport Relocation Geotechnical Report available on the project website, which discusses the material sites on page 9.*
- Why is the source in the hills more expensive? *The proposed Noatak River site will require minimal site preparation before extracting gravel, whereas the site in the hills would require removal of overburden before reaching the material to be extracted. Additionally a significant portion of the cost of gravel is from hauling it to the project. The hills are further away which will increase the time and fuel required to transport gravel.*

- In the future, would a pipeline be constructed from the airport to town?
The FAA airport improvement funds being used to construct the airport relocation cannot fund a pipeline. We will work with AVEC to ensure the airport relocation facilitates AVEC's proposed improvements to the extent possible.
- Would the project need to work with National Park Service to use the DMTS (Red Dog Mine) port to bring in materials and equipment?
The project will need to coordinate with the National Park Service, Teck Alaska, and NANA regarding use of the existing DMTS road and port.
- How close is too close to the runway?
2022 measurements show the river bluff is approximately 260 feet from the toe of embankment. We are working to relocate the airport before erosion reaches airport but have not determined a critical distance. As it gets closer, we'll have to monitor it and start looking at measures if it threatens the runway.
- Are you adding a shelter for the passengers that are waiting for their flight?
We can work with the community to help meet shelter needs but will need the Tribe or someone else to maintain it afterwards.



You Are Invited!

Noatak Airport Relocation Project

Public Open House and Project Update

When: 7:00-9:00 pm, January 25, 2023

Where: Napaaqtugmiut School



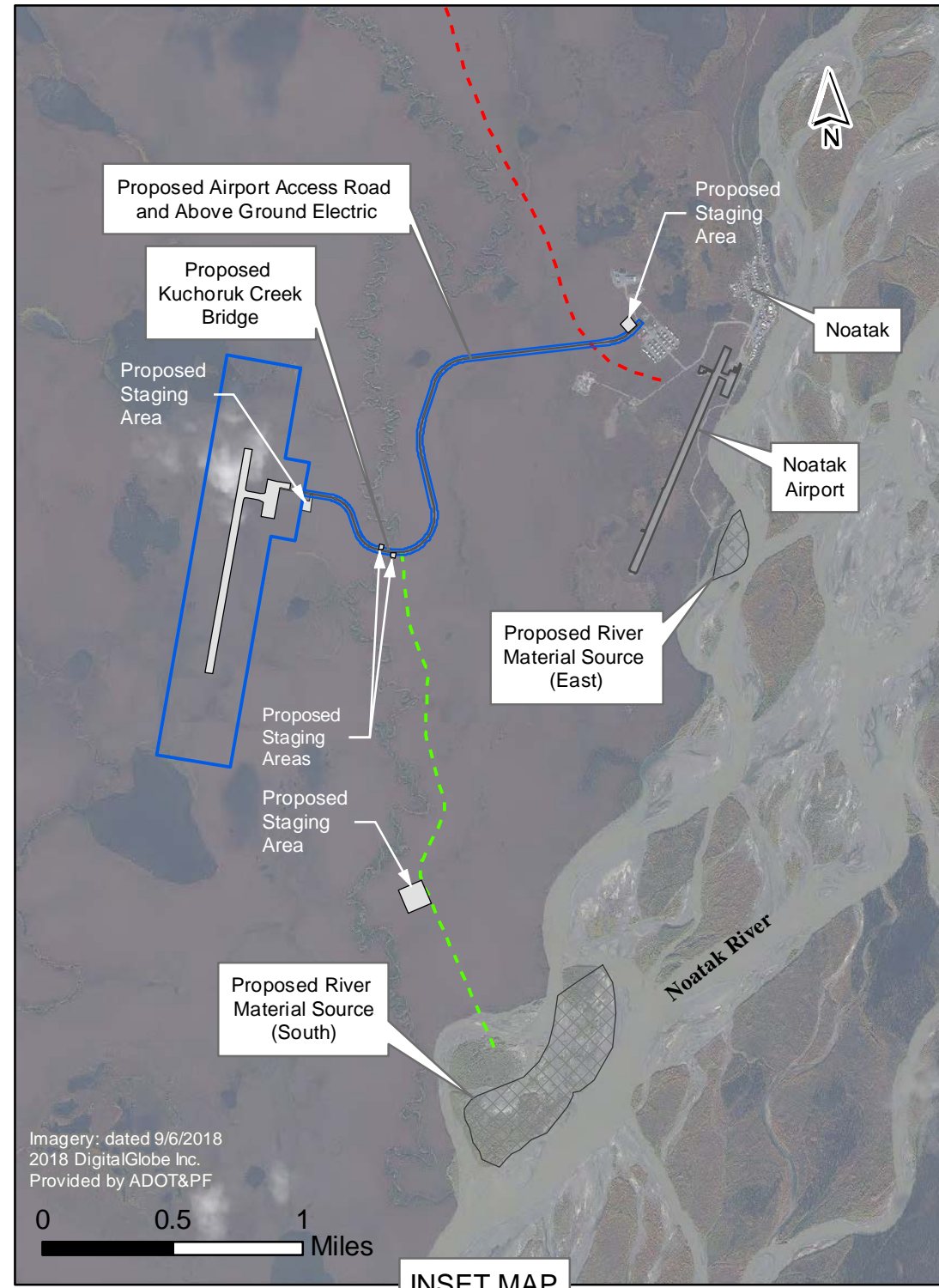
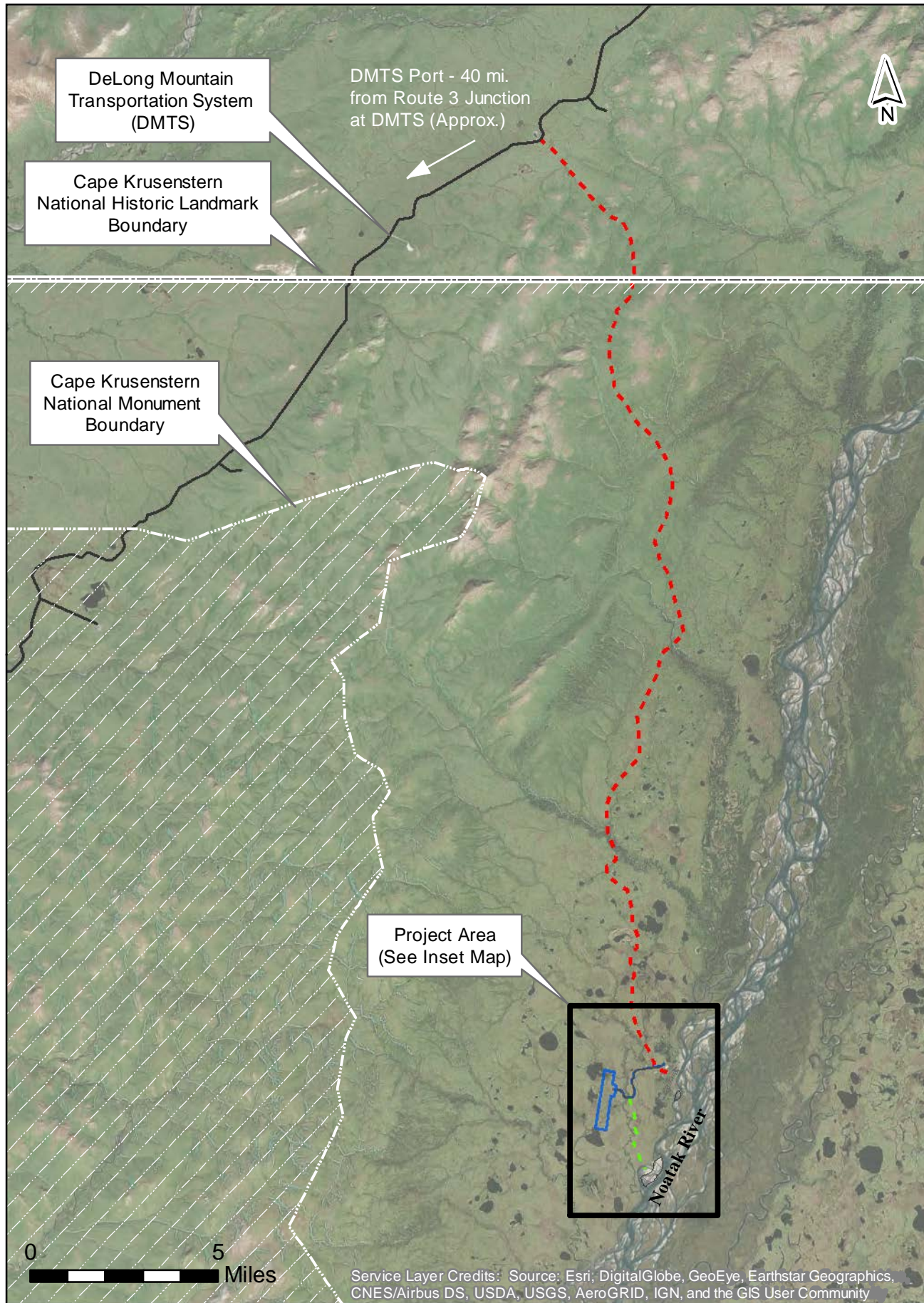
The Alaska Department of Transportation and Public Facilities (DOT&PF) is proposing to relocate Noatak Airport by conducting the following activities:






- 1) Decommission and dispose of existing airport property in accordance with Federal and State regulations and FAA grant assurance requirements;
- 2) Acquire land for the relocated airport and access road through various temporary and permanent interests from federal, state, and private entities;
- 3) Construct runway, taxiway, apron, lighting, a Snow Removal Equipment Building (SREB), and FAA Navigational Aids;
- 4) Construct a road from Noatak to the relocated airport, with a bridge crossing Kuchoruk Creek;
- 5) Extend existing community above-ground utility lines to the relocated airport; and
- 6) Contaminant remediation on existing airport lease lots as required by responsible lessees.

For questions regarding the project, please contact: Christopher Johnston, P.E., Engineering Manager, Alaska DOT&PF, at (907) 451-2322, or send an e-mail to chris.johnston@alaska.gov

This project is being developed in accordance with the following Executive Orders (EO) and will comply with: EO12898 Environmental Justice, EO 11990 Wetland Involvement, EO 11593 Protection and Enhancement of Cultural Resources, EO11988 Floodplain Management, and EO13112 Invasive Species, as amended by EO 13751, Section 106 of the National Historic Preservation Act, Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, and U.S. DOT Act Section 4(f). DOT&PF operates all programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full Title VI Nondiscrimination Policy: https://dot.alaska.gov/tvi_statement.shtml.

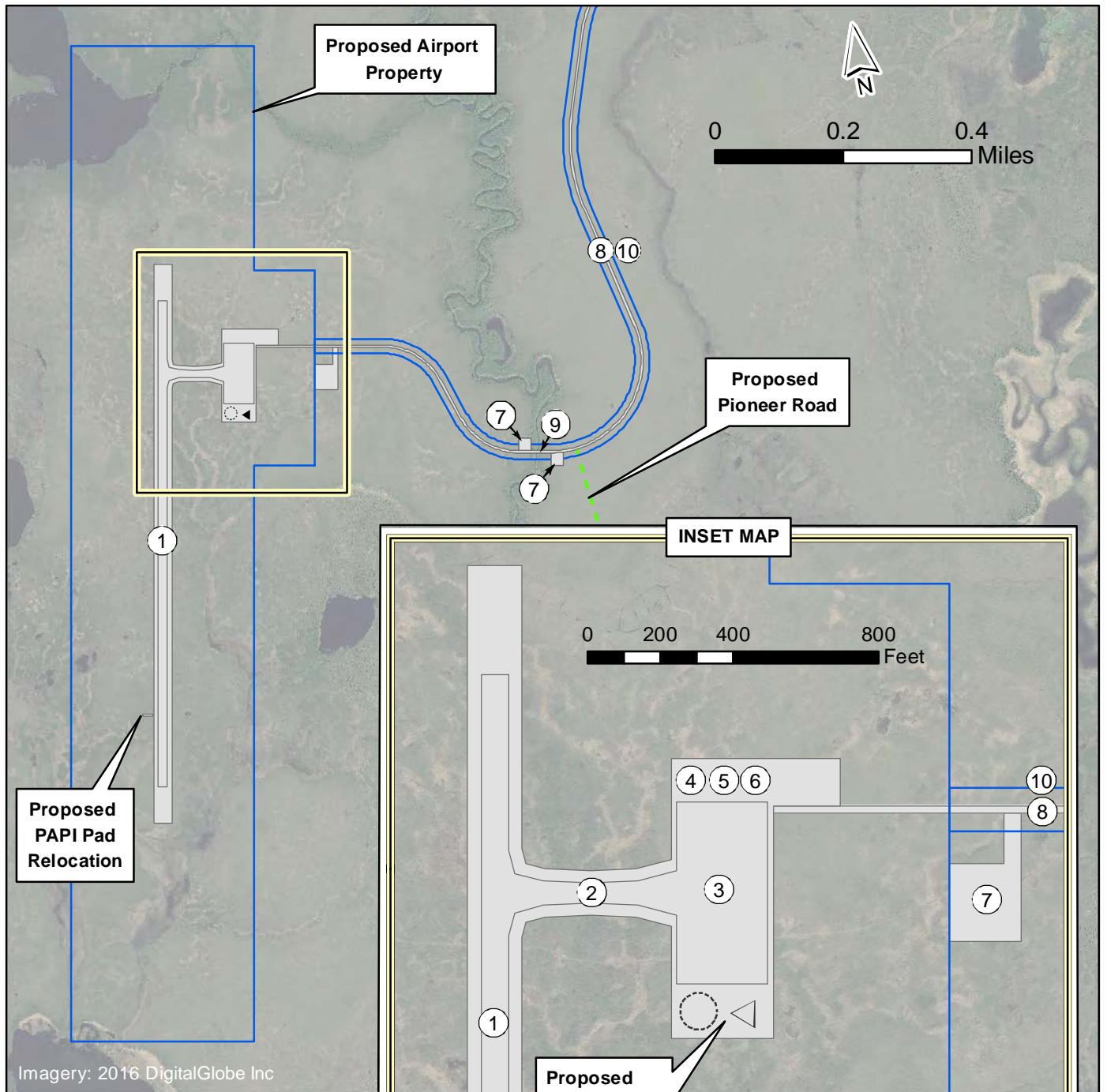
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- LEGEND**
-  Proposed Airport Property
 -  Proposed Runway & Apron
 -  Proposed Material Source
 -  Proposed Winter Snow Road (Route 3)
 -  Proposed Pioneer Road

STATE OF ALASKA Department of Transportation and Public Facilities 2301 Peger Road Fairbanks, AK 99709	
NOATAK AIRPORT RELOCATION NOATAK, ALASKA Proposed Action	
DATE: September 2022	FIGURE 1

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Proposed PAPI Pad Relocation

Proposed Airport Property

Proposed Pioneer Road

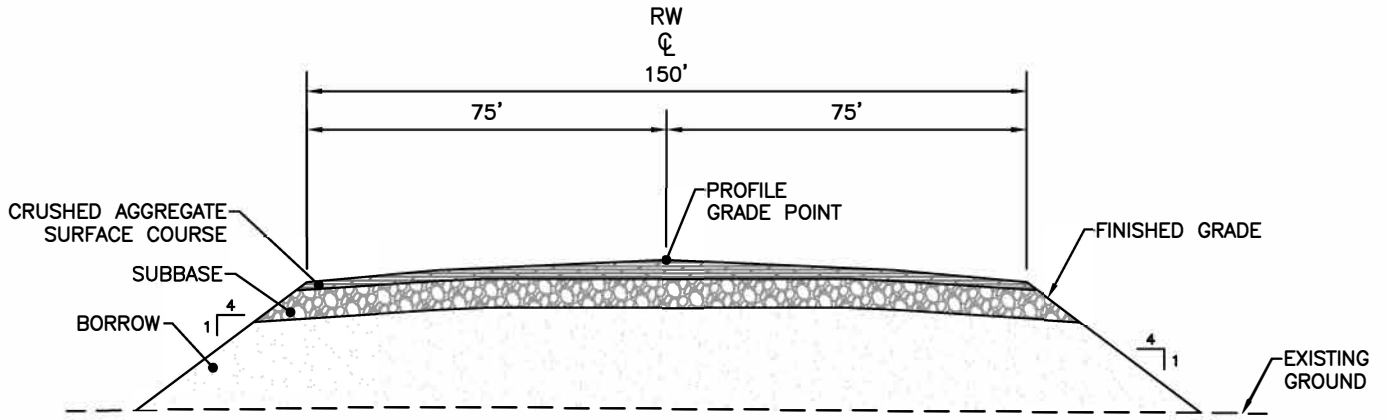
INSET MAP

Proposed Segmented Circle/AWOS Relocation

PROPOSED ACTION:

- ① Runway, Safety Area, and Nav aids
- ② Taxiway
- ③ Apron
- ④ FAA Equipment Connex
- ⑤ FAA Emergency Shelter
- ⑥ Snow Removal Equipment Building
- ⑦ Staging Area
- ⑧ Airport Access Road
- ⑨ Kuchoruk Creek Bridge
- ⑩ Above Ground Electric Line

STATE OF ALASKA Department of Transportation and Public Facilities 2301 Peger Road Fairbanks, AK 99709	
NOATAK AIRPORT RELOCATION NOATAK, ALASKA Proposed Action Site Plan	
DATE: September 2022	FIGURE 2

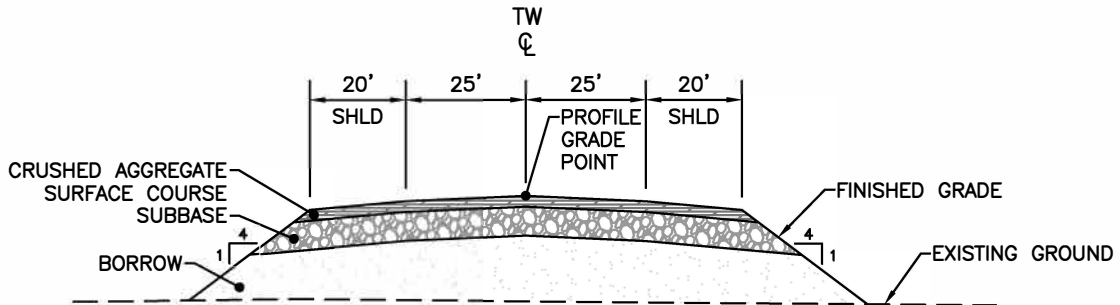


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7

RUNWAY TYPICAL SECTION

TYPICAL SECTION NOTES:

1. RUNWAY, TAXIWAY, AND APRON SECTION NOMINAL 10 FT THICK.
2. RUNWAY LENGTH 4,000 FT, ULTIMATE RUNWAY LENGTH 5,000 FT



2
7

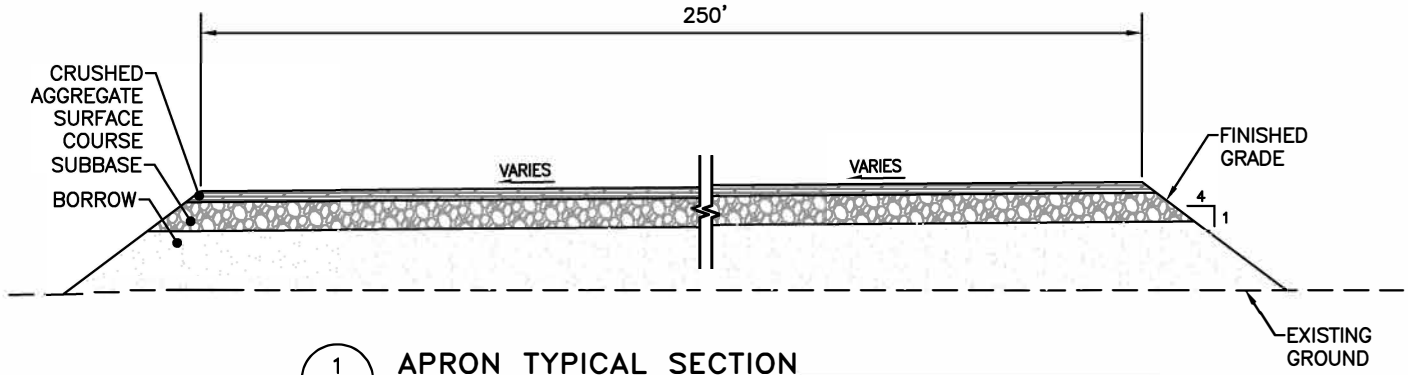
TAXIWAY TYPICAL SECTION

TYPICAL SECTION NOTES:

1. RUNWAY, TAXIWAY, AND APRON SECTION NOMINAL 10 FT THICK.

STATE OF ALASKA Department of Transportation and Public Facilities 2301 Peger Road Fairbanks, AK 99709	
NOATAK AIRPORT RELOCATION NOATAK, ALASKA Airport Typical Sections	
DATE: February, 2019	FIGURE 3

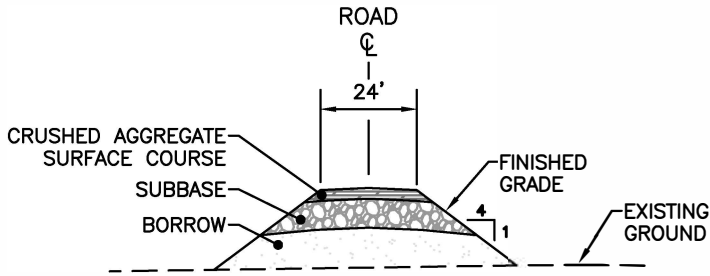
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1
8 APRON TYPICAL SECTION

TYPICAL SECTION NOTES:

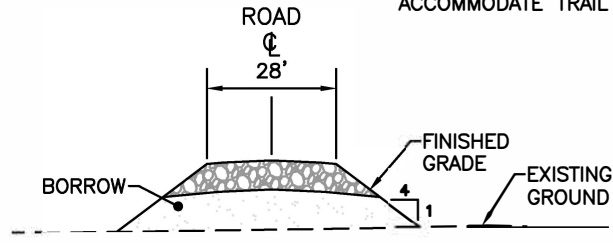
1. RUNWAY, TAXIWAY, AND APRON SECTION NOMINAL 10 FT THICK.



2
8 ACCESS ROAD TYPICAL SECTION

TYPICAL SECTION NOTES:

1. ROAD SECTION NOMINAL 6 FT THICK.
2. EQUALIZATION CULVERTS PLACED IN ROAD AS REQUIRED..
3. ABOVE GROUND ELECTRIC LINE WILL BE PLACED ALONG ACCESS ROAD. POLES WILL BE SEPARATED FROM ROAD EDGE FOR SAFETY.
4. SELECT AREAS WILL HAVE SHALLOWER SIDE SLOPES TO ACCOMMODATE TRAIL CROSSINGS.

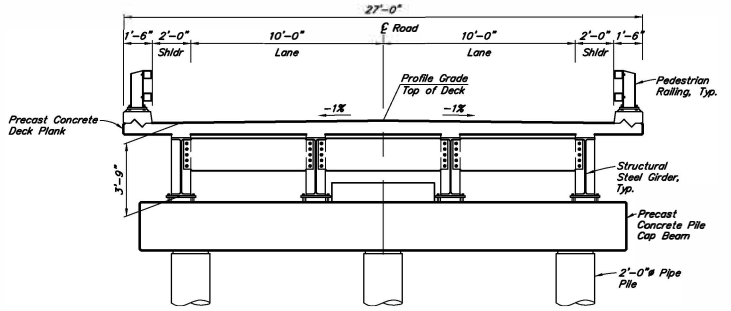


3
8 PIONEER ROAD TYPICAL SECTION

TYPICAL SECTION NOTES:

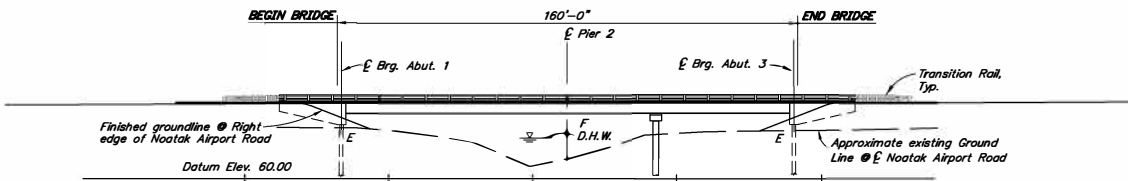
1. ROAD SECTION NOMINAL 4 FT THICK.

STATE OF ALASKA Department of Transportation and Public Facilities 2301 Peger Road Fairbanks, AK 99709	
NOATAK AIRPORT RELOCATION NOATAK, ALASKA Airport / Road Typical Sections	
DATE: February, 2019	FIGURE 4



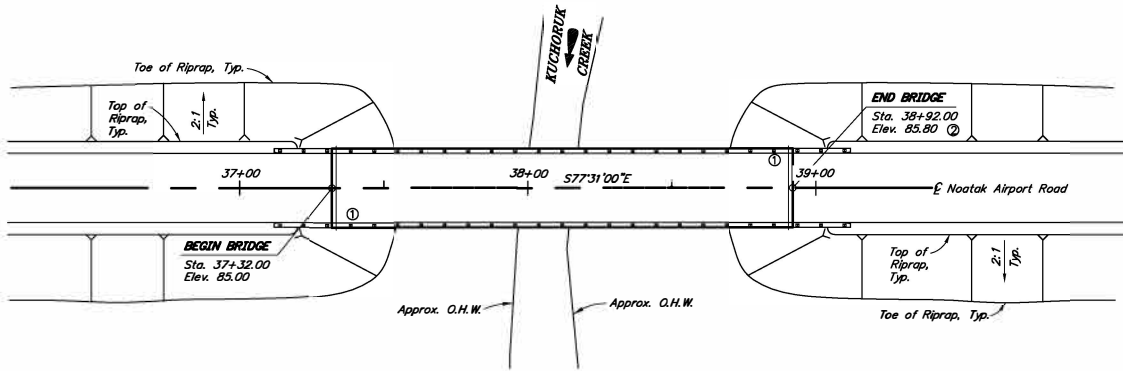
TYPICAL SECTION

NO SCALE



ELEVATION VIEW

NO SCALE



PLAN VIEW

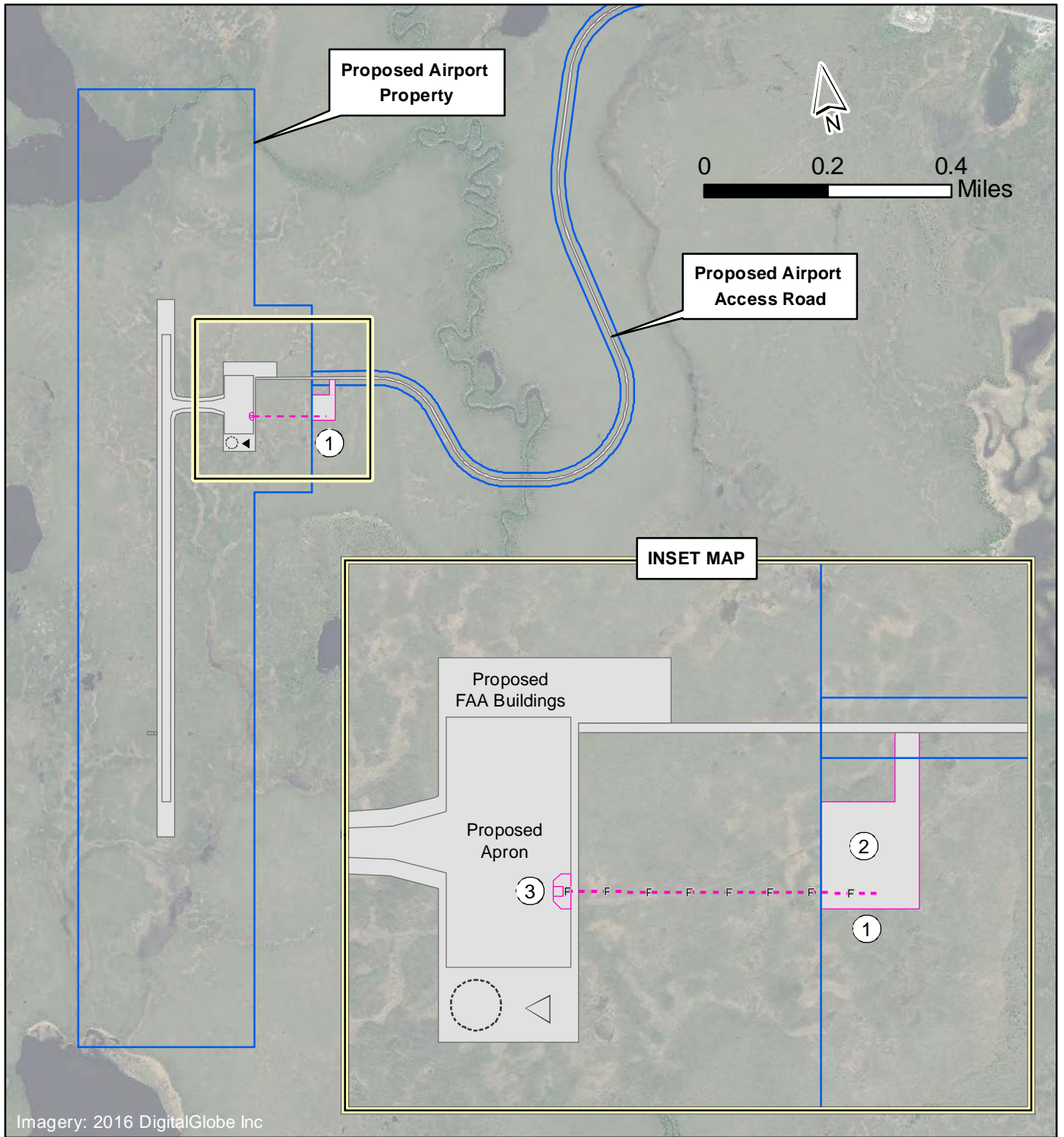
NO SCALE

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NOATAK AIRPORT RELOCATION
 NOATAK, ALASKA
Bridge Concept

DATE: February, 2019

FIGURE 5



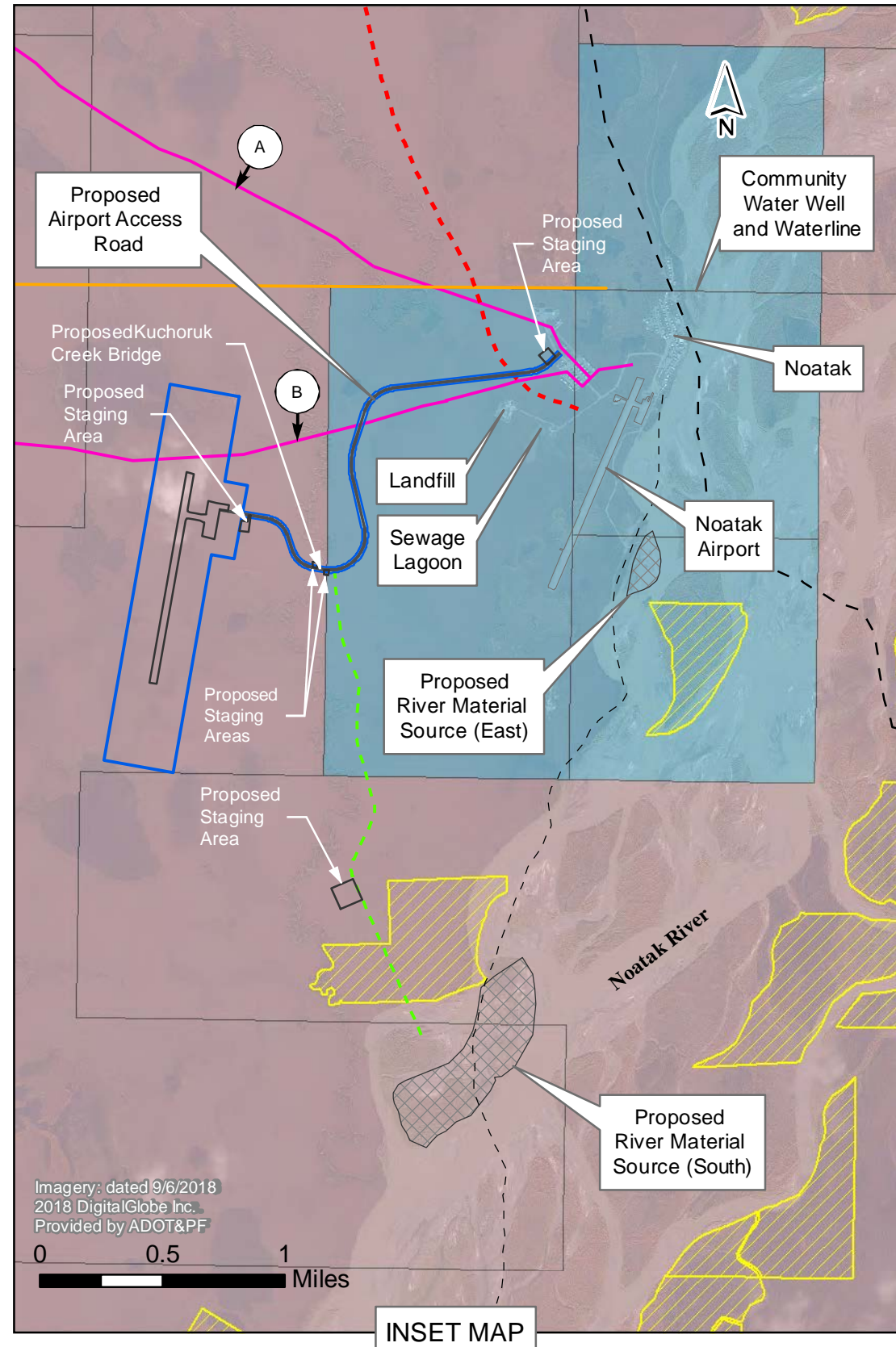
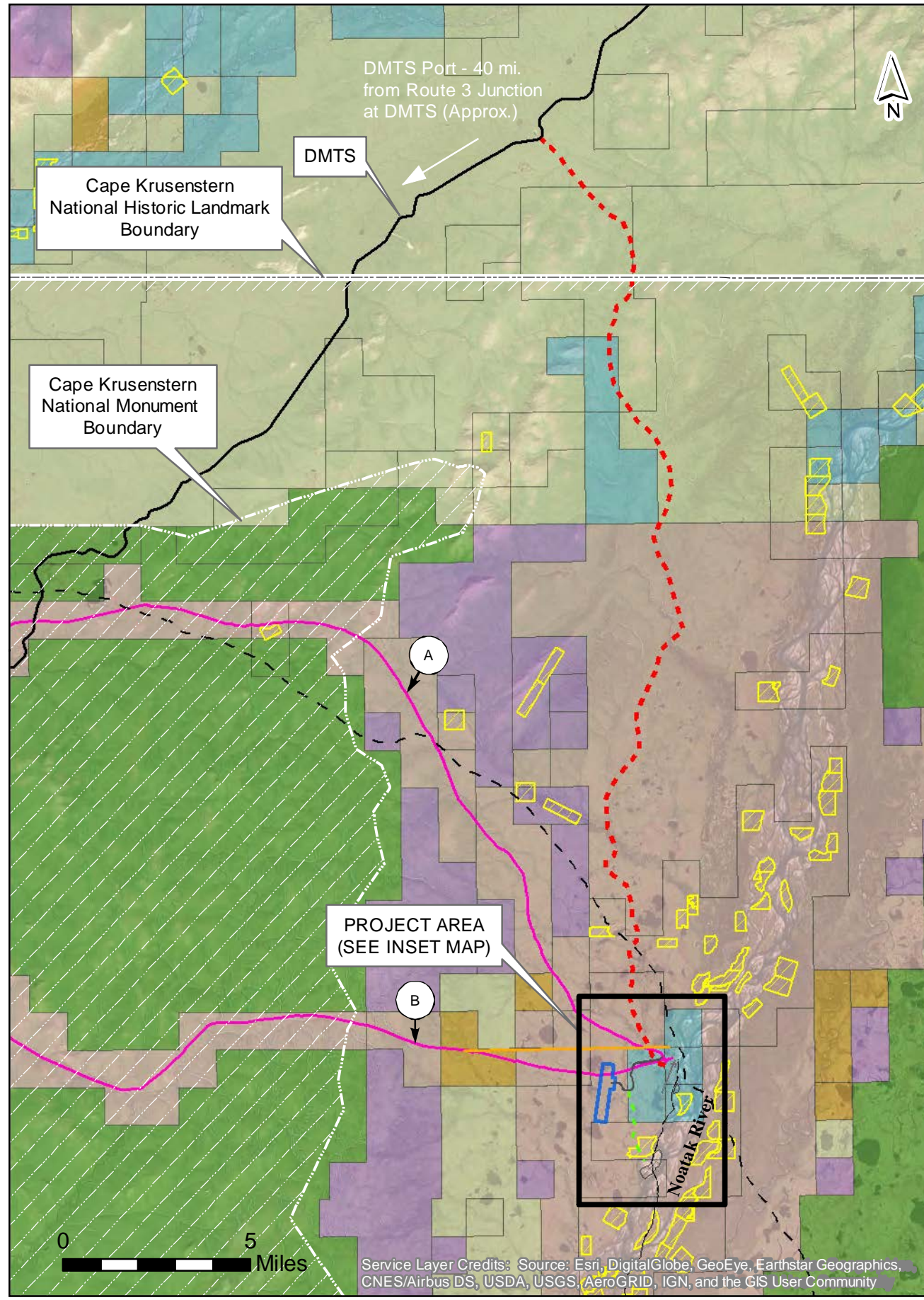
CONNECTED ACTION ITEMS:

- ① Proposed Fuel Transfer Station
- ② Proposed Tank Farm
- ③ Proposed Fuel Header

Note: Alaska Village Electric Cooperative proposes to transfer fuel to Noatak via a vehicle or pipeline along the airport access road.

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NOATAK AIRPORT RELOCATION NOATAK, ALASKA Connected Action Site Plan	
DATE: September 2022	FIGURE 6

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LEGEND

- Proposed Airport Property
- Proposed Runway & Apron
- Proposed Airport Access Road and Above Ground Electric
- Proposed Winter Snow Road (Route 3)
- Proposed Pioneer Road
- National Park Service Easements
- 17(b) Easement
- NAB Winter Trail
- Kotzebue - Noatak Trail (RS2477 Trail)

LAND OWNERSHIP

- BLM
- National Park Service
- Native Corporation
- Other Private or Municipal
- State
- State and Native
- Native Allotment

Notes and Citations:

- Coordinate System: NAD 1983 StatePlane Alaska 7 FIPS 5007 Feet
- Imagery Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community. Orthoimagery: Noatak 2016 SID.
- Land Status Data Source: Originator: Alaska Department of Natural Resources, Information Resource Management, Title: General Land Status - October 2017 - All Attributes - Clipped to 1:63,360 Coastline (EPSG:3338 NAD83 Alaska Albers).

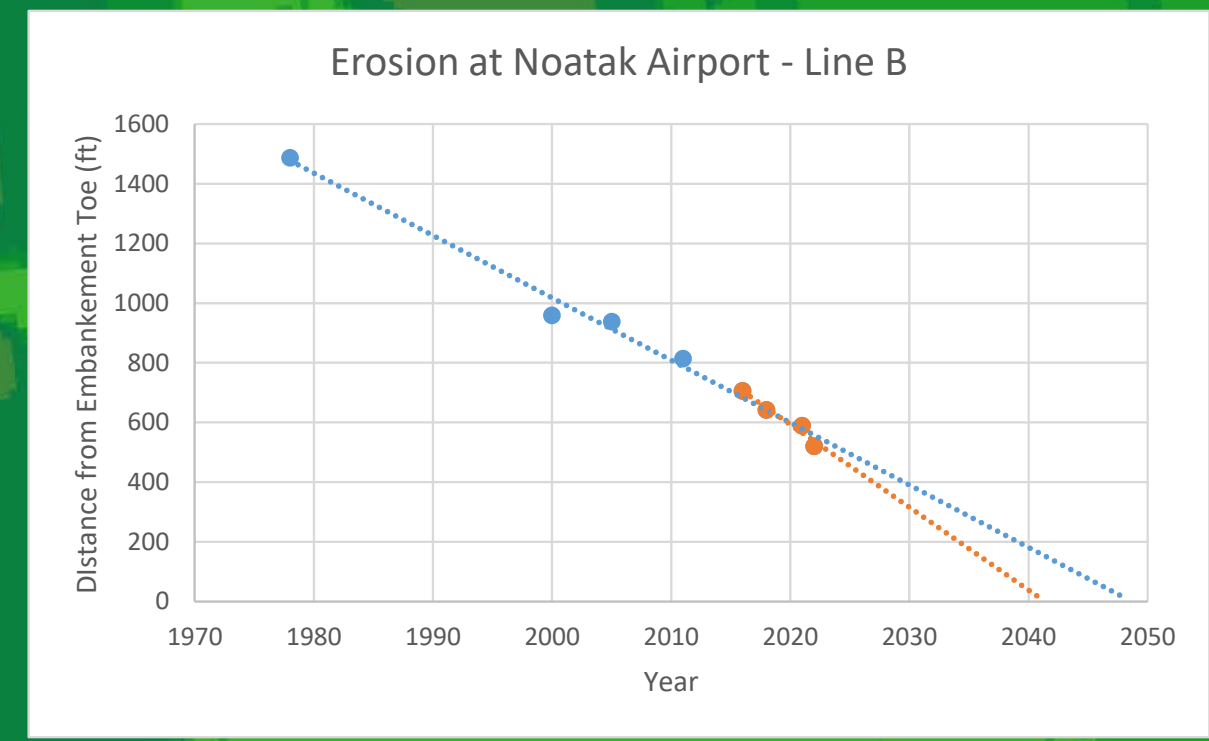
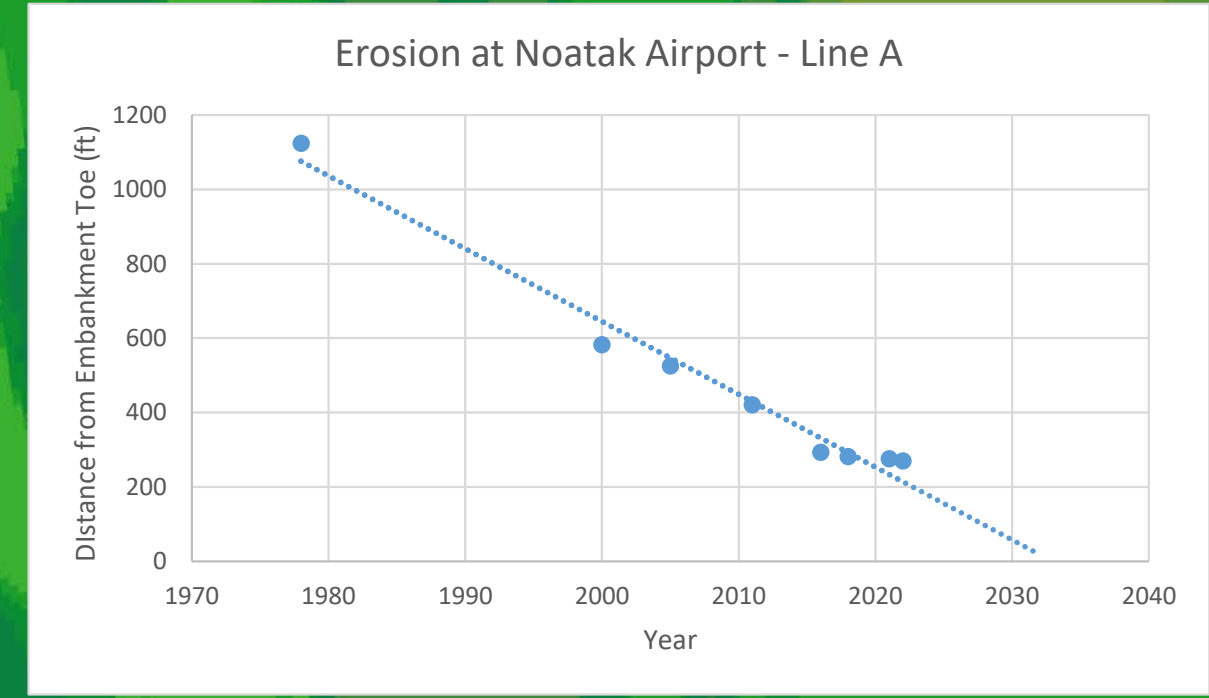
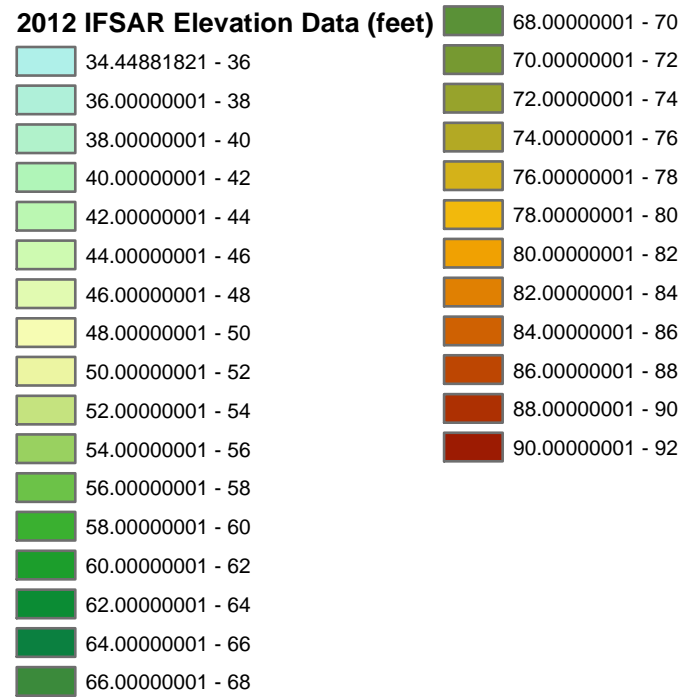
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NOATAK AIRPORT RELOCATION
NOATAK, ALASKA
Land Ownership

DATE: September 2022 FIGURE 7

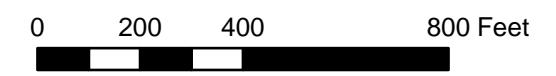
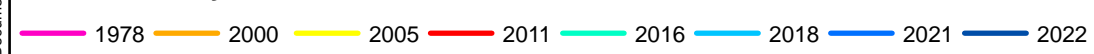


Legend



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Legend Shorelines By Years



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Date: October 2022

Figure 8

Noatak, Alaska