

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

March 25, 2015
6:00 P.M. – 8:00 P.M.
Napaaqtuḡmiut School Gymnasium

Meeting Summary:

The Alaska Department of Transportation & Public Facilities hosted a public meeting and updated the community members of Noatak about the airport relocation project. The DOT&PF presented the descriptions of the project scope work that has been completed to date which includes: imagery of proposed airport, access road alternatives, bridge design, and introducing the next steps toward completion and an estimated projection of construction dates. The DOT&PF held an open Q&C at the end of our discussion and received valuable feedback from various entities and community members sharing their thoughts and concerns.

Questions, Comments, and Responses:

- As riverbank erosion speeds up, would the potential of getting this project pushed forward increase? *Possibly. It will depend on where this project ranks in relation to all the other airport projects in the State.*
- Because we've encountered an average of -40 degree Fahrenheit temperatures, would the design of a new bridge be able to withstand such conditions for an extended period of time? *The bridge will be designed to State highway standards which includes accounting for cold arctic temperatures.*
- Does the access road go through the new airport and who would be responsible for maintaining it? *The airport access road will go from the community to the new airport. Several alternatives are still being considered for where the road will start. The State will be responsible for maintaining the new road unless the community accepts maintenance responsibility.*
- How do we (the community) develop the land, depending upon ownership where the current runway exists? *Who owns the land would depend on the FAA grant assurances and how the land was originally acquired. The FAA may require the community to purchase the land from the State.*
- What does the community or state do with the materials from the existing runway, taxiway and apron? *Unless the gravel can be used for the new airport, the State will likely not have a use for the material. If the community ends up with the land, it could be a local gravel source for community expansion.*

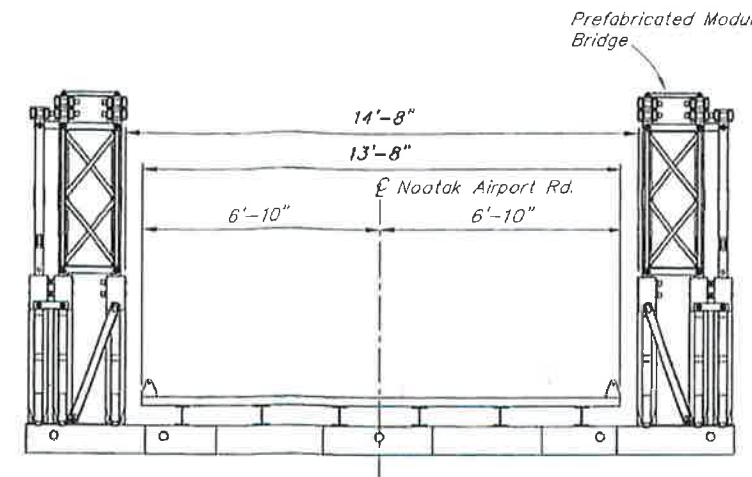
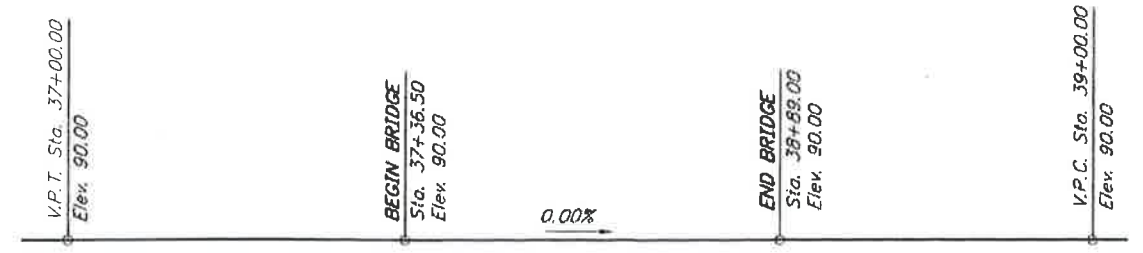
- Who would be responsible for replacement or demo of the existing fuel line which runs from the airport to the native store? If need be, would the contractor be responsible for constructing a road around the existing fuel line in order to preserve and continue its regular usages? *Construction of a fuel line to the new airport and demo of the old line would likely be the community's responsibility. If the old line is still in place, the State's contractor would be responsible for protecting due to construction as well as any other utilities.*
- The community of Noatak owns and contracts Teck Cominco to operate a truck which hauls heating fuel which Teck sells to the community at a lower rate than the local sources. It might be possible to transfer this truck with a tank and use this as a method of fuel transportation from the relocated airport to distribute to houses or the native store. *The fuel transportation will ultimately need to be decided by the community and fuel company. We will design the road to meet Federal Highway and State highway standards so the road would accommodate large vehicles the same as for major highways on the road system.*
- What type of ROW acquisitions would be needed to construct a new road and what determines the geometric properties of this new road? *For new roads, we generally want a 200' to 300' wide right-of-way for the road. This allows room for areas where the road embankment needs to be wider as well as space for utilities or other transportation infrastructure which is often within a road right-of-way. The geometrics (road width, curve radii, slopes...) will be design to the State highway standards for roads with low traffic volume.*
- What if future expansion of the runway is required? *If a longer runway is needed in the future, the state would go through our design and permitting process and likely need to obtain more right-of-way for the expansion.*
- Would the DOT be required to supply more heavy machinery to maintain the new runway and access roads? *Our M&O section will determine if additional equipment is needed to maintain the new airport and road and purchase it. The new snow equipment removal building will be designed for what's needed.*
- If the contractor decides to remove material from the bedrock of the Noatak River, would the environment and fish be harmed in any way? *We plan on removing only 2-3 feet of material to use which ultimately won't have any major effects on the environment or the fish migratory patterns. We will need to obtain permits from the Alaska Department of Fish and Game for a river material site and they will review our project to make sure we're not impacting the fish habitat. DOT&PF will also need to get permission from the Alaska Department of Natural Resources for a river gravel source.*
- How will you keep dust down? *A dust palliative will be applied to the new runway. Air quality would be improved for the community because of the runways' distance away.*

- Who would be allowed to determine the location of accessible materials? The contractor, the state or the community members? *It mainly depends on the composition and quality of the materials nearby. The State will provide information on what material is available in the project area and then the contractor will determine where they get the material from. The State or contractor will need to get permission from the land owners for any material site and haul routes.*
- Consider the decreasing slopes of the proposed bridge location. *We will look at keeping road slopes to a minimum.*
- Is there a way that the DOT can create a road off the proposed airport access road to make the cemeteries more accessible? *This project can only build a road to the airport.*

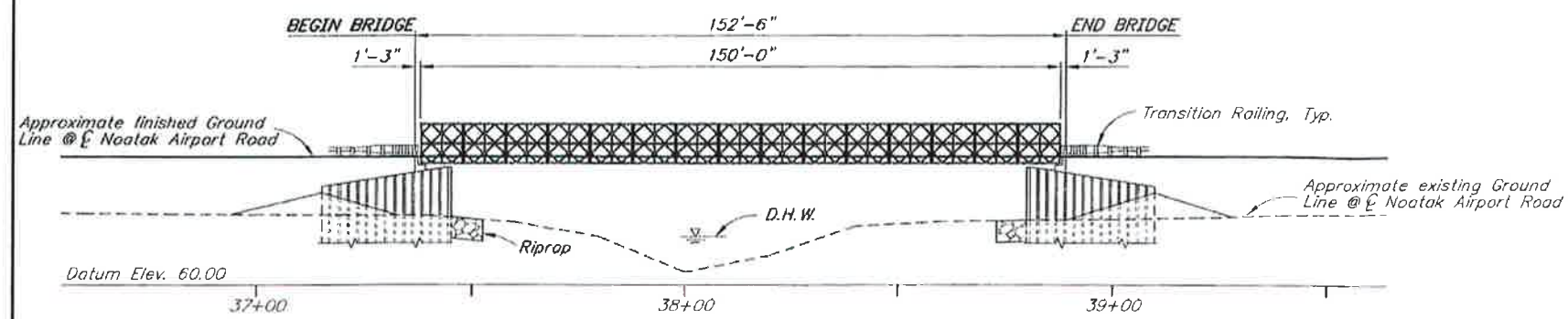
Since the proposed location of the new airport is in a more open area where it would typically be windier, what would the potential of forming snow drifts in the winter be and would it be a danger to consider for people who might have a form of sight disabilities or color blindness? *Snow drifting will be considered in our design of the new road and airport. In other locations, we've been able to keep snow drifting on roads to a minimum by keeping the embankment several feet high.*

- Another concern is that the last contractor who came here used up all of the Native Store's diesel fuel and left the community with very little. This created a major issue for people who need this to survive during the harsh conditions of the winter. *It's up to the store who it sells its fuel to. If we know in advance that the contractor will not be able to get fuel in town, we can put that information in our plans and specifications so the contractor knows he will have to bring in fuel for the project.*
- The last contractor here filled our landfill and left the community to deal with their scrap materials, how do we guarantee that our landfills are not to be used by the contractor? *If the community won't let the contractor use the landfill, we can require the contractor to ship trash out but it will add cost to the project. If the contractor does not abide with the State contract, the state will not compensate the contractors and it will become their responsibility to address properly.*

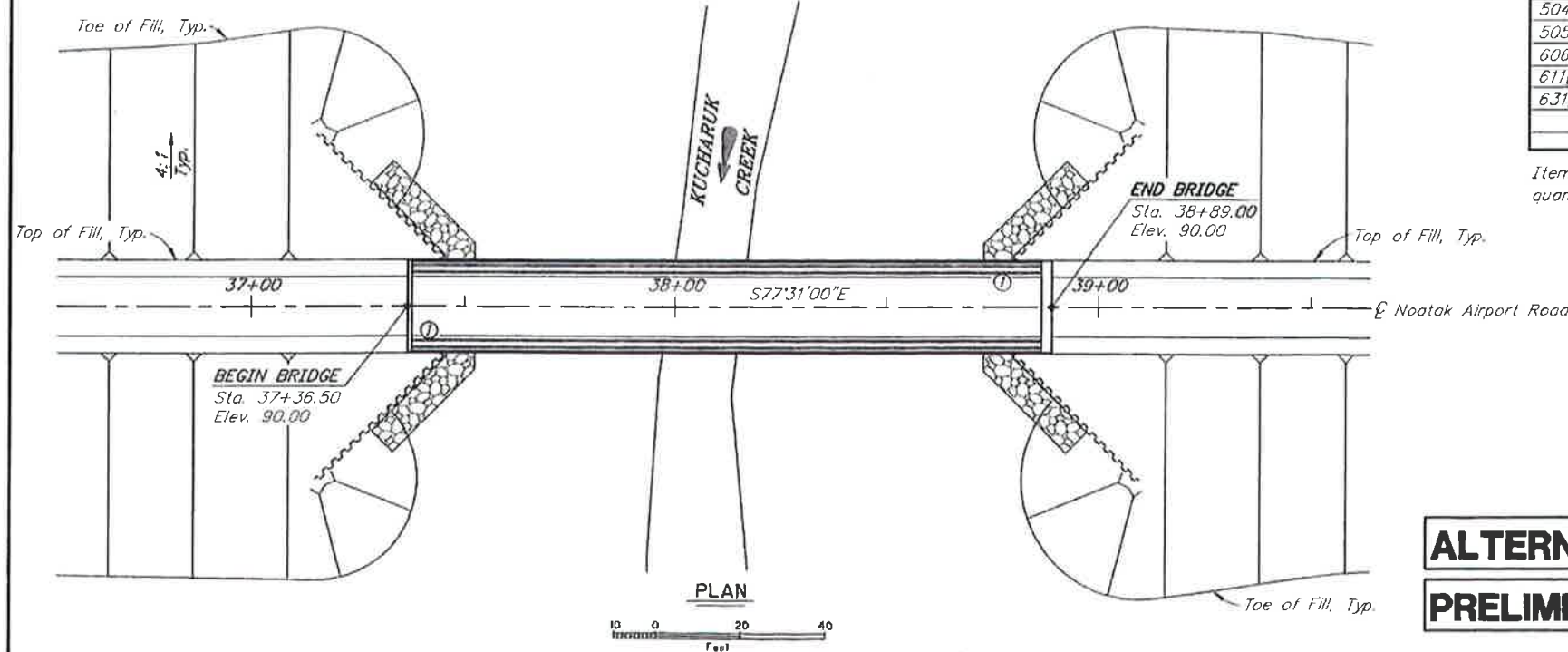
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA		2007		



TYPICAL SECTION
 12 0 4 8
 In. Feet



ELEVATION
 10 0 20 40
 Feet



PLAN
 10 0 20 40
 Feet

ITEM NO.	ITEM	PAY UNIT	ESTIMATING UNIT	SUBST.	SUPERST.	TOTAL
501(1)	Class A Concrete	LS	CY			
503(1)	Reinforcing Steel	LS	LBS			
504(3)	Prefabricated Modular Bridge	LS	LBS			
505(9)	Structural Steel Sheet Piles	SF	SF			
606(12)	Guardrail / Bridge Rail Connection	EA	EA			
611(1)	Riprap, Class II	CY	CY			
631(2)	Geotextile, Erosion Control, Class I	SY	SY			

Item numbers are for reference only. Quantities shown are not necessarily the pay quantities nor the total quantity of the particular item.

TITLE	DWG. NO.
GENERAL LAYOUT	1
SITE PLAN	2

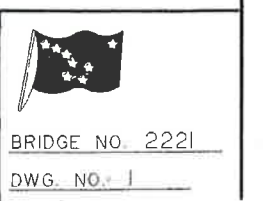
ALTERNATE 1
PRELIMINARY PLAN

① Approximate location of Bridge Number Plate.

DESIGNED BY: Elmer Marx	CHECKED BY: Engineer	LAYOUT BY: Elmer Marx	CHECKED BY: Engineer
DRAWN BY: Sam Sallie	CHECKED BY: Elmer Marx	SPECIFICATIONS BY: Elmer Marx	P S & E COMPARED: Engineer
QUANTITIES BY: Elmer Marx	CHECKED BY: Engineer	APPROVAL RECOMMENDED BY:	Rich Pratt

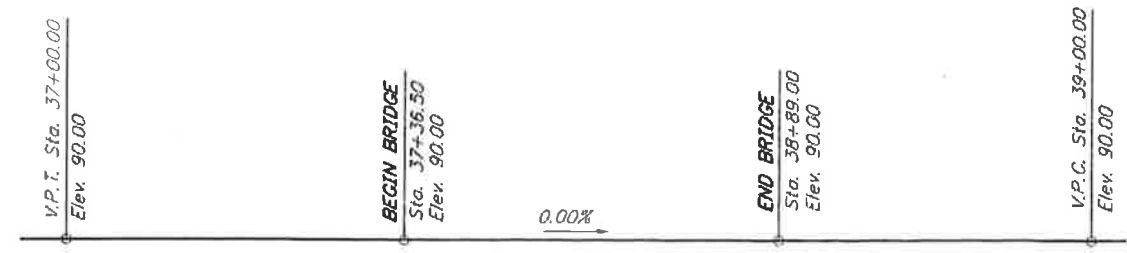
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 BRIDGE SECTION

KUCCHARUK CREEK BRIDGE
 NOATAK INTERNATIONAL AIRPORT ROAD
 GENERAL LAYOUT

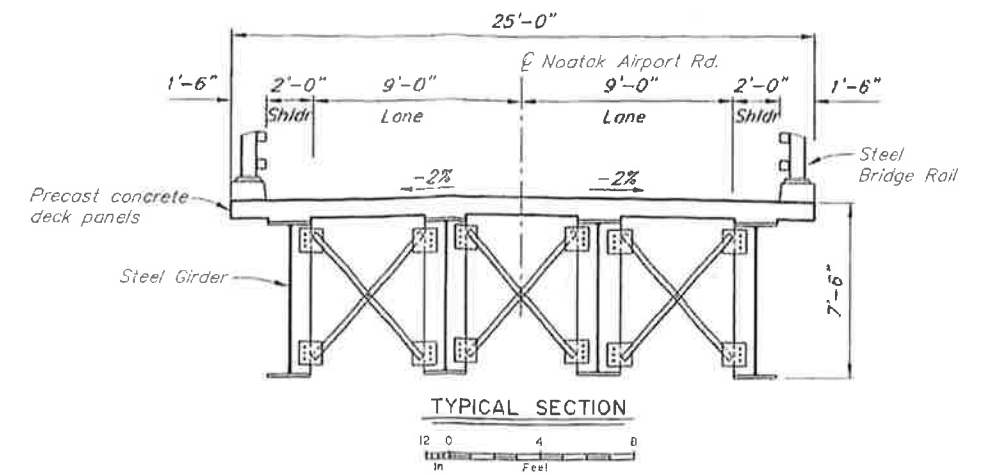
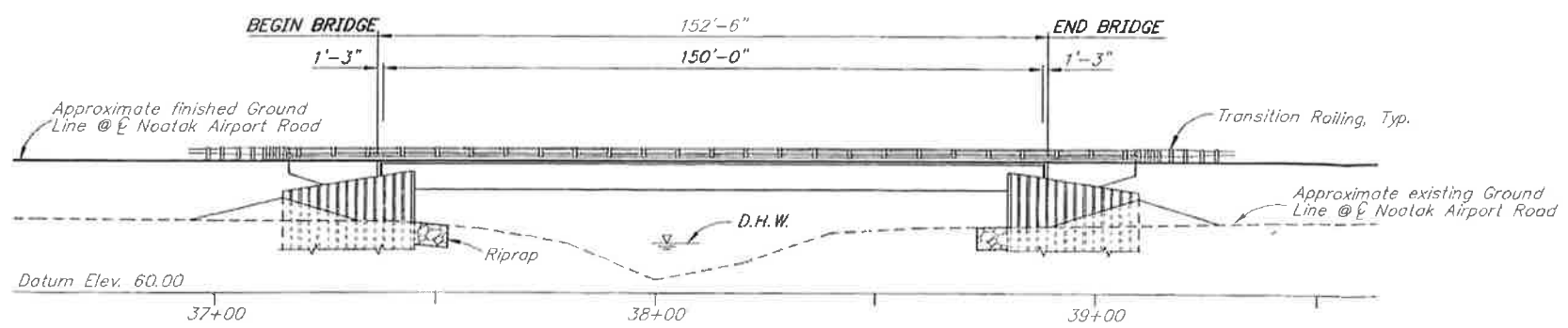


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STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA		2007		



PROFILE GRADE DATA
No Scale



TYPICAL SECTION
12 0 4 8
In Feet

BRIDGE BASIS OF ESTIMATE

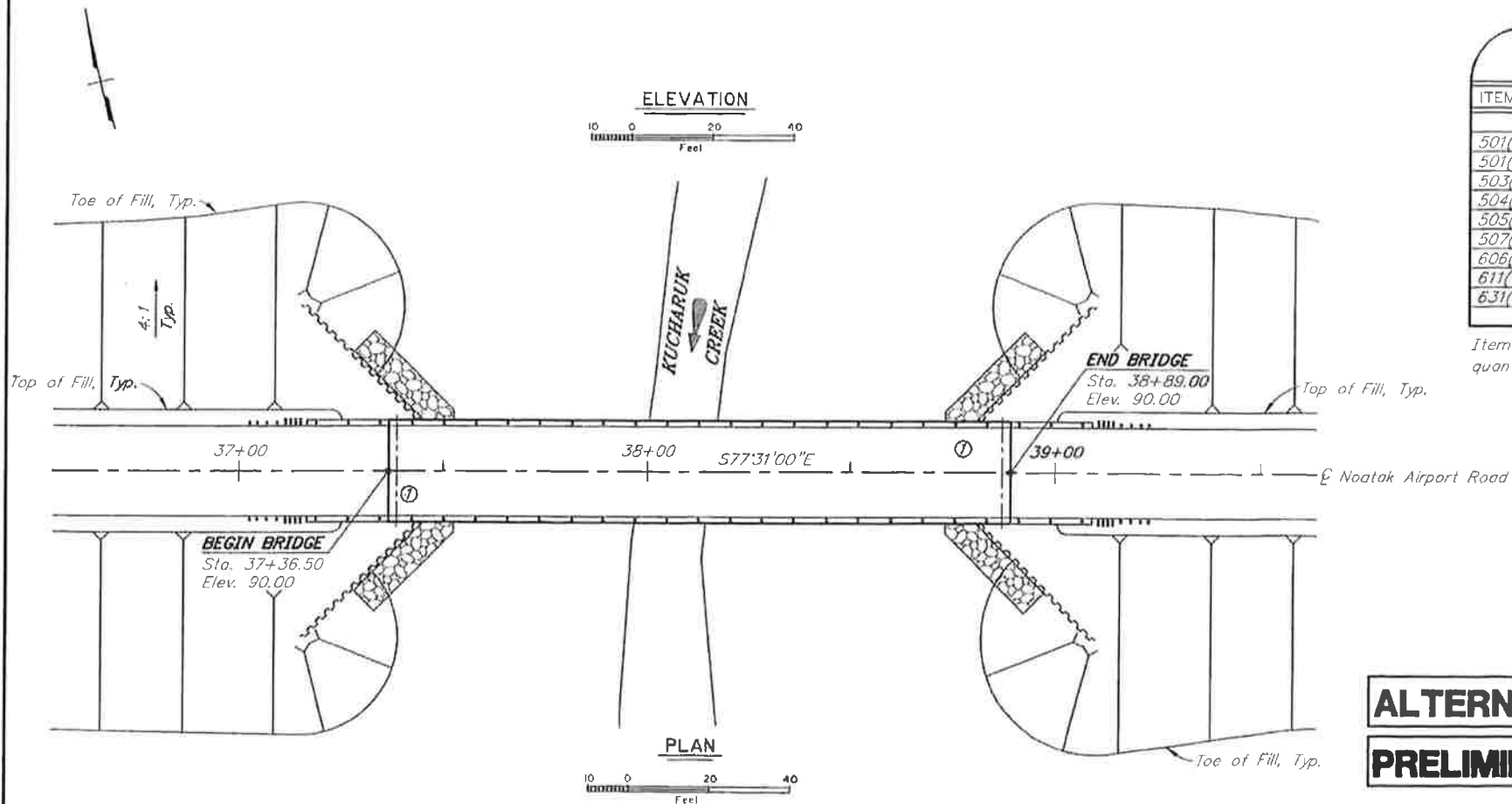
ITEM NO.	ITEM	PAY UNIT	ESTIMATING UNIT	SUBST.	SUPERST.	TOTAL
501(1)	Class A Concrete	LS	CY			
501(7)	Precast Concrete Member (Deck Panel)	EA	EA			
503(1)	Reinforcing Steel	LS	LBS			
504(1)	Structural Steel	LS	LBS			
505(1)	Structural Steel Sheet Piles	SF	SF			
507(1)	Steel Bridge Railing	LF	LF			
606(12)	Guardrail / Bridge Rail Connection	EA	EA			
611(1)	Riprap, Class II	CY	CY			
631(2)	Geotextile, Erosion Control, Class I	SY	SY			

Item numbers are for reference only. Quantities shown are not necessarily the pay quantities nor the total quantity of the particular item.

BRIDGE DRAWING INDEX

TITLE	DWG. NO.
GENERAL LAYOUT	1
SITE PLAN	2

ALTERNATE 2
PRELIMINARY PLAN



PLAN



① Approximate location of Bridge Number Plate.

DESIGNED BY: Elmer Marx	CHECKED: Engineer	LAYOUT BY: Elmer Marx	CHECKED BY: Engineer
DRAWN BY: Sam Sallie Jr.	CHECKED: Elmer Marx	SPECIFICATIONS BY: Elmer Marx	P S & E COMPARED: Engineer
QUANTITIES BY: Elmer Marx	CHECKED: Engineer	APPROVAL RECOMMENDED BY:	Rich Pratt

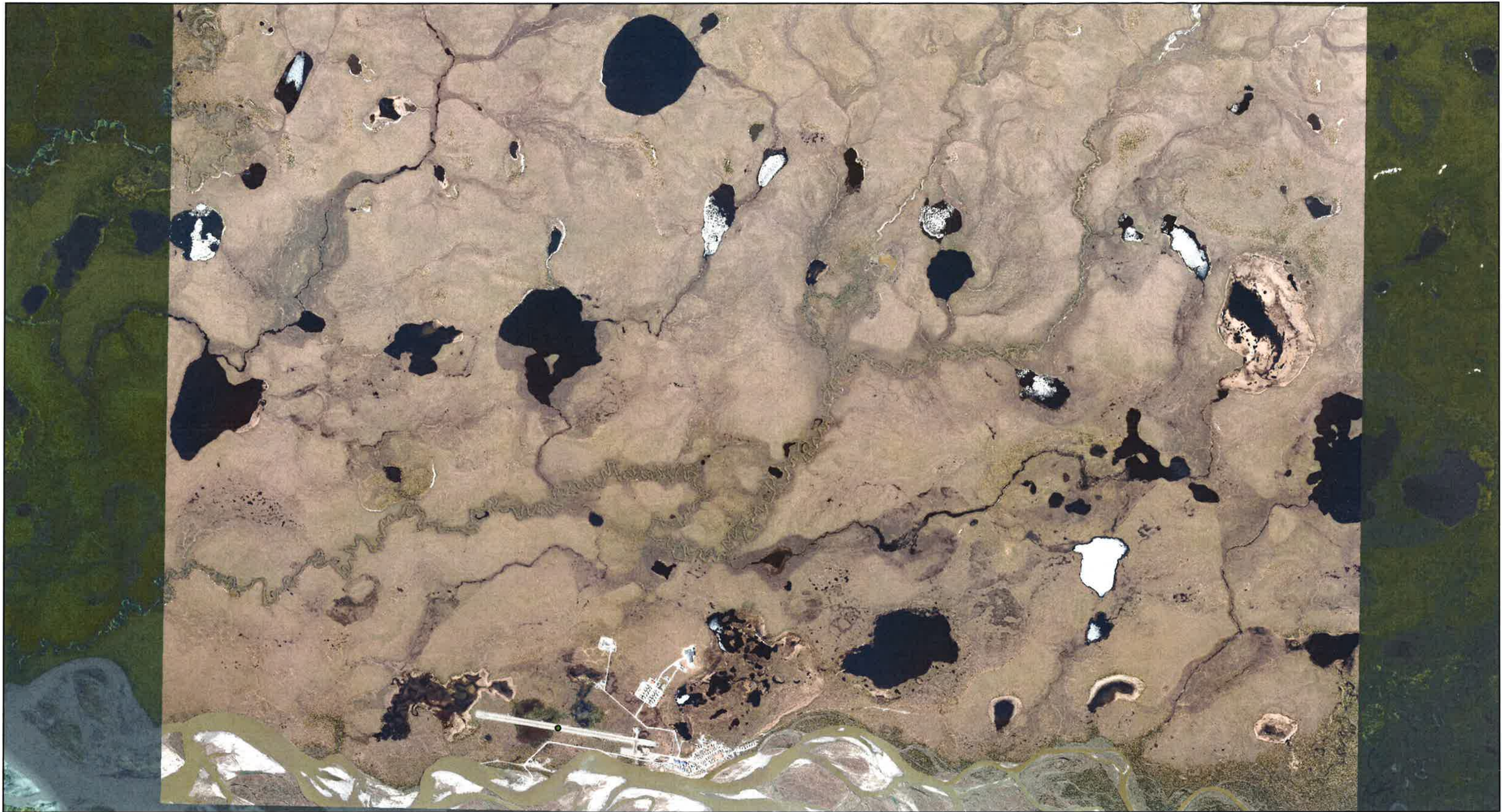
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
BRIDGE SECTION

KUCHARUK CREEK BRIDGE
NOATAK INTERNATIONAL AIRPORT ROAD
GENERAL LAYOUT



BRIDGE NO. 2221
DWG. NO. 1

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**Community & Airport
Noatak, Alaska**

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Miles

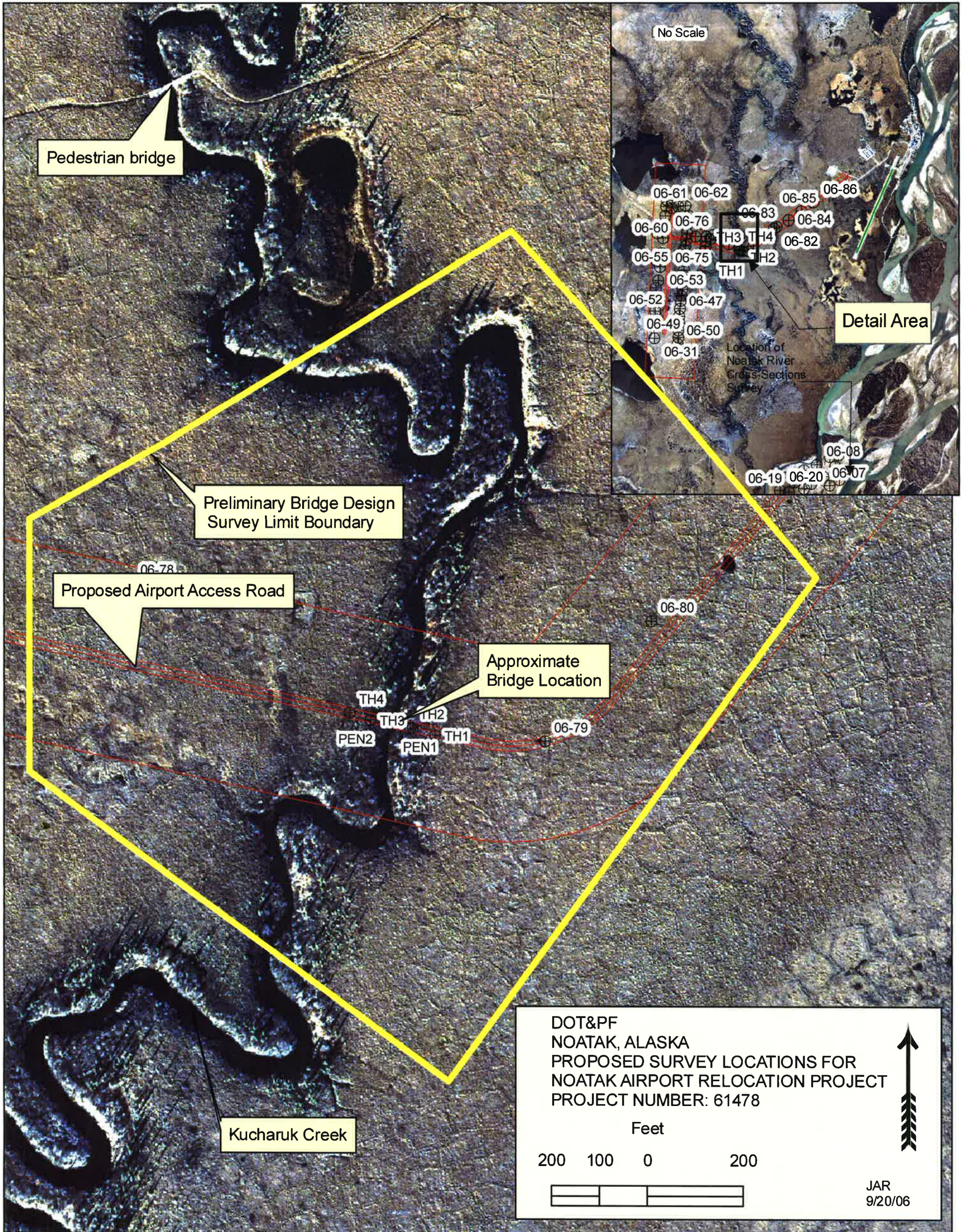
Aerial Coverage Photo
Dated as of Feb 13

STATE OF ALASKA

Department of Transportation and Public Facilities
2301 Peger Road Fairbanks, AK 99709

Date: February 2015

Drawing: BJK



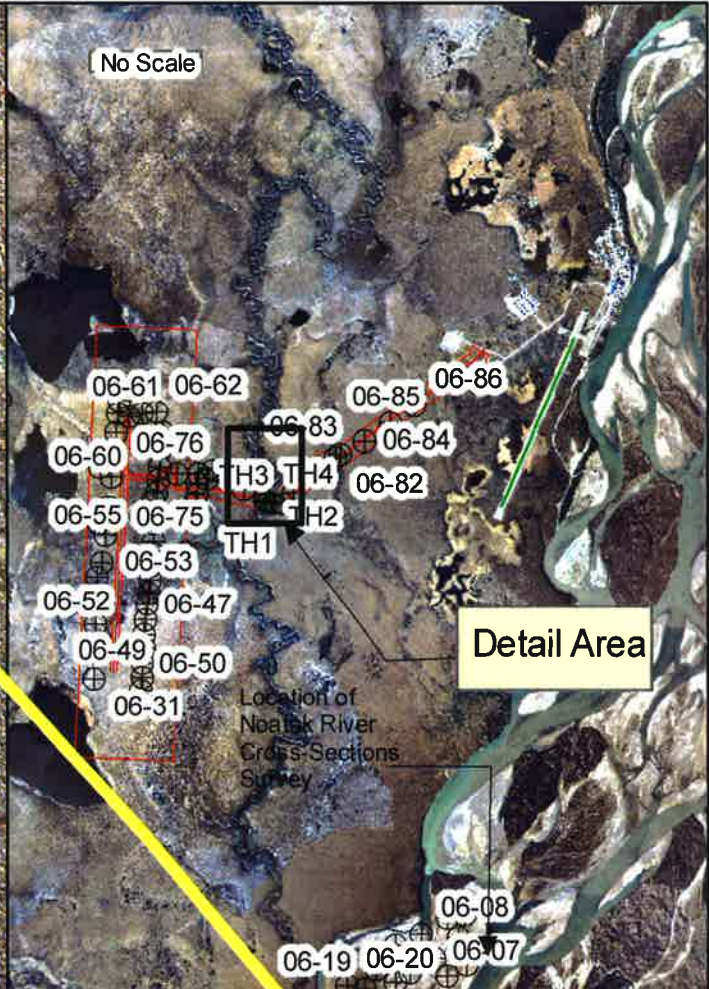
Pedestrian bridge

Preliminary Bridge Design Survey Limit Boundary

Proposed Airport Access Road

Approximate Bridge Location

Kucharuk Creek

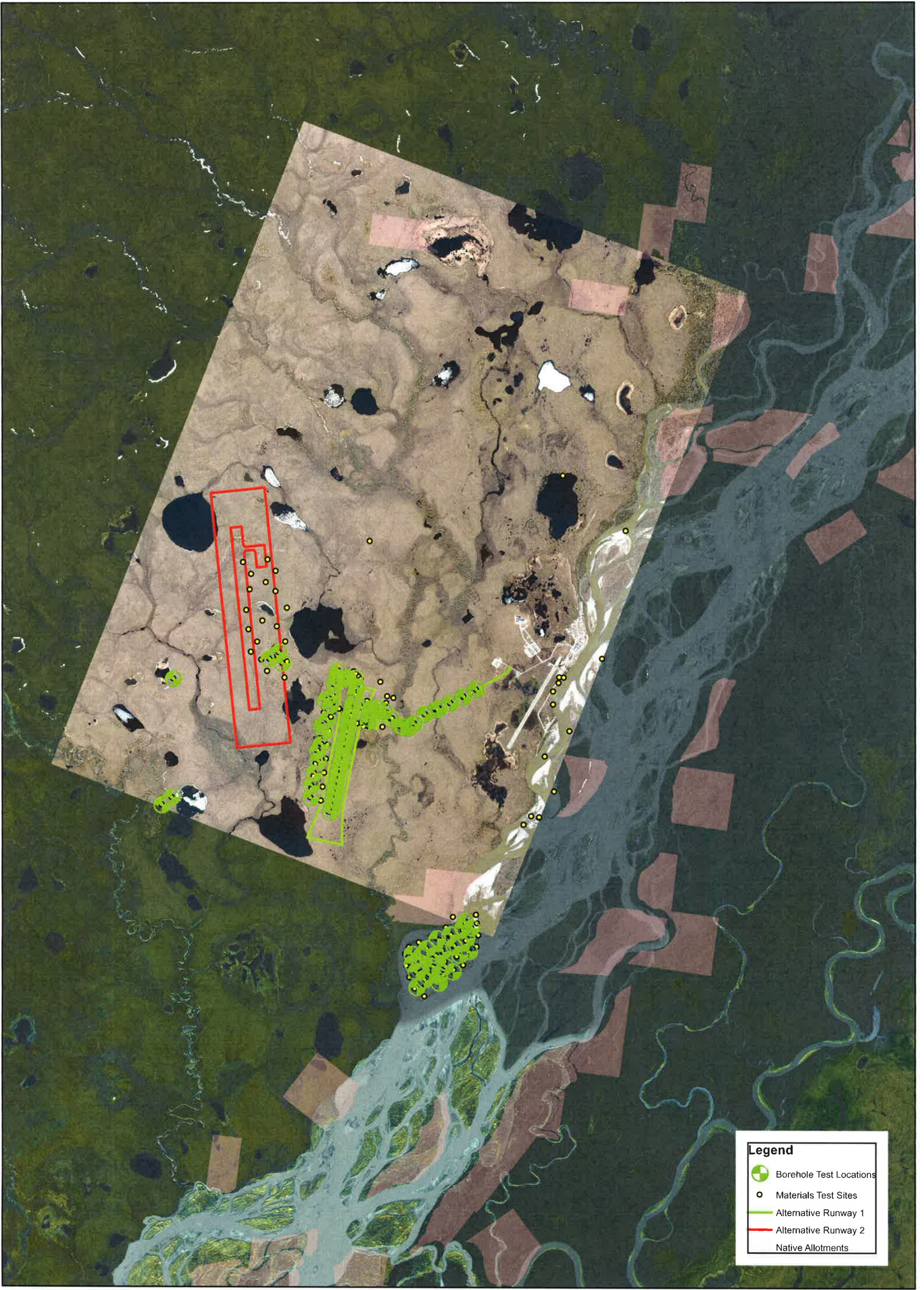


DOT&PF
 NOATAK, ALASKA
 PROPOSED SURVEY LOCATIONS FOR
 NOATAK AIRPORT RELOCATION PROJECT
 PROJECT NUMBER: 61478






Feet

200 100 0 200

JAR
 9/20/06

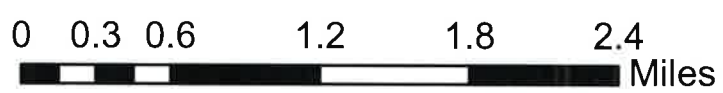


Legend

-  Borehole Test Locations
-  Materials Test Sites
-  Alternative Runway 1
-  Alternative Runway 2
-  Native Allotments



Noatak Airport



STATE OF ALASKA

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