



Alaska Department of Transportation & Public Facilities

Scammon Bay Airport Planning Study

Public Meeting: May 16th 12:00 PM (Noon)

Scammon Bay New Armory



The Alaska Department of Transportation and Public Facilities (DOT&PF) is conducting a planning study for the Scammon Bay airport. Scammon Bay is a remote community located near the Bering Sea, along the Kun River. The airport is threatened by riverine flooding from the Kun River that overtops the airport every five to ten years. The project has analyzed the potential for coastal threats at the current airport, and a variety of potential relocation alternatives.

What are the Alternatives?

Alternative 1: No Action: Does not resolve the flooding and erosion threats.

Alternative 2: Shift & Raise: Shifts the runway 340 feet inland and raises the surface elevation to +19.5 feet and installs erosion protection.

Alternative 3: Near: Moves the Airport onto the transition between lowlands and the Askinuk Mountains, near the community of Scammon Bay.

Alternative 4: Castle Hill: Moves the Airport to the valley between Castle Hill and the Askinuk Mountains.

Alternative 5: Ridgeline: Moves the Airport to the ridgeline above Scammon Bay.

How do the Alternatives compare?

Prior to engaging in Public Involvement, the two proposed alternatives for the most erosion protection are Alternative 2: Shift & Raise, and Alternative 5: Ridgeline.

Alternative 2: Shift & Raise: Provides the best combination of operational safety, passenger convenience, limited environmental impacts, and is likely the most cost-effective alternative. This alternative requires land acquisition, which may delay project design and construction.

Alternative 5: Ridgeline has the lowest cost estimate for airport surface construction because it does not require additional flooding and erosion protection. It may be the least feasible option, or most uncertain, due to lack wind data and visibility issues though.

Installation of a weather station and further analysis would be needed to determine the feasibility of this alternative. If the runway alignment needs to be significantly different, the cost of excavation and fill will increase and reduce the overall cost savings.

Alternative 5 ("Ridgeline") would be inconvenient for passengers and would cause significant environmental impact. This alternative requires substantial land acquisition and construction of a new access road, which could delay much needed airport improvements for the community. Access road maintenance would be problematic and expensive.

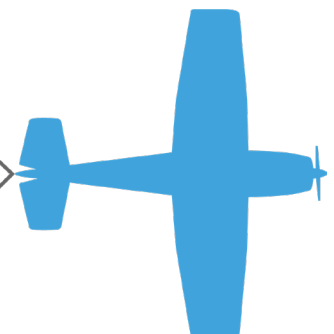
Public Scoping

This public scoping will gather stakeholder input on all the potential alternatives. Stakeholder input is an important criteria for selecting a preferred alternative.

You can send this comment card to:

Philana Miles, DOT&PF

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ScammonBayAirportPlan@stantec.com





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Evaluation Factor	1. No Action	2. Build & Raise	3. Near	4. Castle Hill	5. Ridgeville
Safety and Airport Resiliency					
Elevation: Floodplain	+10 - +17.5 feet	+19.5 feet	+19.5 feet	+138 feet	+1,013 feet
Distance from river	0 feet	340 feet	11,000 feet	Above Floodplain	Above Floodplain
Fog & Low Visibility	0.3%	0.3%	0.3%	~0.3 - 6.7%	17.0%
Wind Coverage	90.4%	90.4%	Unknown	Unknown	Unknown
Wind Strength	N/A	Similar to SCM	Unknown	Unknown	Higher
Airport Geology	Good	Poor	Poor	Good	Good
Land Status					
Land Ownership	DOT&PF	DOT&PF, Calista, Askinuk	Calista and Askinuk	Calista and Askinuk	Calista and Askinuk
Likelihood of Acquisition	N/A	Likely	Uncertain	Uncertain	Uncertain
Subsistence Resources	No significant	Low (Fish, Moose, Grouse, Waterfowl, Berries)	Medium (Fish, Moose, Grouse, Waterfowl, Berries)	Medium (Fish, Grouse, Waterfowl, Berries)	Medium (Grouse, Waterfowl, Berries)
Environmental					
Noise	Medium	Medium	Low	Low	Low
Wetlands	0	2.5 acres	11.4 acres	9.5 acres	0.3 acres
Fish	No significant	Runway culvert	No significant	No significant	No significant
Birds & Other Wildlife	No significant	16.6 acres	20.9 acres	39.7 acres	33.2 acres
Cultural Resources	No known	Potential impacts to known area	No known areas	No known areas	No known areas
Contaminated Sites	No significant	No significant	No significant	No significant	No significant
Passenger Convenience	Best	Best	Medium	Low	Very Low
Distance to Community Center	0.3 miles	0.3 miles	2.2 miles	4.5 miles	6 miles
Constructability					
Constructability	Feasible	Challenge	Feasible	Feasible	Feasible
Distance to Solid Waste	3,560 feet	3,260 feet	3,800 feet	14,000 feet	10,900 feet
Distance to Sewage Lagoon	550 feet	550 feet	7,000 feet	9,500 feet	6,000 feet
Maintenance of Access Road	Easy	Easy	Difficult	Very Difficult	Very Difficult
Materials					
Unclassified Excavation	0	15,440 cy	40,306 cy	166,594 cy	47,991 cy
Borrow	0	161,330 cy	370,691 cy	284,495 cy	224,174 cy
Subbase	0	51,215 cy	58,313 cy	72,222 cy	67,426 cy
Crushed Aggregate	0	38,515 ton	41,369 ton	52,797 ton	47,539 ton
Primary Armor Stone	0	61,353 ton	61,353 ton	0	0
Underlayer Stone	0	53,731 ton	53,731 ton	0	0
Material Source Distance (Local)	0	7,300 feet	2,000 feet	600 feet	2,000 feet
Utilities					
Utilities (Cost)	No significant	\$237,000	\$1,838,500	\$3,677,000	\$4,911,000
Erosion Protection*	\$0	\$20 M Local, \$31 M Barged	\$20 M Local, \$31 M Barged	\$0	\$0
Land Purchase	No significant	\$3,000	\$5,000	\$23,000	\$17,000
Cost Summary					
Total Cost (Local)	\$0	\$75,642,172.51	\$94,588,701.28	\$66,714,222.21	\$59,398,368.40
Total Cost (Barged)	\$0	\$130,430,801.50	\$182,828,675.60	\$126,997,026.70	\$109,266,097.40
Public Opinion	TBD	TBD	TBD	TBD	TBD