



Alaska Department of Transportation & Public Facilities

Kivalina Airport Relocation Feasibility Study

Public Meeting: May 7th, 1 pm @ Boys and Girls Club



Project Background

The Alaska Department of Transportation and Public Facilities (DOT&PF) and the Federal Aviation Administration (FAA) are conducting a feasibility study for the potential relocation of the existing airport at Kivalina, Alaska, to a safer and more protected location.

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—Improve. This is maintaining the Airport in the current location while improving it to meet standards.

Alternative 2—Nearshore. This is shifting the airport onto the mainland, but in relatively close proximity to the current community of Kivalina. This runway was sited to avoid the lakes in the area. This alternative includes raising the surface elevation to avoid nearshore flooding.

Alternative 3—K-Hill (Farther). This is moving the airport to the vicinity of the relocated community at K-Hill. This alternative is located Southwest of K-Hill and is relatively more distant from K-Hill than Alternative 4. This provides space for the community to develop around K-Hill.

Alternative 4—K-Hill (Near). This is moving the airport near Alternative 3, but closer to K-Hill. This location takes advantage of some elevated terrain.

Alternative 5—N K-Hill. This is moving the Airport north of K-Hill.

How do the Alternatives compare?

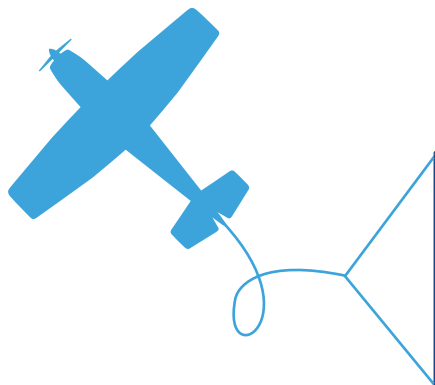
Prior to engaging in public involvement, the two best alternatives are Alternative 1 “Improve” and Alternative 3 “K-Hill (Farther).”

Alternative 1 “Improve” improves the existing infrastructure at its current location. This alternative becomes increasingly expensive to maintain and improve to meet the increasing threat from coastal flooding and erosion. In the long term, this alternative may be cost prohibitive. This alternative would be difficult to access for residents should they choose to relocate to K-Hill.

Alternative 3 “K-Hill (Farther)” may be a best alternative located near K-Hill. The construction is more expensive than Alternative 1 “Improve” initial construction cost, but it permanently removes the airport from the marine flooding, erosion, and storm surge threats and cost. This alternative is convenient for residents that move to K-Hill, but inconvenient for residents that stay at the current community.



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 comment by contacting:

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DOT&PF = Alaska Department of Transportation and Public Facilities TBD = to be provided N/A = not applicable

Evaluation Factor	No Action	1. Improve	2. Nearshore	3. K-Hill (Farther)	4. K-Hill (Near)	5. N K-Hill
Safety and Airport Resiliency						
Storm Surge and Flood?	Partially Protected	Protected	Protected	Protected	Protected	Protected
Hydrology: In River Floodplain?	No	No	No	No	No	No
Fog and Low Visibility	Coastal (Worse)	Coastal (Worse)	Coastal (Worse)	Inland (Better)	Inland (Better)	Inland (Better)
Wind Coverage	85.9%	85.9%	85-86.6%	Unknown	Unknown	Unknown
Runway Incursion Risk	Higher	Higher	Lower	Lower	Higher	Lower
Land Status						
Land Ownership	DOT&PF	DOT&PF	N/A	N/A	N/A	N/A
Parks, Refuges and Recreational Areas	Cemetery	Cemetery	None	None	None	None
Likelihood of Acquisition	N/A	N/A	Uncertain	Uncertain	Uncertain	Uncertain
Subsistence Resources	Marine Mammals, Furbearers	Marine Mammals, Furbearers	Caribou, Furbearers, Berries/Plants	Caribou, Furbearers, Berries/Plants	Caribou, Furbearers, Berries/Plants	Caribou, Furbearers, Berries/Plants
Environmental						
Noise (Impacts to Residents)	Medium	Medium	Low	Low	Medium	Low
Wetland Fill	None	None	47.2 acres	34.6 acres	29.0 acres	38.3 acres
Endangered Species	Polar Bear Habitat	Polar Bear Habitat	Polar Bear Habitat	None	None	None
Terrestrial Mammals	Minimal	Minimal	Potential Habitat	Potential Habitat	Potential Habitat	Potential Habitat
Marine Mammals (excluding Polar Bear)	Haul out Habitat	Haul out Habitat	Minimal	None	None	None
Fish	Not significant	Not significant	Not significant	Not significant	Not significant	Not significant
Birds	High	High	High	Lower	Lower	Lower
Cultural Resources	None	Potential	Unknown	Unknown	Unknown	Unknown
Contaminated Sites	Not significant	Not significant	Not significant	Not significant	Not significant	Not significant
Passenger Convenience to Kivalina	High	High	Medium	Low	Low	Low
Passenger Convenience to K-Hill	Low	Low	Low	High	High	Medium
Distance to Kivalina (Travel)	0 miles	0 miles	6 miles	7.5 miles	7 miles	9 miles
Distance to K-Hill (Travel)	7 miles	7 miles	7 miles	0.5 miles	0.25 miles	2 miles
Constructability						
Geology	Feasible	Feasible	Feasible	Feasible	Feasible	Feasible
Constructability	Feasible	Challenge	Feasible	Feasible	Feasible	Feasible
Distance to old Solid Waste	3,560 feet	3,560 feet	3,260 feet	>30,000 feet	>30,000 feet	>30,000 feet
Distance to new Solid Waste	17,000 feet	17,000 feet	12,000 feet	9,500 feet	11,000 feet	20,000 feet
Materials						
Material Source Distance (Local)	N/A	7 miles	7 miles	1.5 miles	1 mile	1 mile
Cost	\$0	\$3,257,722	\$16,522,992	\$14,560,031	\$12,533,732	\$15,652,735
Utilities						
Utilities (Cost)	\$0	\$0	\$600,000	\$500,000	\$500,000	\$900,000
Cost Summary						
Land Acquisition	\$0	\$0	\$70,800	\$51,900	\$43,500	\$57,450
Materials	\$0	\$3,257,722	\$16,522,992	\$14,560,031	\$12,533,732	\$15,652,735
Utilities	\$0	\$0	\$600,000	\$500,000	\$500,000	\$900,000
Erosion Protection	\$0	\$5,300,000	\$0	\$0	\$0	\$0
Erosion Maintenance	\$0	\$9,275,000	\$0	\$0	\$0	\$0
Construction	\$0	\$9,044,639	\$23,866,190	\$16,990,464	\$16,473,797	\$17,684,121
Total Cost	\$0	\$26,877,361	\$41,059,982	\$32,102,395	\$29,551,029	\$34,294,306