

Figure 16. 100-year flood map for Alternative 2.2.

**Alt 2.2**-This design alternative reconstructs Runway 16/34 and raises the elevation with a 2-ft freeboard above the 100-year flood. Though Runway 13/31 is abandoned for active aircraft use, it is armored to prevent embankment erosion and channel migration.

Water surface elevation increases of less than 1 foot occur from Cross-section F to Cross-section M. The maximum water surface elevation increase is 0.78 feet, and occurs at Cross-section F. The private parcels in the middle of the Resurrection River floodplain are partially inundated. At some area of the 100-year floodplain between the Seward Highway and Resurrection Bay, the eastern limit has slightly expanded. Compare the dark blue lines in Figure 16, which represent the 100-year floodplain boundary for the existing conditions model, to the magenta-colored 100-year floodplain of the Alt 2.2 model.











## Preliminary Environmental Research

### Air Quality

A review of the U.S. Environmental Protection Agency's List of Nonattainment Areas for All Criteria Pollutants and of the Alaska Department of Environmental Conservation (ADEC) Division of Air Quality's Non-Point Mobile Source Program website on December 15, 2016 indicated that the project area does not fall within an air quality nonattainment or maintenance area. The proposed project is not likely to result in any permanent air quality impacts, as all disturbed areas will be permanently stabilized after project completion and DOT&PF does not anticipate airport operations would increase significantly after the proposed project is constructed.

### Anadromous Fish Streams and Essential Fish Habitat

A review of the Alaska Department of Fish and Game (ADF&G) *Atlas to the Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes* and the National Marine Fisheries Service (NMFS) Essential Fish Habitat (EFH) Mapper on December 15, 2016 found that the following waterbodies near the Seward Airport project contain anadromous fish and EFH (Table 1).

**Table 1 – Anadromous Fish Streams in Project Area**

Stream Name	AWC Code	Location	Anadromous Species and Use
Airport Creek	231-30-10080-2003	East side of the airport and adjacent to Runway 13/31	Spawning habitat for pink salmon
Unnamed anadromous fish stream	231-30-10075	Southern end of the airport between Runway 16/34 and Runway 13/31	Spawning habitat for pink salmon
Unnamed anadromous fish stream	231-30-10080-2017	East of the airport and Runway 13/31	Rearing habitat for coho salmon Spawning and rearing habitat for sockeye salmon
Resurrection River	231-30-10080	East of the airport	Spawning habitat for chum salmon Spawning and rearing habitat for Coho salmon Spawning habitat for pink salmon Spawning habitat for eulachon Chinook and sockeye salmon present
Resurrection Bay	N/A	South of the airport	Flathead sole present Pacific cod present Walleye pollock present All 5 species of Pacific salmon present

Alternative 1.1 is anticipated to affect the Resurrection River but not any of the other streams listed in Table 1. This Alternative may place fill below ordinary high water (OHW) of Resurrection River. Temporary adverse impacts from construction would occur, such as



increased turbidity and sedimentation. DOT&PF will coordinate with and obtain appropriate authorization from the U.S. Army Corps of Engineers (USACE), NMFS, and ADF&G prior to work that may involve anadromous or resident fish streams. Alternative 2.2 is not anticipated to impact any of the fish streams listed in Table 1.

### **Construction**

Air quality degradation during construction may result from equipment exhaust and disturbed soil particles that become airborne. These impacts would be mitigated through the use of Best Management Practices (BMP) such as watering to minimize dust and routine equipment maintenance.

Water quality degradation during construction may result from sedimentation of storm water runoff. Alternative 1.1 would require work in the Resurrection River to provide increased armoring of the riverbank and to provide appropriate embankment for the increased runway height. This may result in temporarily increased turbidity. These impacts would be mitigated by using appropriate BMPs and implementing a Storm Water Pollution Prevention Plan in accordance with the Alaska Pollutant Discharge Elimination System (APDES) Construction General Permit (CGP). There is no other pollutant input anticipated during construction.

Temporary work areas or vegetated buffers may be located in wetlands if other upland areas are not available. Any such impacts would be included as part of the USACE's Section 404 wetland permitting process.

### **Estimated Ground Disturbance and Clearing Activities**

Alternative 1.1 would disturb approximately 7.5 acres of ground and Alternative 2.2 would disturb approximately 15 acres. Ground disturbing activities would include grading, ditching, pavement removal, utility relocation, embankment construction, installation of armor protection and vegetative clearing within the airport property.

### **Flood Plain and Regulatory Floodway**

A review of the Federal Emergency Management Agency (FEMA) online Flood Insurance Rate Maps (FIRM) on December 16, 2016, indicated that the proposed project area falls within the Regulatory Floodway, 1% Annual Change of Flood Hazard, and 0.2% Annual Chance of Flood Hazard Flood Hazard Zones (FEMA 2016, defined within FEMA flood maps 02122C4543D and 02122C5006D, effective September 27, 2013 (FEMA 2013).

DOT&PF completed a flood study for the proposed project and is available for agency review. Alternative 1.1 would require placement of fill within the regulatory floodway as well as the floodplain (see Figure 2) from raising the runway. Increases to the base flood elevation (BFE) by as much as 4 feet would occur in some areas. This encroachment and subsequent rise in the base flood elevation would result in flood waters backing up onto private properties along the Resurrection River.

Thus the selection of Alternative 1.1 would require a Letter of Map Revision (LOMR) to modify the effective FIRM and Floodway map.



Fill for Alternative 2.2 would fall within the floodplain but outside the regulatory floodway (See figure 3). Alternative 2.2 would produce a BFE increase of less than 1 foot. As a result, the FIRM and Floodway will not need to be modified for this alternative.

### **Hazardous Waste**

A review of the ADEC Contaminated Sites Mapper on December 16, 2015 showed 1 active contaminated site and 4 cleaned up sites located near the project area (Table 2).

**Table 2 –Contaminated Sites In and Adjacent to Project Area**

<b>Site Name</b>	<b>File Number</b>	<b>Contamination Type</b>	<b>Approximate Location</b>	<b>Activity Status</b>
Seward Military Resort	2102.26.069	Contaminated soil and groundwater at the site from a broken underground storage tank supply line	1,700 feet west of Airport Road	Active
ARRC Seward Rail Yard	2332.38.002	diesel range organic contamination from leaky heating oil underground storage tank	880 feet west from the airport and 1,166 feet west of Runway 16/34	Cleanup Complete - Institutional Controls
ARRC Henderlong Building Seward	2332.38.033	benzene and toluene were found in soil	600 feet southwest of the airport and 1,265 feet from Runway 16/34	Cleanup Complete
Harbor Air Service	2332.38.005	Soil contamination from abandoned 55-gallon drums	270 feet west of Runway 16/34	Cleanup Complete
Seward, City of-Sewer Lift Station #4	2332.26.014	diesel range organic contamination from leaky underground storage tank	2,000 feet northwest of Airport Road	Cleanup Complete

Since the only active site is located off airport land and away from the proposed improvements, DOT&PF anticipates no impacts to contaminated sites are or that contaminated soils would be encountered during construction. Additional assessment of individual private properties may be needed prior to property acquisitions.

### **Historic Properties, Archeological, and Cultural Resources**

Based on a Cultural Resources Survey conducted in 2004 by Northern Land Use Research for the Seward Airport Master Plan effort, and presented in the 2008 Finding of No Significant Impact, the following sites are in the vicinity of the Airport property.

- Site No. SEW-148, associated with the Seward Moose Pass Trail (previously Iditarod National Historic Trail), runs discontinuously adjacent to the railroad; portions of this trail fell into disuse after the completion of the Alaska Railroad in 1923.



- Site No. SEW-007 is associated with the Russian Trail dating back from the Russian Period; the exact location of this site has not been identified. Remnants of an old road at the southern end of the project area could relate to Site No. SEW 007.
- Site No. SEW-835, the Naval Radio Station, is located on the eastern bank of Resurrection River, east of the project area.

DOT&PF and FAA will proceed in accordance with Section 106 of the National Historic Preservation Act.

### **Invasive Species**

A search of the University of Alaska Anchorage Exotic Plants Information Clearinghouse (EPIC) Invasive Plants Mapper, conducted on December 15, 2016 indicated that several invasive plant species are located in the vicinity of the proposed project. DOT&PF will comply with Executive Order 13112 (Invasive Species) by ensuring that ground disturbing activities are minimized and disturbed areas are revegetated with seed recommended for the region by Alaska Department of Natural Resources' (ADNR') *A Revegetation Manual for Alaska*.

### **Material and Disposal Sites**

The Contractor would supply material for the runway, subgrade structure, surfacing, and armor protection. Similarly, the Contractor would obtain rights to disposal sites. If the Contractor elects to use an undeveloped material site, contract language will require the Contractor to acquire all necessary permits and clearances for the site(s) and provide copies to the DOT&PF Project Engineer prior to development. Per DOT&PF specifications, the Contractor will also be responsible for implementing a Storm Water Pollution Prevention Plan. Material from a borrow site that has not received the appropriate permits and clearances will not be accepted for project construction.

### **Migratory Birds and Eagles' Nests**

The U.S. Fish and Wildlife Service (USFWS) Information for Planning and Conservation (IPaC) website, reviewed on December 14, 2016, indicated that the following species of migratory birds could potentially be affected by activities in this location:

- Bald Eagle *Haliaeetus leucocephalus* (season: year-round);
- Black Oystercatcher *Haematopus bachmani* (season: year-round);
- Fox Sparrow *Passerella iliaca* (season: breeding);
- Kittlitz's Murrelet *Brachyramphus brevirostris* (season: breeding);
- Lesser Yellowlegs *Tringa flavipes* (season: breeding);
- Marbled Godwit *Limosa fedoa* (season: breeding);
- Marbled Murrelet *Brachyramphus marmoratus* (season: year-round);
- Olive-sided Flycatcher *Contopus cooperi* (season: breeding);
- Pelagic Cormorant *Phalacrocorax pelagicus pelagicus* (season: year-round);
- Rock Sandpiper *Calidris ptilocnemis ptilocnemis* (season: migrating);
- Rufous Hummingbird *selasphorus rufus* (season: breeding);
- Short-billed Dowitcher *Limnodromus griseus* (season: breeding); and
- Short-eared Owl *Asio flammeus* (season: breeding)



According to the USFWS, in Southcentral Alaska, the recommended time period for avoiding vegetation clearing on shrub or open (shrub cover or marsh, pond, tundra, gravel, or other treeless/shrubless ground) habitat is May 1 through July 15. Clearing and grubbing would not occur within the migratory bird window, except as permitted by federal, state, and local laws.

Although migratory birds may temporarily avoid the project area during construction activity, the proposed project is not likely to result in permanent adverse effects to wildlife due to pre-existing levels of development and disturbance at the airport.

A search of the University of Alaska Southeast and USFWS *Wetland Ecosystems Protocol* website on July 21, 2016, indicated that there are four bald eagle nests within 1,000 feet of the proposed project area:

- Nest No. 5/Object ID 1865 is located within the project area and about 365 feet northeast of Runway 13/31 at 60.1333, -149.4167.
- Nest No. 14/Object ID 1873 is located approximately 290 feet east of the airport and about 789 feet northeast of Runway 13/31 at 60.1349, -149.416.
- Nest No. 6/Object ID 1657 is located approximately 733 feet northeast of the airport and about 1,125 feet northeast of Runway 13/31 at 60.1321, -149.41.
- Nest No. 11/Object ID 1661 is located approximately 911 feet north of the airport and about 1,677 feet north of Runway 13/31 at 60.1396, -149.4235.

DOT&PF would coordinate with the USFWS to determine an appropriate course of action since some bald eagle nests are active and fall within the primary (330 feet) or secondary (660 feet) protection zones.

### **Navigable Waters**

Reviews of the Alaska Department of ADNR's Navigable Waters online mapper on December 15, 2016, indicated that the one navigable river that intersects with the project is the Resurrection River, USGS GNIS ID: 01413859. The USACE's List of Navigable Waters reviewed on December 20, 2016 does not list the Resurrection River as navigable or under the jurisdiction of Section 10 of the Rivers and Harbors Act. Alternative 1.1 would require work within the Resurrection River. DOT&PF would obtain permissions prior to completing any work within the Resurrection River. Further, Resurrection Bay is navigable; however, DOT&PF does not anticipate the bay would be directly impacted by the proposed project.

### **Noise**

Per the *FAA Environmental Desk Reference for Airport Actions* (2015), a noise analysis is required for actions involving a new airport location, a new runway, a major runway extension, or runway strengthening; or, when annual operations exceed 90,000 propeller operations or 700 jet operations. The projected operations for the Seward Airport do not approach the above-stated operational thresholds; accordingly, no noise analysis will be prepared.

### **Right-of-Way**

The proposed project would not involve the placement of fill outside of the airport property. However, both alternatives will require property acquisition to contain Runway Protection Zones. Alternative 1.1 will require raising Runway 13/31 up to 4 feet at some locations to ensure it is above the 100 year flood elevation. Due to its proximity to the Resurrection River, the



raised runway is expected to produce a rise in the base flood elevation which will cause inundation of numerous private properties outside of airport property (See Figures 4 & 5). Acquisition of the affected properties will be required.

Raising Runway 16/34 (Alternative 2.2) above the 100 year flood level (less than 1 foot) is not anticipated to raise the base flood elevation sufficiently to flood adjacent private properties more than the existing conditions (See Figure 6).

Further mitigation of airspace obstructions may necessitate acquisition of property rights to cut trees and limit build heights for each alternative.

### **State Parks, National Parks, National Forests, Wild and Scenic River**

A search of the ADNR Division of Parks and Outdoor Recreation website on December 14, 2016 indicated the Caines Head State Recreation Area is about 7 miles from the proposed project area. The National Park Service (NPS) website queried December 14, 2016 indicated the Kenai Fjords National Park is about 4 miles from the proposed project. The National Forest Service website review conducted December 14, 2016 indicated that the Chugach National Forest is about 1 mile from the proposed project area. DOT&PF does not anticipate the proposed project would result in any adverse impacts to parks, forests, or wild and scenic rivers.

### **State Refuges, National Wildlife Refuges, Critical Habitat Areas, and Sanctuaries**

A review of ADF&G online listing of State of Alaska Refuges, Critical Habitat Areas, and Sanctuaries and the USFWS' IPaC website on December 15, 2016 indicated that there are no refuges, critical habitat areas or sanctuaries within or adjacent to the proposed project area.

### **Threatened and Endangered Species**

A query on the USFWS' IPaC and ADF&G threatened and endangered species websites on December 14, 2016 indicated that there are no threatened species and one endangered species, the Short-tailed Albatross (*Phoebastria albatrus*), near the proposed project area. A query of the NMFS Endangered Species Act (ESA)/Marine Mammal Protection Act (MMPA) Mapper website on December 15, 2016 indicated that there are 3 endangered species (humpback whale, North Pacific right whale, and sperm whale) in Resurrection Bay just south of the proposed project area. There are no critical habitats within or adjacent to the proposed project area.

DOT&PF does not anticipate the proposed project would impact or adversely affect a threatened or endangered species, since all ESA-listed species are located in Resurrection Bay.

### **U.S. DOT Act Section 4(f)**

Section 4(f) of the Department of Transportation Act of 1966 (recodified at 49 U.S.C. 303(c)) was adopted to protect public parks, recreation lands, wildlife and waterfowl refuges, and historic properties from encroachment by public transportation facilities. The act states that federally-funded transportation projects may not "use" these properties unless there is no other prudent and feasible alternative and the project includes all possible planning to minimize harm, or the project results in a "de minimis" use. Under Section 4(f), a "use" can occur under three circumstances - when land from a 4(f) property is incorporated into a transportation facility; when a 4(f) property is temporarily occupied (adversely); and when the proximity impacts of a



transportation project are so severe that they substantially impair the activities, features, and attributes that qualify the resource for Section 4(f) protection.

Based on a review of state and federal agency protected areas in Alaska and the City of Seward park locations on December 14 and 18, 2016, the proposed project area does not include any public park, recreation area, wildlife and waterfowl refuge of national, State, or local significance or land from a historic site of national, State, or local significance.

### **Water Quality**

Five potential receiving water bodies for the proposed project are listed in Table 1. A review of the ADEC Impaired Waters mapper on December 15, 2016 indicated that none of the receiving waters are impaired.

A review of the ADEC Drinking Water Protection Mapper on December 15, 2016 revealed many groundwater sources and associated drinking water protection areas established along the project corridor. The proposed project is not anticipated to impact local aquifers or established drinking water sources.

### **Wetlands and Other Waters of the U.S.**

DOT&PF conducted a Wetland Delineation and Aquatic Site Assessment in 2004 to determine the presence and extent of wetlands for the 2008 Seward Airport Master Plan Environmental Assessment and Finding of No Significant Impacts. DOT&PF field checked the 2004 delineation in September 2016 and updated wetlands boundaries. Identified wetland types include: Estuarine and Marine Deepwater (E1UBL); Estuarine and Marine Wetland (E2USN, E2USM, E2EM1P); Freshwater Pond (PUBH); Riverine (R3USC, R3UBH); and Freshwater Forested/Shrub Wetland (PFO1/SS1A, PSS1A, PSS1/EM1R, PSS1/EM1C).

DOT&PF anticipates fill would be placed in wetlands for the proposed improvements at the airport. DOT&PF will design the project such that wetland impacts are avoided or minimized to the maximum extent practicable. DOT&PF will comply with mitigation guidelines for any impacts that cannot otherwise be avoided. For purposes of comparison, preliminary estimates of wetland impacts are 5 acres for Alternative 1.1 and 13.5 acres for Alternative 2.2 (see attached Figures 7 and 8).

### **Social and Economic**

A review of the Environmental Protection Agency (EPA) Environmental Justice Mapper on December 15, 2016 indicated the percent of minority populations living within the project area (32%) is less than the rest of the Alaska (37%). The low-income population percent within the proposed project area (29%) is somewhat higher than the rest of the state (26%). The proposed project is not anticipated to adversely affect neighborhoods, community cohesion, or disadvantaged social groups. Alternative 1.1 would result in an increase to the BFE and would likely require property acquisitions to mitigate for the increased flood impact potential. Should this alternative be carried forward for further consideration, DOT&PF will evaluate whether any disadvantaged social groups are disproportionately affected by the increased flood elevations.

### **Land Use and Transportation Plans**



On August 2015, the following land use and transportation plans were identified and will be considered in the development of this project: DOT&PF *Seward Airport Master Plan* June 2008); DOT&PF *2012-2015 Statewide Transportation Improvement Program (STIP)* (amended June 5, 2015); *Kenai Peninsula Borough (KPB) Transportation Plan* (December 2003); *KPB All Hazard Mitigation Plan* (June 2005); *City of Seward 2020 Comprehensive Plan* (June 2005).

### **Permits and Authorizations**

This project may require the following permits:

- APDES CGP for storm water discharge
- ADF&G Fish Habitat Permit
- ADNR Land Use Permit
- USACE Section 404 permit
- KPB Multi-agency Permit
- KPB Floodplain Development Permit

**From:** Selinger, Jeff S (DFG) <jeff.selinger@alaska.gov>  
**Sent:** Wednesday, January 25, 2017 8:29 AM  
**To:** Boydston, Mark A (DOT); ak\_fisheries@fws.gov; erin\_knoll@fws.gov; Moore, Eric A (DNR); DNR, Parks OHA Review Compliance (DNR sponsored); Ashton, William S (DEC); Lidren, Grant M (DEC); Heil, Cynthia L (DEC); Litchfield, Virginia P (DFG); Smith, Jimmy C (CED); Lidren, Grant M (DEC); Davis, Tammy J (DFG); Kubitzj@akrr.com; Brian Lindamood; Hcd.Anchorage@noaa.gov; jeanne.hanson@noaa.gov; dglenz@cityofseward.net; cepoa-rd-kenai@usace.army.mil; MBest@kpb.us; bharris@kpb.us; ncarver@kpb.us; knoyes@kpb.us; tdearlove@kpb.us  
**Cc:** Elliott, Brian A (DOT); Beaton, Barbara J (DOT); ak-airport-env@faa.gov  
**Subject:** RE: Seward Airport Improvements / Agency scoping letter

I do not have any wildlife concerns with this proposed project.  
Jeff

Jeff Selinger  
Kenai Area Wildlife Biologist  
Soldotna ADFG Office  
907-260-2905  
[jeff.selinger@alaska.gov](mailto:jeff.selinger@alaska.gov)

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**From:** Speerstra, Linda CIV USARMY CEPOA (US) <Linda.Speerstra@usace.army.mil>  
**Sent:** Friday, February 3, 2017 7:59 AM  
**To:** Boydston, Mark A (DOT)  
**Cc:** Hyslop, Jamie R CIV USARMY CEPOA (US)  
**Subject:** FW: Seward Airport Improvements / Agency scoping letter  
**Attachments:** image001.jpg; Seward AP\_Figs 1-8\_Agency scoping letter.pdf; Seward AP\_Agency scoping letter 1-24-17.pdf; Seward Airport Improvements\_Preliminary Environmental Research.pdf

Good morning Mark, thank you for contacting the Corps in regards to the Seward Airport Improvements project. I've assigned your information to Mr. Jamie Hyslop for further review. Have a great weekend! Linda

**From:** Presley, Stephanie <spresley@kpb.us>  
**Sent:** Wednesday, February 15, 2017 1:35 PM  
**To:** Boydston, Mark A (DOT); Beaton, Barbara J (DOT)  
**Cc:** Harris, Bryr; Dearlove, Tom; Donna Glenz; Long, Ron  
**Subject:** RE: Seward Airport Improvements / Agency scoping letter  
**Attachments:** SBCFSA Comments Re Seward Airport Improvements 021517.pdf

Mr. Boydston and Ms. Beaton,

Please find attached comments from the Seward/ Bear Creek Flood Service Area board. Below are additional comments and questions from staff.

We would appreciate receiving the DOT&PF flood study for the proposed project.

The airport needs listed in the scoping letter includes “construct flood protection to prevent erosion damage from the 100-year flood”. Could you please provide details of the proposed protection measures?

The scoping letter states property acquisition would be required for both alternatives. Would this be acquisition of the Civil Air Patrol and/ or KPB parcels north of the airport?

Of note in the preliminary environmental research, the KPB and City of Seward FIRMs were revised October 20, 2016. Though the floodway boundaries did not change, the AE/VE zones were revised in the coastal study. Panels 02122C4543E and 02122C5006E are the currently effective FIRMs.

Please add this email address to the agency and stakeholders group lists for future correspondence/ meetings.

Thank you for the opportunity to comment on this project.

Best regards,

*Stephanie Presley*

Service Area Coordinator, CFM  
Seward/Bear Creek Flood Service Area  
P.O. Box 1554, Seward, Alaska 99664  
Ph: (907) 224-3340 Fax: (907) 224-5197  
[www.kpb.us/service-areas/sbcfsa](http://www.kpb.us/service-areas/sbcfsa)

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## Kenai Peninsula Borough Seward/Bear Creek Flood Service Area

302 Railway Ave, Suite 123, P.O. Box 1554

Seward, Alaska 99664

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February 15, 2017

State of Alaska Department of Transportation & Public Facilities  
Preliminary Design and Environmental Section  
P.O. Box 196900  
Anchorage, Alaska 99519-6900

Re: Request for scoping comments  
Project: Seward Airport Improvements  
Project No.: TBD/ Z5485700000

At the February 13, 2017 regular meeting of the Seward/ Bear Creek Flood Service Area, the board reviewed the Agency Scoping Letter, Preliminary Environmental Research including Figures 1 through 8, and voted unanimously to provide the following comments regarding the Seward Airport Improvement project.

The SBCFSA board is in support of the needed improvements at the Seward airport and advise the State to take the necessary action to protect this important investment from future flood damages. As stated in the agency scoping letter, the service area has experienced major flooding at least six times and multiple high water events over the last 30 years. Flood waters from Resurrection River have overtopped the runways and airport property many times, with increasing frequency in recent years.

Resurrection River transports huge volumes of sediment each year, migrating channels with each high water event. Following one major event, the main channel was directed south, straight into the long runway, instead of flowing down the east bank channels. The SBCFSA board would highly recommend this project include rerouting the channel back to the east bank to minimize erosion of the runway and future flood damages.

Regardless of which alternative is selected, elevating the runways and installing additional erosion protection will be a short-term solution, and will not address the cause of runway erosion. The expense of the proposed improvements may have been avoided by regular mitigation in Resurrection River. To maximize the use of tax-payer dollars, the board recommends this project include a long-term flood mitigation plan for annual sediment removal and channel maintenance. Materials removed from the rerouted channel could be used to reinforce embankments directing flood waters away from the airport. Without

mitigation of sediment and regular channel maintenance, the improved infrastructure at the airport will continue to be threatened, costing additional tax-payer dollars.

The SBCFSA board is supportive of the improvements to the airport and could work with the State to protect this investment from future flood damages. Please feel free to contact our administrative office for additional information or assistance.

Respectfully,

A handwritten signature in cursive script, reading "Bill Williamson". The signature is written in dark ink and is positioned below the word "Respectfully,".

Bill Williamson, Chairman  
Seward/ Bear Creek Flood Service Area Board





THE STATE  
of **ALASKA**  
GOVERNOR BILL WALKER

## Department of Transportation and Public Facilities

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April 19, 2017

Bill Williamson  
Chairman  
Seward/Bear Creek Flood Service Area Board  
P.O. Box 1554  
Seward, AK 99664

Dear Mr. Williamson:

The Alaska Department of Transportation & Public Facilities (DOT&PF) would like to thank you for your response to our January 24, 2017 request for agency comments. We appreciate your support of the Seward Airport Improvements project.

The Resurrection River's migration to the west, along the edge of the runway, is indeed unfortunate. DOT&PF has evaluated the potential for dredging in the river and has found that this solution is not viable. A memo, prepared by the projects Hydrologist describing the rationale behind this decision, can be found on the projects website:

<http://www.dot.state.ak.us/creg/sewardairport/documents/Resurrection-River-Excavation-Memo-final.pdf>

DOT&PF is committed to finding the engineering alternative which best addresses all the issues at the airport, including the flooding issue. We welcome your input. Comments and questions from Stephanie Presley have been answered. We have also sent a copy of the Hydrologic and Hydraulic Report to Bryr Harris. Through an open and collaborative process we hope to ensure the success of this project.

If you are interested in keeping up with the project, please go to the website and sign up on the mailing list. When the site is updated, a notice is sent out to everyone on the mailing list.

*"Keep Alaska Moving through service and infrastructure."*

If you have further questions regarding the environmental effects of this project, please contact Mark Boydston, Environmental Impact Analyst, at (907) 269-0524 or via email at [mark.boydston@alaska.gov](mailto:mark.boydston@alaska.gov). Questions or input regarding the engineering aspects of the proposed project can be directed to me at (907) 269-0617 or via email at [barbara.beaton@alaska.gov](mailto:barbara.beaton@alaska.gov).

Sincerely,



Barbara J. Beaton, P.E.  
Project Manager



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**From:** Olivia Cohn <olivia@solsticeak.com>  
**Sent:** Friday, February 17, 2017 3:17 PM  
**To:** 'Douglass\_cooper@fws.gov'; 'Leah\_kenney@fws.gov'; 'shina.duvall@alaska.gov';  
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'tdearlove@kpb.us'  
**Cc:** Beaton, Barbara J (DOT); 'Royce Conlon'; 'Robin Reich'  
**Subject:** 3/2/17 Seward Airport Project Agency Scoping Mtg., Soldotna

Good afternoon –

Thank you for responding to a recent email and Doodle Poll inviting you to the agency scoping meeting for the Seward Airport Improvement Project. DOT&PF is initiating environmental scoping for a project at the airport that will likely include:

- Runway/taxiway improvements
- Pavement rehabilitation or reconstruction
- Installation of new airport lighting and an electrical enclosure building
- New navigational aids

We have determined that the best time to meet is:

**Thursday, March 2, 2017 from 1:00 pm to 3:00 pm**

At the Kenai Peninsula College, Kenai River Campus, 156 College Rd., Soldotna  
CTEC Building, Room 105

The Project's Purpose and Need, Alternatives, and potential environmental concerns will be discussed. We will be sending additional project information and an agenda prior to the meeting.

In an effort to maximize agency participation, this meeting will take place in Soldotna. If you are unable to attend in person, however, please contact me to set up a teleconference. If you are unable to attend during the meeting time, we may be able to set up a separate meeting or time to talk.

Thank you.

Olivia Cohn  
Environmental Planner  
Solstice Alaska Consulting, Inc.  
2607 Fairbanks Street, Suite B, Anchorage, AK 99503  
907-929-5960 | [olivia@solsticeak.com](mailto:olivia@solsticeak.com)  
[www.solsticeak.com](http://www.solsticeak.com)



---

**From:** Olivia Cohn  
**Sent:** Wednesday, March 1, 2017 9:51 AM  
**To:** cindy.heil@alaska.gov; grant.lidren@alaska.gov; william.ashton@alaska.gov; shina.duvall@alaska.gov; jimmy.smith@alaska.gov; Vlitchfield@kpb.us; ginny.litchfield@alaska.gov; tammy.davis@alaska.gov; jeff.selinger@alaska.gov; LindamoodB@akrr.com; Kubitzj@akrr.com; dglenz@cityofseward.net; spresley@kpb.us; bharris@kpb.us; tdearlove@kpb.us; greg.balogh@noaa.gov; jeanne.hanson@noaa.gov; matthew.eagleton@noaa.gov; Jamie.r.hyslop@usace.army.mil; Douglass\_cooper@fws.gov; Leah\_kenney@fws.gov  
**Cc:** barbara.beaton@alaska.gov; RoyceConlon@pdceng.com; Robin Reich; EricaBetts@pdceng.com  
**Subject:** Reminder and Mtg. Materials: 3/2/17 Seward Airport ProjectAgency Scoping Mtg., Soldotna  
**Attachments:** MtgAgenda\_SewardAirportAgencyScoping\_2017-03-02.pdf; SewardAirportAlternativesFigures.pdf

We look forward to seeing you this **Thursday, March 2, 2017 at 1:00 p.m.** for the Seward Airport Improvement Project agency scoping meeting.

As a reminder, the meeting will take place at the Kenai Peninsula College, Kenai River Campus (156 College Rd., Soldotna, Alaska) in the CTEC Building, Room 105.

Please find the meeting agenda attached. In addition, the Seward Airport Improvement Project Frequently Asked Questions (online at [www.dot.state.ak.us/creg/sewardairport/faq.shtml](http://www.dot.state.ak.us/creg/sewardairport/faq.shtml)) and Resurrection River memorandum (online at [www.dot.state.ak.us/creg/sewardairport/documents.shtml](http://www.dot.state.ak.us/creg/sewardairport/documents.shtml)) are available on the Project website and will be discussed during the meeting. The Project Alternatives will also be discussed and are attached.

For those of you who will be teleconferencing in to the meeting, please use the following call in details:

- Call 1-800-315-6338
- Use passcode 10285#

Thank you.

Olivia Cohn  
Environmental Planner  
Solstice Alaska Consulting, Inc.  
2607 Fairbanks Street, Suite B, Anchorage, AK 99503  
907-929-5960 | [olivia@solsticeak.com](mailto:olivia@solsticeak.com)  
[www.solsticeak.com](http://www.solsticeak.com)





# Seward Airport Improvements Project (Project No. Z548570000)

Agency Scoping Meeting • March 2, 2017 • Kenai Peninsula College, Soldotna, Alaska

## Agency Scoping Meeting Agenda and Overview

Thursday, March 2, 2017, 1:00 pm to 3:00 pm

Kenai Peninsula College, Kenai River Campus, CTEC Building, Room 105  
156 College Rd., Soldotna, AK



### **Agency Scoping Meeting Purpose**

To initiate National Environmental Policy Act (NEPA) agency scoping for the Seward Airport Improvements Project (#Z548570000) by describing the proposed project and gathering input from agencies on the project's purpose and need, alternatives, environmental conditions, potential environmental consequences, and permitting issues.

### **Agency Scoping Meeting Agenda**

1:00 pm Welcome and Introductions

1:05 pm Project Purpose and Need

1:15 pm Progress on Project to Date

1:25 pm Project Alternatives

1:50 pm Existing Environmental Conditions

2:00 pm Agency Questions and Input

2:50 pm Project Schedule and Next Steps

3:00 pm Adjourn

Please provide agency scoping comments by March 16, 2017.

Send scoping comments to:

Mark Boydston, DOT&PF Environmental  
Analyst

Email: [mark.boydston@alaska.gov](mailto:mark.boydston@alaska.gov)

Phone: 907.269.0524

For technical questions, please contact:

Barbara Beaton, P.E. DOT&PF Project  
Manager

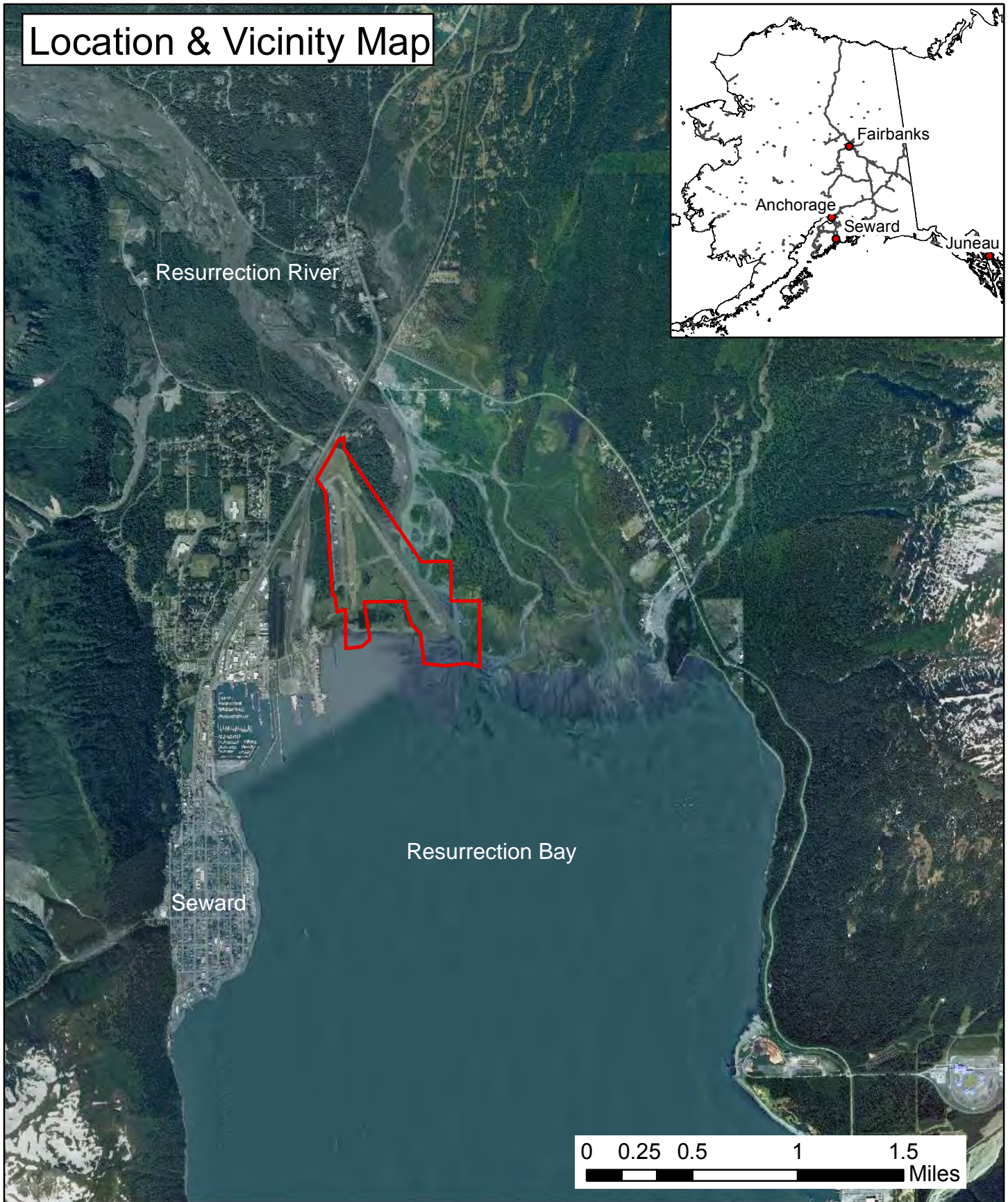
Email: [barbara.beaton@alaska.gov](mailto:barbara.beaton@alaska.gov)

Phone: 907.269.0617

Visit the project on the web at: [www.dot.state.ak.us/creg/sewardairport](http://www.dot.state.ak.us/creg/sewardairport)



# Location & Vicinity Map



**Location**  
Section: 34, 35 - 2, 3  
Township: 1N - 1S  
Range: 1W  
Meridian: Seward  
USGS Quad: Seward A-7



## Legend

 Seward Airport

State of Alaska  
Department of Transportation and Public Facilities  
Central Region  
**Seward Airport Improvements**  
Date: 12/12/16 Figure: 1



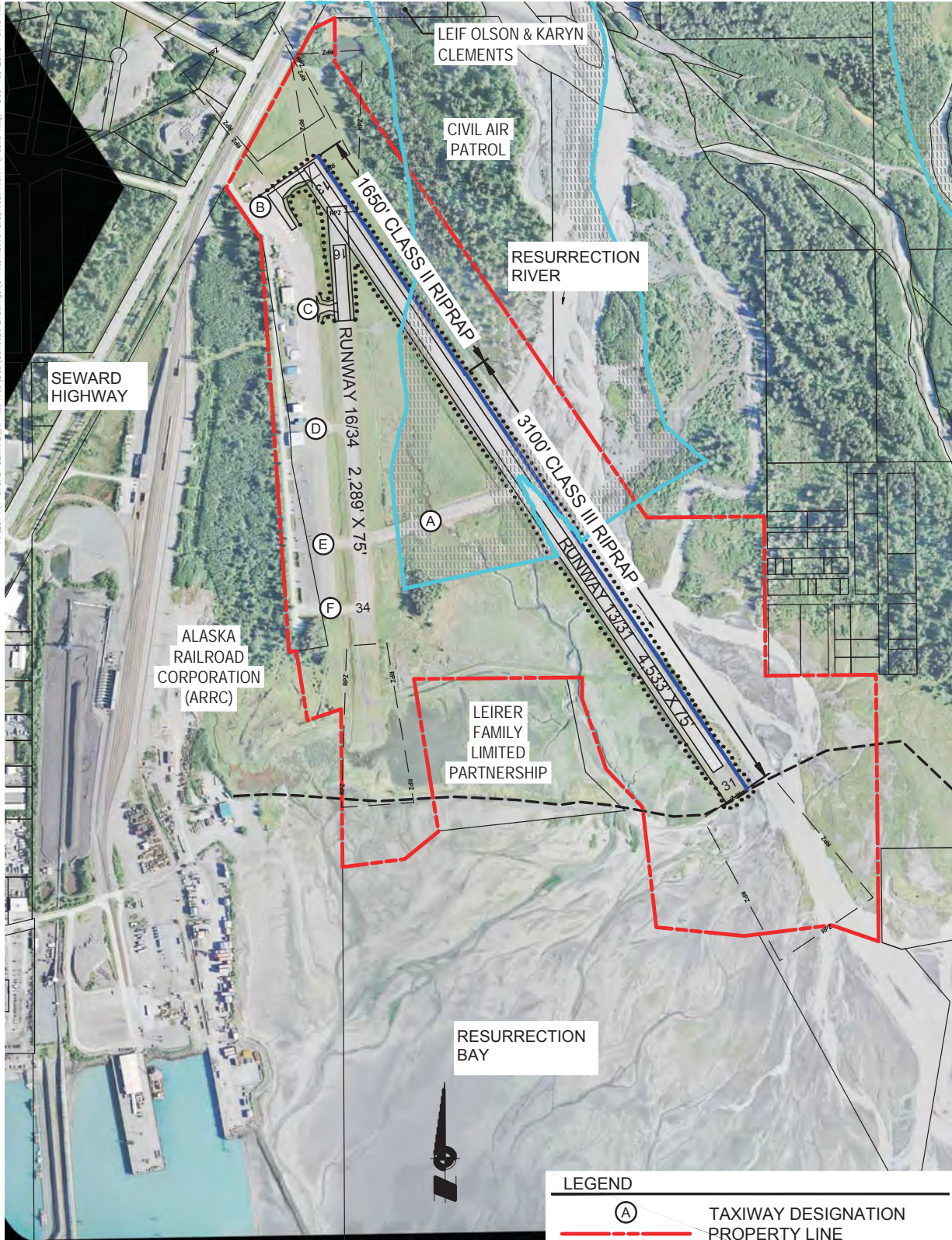
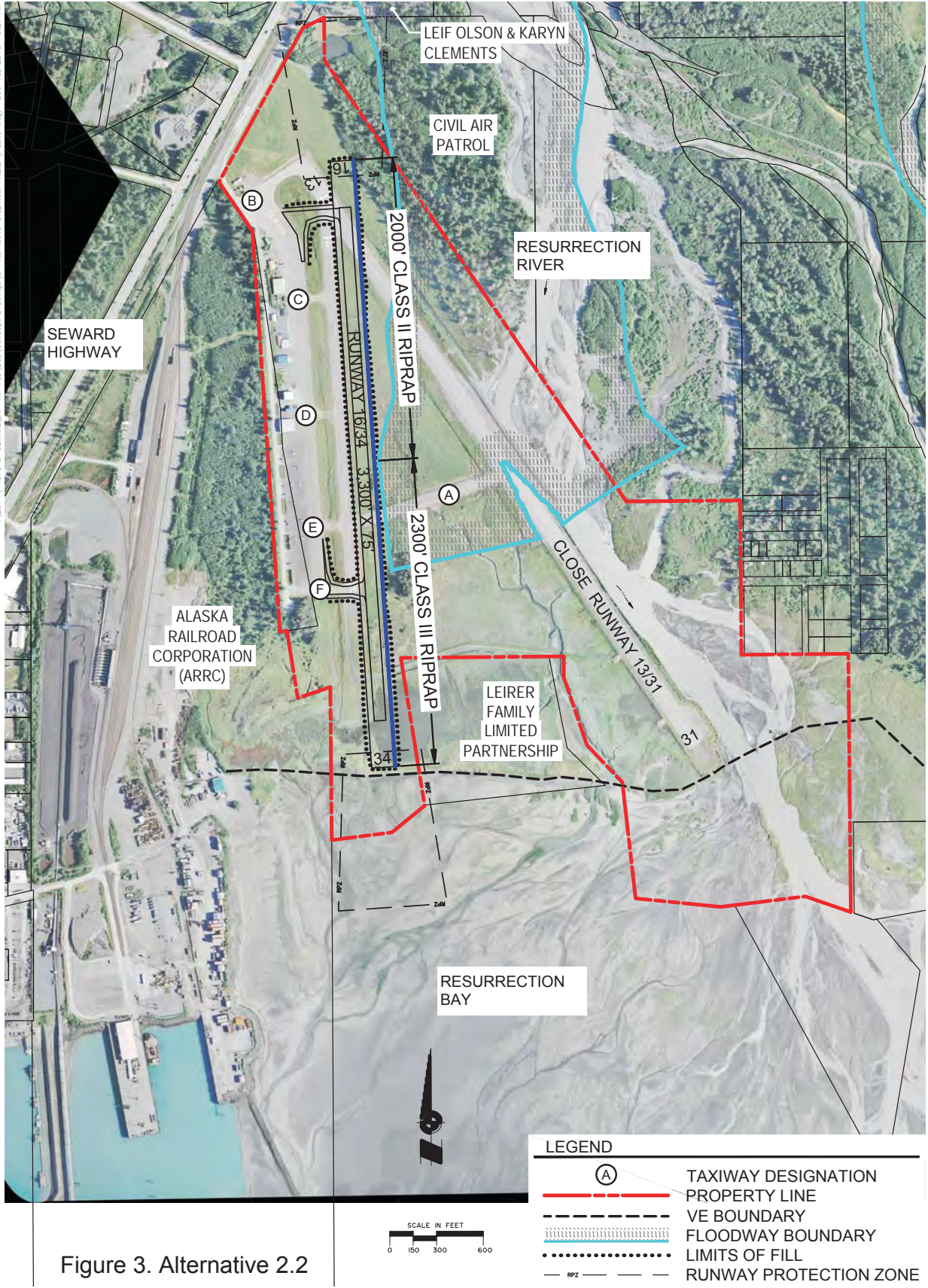


Figure 2. Alternative 1.1



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P:\2014\14075FB-SEWARD\_AP-MPR\C\Des\Concept Drawings\C-Alternative Graphics.dwg 12/15/2016 9:21 AM





**From:** Dwayne Atwood [<mailto:datwood@cityofseward.net>]  
**Sent:** Wednesday, February 22, 2017 3:46 PM  
**To:** Boydston, Mark A (DOT); Beaton, Barbara J (DOT)  
**Cc:** Ron Long; Donna Glenz  
**Subject:** Seward Airport Improvements / Scoping Letter (Project No. TBD/ Z548570000)

Dear Mr. Boydston and Ms. Beaton,

Attached you will find a letter of comment from the City of Seward. We appreciate the opportunity to provide input on the proposed Seward Airport Improvement project. Please add this email address (as well as the address for Assistant City Manager Ron Long) to the agency stakeholders list for future correspondence.

Thank you,

---

**Dwayne Atwood**, Planning Technician

Certified Floodplain Manager, CFM  
[City of Seward](#)  
*Community Development Department*  
*P.O. Box 167*  
*Seward, Alaska 99664*  
*(907) 224-4049*

**CITY OF SEWARD**  
PO. BOX 167  
SEWARD, ALASKA 99664-0167



- Main Office (907) 224-4050
- Police (907) 224-3338
- Harbor (907) 224-3138
- Fire (907) 224-3445
- City Clerk (907) 224-4046
- Engineering (907) 224-4049
- Utilities (907) 224-4050
- Fax (907) 224-4038

February 22, 2017

DOT&PF  
Design & Engineering Services  
Preliminary Design & Environmental  
P.O. Box 196900  
Anchorage, Alaska 99519-6900

Dear Brian Elliott

Thank you for the opportunity to comment on the proposed Seward Airport Improvement project.

The City of Seward desires to see the same result as DOT&PF: a reliable working airport meeting ADG-II and Alaska Community Class airport design standards, and that will accommodate future demand and growth. We offer the following, based on your agency scoping letter of January 24, 2017.

As you've noted, recent changes in stream morphology have resulted in more frequent overtopping of R/W 13/31. It has also shifted the main watercourse of Resurrection River to the west, at first obliquely against and then aligned with the runway. It is fair to say that, rather than "...the main runway is located adjacent to the river..." that the river has relocated itself adjacent to the runway. We have discussed this in the DOT sponsored community meetings held over the last couple of years to address this issue, and were informed that in-river work, or channelization, is prohibited. Doing such work in the river is not impossible, or even impractical. Routine in-river work mining gravel, protecting riverbanks and adjacent properties, and performing flood mitigation and prevention tasks are routinely permitted and completed, both by government agencies and private parties in and adjacent to the Resurrection River. Redirecting the river as an element of protecting the runway should not be taken off the table. As is common with rapid transfer high-deposition streams in the area watershed, watercourses migrate within the floodplain boundaries, and at some point this river will be somewhere other than where it is now. Formulating a protection strategy (Alt 1.1 or 2.2) on an assumption that the floodway watercourse will remain in one place like a well-defined Kenai River or similar will likely impede the river from migrating further west, but will be of no use if the river migrates to the east. From a floodplain manager's perspective rerouting the river or placing obstructions that shape and limit the river's own natural relocation are channelization activities that require engineering and permitting. Neither is impossible, nor is one prohibited and the other allowed outright.

The current flow path continues to deposit material at the head of Resurrection Bay, causing siltation at the Alaska Railroad dock that requires ongoing maintenance and expense. It may be that the Railroad prefers a one-time larger investment (with others) towards relocating the river flow to the channel further east, where the predominant flow was located until fairly recently. This would allow natural siltation to continue, but without repeatedly impacting shipping operations.

The possible need to acquire private properties in order to implement either alternative was mentioned. Without specific parcels being identified in the scoping letter, we can't be sure which properties would be impacted, but it is likely the numerous smaller parcels to the east of R/W 13/31. These properties, though



subdivided and platted, can never be practically developed. There is no legal access, and gaining same would be a large multi-agency effort. There are no utilities (required by City Code prior to issuing building permits), and no easements across the various private and public lands that would be crossed to connect utilities. These facts are reflected in the assessor's tax values; most of the smaller lots are valued at less than \$1,000. Several owners have deeded their properties to the City in order to avoid paying taxes on undevelopable property. This gives the City, and the Seward Bear Creek Flood Service Area, a conservation and flood mitigation set-aside that's very valuable in providing needed "sponge" areas, with vegetation as stabilization. If acquisition of some or all of these parcels is necessary to implement the project work, the City will facilitate in any way we can, including acquisition and assisting with a LOMR.

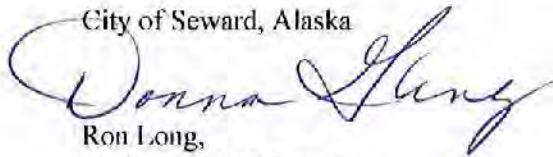
We view the restoration of the predominant flow of Resurrection River to its historic channel matrix to the east, which includes sufficient width for inevitable meandering, as critical to the lasting success of either alternative. We prefer Alternative 1.1 as the less intensive in terms of wetlands impacts (~5 acres v. 13.5 for Alternative 2.2), likelihood of less ongoing maintenance, mitigation of continuing impacts to shipping at the Alaska Railroad dock, and most likely to meet the common goals of a working and reliable airport that meets applicable design criteria and plans for future demand and growth.

The scoping letter mentions that Seward is served by rail, road, and the marine highway; the Alaska Marine Highway System suspended operation in and from Seward in the early 2000's.

We appreciate the opportunity to comment on this important project. We look forward to participating in the continuing discussion.

Sincerely,

City of Seward, Alaska

A handwritten signature in dark ink, appearing to read "Donna Glenz", written over the printed name.

Ron Long,  
Assistant City Manager

Donna Glenz,  
City Planner (for Ron Long)

Email: [rlong@cityofseward.net](mailto:rlong@cityofseward.net)  
Phone: 907 224-2020





THE STATE  
of **ALASKA**  
GOVERNOR BILL WALKER

## Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES  
Aviation Design

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Toll Free: 800 770 5263  
TDD: 907 269 0473  
TTY: 800 770 8973  
Fax Number: 907 248 1573  
Web Site: dot.state.ak.us

April 19, 2017

Ron Long  
Assistant City Manager  
City of Seward  
P.O. Box 167  
Seward, AK 99664

Dear Mr. Long:

The Alaska Department of Transportation & Public Facilities (DOT&PF) would like to thank you for your response to our January 24, 2017 request for agency comments. We appreciate your support of the Seward Airport Improvements project.

DOT&PF has evaluated the potential for dredging in the river and has found that this solution is not viable. A memo describing the rationale behind this decision can be found on the projects website:  
<http://www.dot.state.ak.us/creg/sewardairport/documents/Resurrection-River-Excavation-Memo-final.pdf>

Flood maps showing the extent of the existing 100 year flood, as well as the 100 year flood maps for each alternative, were included in the scoping package. These maps included property boundary lines. By inspection, more properties are affected by flood waters from Alternative 1.1 versus Alternative 2.2. According to the Borough Tax Map, many of these properties are under private ownership. Mitigation for flood impacts will be assessed during the property acquisition phase. We will identify properties that will require acquisition as part of the project alternative(s) to be carried forward in the environmental document.

Thank you for identifying our error concerning the Alaska Marine Highway System. If you have further questions regarding the environmental effects of this project, please contact Mark Boydston, Environmental Impact Analyst, at (907) 269-0524 or via email at [mark.boydston@alaska.gov](mailto:mark.boydston@alaska.gov). Questions regarding the engineering aspects of the proposed project can be directed to me at (907) 269-0617 or via email at [barbara.beaton@alaska.gov](mailto:barbara.beaton@alaska.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "Barbara J. Beaton".

Barbara J. Beaton, P.E.  
Project Manager

cc: Donna Glenz, City Planner

---

**From:** Kindred, Cori M (DNR)  
**Sent:** Thursday, February 23, 2017 4:04 PM  
**To:** Boydston, Mark A (DOT)  
**Subject:** RE: Seward Airport Improvements / Agency scoping letter

Mr. Boydston,

The Department of Natural Resources (DNR) Division of Mining, Land and Water, Southcentral Regional Land Office (SCRO) wishes to ensure that the Department of Transportation and Public Facilities is aware of the following information concerning the proposed Seward Airport Improvements project area in order to better assist the agency in its decision making-process regarding the proposed project:

- DOTPF's management rights in the project area are limited to uplands only, therefore, DOTPF has no managing interest below ordinary high water (OHW) of the Resurrection River. If the project requires work or improvements below OHW of the Resurrection River or otherwise outside of DOTPF's existing management rights, authorization is required from SCRO.
- DOTPF states that the proposed project alternatives are not anticipated to directly impact Resurrection Bay but may require work within the Resurrection River. The State places a high value on navigable water access. While SCRO supports DOTPF's planned activities in the project area, our office also requests that navigation of the river not be restricted as a result of airport construction or operation.
- Gravel and similar rock materials can be purchased from SCRO- managed material sites if required for the project. The contact for SCRO material sales is Chandler Long, 269-8560, or [chandler.long@alaska.gov](mailto:chandler.long@alaska.gov).

Please let me know if there are questions regarding these comments. Thank you for the opportunity to comment.

-Cori Kindred

**Cori Kindred**

Natural Resource Specialist II  
Department of Natural Resources  
Division of Mining, Land & Water  
Southcentral Region, Easement Management Unit  
550 W 7<sup>th</sup> Ave, Suite 900c  
Anchorage, AK 99501  
(907) 334-2676

**From:** Hyslop, Jamie R CIV USARMY CEPOA (US) <Jamie.R.Hyslop@usace.army.mil>  
**Sent:** Thursday, February 23, 2017 9:41 AM  
**To:** Boydston, Mark A (DOT); Beaton, Barbara J (DOT)  
**Cc:** Speerstra, Linda CIV USARMY CEPOA (US)  
**Subject:** POA-1989-672, Resurrection River, Seward Airport Improvements, Corps Response to Agency Scoping Letter  
**Attachments:** POA-1989-672\_Scoping Letter.pdf

Mark and Barbara,  
Please see the enclosed comment letter concerning the agency scoping letter you sent January 24, 2017, for the Seward Airport Improvement Project.  
Please let me know if you have any questions.

Respectfully,  
Jamie Hyslop  
Project Manager  
907-753-2670





**DEPARTMENT OF THE ARMY**  
**ALASKA DISTRICT, U.S. ARMY CORPS OF ENGINEERS**  
**REGULATORY DIVISION**  
**44669B STERLING HIGHWAY**  
**SOLDOTNA, ALASKA 99669**

February 23, 2017

Regulatory Division  
POA-1989-672

Mr. Brian Elliott  
Alaska Department of Transportation  
Post Office Box 196900

Dear Mr. Elliott:

The United States (U.S.) Army Corps of Engineers, Alaska District (Corps) is providing this letter as a written comment to the January 24, 2017, Seward Airport Improvements Scoping Letter. Your project has been assigned number POA-1989-672, Resurrection River, which should be referred to in all correspondence with us.

The Corps' regulatory authorities are based on two laws: Section 10 of the Rivers and Harbors Act (RHA) of 1899 (33 USC 403), which prohibits the obstruction or alteration of navigable waters of the U.S. without a permit from the Corps; and Section 404 of the Clean Water Act (CWA), which prohibits the discharge of dredged or fill material into waters of the U.S. without a Corps permit. Based on information provided, and available to our office, portions of the proposed work may occur in waters of the U.S. and would, therefore, be within the Corps' jurisdiction.

Waters of the U.S. include, but are not limited to, tidal waters, rivers both perennial and intermittent streams and wetlands. Wetlands are defined as areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands include "muskegs", swamps, marshes, bogs, and similar areas.

The Corps' evaluation of a Section 10 and/or a Section 404 permit application involves multiple analyses, including (1) evaluating the proposal's impacts in accordance with the National Environmental Policy Act (NEPA) (33 CFR part 325), (2) determining whether the proposal is contrary to the public interest (33 CFR § 320.4), and (3) in the case of a Section 404 permit, determining whether the proposal complies with the Section 404(b)(1) Guidelines (Guidelines) (40 CFR part 230).

If the proposal requires a Section 404 permit application, the Guidelines specifically require that "no discharge of dredged or fill material shall be permitted if there is a

practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences" (40 CFR § 230.10(a)). Time and money spent on the proposal prior to applying for a Section 404 permit cannot be factored into the Corps' decision whether there is a less damaging practicable alternative to the proposal.

If an application for a Corps permit has not yet been submitted, the project proposer may request a pre-application consultation meeting with the Corps to obtain information regarding the data, studies or other information that will be necessary for the permit evaluation process. A pre-application consultation meeting is strongly recommended if the proposal has substantial impacts to waters of the United States, or if it is a large or controversial project.

Nothing in this letter excuses you from compliance with other Federal, State, or local statutes, ordinances, or regulations.

Please contact me via email at [Jamie.R.Hyslop@usace.army.mil](mailto:Jamie.R.Hyslop@usace.army.mil), by mail at the address above, by phone at (907) 753-2670, if you have questions. For more information about the Regulatory Program, please visit our website at <http://www.poa.usace.army.mil/Missions/Regulatory.aspx>.

Sincerely,



Jamie Hyslop  
Project Manager

Date: May 26, 2017

Time: 10:00 am

Location: Teleconference

Meeting Subject: Seward Airport Improvements Alternatives Discussion with U.S. Army Corps of Engineers (USACE)

---

## Introduction

The purpose of this teleconference was to further explain the rationale for dismissing Seward Airport Improvements alternatives with the USACE.

Table 1. Meeting Attendees

Organization	Name
U.S. Army Corps of Engineers	Jamie Hyslop
Alaska Department of Transportation and Public Facilities (project team)	Barbara Beaton, Mark Boydston
PDC Engineers, Inc. (project team)	Royce Conlon, Erica Betts
Solstice Alaska Consulting, Inc. (project team)	Robin Reich

## Welcome and Team and Agency Representative Introductions

The meeting began at 10:00am with introductions led by Barbara Beaton, Alaska Department of Transportation and Public Facilities (DOT&PF).

## Alternatives Background

Barbara presented the rationale for dismissing Alternative 1.1 and maintaining Alternative 2.2 into the environmental document phase, referencing the attached report. She said that DOT&PF is considering dismissing Alternative 1.1 from further consideration in the environmental assessment because it would:

- Raise the flood level of the Resurrection River and create the greatest flood impacts within the floodplain
- Have considerable maintenance needs to stay operational
- Result in fish habitat impacts because of fill within the Resurrection River channel
- Impact medivac operations because the only suitable runway for the medivac aircraft (RW 13-31) would be closed during construction

She said that DOT&PF is proposing moving forward with consideration of Alternative 2.2 and the No Action Alternative.

Jamie Hyslop, USACE, said that the USACE is required to authorize only the least environmentally damaging practicable alternative. An alternative is practicable if it can be constructed, is an existing and feasible technology, and if the costs are reasonable. The USACE must also consider the public interest review factors, including the purpose and need for the



project. Jamie said that it appears that Alternative 1.1 may not meet the purpose and need, since it may not be reliable during or after flood events. If that is the case, DOT&PF may be able to dismiss the alternative as not practicable.

Jamie said that from the information that was provided, he is unable to compare the alternative to determine which is least environmentally damaging (i.e. which alternative has the most/least wetlands impacts). Jamie said that to fully consider whether the alternative would be permitted, the USACE needs a full description of the environmental impacts, including the fill below mean high water and wetlands and marine impacts.

He said that during the permitting process, practicability, including how well the project meets the purpose and need, and the environmental impacts would be considered; but since he doesn't have an application to consider, he can't tell DOT&PF whether Alternative 2.2 is "permissible."

Barb asked whether DOT&PF should prepare and submit an application. Jamie said that is the next step. He said that the application should be for the preferred alternative and that it should explain how it was selected. He would like to see a separate alternatives analysis in the application. The analysis should consider each alternative and whether it meets the purpose and need for the project. The USACE would consider whether each alternative meets the public interest factors.

Jamie said that the process would include 15 days for the USACE to comment/ask for clarification on the application and then time for DOT&PF to address comments. Then the USACE would move to the decision phase.

Royce Conlon, PDC, stated that currently DOT&PF are consulting with the Federal Aviation Administration (FAA). The FAA may determine that Alternative 1.1 is not reasonable to carry forward because it would result in significant impacts and require an Environmental Impact Statement (EIS). Royce asked whether the FAA's determination of significance would weigh into the USACE's decision making process.

Jamie said that he did not have experience with using another federal agency's determination; however, it might not need USACE's requirement for permitting the least environmentally damaging alternative.

Mark Boydston, DOT&PF, stated that the DOT&PF hydrologist says that the Resurrection River dynamics make Alternative 1.1 unfeasible. Barbara said that DOT&PF will likely use the hydrologist's rationale that Alternative 1.1 is not reasonable to move forward with Alternative 2.2 (and the no action alternative) into the environmental document phase.

Jamie explained the difference between the USACE's authority under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act. He said that in Seward, activities below the high tide line, which is 13.8 feet, and adjacent wetlands would fall under Section 404. Activities below mean high water (9.7 feet) would fall under Section 10. Robin Reich, Solstice Alaska Consulting, Inc., said that the permitting process is the same for both Section 10 and 404. Jamie said that he would want to see the areas and volumes for Section 404 and Section 10 waters detailed in the application.

Barbara asked whether the USACE would be open to mitigation and whether using a mitigation bank would be acceptable. Jamie said that the USACE's order of preference for mitigation is: 1) mitigation banks; 2) in-lieu fee; 3) permittee responsible mitigation. He said that the DOT&PF should identify mitigation within the application.

Adjourn

The meeting concluded at 11:00 am.

**From:** Brian Lindamood [mailto:LindamoodB@akrr.com]

**Sent:** Friday, February 24, 2017 2:32 PM

**To:** brian.Elliot@alaska.gov

**Cc:** Clark Hopp; James Kubitz; Blake Adolfae; Rachel Maddy; Douglas Stephens; Christy Terry; Boydston, Mark A (DOT); Andy Donovan

**Subject:** Seward Airport Master Plan Comments

Mr. Elliot-

Please find our comments regarding the Seward Airport Master Plan documents you sent last month. A hard copy will follow in the mail.

Sincerely,

**Brian A. Lindamood, PE, SE**

*Director – Capital Projects*

907.265.3095 office | 907.441.6088 mobile

mailing: PO Box 107500, Anchorage, AK 99510-7500

physical: 327 W. Ship Creek Ave, Anchorage, AK 99501

web: [www.AlaskaRailroad.com](http://www.AlaskaRailroad.com)







February 24, 2017

Brian Elliot  
Alaska Department of Transportation and Public Facilities  
4111 Aviation Avenue, PO Box 196900  
Anchorage, AK 99519-6900

**ENGINEERING**  
**TEL 907.265.3095**  
**FAX 907.265.2638**

RE: Seward Airport Master Plan Comments

Dear Mr. Elliot:

The Alaska Railroad (ARRC) has reviewed the documents provided by the Alaska Department of Transportation and Public Facilities (the "Department") on January 24<sup>th</sup>, 2017. We have also had additional discussions with the Department regarding our ongoing master planning process with our Seward Terminal that abuts the Seward Airport, and have participated in some discussions with the Department regarding the possible transfer of land owned by ARRC that is under lease to the airport. While ARRC has no specific objections regarding what the Department has proposed, we do have two concerns which must be addressed.

First, ARRC presently uses the Airport Access Road for access to large tracts of property on the east side of our reserve. Access is accommodated by two driveway permits along the road, and where the road enters our right-of-way at the north end of the reserve. Our planning requires that we retain what is effectively public use of this road, and we expect that traffic along this corridor will grow over time. It is our understanding that there may be some federal implications associated with funding that may run afoul of this use. We request that the Department take the steps necessary to ensure that our use is not restricted.

Secondly, the proposed southward extension of Runway 16/34 will shift the existing "air rights" that the Department currently has over ARRC property over an area we plan for marine freight development. Given the nature of marine freight operations, it is possible that the extension of these air rights will prevent, restrict, or certainly complicate ARRC's planned development in this area. If the runway is to be extended as shown, any further restrictions on ARRC airspace that encumber ARRC's development in any way will have to be fully mitigated by the Department.

Thank you for the opportunity to comment on the document. Please feel free to contact me if you have any further questions.

Sincerely,

Brian Lindamood, PE, SE  
Director, Capital Projects

cc: Clark Hopp  
Roy Thomas  
Andy Donovan  
Blake Adolfae  
Rachel Maddy  
Jim Kubitz  
Mark Boydston

327 W. Ship Creek Avenue  
Anchorage, Alaska 99501

MAILING ADDRESS  
P.O. Box 107500, Anchorage, Alaska 99510-7500

TEL 907.265.2300 FAX 907.265.2415  
AlaskaRailroad.com



THE STATE  
of **ALASKA**  
GOVERNOR BILL WALKER

## Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES  
Aviation Design

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Toll Free: 800 770 5263  
IDD: 907 269 0473  
TTY: 800 770 8973  
Fax Number: 907 248 1573  
Web Site: dot.state.ak.us

April 18, 2017

Brian Lindamood, P.E., S.E.  
Director, Capital Projects  
Alaska Railroad Corporation  
327 W. Ship Creek Avenue  
Anchorage, AK 99501

Dear Mr. Lindamood:

The Alaska Department of Transportation & Public Facilities (DOT&PF) would like to thank you for your response to our January 24, 2017 request for agency comments. We have appreciated the ARRC's open communication during the scoping phase of this project.

We are aware of the ARRC's desire to use the current Airport Access Road as future access to your property. Our Right of Way Chief is taking the lead on this issue as well as the proposed land exchange. Should the department elect to move forward with Alternative 2.2, impacts to ARRC property resulting from airspace requirements, will be addressed during the property acquisition phase of the project. However we first need to complete the environmental process.

DOT&PF is committed to finding the engineering alternative which best addresses all the issues at the airport. We will continue to keep the Seward Working Group (the ARRC is a member) informed of our progress. Through an open and collaborative process we hope to ensure the success of this project.

If you have further questions regarding the environmental effects of this project, please contact Mark Boydston, Environmental Impact Analyst, at (907) 269-0524 or via email at mark.boydston@alaska.gov. Questions regarding the engineering aspects of the proposed project can be directed to me at (907) 269-0617 or via email at barbara.beaton@alaska.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Barbara J. Beaton".

Barbara J. Beaton, P.E.  
Project Manager

**From:** Harris, Bryr <bharris@kpb.us>  
**Sent:** Wednesday, March 1, 2017 11:21 AM  
**To:** Olivia Cohn  
**Subject:** RE: Reminder and Mtg. Materials: 3/2/17 Seward Airport ProjectAgency Scoping Mtg., Soldotna

Good morning Olivia,

I will be attending tomorrow's meeting. I've been looking through the materials you provided and those on the project website. It mentions that an H&H study has been conducted and that FEMA will be consulted as part of the environmental assessment. Is it possible to see a report from the H&H? Will the project include submitting a Conditional Letter of Map Revision (CLOMR) to FEMA?

Thank you!

**Bryr Harris**

Floodplain Administrator, CFM  
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514 Funny River Road Soldotna, AK 99669  
(907) 714-2464 • [bharris@kpb.us](mailto:bharris@kpb.us)  
[www.kenairivercenter.org](http://www.kenairivercenter.org)



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**From:** Olivia Cohn  
**Sent:** Wednesday, March 22, 2017 10:47 AM  
**To:** 'Leah\_kenney@fws.gov'  
**Cc:** 'Robin Reich'; 'Royce Conlon'; Beaton, Barbara J (DOT); 'Erica Betts'  
**Subject:** Request for Scoping Comments for the Seward Airport Improvement Project Agency Scoping  
**Attachments:** Seward AP\_Figs 1-8\_Agency scoping letter.pdf

Hello Leah:

After the Seward Airport Improvements Project agency scoping meeting took place on March 2, 2017, you indicated that you would like a copy of the Alaska Department of Transportation and Public Facilities' (DOT&PF) request for scoping comments for this Project.

Please find the DOT&PF's request for scoping comments letter and accompanying materials attached.

Thank you,

Olivia Cohn  
Environmental Planner  
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2607 Fairbanks Street, Suite B, Anchorage, AK 99503  
907-929-5960 | [olivia@solsticeak.com](mailto:olivia@solsticeak.com)  
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