

Appendix A

Agency and Public Coordination

Agency Coordination

<i>Agency Pre-Application/Scoping Meeting Coordination</i>	<i>Date Received</i>
Letter from DOT&PF to Agencies mailing list initiating the agency scoping process and announcing agency scoping meeting.	April 25, 2002
Newspaper advertisement (proof of publication) from Anchorage Daily News	April 29, 2002
Agency Meeting Notes	May 13, 2002
<i>Federal Agencies</i>	<i>Date Received</i>
Letter from USFWS to DOT&PF regarding concurrence concerning T&E species under USFW jurisdiction.	July 17, 2002
Letter from NMFS to DOT&PF regarding concurrence concerning T&E species under NMFS jurisdiction.	July 18, 2002
Letter from USACE to DOT&PF regarding comments on the Draft EA.	May 2, 2007
Email Record between Dan Golden of DOT&PF and Shannon Hansen of POA regarding comments on the Draft EA.	July 23, 2007
<i>State Agencies</i>	<i>Date Received</i>
Email Record between Sally Boggs of HDR and Tim Smith of ADNR-OHA regarding archeological surveys near Takotna.	August 18, 1999
Telephone Conversation Record between Sally Boggs of HDR and Mac McLean of ADF&G regarding fish resources near Takotna.	June 17, 2000
Telephone Conversation Record between Sally Boggs of HDR and Doug Moulinoux of Bethel ADF&G regarding fisheries concerns near Takotna.	June 19, 2000
Letter from Jerry Ruehle to Christine Ballard regarding availability of the Draft EA.	March 30, 2007
Email Record between Jerry O Ruehle and Dan Golden of DOT&PF and Christine Ballard of DNR OPMP regarding no coastal consistency review needed.	April 3, 2007
Email Record between Dan Golden of DOT&PF and Nancy Ihlenfeldt of ADNR-OHM&P regarding Fish Habitat Permit.	April 17, 2007
Email Record between Jerry O Ruehle of DOT&PF and Kara More of ADNR regarding materials sites.	April 19, 2007
Email Record between Jerry O Ruehle of DOT&PF and Kara More of ADNR regarding the MOA on Iditarod Trail.	April 19, 2007
<i>Local, Native and Other Organizations</i>	<i>Date Received</i>
Fax from the John Florey of VSW to Andra Love of HDR regarding proposed sewage lagoon.	April 22, 2002
Letter from DOT&PF to Native Organizations Mailing List initiating Tribal consultation.	June 4, 2002
Telephone Conversation Record between Sally Morsell of HDR and John Florey of VSW regarding proposed sewage lagoon.	July 29, 2002
Letter from the Takotna Community Association Inc. to the Honorable Ted Stevens, U.S. Senate.	November 1, 2005

Public Coordination

<i>Public Scoping Meeting Coordination</i>	<i>Date Received</i>
Takotna Phase I Project Newsletter (announcing public scoping meeting)	September 19, 2000
Takotna Phase I Public Meeting Poster	September 25, 2000
Takotna Phase I Public Meeting Notes, Attendees List, and Comment Sheets	September 26, 2000
Takotna Iditarod Site Visit Report. Summary of communication with HDR and Takotna community members, local air service providers, and Iditarod volunteers	March 12, 2002
Project Newsletter (announcing second public scoping meeting)	April 2002
Opportunity for Public Hearing Newspaper Advertisements	March & April 2007

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION - PLANNING

TONY KNOWLES, GOVERNOR

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900
(TDD 269-0473)
(907) 269-0520 (FAX 269-0521)

April 26, 2002

Karlee Gaskill
Resource Assessment
DNR/ Land, Mining, and Water
3601 C Street, Suite 1080
Anchorage, AK 99503-5937

Subject: Takotna Airport Master Plan
Agency Scoping Meeting

Dear Ms. Gaskill:

The Federal Aviation Administration (FAA) and the Alaska Department of Transportation and Public Facilities (ADOT&PF) are planning needed improvements to the airport at Takotna, Alaska. The purpose of this project is to bring the airport into compliance with current FAA and ADOT&PF recommendations and standards and prepare a strategy for meeting the community's long-term aviation needs.

Project Background

The existing Takotna Airport is situated on a hillside and does not meet current FAA or state recommendations and standards. During the Phase I process, existing airport facilities were inventoried, issues affecting airport development were analyzed, a twenty-year aviation forecast was prepared, and airport improvement alternatives were identified. A public meeting was held in Takotna on September 25, 2000 to present the alternatives in the Phase I Report. ADOT&PF, supported by community input, has selected one build alternative and the no-build alternative to evaluate in the Environmental Assessment.

The village of Takotna is located in Interior Alaska on the north bank of the Takotna River in the Kilbuck-Kuskokwim Mountains (Figure 1). It is approximately 17 air miles west of McGrath and 385 air miles northwest of Anchorage at 62° 59' N Latitude, 156° 04' W Longitude (Sec. 35, T034N, R036W, Seward Meridian, USGS Quadrangle Iditarod D-1). Takotna is located near the Iditarod National Historic Trail (INHT) and is also a checkpoint for the Iditarod Trail Sled Dog Race.

The only year-round access to the village of Takotna (Figure 2) is via its community class airport.

Aviation forecasts are presented in the Phase I Report (USKH 2000). These forecasts, FAA recommendations, and State of Alaska Aviation System Plan (AASP) guidelines were used to develop proposed facility improvements that would be required to meet current and future demand (Table 1).

Table 1 – Existing Conditions and Proposed Improvements for Takotna Airport		
<i>Design Element</i>	<i>Existing</i>	<i>Proposed Improvements</i>
Primary Runway (06/24) Length	1,717 ft	4,000 ft
Primary Runway (06/24) Width	65 ft ¹	75 ft Shoulders: 10 ft
Runway Surface	Gravel	Crushed Aggregate Base Course
RSA Length Beyond Runway	24: 170 ft 06: 100 ft	240 ft
RSA Width	100 ft	120 ft
OFA Length (beyond runway end)	24: 170 ft 06: 100 ft	240 ft
OFA Width	65 ft	400 ft
RPZ	Not maintained	Inner width: 500 ft Outer Width: 700 ft Length: 1,000 ft
Building Restriction Line (BRL)	None	330 ft
Taxiway Width	None	25 ft
Taxiway Safety Area Width	None	49 ft
Taxiway OFA Width	None	89 ft
Taxilane OFA Width	None	79 ft
Lighting	None	MIRL, MITL, rotating beacon
Nav aids	None	Windsock in segmented circle
Apron	Widened portion of runway	200 ft by 300 ft 60,000 ft ²
Aviation Support Area	None	100 ft by 200 ft 20,000 ft ²
Maintenance & Operations Pad	None	100 ft by 70 ft 7,000 ft ²
Equipment Building	None	M&O Building
Service Access	Road to village	Road to village

Four build alternatives were considered during the initial phase of the project (see Phase I Report, USKH 2000). Three of the alternatives were dismissed after thorough consideration of their feasibility.

Improving the existing airport (Alternative A) was not feasible because the existing facility is located on a hill with unpredictable winds and obstructions to the north and west. Improving the airport in the current location would not solve these problems, and would require the placement of excessive fill before the runway could be expanded.

Relocating the airport south of the village across the Takotna River (Alternative B) was not considered feasible because of the cost and environmental impacts associated with the project. Alternative B would cost significantly more than the other alternatives (see Phase 1 Report, USKH 2000). Alternative B would also impact an area of open water wetland.

Use of the existing landing strip at Tatalina Air Force Station (Alternative D) is not a feasible alternative due to access issues. The U.S. Air Force has not responded to ADOT&PF inquiries about using the landing strip.

The two alternatives being considered in the environmental assessment phase are:

- Alternative C.* Relocate the airport to a new location about 0.8 miles east of the village.
Alternative E. No action.

The community and ADOT&PF support alternative C. It would involve constructing a new airport about 0.8 miles east of the village (Figure 1 & 2). A new runway would be aligned approximately 05/23, parallel with prevailing winds as described by pilots and residents. A 0.8-mile airport access road would be constructed from existing roads at the eastern limits of the village to the new apron, as well as 0.8 miles of power line extension for airport lighting.

The new runway would be 4,000 feet by 75 feet within a safety area 4,480 feet by 120 feet. Although there is no FAA standard for apron size, the AASP guidelines for community class airports recommend a minimum apron size of 200 by 300 feet (60,000 ft²). There will be an aviation support area 100 by 200 feet (20,000 ft²) and a maintenance and operations pad approximately 100 by 70 feet (7,000 ft²) contiguous to the apron. ~~Currently, there is no taxiway at the Takotna Airport. The standards recommend that an apron be separated from the runway by a 25-foot wide by approximately 200-foot long taxiway.~~

The build alternative would have lighting that meets AASP recommendations. This would include radio controlled MIRL and MITL, reflective cones, threshold panels, a rotating beacon, and a lighted windsock and segmented circle. There would also be a supplemental unlighted wind cone. A 24 by 46 foot unheated airport snow removal and equipment storage building would be constructed adjacent to the aviation support area. Fuel for snow removal equipment would be stored in a double-walled skid-mounted tank with a capacity of 500 gallons. No fuel for aircraft use would be stored in the equipment storage building.

Culverts would be installed where needed to maintain existing drainage patterns along the access road and runway.

No material sites have been identified at this time. It is assumed that the borrow required for this project will come from excess material within the project slope limits, or from an existing public or private material site. If the contractor decides to develop a new noncommercial private material site, the contractor is required (*by our contract*) to obtain all necessary state, federal and local permits and approvals, including and reclamation plan for Alaska Department of Natural Resources approval per AS 27.19 Reclamation.

Agency Scoping Meeting

With this letter, ADOT&PF would like to initiate agency scoping for this project. We would appreciate your input on the project to ensure that the environmental document covers important issues. The proposed airport improvements are described in detail in a report titled "Takotna Airport Master Plan Phase I Report." If you would like copies of this report, please let us know.

You are invited to an agency scoping meeting to provide any concerns or issues your agency might have with the proposed project. The meeting is scheduled for:

10:00 a.m. Monday May 13, 2002
CIRI Building--4th Floor Conference Room
2525 C Street Anchorage

In addition to identifying any concerns or issues your agency might have with the proposed project, the following information is requested:

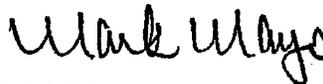
Please let us know of existing or proposed land use plans and any land use objectives that may conflict with the proposed project.

Agency comments are important to understanding the scope of the environmental and permitting effort. You can return comments to me by regular mail at P.O. Box 196900, Anchorage AK 99519, by e-mail to mark_mayo@dot.state.ak.us, or by fax to 269-0521. I would appreciate receiving your comments by June 13, 2002.

~~Preliminary research results are included in Appendix A.~~

I look forward to seeing you at the Agency Scoping Meeting. If you have any questions, please feel free to call me at 269-0519 or Sally Morsell, HDR Scientist, at 274-2000.

Sincerely,



Mark Mayo
ADOT&PF Project Manager

Enclosures: Figures 1 & 2
Appendix A

cc: Rae Deley, Environmental Analyst, ADOT&PF PD&E
Sally Morsell, HDR Alaska, Inc.

Agency	Name	Title	Address	city	state	zip
U.S. Army Corps of Engineers	Kevin Morgan	Regulatory Branch	P.O. Box 898	Anchorage	AK	99506-0898
U.S. Environmental Protection Agency	Ted Rockwell	Alaska Operations Office	222 W. 7th Avenue, #19	Anchorage	AK	99513-7588
U. S. Fish & Wildlife Service	Ann Rappoport		605 W. 4th Ave., R, G-62	Anchorage	AK	99501-2231
National Marine Fisheries Service	Jeanne Hanson	Western AK Office Supervisor	222 W. 7th Ave., #43	Anchorage	AK	99513-7577
Alaska Dept. of Fish & Game	Wayne Dolezal	Permits Supervisor	333 Raspberry Road	Anchorage	AK	99518-1599
DNR/Office of History and Archaeology	Judith Bittner	State Historic Preservation Officer	550 W. 7th Ave., Suite 1310	Anchorage	AK	99501-3565
DNR/ Land, Mining, and Water	Karlee Gaskill	Resource Assessment	3601 C Street, Suite 1080	Anchorage	AK	99503-5937
Department of Environmental Conservation	Alan Wien	Environmental Specialist	P.O. Box 871064	Wasilla	AK	99687
Bureau of Land Management	Robert King	Archeologist	222 W. 7th Ave. Unit 13	Anchorage	AK	99513

APPENDIX A

Preliminary Research Results

- **Contaminated Sites, Spills and Underground Storage Tanks:** The Alaska Department of Environmental Conservation (ADEC) reports that no spills have been recorded at Takotna, the Takotna Airport, or the new airport location. Although proposed work at this location could include some ground disturbing activities, contamination is not expected to be encountered.
- **Anadromous Fish Streams:** Although this project does not involve impacts to any waterways, a search of the Alaska Department of Fish and Game (ADF&G) *Catalog of Waters important to the Spawning, Rearing or Migration of Anadromous Fishes* lists major anadromous fish streams in the project area as:

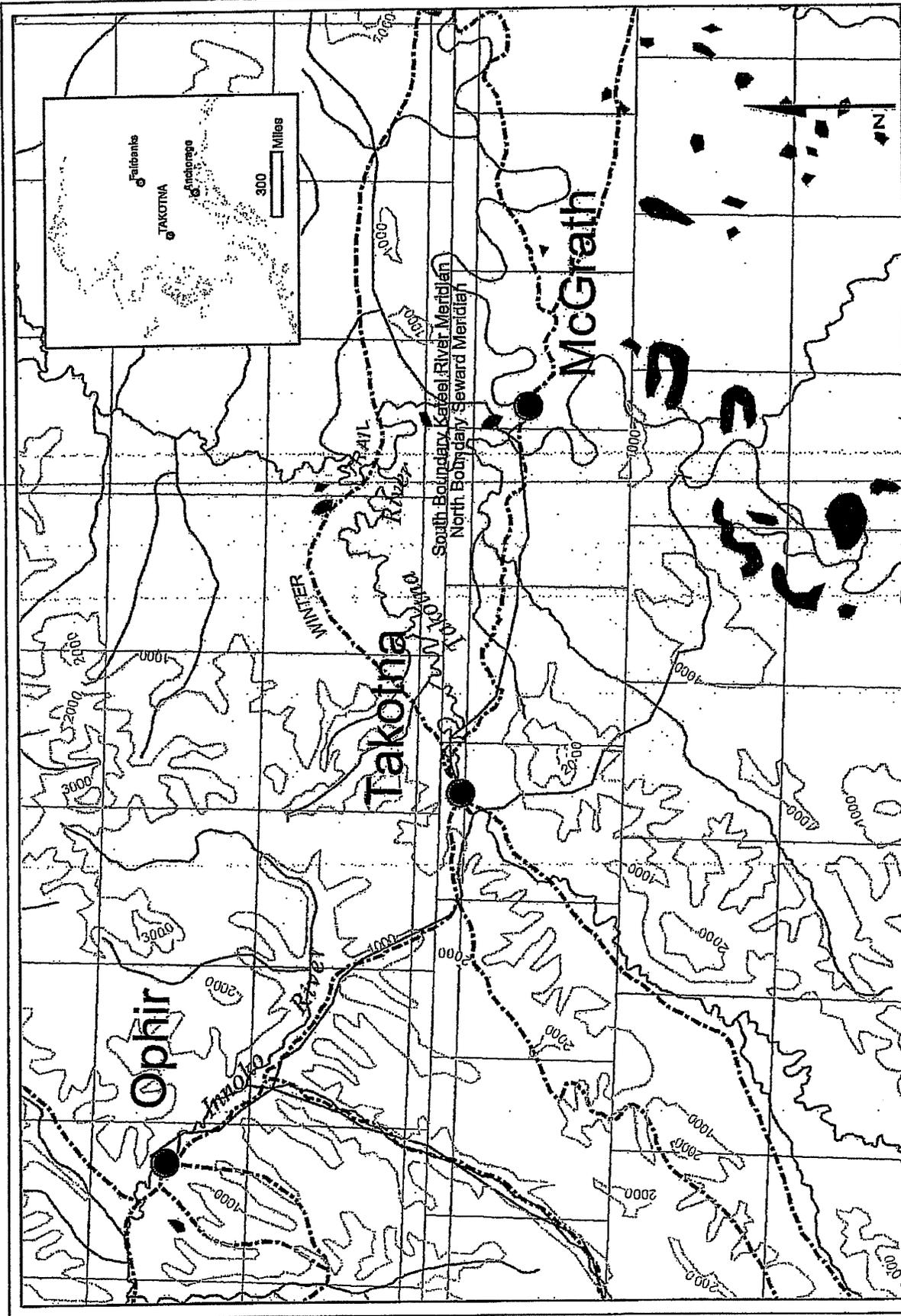
-
- Takotna River # 335-30-16600-2255

The ADF&G reports that sculpin, whitefish, grayling, burbot, pike, sucker, lamprey, coho, chinook, and chums are present in the Takotna River.

- **State Refuges, Critical Habitat Areas and Sanctuaries:** A review of the ADF&G publication *State of Alaska Refuges, Critical Habitat Areas, and Sanctuaries* found that there are no State Refuges, Critical Habitat Areas, or Sanctuaries in the project vicinity.
- **Land Use Plans:** There are no known community comprehensive plans for Takotna. There is a Village Safe Water, 1998, "Community Water, Sewer, and Solid Waste Feasibility Study" and a Bureau of Land Management, 1986, "The Iditarod National Historic Trail, Seward to Nome Route: A Comprehensive Management Plan." Future sewer facilities and impacts to the Historic Iditarod Trail will be addressed in the EA.
- **State Parks:** The proposed project components are not near any state parks.
- **Historical, Archeological, and Cultural Properties:** The Alaska Heritage Resources Survey, (meeting with State Historic Preservation Office on 4/17/02) indicates that there are no historic properties in the project area. Although two native allotments across the river (south) of Takotna have been surveyed, no cultural survey of the project area has been conducted. The proposed airport site is in the vicinity of the National Historic Iditarod Trail. The trail runs along the north side of the Takotna River floodplain and through the community itself. The trail is recorded with the State as a public right of way but with the Bureau of Land Management as a National Historic Trail under the National Trails System Act, Public Law 90-543 of October 2, 1968. Public Law 95-625 (The National Parks and Recreation Act) specifically named the Iditarod trail as a National Historic Trail. East of the village and north of the proposed access road, is a gravesite of unknown age. During the meeting on 4/17/02, the State Historic Preservation Office

recommended a survey of the access road alignment, which connects to the east end of the village. Section 106 and Section 110 Consultation will likely be required.

- **Coastal Zone Management:** A review of the *Coastal Zone Boundaries* atlas found that the proposed project is not within a coastal zone management district.
 - **Navigability:** The project will not impact any navigable waters. The Takotna River is navigable but will not be impacted by the project.
 - **Flood Plain Management, and Wetlands:** The proposed project is not within a mapped floodplain and no Floodplain Permit is expected to be needed. Wetlands have been mapped at the relocation site. The wetland types mapped in the project area include forested, scrub-shrub, shrub-sedge, emergent vegetation, and open water ponds. The proposed project will impact wetlands and an application for a Department of the Army Permit will be submitted to the Corps of Engineers.
-
- **Threatened and Endangered Species:** The U.S. Fish and Wildlife Service (USFWS) indicates that Takotna is not within the breeding range of any threatened and endangered species. No surveys have been conducted in the area and USFWS expects the project would exert minimal impact on endangered species. Therefore, it is unlikely that a formal Section 7 Consultation will be required.
 - **Essential Fish Habitat:** Essential Fish Habitat exists in the Takotna River. However, work below ordinary high water will not be required to complete this project, therefore an Essential Fish Habitat Assessment will not be necessary.
 - **National Wildlife Refuges and Wetlands:** The USFWS web site has been visited to determine if National Wildlife Refuges exist in the proposed project area. The web site indicates that there are none.
 - **Eagles:** Bald eagles do visit the Takotna area and perch in trees along the Takotna River. Residents report that they nest approximately 10 to 20 miles up river. The USFWS has done no surveys in the Takotna area nor have any bald eagle nests been recorded. Although eagles are not considered endangered or threatened under the Endangered Species Act in the State of Alaska, they still benefit from the protection of the Bald Eagle Protection Act and the Migratory Bird Treaty Act. The contractor will be responsible for monitoring for bald eagle nests during construction.



Takotna Airport Master Plan
Location and Vicinity Map

Date April 2002
 Figure 1

Scale 1 : 300,000
 Scale is approximate. This map
 should not be construed as a survey.



Date
APR 2002
Figure
2

Takotna Airport Master Plan
Alternative C
(Preferred Alternative)

500 0 500 1000 Feet

Scale 1 : 12,000

Scale is approximate and photo is distorted.
This map should not be construed as a survey.

PROOF OF PUBLICATION

CLIP

HDRE0205
108155

S. ALSTON
being first duly sworn on oath
deposes and says that he/she
is an accounting clerk of
the Anchorage Daily News, a
daily newspaper. That said
newspaper has been approved as
a proof of publication and it now
and has been published in the
English language continually as a
daily newspaper in Anchorage,
Alaska, and it is now and during
all said time was printed in an
office maintained at the aforesaid
place of publication of said
newspaper. That the annexed is
a copy of an advertisement
as it was published in regular
issues (and not in supplemental
form) of said newspaper on
4/29/02
and that such newspaper was
regularly distributed to its
subscribers during all of said
period. That the full amount of
the fee charged for the foregoing
publication is not in excess of
the rate charged private
individuals.
Signed S. Alston

Intent to Conduct Preliminary Engineering Studies, Environmental Studies, Wetland Involvement, and NEPA Agency/Public Meeting

Takotna Airport Master Plan

The Alaska Department of Transportation and Public Facilities (ADOT&PF) and the Federal Aviation Administration (FAA) are planning Takotna Airport improvements with the development of an Environmental Assessment and Airport Master Plan. Airport improvements could include:

- a new airport 0.8 mile east of the community
- a 4000 ft by 75 ft runway
- a 60,000 ft² apron
- a 25 ft wide connecting taxiway
- an aviation support area
- an equipment maintenance building, and
- a 0.8 mile long all weather access road.

Meeting Date:

Public/Agency Meeting
Monday, May 13 at 10:00 am
HDR Conference Room
GRI Building
2525 C Street, Suite 305
Anchorage, AK 99503

If you would like to comment on the project or find additional information please come to the meeting or contact one of the following Project Managers:

Mark Mayo ADOT&PF P.O. Box 196900 Anchorage, AK 99519 Phone (907) 269-0519 Fax (907) 269-0521 mmayo@dot.state.ak.us	Duane Hippe HDR Alaska, Inc. 2525 C St. Suite 305 Anchorage, AK 99503 Phone (907) 274-2000 Fax (907) 274-2022 dhippe@hdrinc.com
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Public & Agency Scoping Meeting Notes



Date May 13, 2002 10:00 a.m.
Location 4th Floor Conference Room, CIRI Building, Anchorage
Subject Takotna Airport Master Plan

Attendees

Sally Morsell (HDR)	Mike Zaidlicz (BLM)	Rae De Ley (DOT&PF)
Brandy Prosser (HDR)	Mark Mayo (DOT&PF)	
Jason Wenger (HDR)	Brian Elliott (DOT&PF)	
Leslie Robbins (HDR)	Gabriel Mahns (FAA)	

Meeting Duration: approximately 45 minutes

MEETING AGENDA

- A. Introductions (S. Morsell)
- B. Description of Alternatives.
 - a. Alternative A – improve in existing location
 - b. Alternative B – build new airport across the Takotna River
 - c. Alternative C – build new airport east of Takotna
 - d. Alternative D – use the Tatalina, AFS runway
 - e. Alternative E – no build
- C. Project Description (J. Wenger)

Discussed the engineering standpoint for the preferred alternative (C)
Discussed Iditarod trails and drainage issues
- D. NEPA Process
 - a. Environmental Assessment
 - b. Issues: wetlands, wildlife, land use, cultural resources.
 - i. S. Morsell said there is one identified gravesite
(although the community is not a traditional native village)
 - ii. SHPO asked for an additional survey to ensure no more gravesites exist
- E. Questions and Comments
- F. Meeting Close.

ISSUES DISCUSSED BY REPRESENTED AGENCIES

Mike Zaidlicz (BLM) had the following concerns and questions:

- Will the airport be fenced?
(S. Morsell: Generally, rural airports are not fenced)
(M. Mayo: A fence would be put in if necessary)
- BLM will be going to Takotna this summer.
- What's the construction schedule?
(M. Mayo: optimistically 3-5 years from now)
- The width of the runway is pretty narrow at 75 feet.

- What will happen to the old runway?
(M. Mayo: probably be abandoned; DOT might hold on to it)
- What about a borrow source?
(J. Wenger: we haven't located a borrow source yet)
- Has COE been contacted?
(S. Morsell: yes)
- I don't think the Iditarod trail will be that big of an issue. The issue is reconfiguring easement/ROW. The trail has moved over the years, especially due to the river.
- No federal funds can be used for acquisition of the Iditarod ROW.
- Cost?
(M. Mayo: \$3-10 million)

Gabriel Mahns (FAA) asked about the project schedule.

(S. Morsell: hoping to have an EA drafted for agency review mid-summer [July])



United States Department of the Interior
Fish and Wildlife Service
Fairbanks Fish and Wildlife Office
101 12th Ave., Box 19, Room 110
Fairbanks, Alaska 99701
July 8, 2002



RECEIVED
DOT & P/F PLANNING

JUL 17 2002

ANCHORAGE, ALASKA

Mr. Mark Mayo
Alaska Department of Transportation
Central Region, Planning Division
Anchorage, AK 99519-6900

Re: Takotna Airport Expansion

Dear Mr. Mayo:

This responds to your request for a list of endangered and threatened species and critical habitats pursuant to section 7 of the Endangered Species Act of 1973, as amended (Act). This information is being provided for the proposed 4000' runway and corresponding airport improvements. The proposed project would take place approximately 0.8 miles east of the Village of Takotna.

No listed species occur in the project area and there is no designated or proposed critical habitat in the vicinity of the proposed project. Therefore, the Service concludes that this project is not likely to adversely impact listed species. Preparation of a Biological Assessment or further consultation under section 7 of the Act regarding this project is not necessary.

This letter applies only to endangered and threatened species under our jurisdiction. It does not preclude the need to comply with other environmental legislation or regulations such as the Clean Water Act.

Thank you for your cooperation in meeting our joint responsibilities under the Act. If you need further assistance, please contact Jonathan Friday at (907) 456-0499.

Sincerely,

Jewel Bennett
Acting Field Supervisor



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
National Marine Fisheries Service
P.O. Box 21668
Juneau, Alaska 99802-1668

July 5, 2002

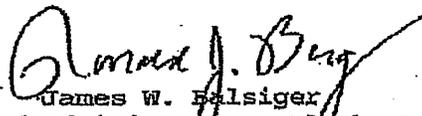
Mark Mayo
Project Manager
State of Alaska
Department of Transportation
and Public Facilities
4111 Aviation Avenue
P.O. Box 196900
Anchorage, Alaska 99519

Re: Takotna Airport Master Plan

Dear Mr. Mayo:

Thank you for the opportunity to review the Department of Transportation and Public Facilities (DOT&PF) letter concerning the Takotna Airport Master Plan. DOT&PF is seeking National Marine Fisheries (NMFS) concurrence with its evaluation concerning threatened and endangered species (T&E) under NMFS jurisdiction. DOT&PF is correct in its assessment that no T&E species under NMFS jurisdiction are found in the Takotna area. We understand that existing plans for construction of the Takotna Airport do not include any development in anadromous fish streams. Therefore, a Essential Fish Habitat (EFH) consultation is not necessary. We request an opportunity to review EFH resource issues if significant changes occur during the final design stages.

Sincerely,


James W. Balsiger
For Administrator, Alaska Region

RECEIVED
DOT & P/F PLANNING

JUL 18 2002

ANCHORAGE, ALASKA





REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, ALASKA
REGULATORY DIVISION
P.O. BOX 6898
ELMENDORF AFB, ALASKA 99506-0898

MAY - 2 2007

Regulatory Division
POA-2002-491-9

Mr. Dan Golden
Alaska Department of Transportation
And Public Facilities
Post Office Box 196900
Anchorage, Alaska 99519-6900

Dear Mr. Golden:

We have reviewed the Draft Environmental Assessment (DEA) for the proposed Takotna Airport Relocation project. The proposed project is located within Section 35, T. 34 N., R. 36 W., Seward Meridian; USGS Quad Map Iditarod D-1; Latitude 62.983°, Longitude -156.066°; near Takotna, Alaska. Your project identification number is POA-2002-491, Takotna River, which should be referred to in all correspondence with us.

We appreciate the opportunity to provide comments on the DEA and draft permit application. As noted in your letter and DEA, the proposed work would involve the placement of fill material in wetlands associated with the airport relocation and borrow sites. Accordingly, the work would require Department of the Army (DA) permit authorization under Section 404 of the Clean Water Act.

The Corps appreciates the avoidance and minimization efforts that have been incorporated into the project planning. After review of the DEA, we have the following questions/comments that will need to be addressed during our permit evaluation process:

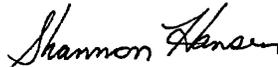
- a. Page 3-6 of the DEA, under "Additional mitigation measures", indicates that temporary haul roads, including fill, would be removed and disturbed areas would be fertilized and left to revegetate naturally. Would overburden material be stockpiled and replaced on this footprint to accelerate revegetation?
- b. Page 5-7 of the DEA indicates 27.5 acres for the RPZ would be cleared. Would this involve mechanized land clearing down through the vegetative root zones, or clearing above the ground surface with equipment such as a hydro-ax? If the work would involve mechanized land clearing into the vegetative root zone, this work would need to be included in the DA permit application.
- c. Please include average toe-to-toe footprint widths on the cross-section drawings, and ensure the acreage figures reflect estimated toe-to-toe footprints.

d. Page 10 of the Wetland Avoidance and Minimization Checklist, part V, No. 1, reads "Project overburden could be stockpiled for use as topsoil for revegetation of embankment side slopes. Where feasible, stockpiling will occur in uplands." Please clarify that stockpiling and reuse of overburden would be a project requirement.

e. Regarding seeding and revegetation, what efforts would be made to ensure regrowth of vegetation native to the area?

Thank you for the opportunity to provide comments on the DEA. You may contact me via email at Shannon.R.Hansen@poa02.usace.army.mil, by mail at the address above, by phone at (907) 753-2712, or toll free from within Alaska at (800) 478-2712, if you have questions. For additional information about our Regulatory Program, visit our web site at www.poa.usace.army.mil/reg.

Sincerely,



Shannon Hansen
Project Manager

Golden, Daniel T (DOT)

From: Golden, Daniel T (DOT)
Sent: Monday, July 23, 2007 9:46 AM
To: Hansen, Shannon R POA
Cc: Mayo, Mark D (DOT); morgan_merritt@dot.state.ak.us
Subject: POA-2002-491-9 Takotna Airport Relocation

Hi Shannon,

This email is in response to your May 2, 2007 letter on the subject project's environmental assessment.

- a. Regarding the use of overburden: "To the extent practicable, overburden material would be stockpiled and replaced on the temporary road footprint to accelerate revegetation."
- b. Regarding the clearing in the runway protection zones (RPZ): "Chain saw and hydro-ax would be used for clearing in the RPZ. Mechanized land clearing into the vegetative root zone would not occur."
- c. Regarding the inclusion of toe-to-toe widths on the cross sections: "Cross sections now show the toe-to-toe widths and figures showing acreage now reflect the estimated toe-to-toe footprints. These will likely be refined during design prior to submittal to the Corps."
- d. Regarding the Wetland Avoidance and Minimization Checklist, part V. 1. which stated "Project overburden **could** be stockpiled for use as topsoil for revegetation...": The checklist has been updated to read ""Project overburden would be stockpiled for use as topsoil for revegetation of embankment side slopes to the extent practicable."
- e. Regarding seeding and revegetation, what efforts would be made to ensure regrowth of vegetation native to the area? "Consultation with the Alaska Plant Materials Center (APMC) would occur. To control erosion and sedimentation the slopes of the new bypass road, apron, and safety area will be planted with species recommended by the APMC. Temporary erosion control measures, including wood excelsior mats, straw bales, and/or silt fencing will be kept in place until the new plants can bind the soil."

Once again, thank you for taking the time to review the subject document.

DG

10/29/2007



Boggs, Sally

From: Tim Smith [tims@dnr.state.ak.us]
Sent: Wednesday, August 18, 1999 4:58 PM
To: SBOGGS@HDRINC.COM
Subject: YAKOTNA

Sally,

The Takotna area is very poorly known in terms of archaeology. The only archaeological surveys reported in the vicinity were for 2 Native Allotments on the south side of the river about a mile west of town. Nothing was found, which was no surprise since the allotments were mostly in the floodplain.

Takotna is an historic mining town from about 1910 which was quite large by 1920. No surveys of historic structures related to mining, the town, or the Iditarod Trails have been conducted. There is a summer trail, a winter trail, and a connecting trail all converging at the village.

Given the very little amount of information on hand compared to the high likelihood of encountering historic properties, we will probably be recommending a cultural resources survey early in the Section 106 process.

Tim Smith

Name: Tim Smith
E-mail: Tim Smith -tims@dnr.state.ak.us
Date: 08/18/1999
Time: 15:58:21

Telephone Conversation Record



Project	Takotna Airport Project		Project No.	07072-140	
Time	4:30	Date	6/17/00		
Call to	Sally Boggs	274-2000	Call from	Mac McLean	459-7289
		Phone No.		ADF&G	Phone No.

Discussion, Agreement and/or Action

Mac McLean returned my call about fish resources in the project area. He reported that only the main stem of the Takotna River is catalogued as anadromous fish habitat. Chum salmon spawn in the area and Chinook, coho, Dolly Varden, white fish, and sheefish are migrants. ADF&G are doing a weir study because of declining runs in the past. Cory Schwanke is the seasonal biologist who will be there all summer. The weir is tracking the recovery of the runs. The best recovery is at Fourth of July Creek.

Mac believes Jan Newton's report of no fish using the small stream east of town that will be crossed by the access road. The information he would need if a fish habitat permit were necessary for the crossing would be: gradient, stream reach, amount of habitat above the crossing, approximate bank full width, and the D-50 substrate size.

Telephone Conversation Record



Project	Takotna Airport Project	Project No.	07072-140
Time	10:45 am	Date	6/19/00
Call to	Doug Moulinoux	Call from	Sally Boggs
	Bethel ADF&G	Phone No.	274-2000
			Phone No.

Discussion, Agreement and/or Action

I called Doug to ask about fisheries concerns near Takotna. He said that there was not much concern in the project area. There is no (salmon) spawning habitat downstream of Takotna on the Takotna River.

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION DESIGN & CONSTRUCTION
PRELIMINARY DESIGN AND ENVIRONMENTAL

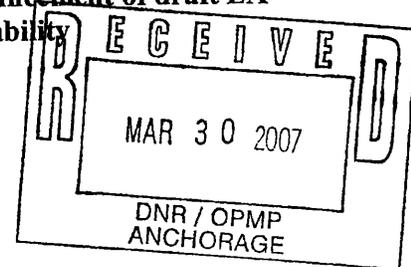
SARAH PALIN, GOVERNOR

4111 Aviation Drive
P.O. Box 196900
Anchorage, Alaska 99519--6900
(907) 269-0542 Phone
(907) 243-6927 Fax

March 28, 2007

Re: Takotna Airport Relocation
Project No. 54916
Announcement of draft EA
Availability

Christine Ballard
DNR OPMP
550 W 7th Avenue, Room 705
Anchorage, Alaska 99501-3559



Dear Christine,

The Alaska Department of Transportation and Public Facilities (DOT&PF) has received approval from the Federal Aviation Administration (FAA) to release the draft Environmental Assessment (EA) for the Takotna Airport Relocation project for public and agency review and comment.

The community of Takotna is located in Interior Alaska on the north bank of the Takotna River, in the Kilbuck-Kuskokwim Mountains. It is approximately 17 air miles west of McGrath, 10 air miles northwest of Tatalina, and 385 air miles northwest of Anchorage at 62° 59' N Latitude, 156° 04' W Longitude (Sec. 35, T034N, R036W, Seward Meridian, U.S. Geological Survey Quadrangle Iditarod D-1, Figure 1). Takotna is on the Iditarod National Historic Trail (INHT) and is also a checkpoint for the Iditarod Trail Sled Dog Race.

Project Description (Figure 3.2):

This project, located approximately one mile east of the community, would:

- Construct a new 4,000-foot long by 75-foot wide runway, apron and connecting taxiway.
- Construct a 1.1 mile, 24-foot wide, two-lane gravel airport access road.
- Acquire approximately 119 acres for the new runway and associated airport facilities and 2.6 acres for the airport access road from MTNT, Limited (the native corporation of McGrath, Takotna, Nikolai and Telida).
- Install a single-phase transmission line adjacent to the access road to provide power to the airport.
- Install radio-controlled medium-intensity runway lighting and medium-intensity taxiway lighting, a rotating beacon, and a lighted wind cone and segmented circle. Airfield aids would include a supplemental unlighted wind cone, reflective cones, and threshold panels.

- Construct a 44-foot by 50-foot heated storage building for airport snow removal equipment adjacent to the aviation support area.
- Store fuel for snow removal equipment in a double-walled, skid-mounted tank with a 500-gallon capacity.
- Expand an existing material site and develop two new materials sites.

Environmental Consequences Summary: Approximately 429,000 cubic yards (cy) of fill and surfacing material would be required to construct this project. This amount includes 25,000 cy of temporary fill for temporary haul routes. The project's footprint will cover an approximately 104 acre area; including development of material sites (approximately 36.3 acres), the temporary material site haul routes (approximately 7.9 acres), and clearing within the Runway Protection Zones (approximately 27.5 acres).

The majority of the new airport would be located in wetlands. Construction of the airport facilities would permanently fill approximately 34.1 acres of wetland and construction of the airport access road would fill approximately 5.9 acres of wetland. Construction of the airport and airport access road, and development of the material sites and temporary roads would impact segments of the INHT system. The trails have been determined eligible for the National Register and are also considered section 4(f) property as defined by the Department of Transportation Act (1966). Impacts would range from vegetative clearing to fill and excavation activities that would obliterate sections of the trails within the project footprint.

A cultural site eligible for inclusion in the National Register, including cabin ruins, a trash or outhouse pit, and a rectangular depression would be impacted upon the development of Material Site 6.

Mitigation Measures: The proposed road alignment was selected to minimize sidesloping and the extent and volume of cut and fill areas. Areas of exposed soil and potentially erodible slopes would be reduced and adverse effects on water quality minimized. Construction would be timed to avoid sensitive life stages of nesting birds.

Haul roads from all material sites would be temporary. Material used to build the haul roads would be removed and disturbed areas reclaimed following completion of construction activities. At Material Site 6, a 100-foot setback would be maintained between the disturbed areas and the Takotna River.

Additional mitigation measures include:

- Wetlands were avoided by a thorough analysis of material site locations to determine if the majority of suitable materials could be obtained from upland locations. Although adequate suitable material could not be obtained solely from upland sources, only 2.5 acres of the 19.1 acres identified for material extraction is wetland. Another 5.9 acres of wetlands would be temporarily impacted by construction of haul roads. Material Sites 3 and 6 would be exploited as much as possible to reduce impacts to wetlands in Material Site 5.
- DOT&PF would provide \$20,000 in compensation to the Alaska Wetlands Conservation Fund for the approximately 40 acres of wetlands impacts.

Proposed mitigation for impacts to identified historic trail segments include:

- Relocation of the affected trail sections.

- Development of an interpretive sign, photography and documentation of the trail sections.
- Preparation of an Alaska Heritage Resource Survey card.

Comments will be accepted on the draft EA at the address above until April 30, 2007. The draft EA is available for review at the community office in Takotna, the DOT&PF office in Anchorage at 4111 Aviation Avenue, on DOT&PF's website after April 13 (<http://www.dot.alaska.gov/creg/takotna/index.html>), or you can request a copy by contacting Dan Golden, Environmental Team Leader at 269-0537 or via e-mail at dan_golden@dot.state.ak.us.

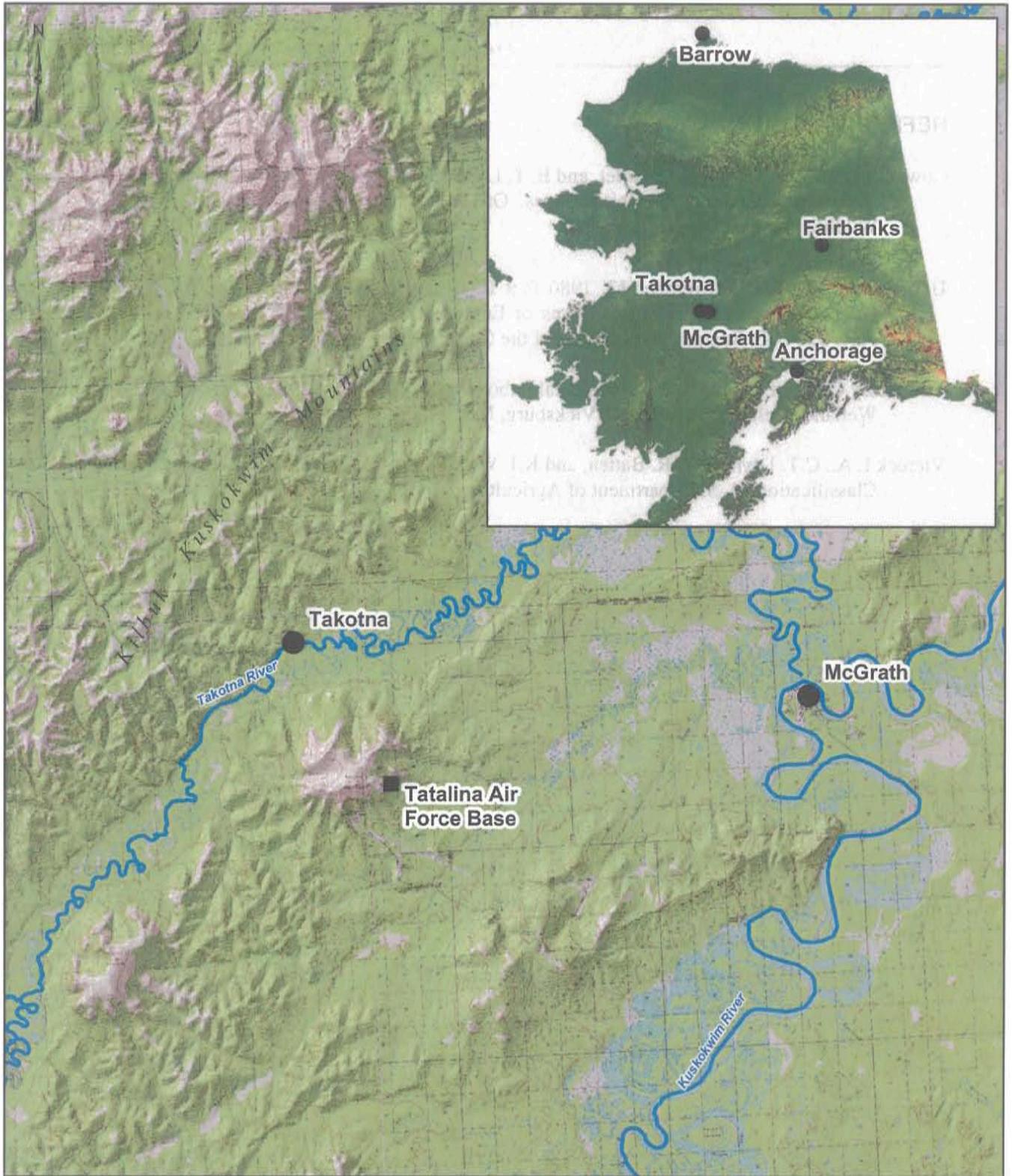
Sincerely,



Jerry O. Ruehle
Environmental Coordinator

Enclosures: Figure 1 – Location/Vicinity Map
Figure 3.2 – Proposed Action

cc: Dan Golden, Environmental Team Leader, PD&E
Mark Mayo, Project Manager, Planning
Morgan Merritt, P.E., Project Manager, Aviation Design



Legend

-  Rivers
-  Towns



Vicinity Map

**Wetlands, Waterbodies,
& Uplands**
**TAKOTNA AIRPORT
MASTER PLAN**

Figure

1



Proposed Improvements Include:

1. Construct a new 4,000-foot by 75-foot primary runway approximately 1 mile east of Takotna.
2. Construct a runway safety area (RSA) 240 feet beyond the approach ends of the new runway and 120 feet wide.
3. Construct a runway protection zone (RPZ) 1,000 feet beyond the approach ends of the new runway with an inner width of 500 feet and an outer width of 700 feet.
4. Acquire approximately 130 acres of airport property.
5. Construct a 45-foot wide taxiway.
6. Construct a 200-foot by 350-foot apron with a 100-foot by 300-foot aviation support area.
7. Construct a 44-foot by 50-foot heated storage building for airport snow removal equipment..
8. Construct an approximately 1.1 mile airport access road.
9. Construct a single-phase pole-mounted transmission line adjacent to the airport access road.
10. Install radio-controlled medium-intensity runway lighting (MIRL), medium-intensity taxiway lighting (MITL), a rotating beacon, and a lighted wind cone and segmented circle.

<p>0 250 500 1,000 1,500 2,000 Feet</p> <p>Scale 1 inch = 1,000 feet</p>	<p>Legend</p> <ul style="list-style-type: none"> Proposed Material Sites (MS) Proposed Temporary Haul Road 	<p style="text-align: center;">Takotna Airport Project No. 54011</p> <p style="text-align: center;">Proposed Action (Alternative C)</p>	<p style="text-align: center;">Figure</p> <div style="text-align: center;"> </div> <p style="text-align: center; font-size: 2em; font-weight: bold;">3.2</p>
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From: Mayo, Mark D (DOT) [mailto:mark.mayo@alaska.gov]
Sent: Monday, July 02, 2007 9:20 AM
To: Hippe, Duane
Subject: FW: No Review/ not in Coastal Zone for Takotna Airport Relocation #54916

From: Daniel Golden [mailto:dan_golden@dot.state.ak.us]
Sent: Tuesday, April 03, 2007 11:07 AM
To: 'Pat Oldford'
Cc: Merritt, Morgan (DOT); mark_mayo@dot.state.ak.us
Subject: FW: No Review/ not in Coastal Zone for Takotna Airport Relocation #54916

Hi Pat,

Please file. Thanks.

DG

From: Christine Ballard [mailto:christine_ballard@dnr.state.ak.us]
Sent: Tuesday, April 03, 2007 11:02 AM
To: Jerry O Ruehle; Dan Golden
Subject: No Review/ not in Coastal Zone for Takotna Airport Relocation

Re: Takotna Airport Relocation

Dear Mr. Ruehle and Mr Golden:

<>The Office of Project Management & Permitting (OPMP) has reviewed the pertinent information regarding the above referenced project. <>The location of your proposed project; Takotna, Alaska] **is not within the coastal zone boundaries of Alaska.** Therefore, a State review for consistency with the Alaska Coastal Management Program (ACMP) is not required.

<>Nothing in this letter may be construed as excusing you from compliance with other statutes, ordinances, or regulations that may affect any proposed work.

<>Thank you for your cooperation with the ACMP.

--

Christine Ballard
Project Review Assistant
Alaska Department of Natural Resources

7/2/2007

Office of Project Management and Permitting
phone: (907) 269-7478
fax: (907) 269-3981
christine_ballard@dnr.state.ak.us

Reich, Robin

From: Daniel Golden [dan_golden@dot.state.ak.us]
Sent: Tuesday, April 17, 2007 12:59 PM
To: 'Nancy J Ihlenfeldt'
Cc: Merritt, Morgan (DOT); 'Mark Mayo'; Reich, Robin
Subject: RE: Takotna Airport Relocation Draft EA

Nancy,

Thank you for the comments. A total of three material sites could potentially be developed. We have committed to a 100-foot buffer between MS 6 and the Takotna River at this stage. This can be revisited when the project goes in design.

DG

-----Original Message-----

From: Nancy J Ihlenfeldt [mailto:nancy_ihlenfeldt-mcnay@dnr.state.ak.us]
Sent: Tuesday, April 17, 2007 12:35 PM
To: 'Dan Golden'
Subject: Takotna Airport Relocation Draft EA

Dan:

The ADNR, Office of Habitat Management and Permitting (OHMP) has reviewed the draft Environmental Assessment for the Takotna Airport Relocation project (#54011). The project includes constructing a new 4,000 ft long by 75 ft wide runway, apron and connecting taxiway; constructing a 1.1 mi long gravel access road; installing a transmission line and runway lighting; constructing a heated storage building for snow removal equipment; and expanding an existing material site and developing two new material sites. The village of Takotna is on the Takotna River, and as stated in the draft EA has been designated as waters important for the spawning, rearing or migration of anadromous fish and supports many species of resident fish. The airport project itself will not impact the Takotna River; however, proposed Material Site 6, if developed, will border the river. The OHMP strongly suggests, that if developed, a sufficient vegetated buffer (300-500 ft wide) be maintained between the active material site and the Takotna River. A Fish Habitat Permit will not be required for any aspect of this project, as proposed. The OHMP has no objection to the project at this time.

Thank you for the opportunity to comment at this phase of the project.

Nancy Ihlenfeldt
Habitat Biologist
AK Department of Natural Resources
Office of Habitat Management & Permitting
Fairbanks Office
907-459-7287

Reich, Robin

From: Daniel Golden [dan_golden@dot.state.ak.us]
Sent: Thursday, April 19, 2007 9:00 AM
To: 'Mark Mayo'; Reich, Robin
Subject: FW: [Fwd: Comments for ADOT&PF Airport Project - Takotna]

FYI

-----Original Message-----

From: Jerry Ruehle [mailto:jerry_ruehle@dot.state.ak.us]
Sent: Thursday, April 19, 2007 8:50 AM
To: 'Pat Oldford'
Cc: 'Daniel Golden'
Subject: FW: [Fwd: Comments for ADOT&PF Airport Project - Takotna]

Please file and distribute. Project #54916

-----Original Message-----

From: Kara Moore [mailto:kara_moore@dnr.state.ak.us]
Sent: Tuesday, April 17, 2007 2:10 PM
To: Jerry O Ruehle
Subject: [Fwd: Comments for ADOT&PF Airport Project - Takotna]

Jerry,

I will be possibly sending another comment on this project regarding the Iditarod trail, but wanted you to have this without the wait of the other comment.

Kara
269-8116

----- Original Message -----

Subject: Comments for ADOT&PF Airport Project - Takotna
Date: Thu, 12 Apr 2007 16:30:49 -0800
From: Susan G Browne <susan_g_browne@dnr.state.ak.us>
To: Kara Moore <kara_moore@dnr.state.ak.us>

Re: Takotna Airport Relocation; Project 54916

The brief project description states that about 429,000 cubic yards of material will be used.

The operator for the excavation of the needed material should file a reclamation plan with the Alaska Department of Natural Resources (ADNR), to plan for closure of the removal site after excavation is completed.

The map of the project shows that a potential material site no. 6 is located within the flood plain of the Takotna River, located southeast of the airport construction site. If any material is to be removed from below the ordinary high water line of the Takotna River, a material sale application should be submitted to ADNR to purchase materials from within the submerged zone of the river.

Thank you for the opportunity to review this project,
Sincerely,
Susan G. Browne

--

Susan G. Browne, C.P.G.
Material Sales
Division of Mining, Land and Water
Alaska Department of Natural Resources
Ph: 907-269-8560

Reich, Robin

From: Daniel Golden [dan_golden@dot.state.ak.us]
Sent: Thursday, April 19, 2007 9:03 AM
To: 'Mark Mayo'; Reich, Robin
Subject: FW: Takotna Airport Comment

FYI

-----Original Message-----
From: Jerry Ruehle [mailto:jerry_ruehle@dot.state.ak.us]
Sent: Thursday, April 19, 2007 9:01 AM
To: 'Pat Oldford'
Cc: 'Daniel Golden'
Subject: FW: Takotna Airport Comment

File and distribute please (Project # 54011)

-----Original Message-----
From: Kara Moore [mailto:kara_moore@dnr.state.ak.us]
Sent: Wednesday, April 18, 2007 12:00 PM
To: Jerry O Ruehle
Subject: Takotna Airport Comment

In regards to the Takotna Airport and the Iditarod Trail:
There is a signed Memorandum of Agreement between the Alaska State
Historic Preservation Officer, the FAA and BLM (with ADOT and the
Takotna Tribal Council concurring) to move the Iditarod Trail segments
and maintain the easements that BLM holds for both trails in the project
area. Since the access and existing easements are being preserved,
there are no additional concerns from us for the project.

If you have any questions, please let me know.
-lesli

Lesli Schick
Natural Resource Specialist
Division of Mining, Land & Water
Iditarod Trail Easements
(907) 334-2679
lesli_schick@dnr.state.ak.us


 ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION
 VILLAGE, SAFE WATER

 656 CORDOVA STREET
 ANCHORAGE, ALASKA 99501

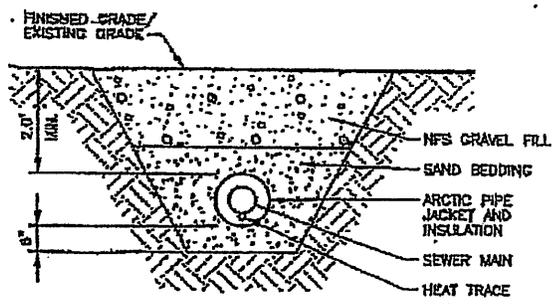
 FAX COVER
 PAGE

To: Andra Love	at fax# 274-2022	For Information Call: John Flory
From: John Flory	Date: 22 April '02	At: 269-7603
Pages: 3, incl. cover	Time: 15:20 hrs	VSW Fax Number: (907) 269-7509
Original is being sent by mail: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		

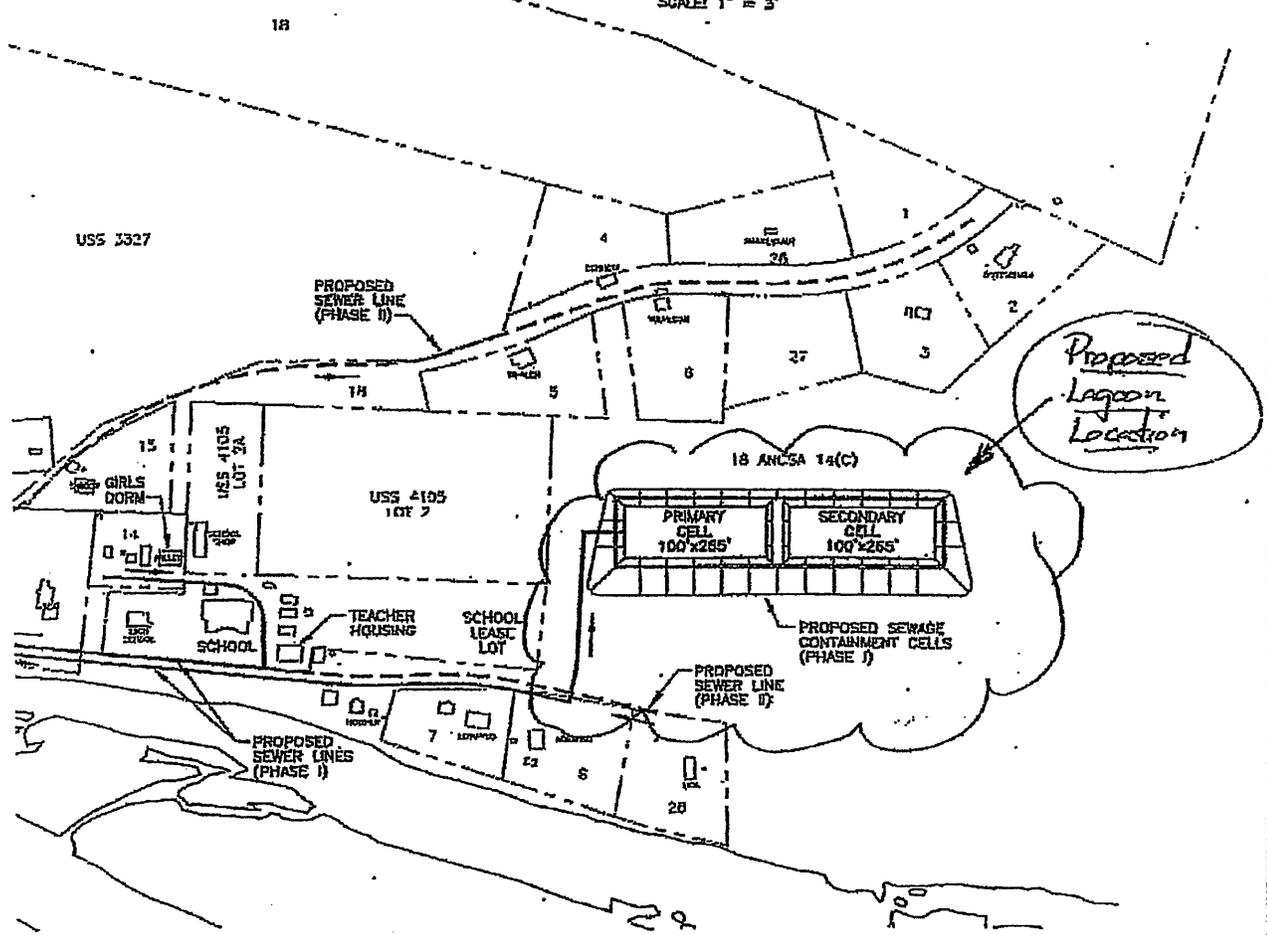
Hello, Andra -

Attached are a couple of pages from the Takotna Community Water, Sewer, and Solid Waste Upgrade Feasibility Study, completed in October 2001 by LCMF, Inc. These pages describe the most viable site for a sewage lagoon, anywhere near the city. + There are no plans to build a sewage lagoon at this time. In a State with limitless funding we could probably predict the construction of a sewer system including lagoon, in the next 2-3 years. At this point in time, however, I cannot say if or when construction will take place. What we want to get across is that the engineering consultant feels that the chosen location is the only economically viable location, should the need for a sewage lagoon take on higher priority. I hope this information is of some help to you.

VSW/ADEC



DETAIL: ARCTIC PIPE
SCALE: 1" = 3'



IRVICES

LCMF Incorporated
A Subsidiary of Upegiqvik Inupiat Corporation
Anchorage, Alaska (907) 273-1830
Barrow, Alaska (907) 852-8212

TAKOTNA WATER, SEWER, AND SOLID WASTE UPGRADE FEASIBILITY STUDY

**FIGURE 6
COMMUNITY PIPED SEWAGE COLLECTION SYSTEM
TAKOTNA, ALASKA**

DATE: 10/18/01	DRAWN BY: DAR	SHEET:
SCALE: AS SHOWN	CHECKED BY: WWW	W.O. No: 01-007

Takotna, Alaska

Sanitation Facilities Feasibility Study

**Community Piped Sewage Collection System
Operation & Maintenance Costs**

Estimated O&M Cost - Phase I	\$93/ month/residence
Estimated O&M Cost - Phase II	\$57/ month/residence
Estimated O&M Cost - Phase III	\$54/ month/residence

H. SEWAGE TREATMENT LAGOON

The design of a sewage lagoon for the community would be based on the method of water/sewer distribution. A haul system typically generates lower quantities of sewage due to the added cost to haul both water and sewage. A piped water and sewer will generate a significantly larger amount of sewage than a haul system due to ease of use and availability. For these reasons, different lagoon sizes are required for each distribution system.

A potential site for a wastewater lagoon system is at the eastern edge of the community on undeveloped land. The terrain at the site slopes towards the Takotna River at approximately 8 to 10% grade. It is anticipated the lagoon will be constructed with local fill material on top of existing soils. See Figure 6 for lagoon location and layout.

Since this site is located on tight, silty soils, percolation is not anticipated to be a factor in the ultimate disposal of the sewage. The lagoon will be designed with a lined primary and secondary cell configuration. The cells will be sized to contain the estimated annual sewage volume. It is anticipated discharge will be conducted annually. The lagoon will discharge into the Takotna River, after being dispersed through shoreline vegetation.

The proposed site is located less than 1,500 feet from the east end of the existing airport, which is in conflict with the FAA separation requirements (5,000') for bird mitigation. ADOT has recently started planning the relocation of the community airport to a location approximately one mile east of the community. The final location of the proposed airport should be coordinated with the location of the potential sewage lagoon to allow for adequate separation. It is understood that the proposed airport may need to be moved roughly 500 feet to the east of its preliminary location, to provide the required separation.

Lagoon site preparation is limited to: clearing and placement of fill to create the lagoon cells, lining of the primary and secondary containment cells, building a dump platform, fencing of the lagoon boundary to control access, and preparing an access road to the lagoon. Two capital costs are presented for the construction of the sewage lagoon. One cost is based on the low water use related to a haul system, the other is for the higher volume related to a piped system.

Land would have to be acquired for the sewage treatment lagoon to be constructed upon, (see Figure 7). For the purposes of this study it is assumed the sewage lagoon site would be provided at no cost.



STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION - PLANNING

TONY KNOWLES, GOVERNOR

4114 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900
(TDD 269-0473)
(907) 269-0520 (FAX 269-0521)

June 4, 2002

Mr. Dick Newton, President
Takotna Community Association
P.O. Box 86
Takotna,, AK 99675

Subject: Takotna Airport Master Plan
Cultural Sites

Dear Mr. Newton:

The Alaska Department of Transportation and Public Facilities (ADOT&PF) is planning needed improvements to the Takotna Airport and is soliciting comments of Alaska Native organizations about sites of cultural importance within the geographic region of this project. The purpose of this project is to bring the airport into compliance with current Federal Aviation Administration (FAA) and ADOT&PF recommendations and standards by incorporating improvements into the Airport Master Plan.

The existing Takotna Airport is on a hillside and does not meet current FAA standards. Therefore, improvements are needed to make sure that the airport meets existing and future demands as efficiently and safely as possible. During the Phase I process, existing airport facilities were inventoried, issues affecting airport development were analyzed, and airport improvement alternatives were identified. Four build alternatives were considered during the initial phase of the project (see Phase I Report, USKH 2000). Three of the alternatives were dismissed after thorough consideration of their feasibility.

Improving the existing airport (Alternative A) was not feasible because the existing facility is located on a hill with unpredictable winds and obstructions to the north and west. Improving the airport in the current location would not solve these problems, and would require the placement of excessive fill before the runway could be expanded.

Relocating the airport south of the village across the Takotna River (Alternative B) was not considered feasible because of the cost and environmental impacts associated with the project.

Mr. Newton
June 4, 2002
Page 2

Alternative B would cost significantly more than the other alternatives (see Phase I Report, USKH 2000). Alternative B would also impact an area of open water wetland.

Use of the existing landing strip at Tatalina Air Force Station (Alternative D) is not a feasible alternative due to access issues. The U.S. Air Force has not responded to ADOT&PF inquiries about using the landing strip.

The two alternatives being considered in the environmental assessment phase are:

Alternative C. Relocate the airport to a new location about 0.8 mile east of the village.

Alternative E. No action.

The community and ADOT&PF support Alternative C. It would involve constructing a new airport about 0.8 mile east of the village (Figure 1). A new runway, 05/23, would be aligned approximately parallel with prevailing winds as described by pilots and residents. A 0.8 mile long airport access road would be constructed from existing roads at the eastern limits of the village to the new apron, as well as 0.8 mile of power line extension for airport lighting.

The new runway would be 4,000 feet by 75 feet within a safety area 4,480 feet by 120 feet. Although there is no FAA standard for apron size, the Alaska Aviation System Plan (AASP) guidelines for community class airports recommend a minimum apron size of 200 by 300 feet (60,000 ft²). There would be an aviation support area 100 by 200 feet (20,000 ft²) and a maintenance and operations pad approximately 100 by 70 feet (7,000 ft²) contiguous to the apron. Currently, there is no taxiway at the Takotna Airport. FAA standards recommend that an apron be separated from the runway by a 25-foot wide by approximately 200-foot long taxiway. Culverts would be installed where needed to maintain existing drainage patterns along the access road and runway. No material sites have been identified at this time.

The build alternative would have lighting that meets AASP recommendations. This would include radio controlled MIRL and MITL, reflective cones, threshold panels, a rotating beacon, and a lighted windsock and segmented circle. There would also be a supplemental unlighted wind cone. A 24 by 46 foot unheated airport snow removal and equipment storage building would be constructed adjacent to the aviation support area. Fuel for snow removal equipment would be stored in a double-walled skid-mounted tank with a capacity of 500 gallons. No fuel for aircraft use would be stored in the equipment storage building.

In compliance with a suite of federal laws regarding cultural resources, most notably the National Historic Preservation Act of 1966, the FAA (the funding agency) and ADOT&PF must

RECEIVED

JUN 05 2002

Mr. Newton
June 4, 2002
Page 3

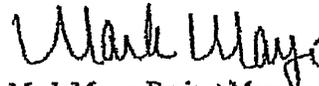
consider what effects the undertaking might have on prehistoric and historic properties. The ADOT&PF would like to invite your organization to participate in this process.

The planning and design team is making every effort to avoid known and suspected sites of cultural importance. There are no documented archeological sites in the general vicinity of the proposed project, however the residents of Takotna have identified two gravesites to the east of the village. In addition, the Iditarod Trail is a known historic trail that passes through the project vicinity. We know of no other cultural sites in the project area.

We wish to determine whether there are other cultural properties that could be affected by the proposed undertaking. These properties could be physical sites such as former villages or special areas with intangible associations, such as sacred sites, places of legend, or areas of traditional cultural activity.

The Alaska Native entities we are soliciting comments from are the Takotna Village Council, Takotna Community Association, Doyon Ltd., MTNT Ltd., and the Tanana Chiefs Conference. If your organization is interested in participating in this process and has concerns, issues, or information to bring to our attention, or if you know persons within your organization who might be interested or have specific knowledge, please contact me or our consultant at HDR Alaska, Inc. at the address or telephone number below. A member of our project team will give you a call in a few days to follow up on this letter. If you will be submitting written comments, I encourage you to send them by June 27, 2002.

Sincerely,



Mark Mayo, Project Manager
ADOT&PF

Enclosure

cc: Sally Morsell, HDR, Inc.
Rae De Ley, ADOT&PF

Mark Mayo
ADOT&PF
P.O. Box 196900
Anchorage, AK 99502

Phone (907) 269-0519
Fax (907) 269-0521
Email: Mark_Mayo@dot.state.ak.us

Sally Morsell
HDR Alaska, Inc.
2525 C Street, Suite 305
Anchorage, AK 99503

Phone (907) 274-2000
Fax (907) 274-2022
Email: samorsel@hdrinc.com

Tribal Letter Recipients

**Jack Niggemyer
Iditarod Trail Committee
P.O. Box 87800
Wasilla, AK 99687-0800**

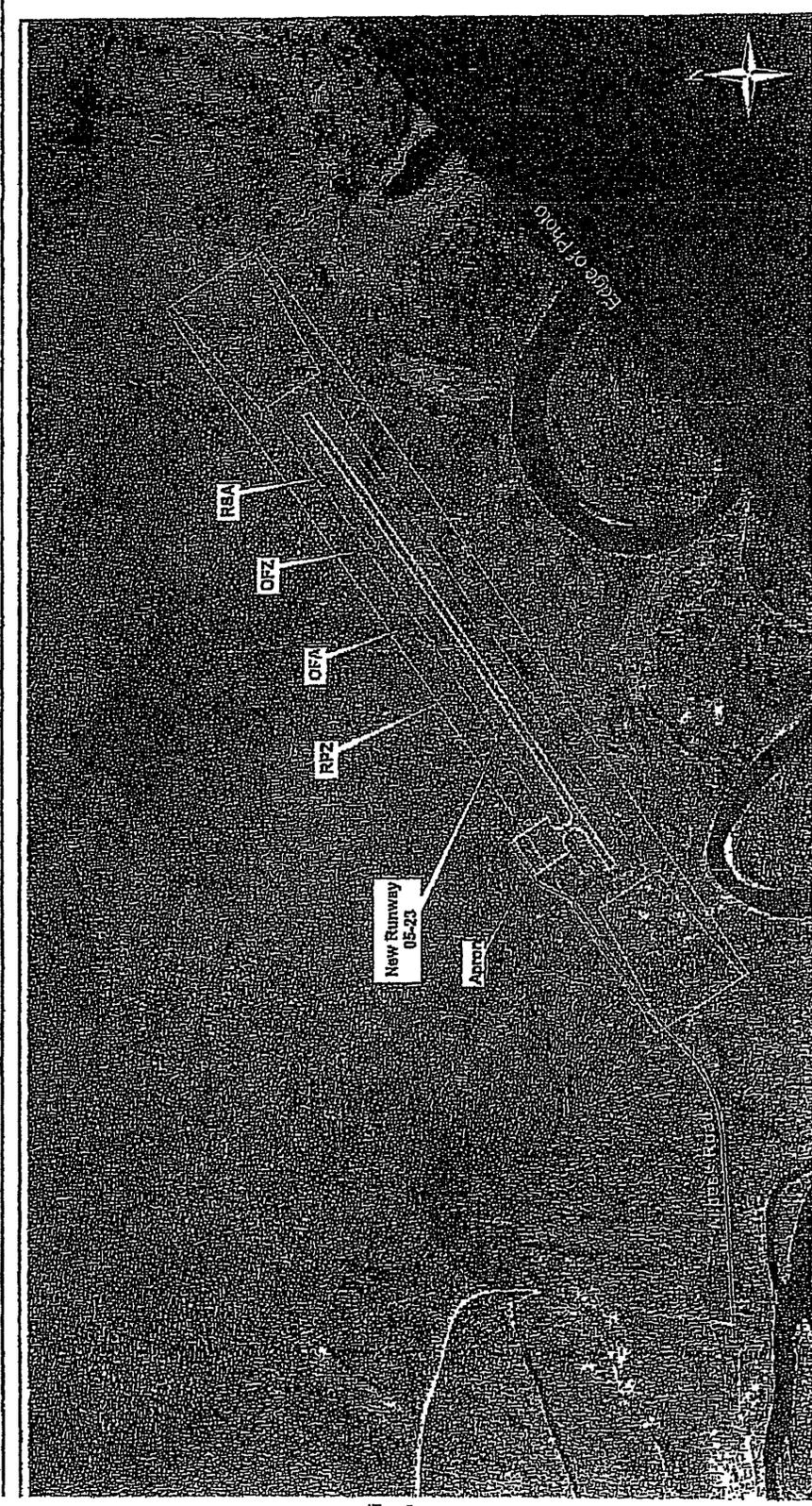
**Jo Royal, President
MTNT Limited
P.O. Box 309
McGrath, AK 99627**

**Carol Abraham, First Chief
Takotna Village Council
P.O. Box 86
Takotna, AK 99675**

**Tanana Chiefs Conference
122 First Ave. #600
Fairbanks, AK 99701**

**Dick Newton, President
Takotna Community Association
P.O. Box 86
Takotna, AK 99675**

**Doyon Limited
Doyon Building
201 First Ave.
Fairbanks, AK 99701**



Date
MAY 2002

Figure
1

Takoma Airport Master Plan
Alternative C
(Preferred Alternative)



Scale is approximate and should be checked.
 This may, possibly, not be exact based on a survey.

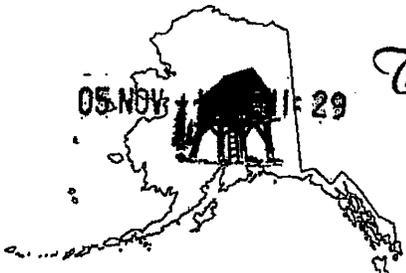
Telephone Conversation Record



Project	Takotna AMP EA	Project No.	07072-140
Time	9:30 am	Date	7-29-02
Call to	John Florey, VSW 269-7502 Phone No.	Call from	Sally Morsell 274-2000 Phone No.
Discussion, Agreement and/or Action			

I called John Florey to get photocopies of the figures that locate the proposed sewage lagoon east of Takotna. He reiterated what he had said in previous conversations that it was very unlikely that the sewage lagoon would ever be built and therefore there should be no conflict with the airport.

26100
CW# 531145



Takotna Community Association, Inc.

BOX 86, TAKOTNA, ALASKA 99675
DICK NEWTON, CHAIRMAN

05 NOV 92 AM 11:26
NOV 1

Honorable Ted Stevens
United States Senate
522 Hart Building
Washington, D.C. 20510-0201

Rebuttal to Village of Takotna residents being forced to use Tatalina AFS airstrip

Dear Senator Stevens:

To begin with the Tatalina Airstrip is located 8 miles across a mountain road from Takotna with increases in elevation to about 2000' and has extreme winter weather, heavy snows and extreme winds. This airstrip needs to have the same regulations as any other state maintained strip. The Tatalina Air Force Strip is owned and controlled by the Alaska Air Command with further controls and regulations from Washington where the insurance requirements, and other requirements such as type of aircraft, allowed weights, etc are determined for all Air Force strips around the world.

Presently the insurance requirement at the Tatalina Air Force Station is so extreme that no air taxi company can afford to increase their coverage (read premiums). The charters are vary high now \$85.00 to \$95.00 for the 18 miles from McGrath to Takotna. Any increase in their premiums would be increasingly passed on. Tatalina is about the same distance from McGrath.

Our school and Post Office are located in the village. We have two mail days a week, when local contractors carry the out going mail to the airstrip and meet the mail plane and haul the incoming mail to the Post Office. The Post Office Regulations prohibit the mail being unattended on the strip or anywhere else. The school has numerous airplanes every week, hauling students, teacher, district employees, etc. between Takotna and McGrath. Can you imagine the trips necessary to make the above

mentioned movements during the winter months which sometimes has -40 or -50 weather with only one teacher and our students and so on?

The Takotna Tribal Council and the Takotna Community Association also have several charters a week with State or Tribal visitors, equipment parts, etc. The Takotna-Tatalina Road would be vary busy when not closed from heavy snow, wind blown snow, drifts, snow slides and so on.

Then last but not least is the health and safety issue. It often happens at night when the conditions couldn't be worst when we need to medivac a person to the PA in McGrath via air taxi where a large medivac plane can land. We presently have a 1750' strip with no lights. We use road flares when necessary to light up the strip. Adding eight miles of poor mountain road which hasn't been kept open in the winter for 15 years will undoubtedly cost lives unnecessarily.

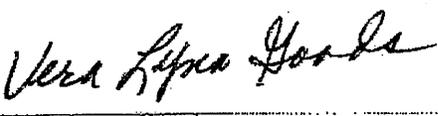
We are trying very hard to increase the population of the Takotna Area by improving and or creating new infrastructure, thereby creating better employment possibilities with improved salaries. New mines are starting on the road system in the Ophir area and will impact our infrastructure, new C-130 strip, clinic, power utility, bridges, roads, etc. Hopefully within 4 or 5 years the permanent residents of the village will more than double. Many things are happening out here in the mineral industry and we are very optimistic about our future.

The idea of moving the Takotna Airport to Tatalina makes little to no sense to us and if you consider the above I don't believe it will to you. It is very cost prohibitive to the state and will be dangerous to elders and school children.

We request to be notified of any meetings or hearings on Takotna Airport, with enough advance time to make travel arrangements to attend.

Sincerely,


Dick Newton
Chairman,
Takotna Community Association


Vera Lynn Goods
1st Chief
Takotna Tribal Council



USKH, Inc.
2515 A Street
Anchorage, AK 99503

Airport Master Plan

Takotna

Takotna Airport Master Plan

Be a Part of the Process. The project team welcomes participation in this project. By holding public meetings, preparing newsletters, and submitting documents for local review, DOT&PF and its consultants, HDR Alaska and USKH, will ensure that the community has an active role in this project.

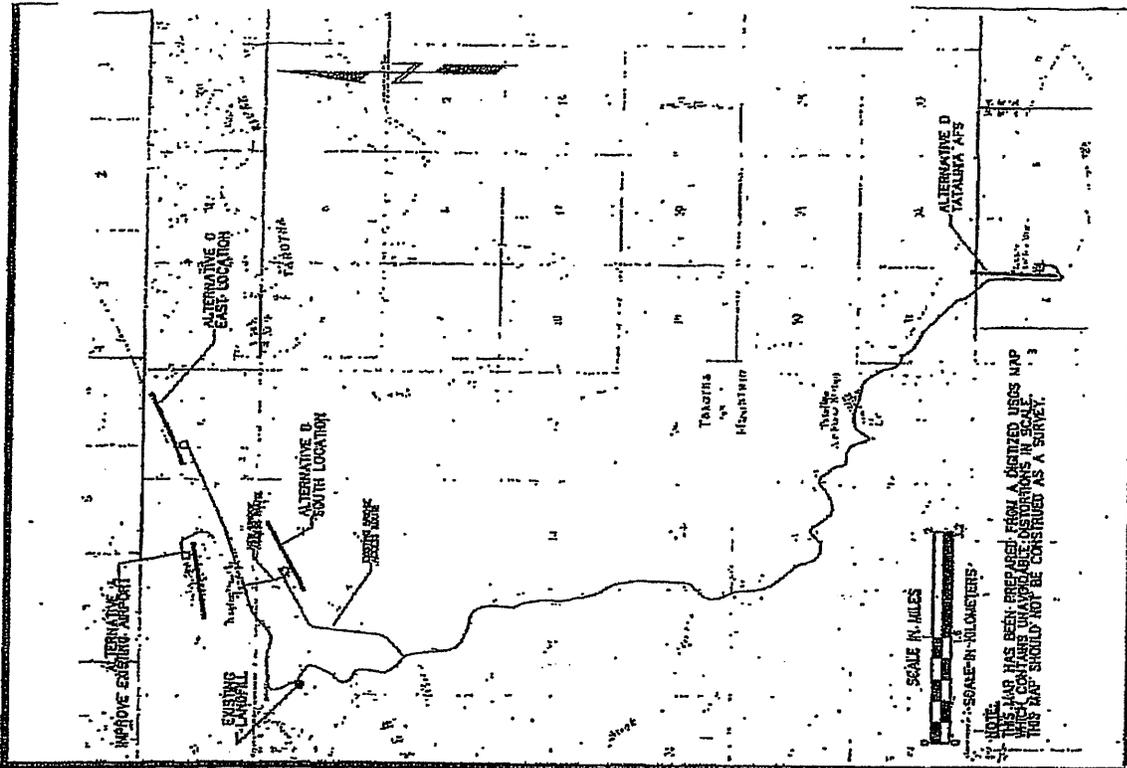
Public Meeting. Mark your calendars! Project team members will visit the community for a public meeting on *Monday, September 25, 2000*, from 1:00 p.m. to 5:00 p.m. at the Community Building to present the project alternatives. Please come and share your ideas and concerns about the airport. Your views are important to us and will help define the direction of the project.

**Contact us by
mail, phone
fax, or e-mail.**



Lance Mearig, P.E.
USKH, Inc.
3031 Clinton Drive, Suite 200
Junsau, AK 99801
Phone: (907) 790-2901 Fax: (907) 790-3901
lance@USKH.com

Mark Mayo
State of Alaska
Department of Transportation & Public Facilities
Central Region Planning
P.O. Box 196900
Anchorage, AK 99519-6900
Phone: (907) 269-0519 Fax: (907) 269-0521
Mark_Mayo@dot.state.ak.us



Alternatives Considered for the Takotna Airport

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) and the Federal Aviation Administration (FAA) are in the process of developing an airport master plan to improve the Takotna Airport. As part of this process, DOT&PF and its consultants, HDR Alaska and USKH, will:

- Work with the community to determine problems and identify solutions, including the identification of new locations for the airport.
- Work with the community to select the best location for the airport.
- Prepare airport layout plans which will be used to develop construction drawings.
- Determine the environmental impact of the proposed solutions, as required by the National Environmental Policy Act (NEPA).

The project is currently in the initial project scoping phase. As part of the *Takotna Phase 1 Scoping Report*, the following alternatives have been identified as potential solutions to resolve issues at Takotna Airport:

Alternative A - Improve Existing Takotna Airport. The existing runway would be widened, lengthened, and resurfaced. A new apron and maintenance facility would be constructed. The existing access road would be aligned, and access to the private residence below the airport would be maintained.

Alternative B - South Location. A new runway, apron, and maintenance facility would be located on the south bank of the Takotna River across from the village. Access would be provided by either the existing Takotna River bridge and a new access road, or a new bridge and access road. A new access road would be constructed from the bridge to the new airport. The existing airport would be closed under this alternative.

Alternative C - East Location. The runway, apron, and maintenance facility would be located east of the village, with a new access road connecting the apron to existing roads at the easterly limit of town. This alternative would be located approximately 1.2 miles from the village. The existing airport would be closed under this alternative.

Alternative D - Tatalina Air Force Station. This alternative would involve apron, lighting, and maintenance upgrades to the existing Tatalina AFS. Access would be provided by the existing road. The existing airport would be closed under this alternative.

TAKOTNA AIRPORT MASTER PLAN

NOTICE OF PUBLIC MEETING

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) and their consultants, USKH, Inc., and HDR, Alaska, Inc., have prepared the Phase 1 Scoping Report for the Takotna Airport Master Plan. The Phase 1 Scoping Report evaluates alternatives for future development at the airport.

DOT&PF, HDR, and USKH will hold a public meeting to solicit public comments and suggestions concerning this Phase 1 Scoping Report at the following time and location:

Takotna Airport Open House Meeting
1:00 p.m. to 5:00 p.m.
September 25, 2000
Community Building
Takotna, Alaska

Participants can review the Phase 1 Scoping Report, view graphic displays, and discuss the project one-on-one with DOT&PF, HDR, and USKH staff. The meeting will follow an open house format, and participants may attend at their convenience between 1:00 p.m. and 5:00 p.m. The project team will be recording comments about the alternatives.

In addition, interested parties may submit written, verbal, or electronic mail about the alternatives until October 9, 2000, to either:

Lance Mearig, P.E.
USKH, Inc.
3031 Clinton Dr., Suite 200
Juneau, Alaska 99801
Voice (907) 790-2901, Fax (907) 790-3901
e-mail: lance@uskh.com

Steve Cinelli, EIT
USKH, Inc.
2515 A Street
Anchorage, Alaska 99503
Voice (907) 276-4245, Fax (907) 258-4653
e-mail: scinelli@uskh.com

Other questions may be directed to Mark Mayo, DOT&PF Project Manager, at (907) 269-0519, e-mail: Mark_Mayo@dot.state.ak.us. Those with a hearing impairment may contact DOT&PF through a Telephone Device for Deaf (TDD) by dialing (907) 269-0473. Reasonable accommodations for other special needs related to disabilities can be made upon request.

To Steve Cinelli, USKH

From Sally Boggs

Date 9/26/00

Subject Takotna Phase I Public Meeting



Memorandum

Lance Mearig opened the meeting at about 1:45 p.m. by introducing the project, distributing displays showing airport alternatives and a fact sheet describing the alternatives, and introducing the project team (L. Mearig, S. Cinelli, S. Boggs, M. Mayo, J. Lovett, K. Moss, R. DeLay). He said that construction was about 3 - 5 years away. He passed a sign-in sheet and provided comment forms.

Steve Cinelli described the project and process thus far. He discussed the alternatives for improving the airport and the reasoning behind their selection.

Dick Newton said that he felt the only viable alternative was Alt. C, east of town. He asked why the length had been limited to 3300 ft. He stated that you could not land a HERC or DC-6 on a 3300 ft. runway.

Mark Mayo replied that the preferred alternative location allowed for lengthening the runway in the future.

Steve (resident) commented that without DC-6 and HERC access Takotna would still have to use Tatalina AFS which hasn't worked well in the past.

It was asked if forgoing lighting on the runway would pay for an additional 700 ft. of embankment.

John Lovett replied that FAA would require lighting to fund the project.

Jan Newton asked if land ownership had been considered when selecting the alternative across the river from Takotna. She thinks that it is possible the land can't be transferred or sold.

There was more discussion about obtaining a 4000 ft. runway and John Lovett tried to describe the funding cycles that would fund future lengthening of the runway. He said that the ALP for the Takotna airport would show the ultimate development which is longer than 3300 ft.

The comment was made that there are five family mines between Takotna and Ophir that use the airport besides Takotna residents.

Mark Mayo reiterated that he can only offer 3300 and that if the community wants additional funding they will need to write to and convince state congressmen and commissioners. He said

that the main purpose of this meeting was to get concurrence from the community that the eastern alternative, Alternative C, was indeed the preferred alternative.

The community is in agreement that Alternative C is the preferred alternative.

The question about the possibility of foregoing lights on the runway to save money was asked again. John Lovett stated that to the best of his knowledge, lighting costs were only about \$100,000 of the total airport development costs. This amount would be less than what would be required to build an additional 700 ft. of embankment. He said that the thresholds would be at 3300 ft. but that the safety area and embankment would be 3900 ft., an additional 300 ft at either end.

Mark Mayo suggested that if the community can contribute materials, land, money etc. that would indicate serious public interest and Takotna may be able to get a longer strip approved.

The question was asked about equity in funding. If airports on the delta are expensive because it is difficult to get embankment and surfacing material why can't Takotna (where material is easier to obtain) get a similar amount of money and have a longer runway?

Dick Newton said that he didn't want to talk about lights on the runway unless they could get the length.

Mark Mayo asked the participants if they can't get assurance of obtaining a 4000 ft. runway would the project be a "no go" for the community?

The participants responded that they want the project to continue and that they want to work on trying to get a 4000 ft runway approved.

Dick Newton asked what the schedule for building was?

Mark M. answered that it would take one year to finish the study and 3 - 5 years to build, depending on competition for funding.

Mark M. was asked about local hire for the airport project. He replied that ADOT&PF can't require a contractor to use local hire but can recommend it.

Bidding was discussed in relationship to the McGrath airport paving project. John Lovett replied that competitive bidding is necessary because of federal and state regulations. There is no way to limit hire to local equipment and labor.

There was more discussion about justifying a 4000 ft. runway based on cargo demands/shipping costs. When the community participants were asked how many HERC flights a year would land at Takotna, they replied that there could be 12 +. Right now they have to barge in much large cargo which is more expensive than shipping by air. One person thought with a 3800 to 4000-foot strip, Takotna would get 20 DC-6 flights a year.

The comment was made that the DC-6 should not be used as a design aircraft because the DC-6 will be replaced. HERC's can't land at Tatalina and there is a 25,000 lb. weight limit anyway.

Steve (resident) reiterated that obtaining a 4000 ft. runway would require the community to have a letter writing campaign, etc. to convince state legislators and DOT&PF commissioners that it is necessary in Takotna. He wanted to know what Mark M. could commit to doing towards Takotna getting a 4000 ft. runway.

Mark M. replied that he would be able to recommend that the runway be 4000 ft.

Dick Newton stated that the design of the airport should consider the increasing number of charter school students and the number of miners in the area that are not actually members of the community but still use the airport.

The growth of the charter school and the need to provide safe conditions for student travel was mentioned repeatedly.

Dick Newton reported that there is a project to build a sewage lagoon at the east end of town and would this development affect the project?

We will check on these plans.

We picked up a number of completed comment forms at the end of the meeting. The meeting ended about 3:30 p.m.

At one point in the meeting Lance Mearig counted 35 people in attendance (not including the project team). Since some people came and went, he estimates total attendance at about 40 people.

TAKOTNA AIRPORT MASTER PLAN OPEN HOUSE ATTENDANCE SHEET

September 25, 2000

NAME	RESIDENCE ADDRESS	MAILING ADDRESS	PHONE NUMBER & E-MAIL
Andrew Eley			
Stephanie Zickler			
Eva Adams			
Breck Abrams			
Hari Canilla			
Eric Canilla			
Malinda Eley			
Serena Minarey			
Tim Williams			
Alan Reed			
Philip Charles			
Elizabeth Adams			

NAME	RESIDENCE ADDRESS	MAILING ADDRESS	PHONE NUMBER & E-MAIL
Alberta Zaubar			levy3z@aol.com
Krittawit Potiratt			
Philipp Eisinger			
Angel Hamerath			
Cassandra Stone			bad-girl-16@lavemaster.com ilofyou@yahoo.com funny-baydexcite.com
Kristal Camilla			
Rodney McCord			Hector 42@hotmail.com
Evan M. Anderson			
Paula J. Jantzen		TAKOTNA	298-2215
Lesley J. Jantzen		Takotna, General Del	298-2115
Clinton Gault		Box 38 Takotna	298-2326
Brian M. Jantzen		Gen. Del. Takotna	298-2115
Shelley Jantzen		Gen. Del. Takotna	
Nell Huffman		Gen. Del. Takotna	298-2115

TAKOTNA AIRPORT MASTER PLAN
Open House Public Meeting
COMMENT SHEET

September 25, 2000

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This public meeting presents the alternatives being considered for development, as outlined in the Phase 1 Scoping Report. We would like to learn about your thoughts on these alternatives and hear your suggestions concerning our development ideas. Please complete this *Comment Sheet* and leave it prior to your departure tonight. Or, if you prefer to complete it later, please return it to the address below by October 9, 2000:

Lance Mearig, P.E.
USKH, Inc.
3031 Clinton Dr., Suite 200
Juneau, Alaska 99801
Voice (907) 790-2901, Fax (907) 790-3901
e-mail: lance@uskh.com

Steve Cinelli, EIT
USKH, Inc.
2515 A Street
Anchorage, AK 99503
Voice (907) 276-4245, Fax (907) 258-4653
e-mail: scinelli@uskh.com

NAME: Brad Abrams

ADDRESS: ~~Box 82352~~ General Delivery Takotna, Ak
99675

TELEPHONE: (907) 456-1281

How did you learn of this meeting? Through the school

Comments/Suggestions Concerning the Development Alternatives:

I think DOT Needs to offer the
city of Takotna a 4,000 ft runway
to get DC-6's and C-130's in and out of
Takotna.

From listening I have heard that we
need a 4,000 ft runway and have
been wanting one for 10-12 years. With a
4000 ft runway we could get 12-15
trips with a DC-6 or C-130.

Thank you,

D. B. Miller

J. Bradley Abrams

TAKOTNA AIRPORT MASTER PLAN
Open House Public Meeting
COMMENT SHEET

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USKH, Inc.
2515 A Street
Anchorage, AK 99503
Voice (907) 276-4245, Fax (907) 258-4653
e-mail: scinelli@uskh.com

NAME: Eva Adams

ADDRESS: 11555 Fien Del Takotna Ak, 99675

TELEPHONE: (907) 298-2115

How did you learn of this meeting? they told us

Comments/Suggestions Concerning the Development Alternatives:

I think that there should be a
longer air strip because that's
what all ~~the~~ the towns

people wants. if ~~it~~ that's
what they want let ~~it~~ them
have it. It sounds like a
safer idea to make it longer
because of all the accidents
that can occur at any time.

TAKOTNA AIRPORT MASTER PLAN
Open House Public Meeting
COMMENT SHEET

September 25, 2000

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e-mail: lance@uskh.com

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USKH, Inc.
2515 A Street
Anchorage, AK 99503
Voice (907) 276-4245, Fax (907) 258-4653
e-mail: scinelli@uskh.com

NAME: Eric Camille

ADDRESS: ~~XXXXXXXXXX~~ General Delivery Takotna

TELEPHONE: NONE

How did you learn of this meeting? Through the school

Comments/Suggestions Concerning the Development Alternatives:

The town of Takotna would like
atleast ~~3~~ 3,800 ft or 4,000ft for there
new air strip. Because They need more

bigger planes to come flying in. The
airstrip they have right now is really
small. They want planes as big as
a herc. or a cargo plane to come
in.

TAKOTNA AIRPORT MASTER PLAN
Open House Public Meeting
COMMENT SHEET

September 25, 2000

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Steve Cinelli, EIT
USKH, Inc.
2515 A Street
Anchorage, AK 99503
Voice (907) 276-4245, Fax (907) 258-4653
e-mail: scinelli@uskh.com

NAME: Bart Mwarey

ADDRESS: General Delivery, Takotna, AK 99675

TELEPHONE: 907-298-2115 / 298-2113

How did you learn of this meeting? Through public Advertisement

Comments/Suggestions Concerning the Development Alternatives:

We suggest that the

Site for the new runway be

the East-side alternative.

However, it would be more practical if the runway be extended to 4,000 ft.

This 4,000ft runway would better accommodate the transportation of heavy equipment and construction materials. Takotna serves five lucrative gold mines that need a 4,000ft runway to accommodate their needs.

TAKOTNA AIRPORT MASTER PLAN
Open House Public Meeting
COMMENT SHEET

September 25, 2000

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Steve Cinelli, EIT
USKH, Inc.
2515 A Street
Anchorage, AK 99503
Voice (907) 276-4245, Fax (907) 258-4653
e-mail: scinelli@uskh.com

NAME: Paul Sayer

ADDRESS: Gen. Del. TAKOTNA, AK. 99675

TELEPHONE: 907-298-2328

How did you learn of this meeting? Mail

Comments/Suggestions Concerning the Development Alternatives:

The Runway should be Alt. C. - The others are not
Practical. The Runway Length should be 4000
feet. This is so here, aircraft size can land
with large dimension freight with 50,000 lbs or so
payload.

Also The position of Runway + 4,000 ft length is safer
for Emergency flights in bad weather, The Taberna
School is Enlarging Swiftly with Students from all
of Town + is already over 30 students in high
School - This size runway is necessary to
serve the school as it Enlarges even much more
in the future.

Also mining is big & active here + heavy loads
need to be flown here for mining support.

Heavy type aircraft are necessary for mining support
over 15 loads per year are necessary + this will
increase.

This Runway is necessary now for Safety, Economic,
Educational + Commercial purposes, It should be
planned + detailed 2001 + Built in 2002,

Sincerely,
Paul J.

TAKOTNA AIRPORT MASTER PLAN

Open House Public Meeting

COMMENT SHEET

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USKH, Inc.
2515 A Street
Anchorage, AK 99503
Voice (907) 276-4245, Fax (907) 258-4653
e-mail: scinelli@uskh.com

NAME: Aholagana Tukshag

ADDRESS: Takotna, AK 99675

TELEPHONE: 907-

How did you learn of this meeting? learn to ask, not tell

Comments/Suggestions Concerning the Development Alternatives:

I think that it would be impossible to land a
DC-6 or a hercules without asking everyone to
land the damn plane, but to make the runway

700 more feet ahead of time would be much smarter to do it now then a few yrs down the road when it would be twice the amount to get the full scale to all the construction done.

The other thing is for the safety of all people even for the students of Takotna boarding school and for the surrounding communities, we (the community) would all have a better time and money-wise to take the risk and have 4,000 ft runway built A.S.A.P., "It would be much more usefull".

Shokanna
Tukshag



TAKOTNA AIRPORT MASTER PLAN

Open House Public Meeting

COMMENT SHEET

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USKH, Inc.
2515 A Street
Anchorage, AK 99503
Voice (907) 276-4245, Fax (907) 258-4653
e-mail: scinelli@uskh.com

NAME: Louisa G. Fitzpatrick

ADDRESS: 10100 S. General Robinson, Takotna, AK 99167

TELEPHONE: (907) 298-2351

How did you learn of this meeting? through school teachers

Comments/Suggestions Concerning the Development Alternatives:

Don't have any! Alternative C sounds good. Worth, well,

don't know 4,000 A Runway sounds "cool".

TAKOTNA AIRPORT MASTER PLAN

Open House Public Meeting

COMMENT SHEET

September 25, 2000

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), and its consultants, USKH, Inc., and HDR Alaska, Inc., are preparing the Takotna Airport Master Plan to evaluate existing airport facilities and determine improvements that may be necessary to meet the existing and future aviation demands. An important aspect of this project is the public involvement process.

This public meeting presents the alternatives being considered for development, as outlined in the Phase 1 Scoping Report. We would like to learn about your thoughts on these alternatives and hear your suggestions concerning our development ideas. Please complete this *Comment Sheet* and leave it prior to your departure tonight. Or, if you prefer to complete it later, please return it to the address below by October 9, 2000:

Lance Mearig, P.E.
USKH, Inc.
3031 Clinton Dr., Suite 200
Juneau, Alaska 99801
Voice (907) 790-2901, Fax (907) 790-3901
e-mail: lance@uskh.com

Steve Cinelli, EIT
USKH, Inc.
2515 A Street
Anchorage, AK 99503
Voice (907) 276-4245, Fax (907) 258-4653
e-mail: scinelli@uskh.com

NAME: Lori Ann Camillo

ADDRESS: ITCCS, General Delivery, Takotna, AK 99675

TELEPHONE: (907) 298-2351

How did you learn of this meeting? School

Comments/Suggestions Concerning the Development Alternatives:

~~Please build a four thousand foot runway.~~

Please build a four thousand foot runway.

Thank you

TAKOTNA AIRPORT MASTER PLAN

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Juneau, Alaska 99801
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e-mail: lance@uskh.com

Steve Cinelli, EIT
USKH, Inc.
2515 A Street
Anchorage, AK 99503
Voice (907) 276-4245, Fax (907) 258-4653
e-mail: scinelli@uskh.com

NAME: Dick Newton

ADDRESS: TAKOTNA

TELEPHONE: 298-2213

How did you learn of this meeting? _____

Comments/Suggestions Concerning the Development Alternatives:

 New strip should be at least 3800'

 for a loaded DC6. This is our main

 concern.

TAKOTNA AIRPORT MASTER PLAN

Open House Public Meeting

COMMENT SHEET

September 25, 2000

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Steve Cinelli, EIT
USKH, Inc.
2515 A Street
Anchorage, AK 99503
Voice (907) 276-4245, Fax (907) 258-4653
e-mail: scinelli@uskh.com

NAME: Ken Williams

ADDRESS: General Delivery

TELEPHONE: *

How did you learn of this meeting? School

Comments/Suggestions Concerning the Development Alternatives:

Needs a 4000 foot runway for Big Plans.

To Takotna Airport Master Plan Project File 07072-140 3.6

From Andra Love

Date 3/12/02



M e m o r a n d u m

Subject Takotna Iditarod Site Visit

On Saturday morning, March 9, 2002 at 8:00 am I traveled to McGrath on PenAir. At 11:00 am I was scheduled to fly via Tanana Air Service to Takotna. Service to Takotna was delayed due to a faulty fuel pump.

At approximately 12:00 noon I arrived in Takotna. I was picked up by Theresa Fox, the Secretary of the Takotna Village Council on a snowmachine and arrived in town just in time to see Iditarod musher Rick Horstmann pull out on his way to Ophir.

I spent the next hour in the Takotna village council building talking with several community members about the proposed location of the airport and access road in relation to the Iditarod Trail. Specifically, the conversations were as follows:

Dave Miller

Dave is a native elder who used to be the Chief of the Takotna Village Council. Dave showed me the current trail used by the mushers on the 11 x 17 figures. We then went outside and he pointed out the direction of approach and departure used by the mushers.

Carol Abraham

The current Iditarod Trail approaches Takotna via the Takotna River. The trail exits the river and continues up the bank to the east of Carol Abraham's lot. Carol is the current Chief of the Takotna Village Council. Carol met me in the area to point out the exact route taken by the mushers. I walked down the bluff to the river and started recording GPS Waypoint coordinates and taking pictures as I walked the trail from the river through the heart of the village.

Janice Newton

Jan informed me that the current path of the Iditarod Trail (i.e. approaching Takotna via the Kuskokwim River, climb the slip east of Carol's house, and continue down the main road to the Takotna Checkpoint at the Village Council Building) has been in effect since 1981 when the checkpoint was moved to the Takotna Village Council Building. Before that time, the checkpoint was located further west in the community and the mushers would stay on the river and climb the bank right at the center of the village.

I also spoke with Jan concerning the nature of the trails in the proposed airport location and the patterns of subsistence use in the area of Takotna. Jan stated that any trails currently located in the area of the proposed airport are used recreationally by area kids to snowmachine, and are not

used for subsistence purposes. Subsistence in Takotna occurs on the river, on the river banks, and mainly to the west of the community.

Tabatha

Tabatha is a high school student in Takotna. She and her mother have been living in Takotna since Tabatha was 4. They told me of two grave sites that had been found west of the village. According to the Community Map in the Takotna Airport Phase One Report (USKH 2000), one Archaeological Grave Site is documented to the west of the village along a snowmachine route. According to Tabatha and her mother, there has been another burial site documented to the east of the village, but to the west of the formerly documented site. This site was found by one of the former high school teachers and is marked by a picket fence.

Tabatha and I decided to walk out to this new site. I followed her along the snowmachine route to the east of the community (on the Community Map, this trail is shown emerging from the top of the "Teacher Housing" label and extends to the bottom of the "Student Housing" label). We turned left onto another snowmachine trail (at the bottom right corner of the "Student Housing" label) and walked about 150 feet up the trail. We then stepped off the trail to the left and post-holed in snow up to our thighs for about 200 feet to the approximate burial site. The fence was not visible as the snow was too high. I took a photo and marked this point on the GPS unit, and continued marking the trail as we headed back out going south to the original snowmachine trail.

Tanana Air Service/Redline Air Charters

Tanana Air Service provided the transportation from McGrath to Takotna. Redline Air Charters provided the transportation from Takotna back to McGrath. I asked both pilots what they thought of the current Takotna Airport. The pilot for Tanana said it's one of the sketchiest airports around and he hates it. He said winds are constantly blowing from two different directions and the plane often wavers from side to side upon landing and takeoff, making for a very stressful flight. The pilot from Redline didn't answer, he just made a funny face and said he hopes we can get the new airport installed as soon as possible.

Ellen Halverson/Iditarod Veterinarian/Other Iditarod Volunteers

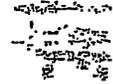
I had a little time before the charter was to arrive back in Takotna and was able to chat with some of the Iditarod volunteers and the Iditarod Veterinarian at Takotna. I also spent some time talking with Ellen Halverson (the last musher in Takotna) and helped place hay for her dogs. Approximately half the mushers preferred to take their 24-hour layover at Takotna this year (21) and Ellen's team was scheduled to pull out at 4:00 am Sunday morning. Her team later scratched and I saw them again in McGrath.

In the winter, none of the planes fly on Sunday in the area. I was scheduled to leave McGrath on Monday morning at 9:30 on PenAir. Again, we had mechanical problems and they said they had to fly parts in from Anchorage because they had a dead battery. I arrived in Anchorage Monday afternoon. All in all, it was a successful trip.

Volume 1
April 2002

State Project No. 54011

Airport Project News
Takotna Airport



Reporting on the Airport Improvement Project

Project Team Must Evaluate Airport Improvement Options

Over the next couple of years, the Alaska Department of Transportation & Public Facilities (DOT&PF), with the help of USKH and HDR, has been studying the need for airport improvements in your community. We last met with Takotna residents on September 25, 2000, to discuss the alternatives identified during project scoping and to get community input on preferred improvement options and environmental issues.

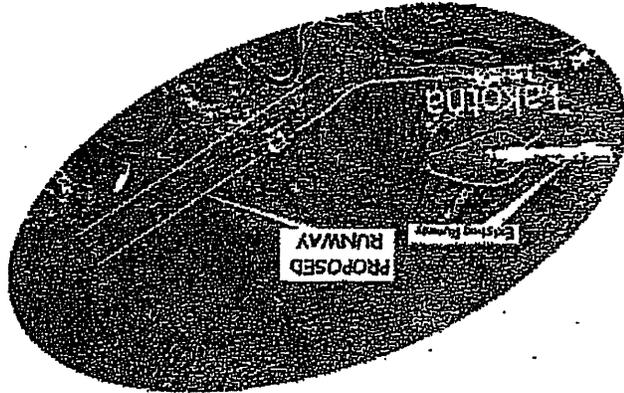
The project team has listened to your concerns about the Takotna Airport. No lightning. Gusting winds. Safety hazards during landing and take-off. Non-compliance with FAA standards and AASP recommendations. We have identified five alternatives—two of which have been determined practical and are being carried forward for your consideration and evaluation in the environmental assessment.

Alternative C: East Location. Based on community input and our analysis, Alternative C in the Phase I Report is the preferred alternative. The airport would be relocated about 0.8 mile east of the village and would include a 4,000-foot runway with a taxiway to a 60,000 square-foot apron. A new access road would be constructed from the eastern edge of the village to the new apron (see map). This alternative would bring Takotna's aviation transportation system into compliance with current FAA and DOT&PF recommendations and standards, but would entail less time, funding, and fewer environmental impacts to construct than other alternatives considered. Agency environmental scoping for this alternative is currently underway.

Alternative E: No Action. Under Alternative E in the Phase I Report, no improvements would be made to the existing airport. While this alternative would not solve resident's and pilot's concerns, it is nonetheless an option available to the community.

We would like for you to provide any input you have about which alternative your community prefers or environmental issues we should be considering in our environmental assessment. We'll also discuss these alternatives in more detail at a combined agency/public scoping meeting at 10:00 a.m. on Monday, May 13, 2002 at HDR's office in Anchorage. Takotna residents will be able to attend this meeting via teleconference at the Takotna Village Council Building. The input gathered at this meeting will be taken into consideration in the draft Environmental Assessment, and another public meeting will be held in Takotna after the public release of this draft document (tentatively scheduled for Fall, 2002) to hear your comments.

The Alaska Department of Transportation and Public Facilities reveals options for improving the Takotna Airport. Look inside for details.



To:

HDR Alaska, Inc.
Takotna Airport
2525 C Street, Suite 305
Anchorage, Alaska 99503

Thanks to your comments and suggestions, the Alaska Department of Transportation and Public Facilities and its consultant HDR Alaska, have identified two options for the Takotna Airport. Look inside for more details on project alternatives. You can contact project leaders in person at the upcoming public meeting to be held at HDR's office in Anchorage on May 13, 2002 at 10:00 a.m. (Takotna residents attend via teleconference). Or you can send comments by mail, fax, or phone.

DETAROB
CHECKPOINT

Who to contact:

Diane Hippe, HDR Project Manager

Mail: HDR Alaska, Inc.
2525 C Street
Anchorage, Alaska 99503

Phone: (907) 274-2000 or
(800) 478-2514

Fax: (907) 274-2022
E-mail: dhippe@hdrinc.com

Mark Mayo, DOT&PF Project Manager

Mail: DOT&PF
PO Box 196900
Anchorage, AK 99519

Phone: (907) 269-0519
Fax: (907) 269-0473

E-mail: mark_mayo@dot.state.ak.us

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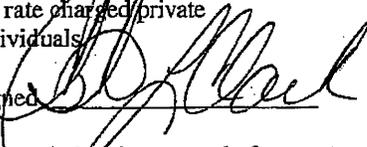
STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Christine Clark

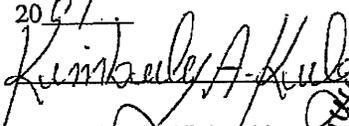
being first duly sworn on oath deposes and says that he/she is an representative of the Anchorage Daily News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on

March 28 & April 10, 2007

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed 

Subscribed and sworn to before me this 12 day of April

2007


Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska
MY COMMISSION EXPIRES

09/12/2007



OPPORTUNITY FOR PUBLIC HEARING NOTICE TAKOTNA AIRPORT RELOCATION (Project No. 56774)

Alaska Department of Transportation & Public Facilities Notice of Availability of Draft Environmental Assessment

This project has been developed in accordance with the following special purpose regulations including Sections 4(f) of the Department of Transportation Act, 106 of the National Historic Preservation Act, 7 of the Endangered Species Act, and Executive Orders 11988 (Floodplain Protection), 11990 (Wetlands Protection), and 12898 (Environmental Justice).

The Alaska Department of Transportation and Public Facilities is proposing to relocate the airport at Takotna approximately one mile east of its present location. Takotna is located on the north bank of the Takotna River and on the Iditarod National Historic Trail 17 air miles west of McGrath. The improvements include a new 4,000-foot runway. The project is scheduled to be advertised for construction in the spring of 2008.

A draft Environmental Assessment (EA) has been prepared for the proposed project. The EA describes the alternatives considered and evaluates the probable economic, social, and environmental effects of the proposed project and its consistency with the goals and objectives of such local planning as has been carried out by the community of Takotna. Interested individuals who may have a concern about the project may request a public hearing. If you have questions, require additional information and/or would like a copy of the EA, please contact Dan Golden, Environmental Team Leader, at (907) 269-0537. Written comments and/or requests for a public hearing will be accepted at the address below until April 30, 2007.

Jerry O. Ruehle
Environmental Coordinator
Alaska Department of Transportation & Public Facilities
Preliminary Design & Environmental
P.O. Box 196900
Anchorage, AK 99519-6900

Persons with a hearing impairment can contact the Department at our Telephone Device for the Deaf, number 269-0473. We are also able to offer, upon request, reasonable accommodations for the special needs related to disabilities.



AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA }
 STATE OF ALASKA } SS.
 FOURTH DISTRICT }

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OPPORTUNITY FOR PUBLIC TAKOTNA AIRPORT RELO (Project No. 56)

Alaska Department of Transportation Notice of Availability of Draft Env

This project has been developed in accordance with including Sections 4(f) of the Department of Transportation and Public Facilities Act, 7 of the Endangered Species Act, Protection, 11990 (Wetlands Protection), and 12898 (

The Alaska Department of Transportation and Public Facilities is planning to relocate the Takotna airport at Takotna approximately one mile east of its present location on the north bank of the Takotna River and on the Iditarod National Preserve. The improvements include a new 4,000-foot runway and taxiway. The improvements are advertised for construction in the spring of 2008.

A draft Environmental Assessment (EA) has been prepared. The EA describes the alternatives considered and evaluates the environmental effects of the proposed project and its impacts. The EA also describes the local planning that has been carried out by individuals who may have a concern about the project. If you have questions, require additional information and/or wish to comment on the EA, please contact Dan Golden, Environmental Team Leader, at (907) 269-0473. Requests for a public hearing will be accepted at the discretion of the Department of Transportation and Public Facilities.

Jerry O. Ruehl
 Environmental Coordinator
 Alaska Department of Transportation and Public Facilities
 Preliminary Design & Engineering
 P.O. Box 19690
 Anchorage, AK 99517

Persons with a hearing impairment can contact the Alaska Department of Transportation and Public Facilities, the Deaf, number 269-0473. We are also able to provide accommodations for the special needs related to disabilities. For more information, call (907) 269-0473 or (907) 269-0473. AO 25-8348

Before me, the undersigned, a notary public, this day personally appeared Marlene Burnell, who, being first duly sworn, according to law, says that he/she is an Advertising Clerk of the Fairbanks Daily News-Miner, a newspaper (i) published in newspaper format, (ii) distributed daily more than 50 weeks per year, (iii) with a total circulation of more than 500 and more than 10% of the population of the Fourth Judicial District, (iv) holding a second class mailing permit from the United States Postal Service, (v) not published primarily to distribute advertising, and (vi) not intended for a particular professional or occupational group. The advertisement which is attached is a true copy of the advertisement published in said paper on the following day(s):

4/10/2007

STATE OF ALASKA DEPT OF TRANSPORTATION & PUBLIC FACILITIES

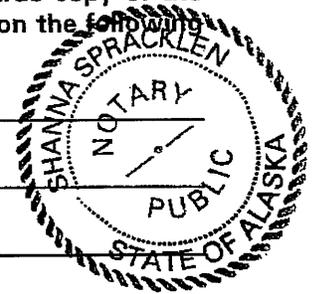
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TAKOTNA AIRPORT RELOCATION

105931

14318532



and that the rate charged thereon is not excess of the rate charged private individuals, with the usual discounts.

Marlene Burnell

Subscribed and sworn to before me on this 30 day

of APRIL, 2007

Shanna Spracklen
 Notary Public in and for the State Alaska.

My commission expires August 26, 2009