

Talkeetna Airport Improvements and Pavement Rehabilitation
Listening Session Q&A, August 9, 2016

- Q: Consider an alternative to the separated pathway. Can the pathway be adjoined to the road? This would be similar to many walkways in town, vehicles would have more room to avoid pedestrians, it would be easier for maintenance, and can be used all winter.
- A: The road and path are located within the FEMA 100 year mapped floodplain. Matsu Borough requires that any improvement in this floodplain result in a no net rise in the flood elevation. If a path was constructed along the roadway and accommodates two-way pedestrian traffic, it would likely result in the same amount of trees to be removed and an impact to the floodplain and violates the borough's flood requirements.
- Q: Can you build a smaller path? An unpaved path?
- A: The minimum width is 8' for a two-way travelled path. Unpaved paths would not be user friendly to bicyclists, baby strollers and other wheeled means of travel. Most users prefer pavement, which is generally easier to maintain.
- Q: What is the final elevation of the repaved ramp? There is concern for the elevation of hangars in relation to other lease lots in the surrounding areas.
- A: The apron asphalt repairs will match into the existing pavement and the original ground elevations will be reestablished.
- Q: Has DOT considered the floodplain and how will the pathway affect it?
- A: Yes. The road and path are located within the 100 year mapped floodplain. Matsu Borough requires that any improvement in this floodplain result in a "no net increase" to the water surface elevation during the discharge with a 100-year return interval.
- Q: Will the construction of the new aprons result in adverse flooding effects to the East Talkeetna neighborhood?
- A: All of the new aprons were designed to be constructed outside of the 100 year floodplain and should have no adverse effect on the surrounding area.
- Q: Why can't you extend the path across the railroad tracks and create a safe pedestrian crossing?
- A: The path improvement is limited to the airport property. Any additional pathway infrastructure off of airport property would have to be taken up with the property owner.
- Q: Will there be a fence along the pathway and what sort of fence will it be?
- A: There will be a pipe rail fence along the pathway that is parallel to the existing transient apron, at the end of Second Ave. This fence will be approximately 280 feet and have three horizontal 3" pipes connected by timber posts.

Q: Will the security fence be 8' with concertina wire? Consider preservation of the character and flavor of the town over security of the airport.

A: The DOT is considering alternatives to the proposed fence plan along the North Access Road, parallel to the taxiway and new transient apron.

Q: What will happen to the landscaped lawn of K2 aviation and the Mountain Ash Tree?

A: The proposed alignment for the path at this location is currently under design re-evaluation. The path may be shifted closer to the road, pending further review of the design parameters and environmental permitting conditions.

Q: You did not do a sound study, the noise methodology is flawed, and whatever you did in the past was not accurate. Do not start cutting trees until a new EIS study is complete and adopted.

A: All federal DOT projects comply with the National Environmental Protection Act (NEPA). This project complied with all FAA Orders, policy and guidance, and developed the appropriate environmental document to support the identified improvements.

Q: What is the noise abatement plan for this project?

A: The Environmental Commitment requires all haul trucks to be equipped with mufflers that meet minimum original equipment manufacturers' recommendations.

Q: Why is all the borrow coming from one source? We would like to material to be available for future maintenance needs. Also, there is a ski trail located in the Matsu Pit, will this be impacted?

A: Material sources for this project are contractor-furnished sources. The DOT does not have control over where the materials come from. The DOT does have control over the quality of the material.

Q: Why are trees being cleared from the lease lot areas?

A: DOT is removing these trees because they pose a safety hazard to the flying public. In 2015, DOT completed an aeronautical survey at the Talkeetna airport for obstructions to the airspace. The trees in this area were shown as penetrations to the Part 77 transitional surface and identified for removal.

Q: Was a 25' buffer maintained next to some of the properties on Easy Street?

A: Yes. The contract preserved a 25' buffer inside the airport property.

Q: What will happen to the tree piles?

A: A hotline will be set up by the contractor to advertise the firewood availability. Timber will be placed in designated public access piles within Airport property. There are two locations designated for salvage, both of which require the contractor to haul in material and construct adequate access to these locations. Access to the site will be controlled by flaggers during a two

week salvage period. The contractor will dispose of the remaining timber by chipping into mulch for use on the project.

Q: Can DOT use other ways to reach out and communicate with the community? Where can I get more information about this project?

A: The DOT will continue to send letters, meet with leaseholders, air taxi operators, contact local media, and post project information on social media and on the DOT website, www.dot.alaska.gov. We will also coordinate and attend Talkeetna Community Council meetings to provide updates to the construction schedule, as appropriate.