

TULUKSAK AIRPORT RELOCATION PROJECT

Sponsored by:
Alaska Department of Transportation & Public
Facilities
Project No. 51795

COMMENT SHEET

Due 4:00 p.m.
August 7, 2005

Ed Lightwood, Project Manager
R&M Consulting, Inc.
9101 Vanguard Drive
Anchorage, AK 99507



Jerry Ruehle
ADOT&PF
P.O. Box 196900
Anchorage, AK 99519

PROJECT DESCRIPTION

The Alaska Department of Transportation & Public Facilities (ADOT&PF) is proposing to relocate the Tuluksak Airport approximately 1 mile east of the community, and to construct a new airport access roadway.

An environmental assessment (EA) will be prepared for the proposed project, describing the alternatives considered and explaining probable economic, social, and environmental effects.

In order for your comments to be considered in the EA, your comments must be received no later than 4:00 p.m. August 7, 2005.

If you have questions on the project, please contact:

Ed Lightwood, Project Manager
R&M Consulting, Inc.
907-522-1707
elightwood@rmconsult.com

PLEASE COMMENT IN THE SPACE BELOW.

If you need more space, please attach additional pages and place in an envelope for mailing.
Thank you for your participation.

The proposed Tuluksak airport relocation is on the Tulkisarvate, Inc. land selections, therefore there should not be any land exchange with the Moravian Church. There only should be land exchange between the Tulkisarvate, Inc. and State DOT & PF for the new airport relocation. The north end of the airport relocation runway protection zone should be 350' or 500' separation from the Tuluksak river to avoid future erosion. Only airport access road village land alternate or the airport access road landfill alternate should be look into. The potential material sites should not be from within the Tulkisarvate, Inc. land selections, it only should get the material sources from the NYAC Mining Land Block area. The potential material sources from the village area have environmental issues like wetlands, water quality, fish and wildlife socio-economic and historic, cultural resources traditional way of life land use. Is it possible that the new Tuluksak airport relocation not follow the passed Resolution No. 03-10-35 on June 24, 2004. However the new airport should be relocated to the north side of the Tuluksak River across the plan of the Tuluksak airport relocation. Thank you so much I will be grateful if you should consider my comments into your plan. Thank you so much for letting me partake.

Date 8/4/05
Net #51795

| | | |
|-----------------------|---|---|
| Preparation | P | P |
| Design & Construction | P | P |
| Construction | P | P |
| Operation | P | P |
| Post-Operation | P | P |
| Final Report | | |
| Final Approval | | |

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EMAIL:



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To: Ed Lightwood, P.E., Project Manager
R&M Consultants, Inc.

From: Mr. Tom Arminski, Environmental Team Lead
Bristol Environmental & Engineering Services, Inc.

Project: Tuluksak Airport Relocation Project
DOT&PF Project No. 51795

Subject: Public Meeting & Open House Notes

Date: August 5, 2005

This memorandum documents discussion held at the Public Meeting and Open House regarding the Tuluksak Airport Relocation Project on July 28, 2005, from 3:00 p.m. to 5:00 p.m. in the Tuluksak Bingo Hall.

The Tuluksak Native Community (TNC) convened their regular meeting at 3:00 p.m. The airport relocation project was scheduled for presentation and discussion as New Business.

Attendees included Jim Amundsen and Lynn Cason with ADOT&P, Ed Lightwood and Frank Rast of R&M Consultants, Inc. (R&M), and Tom Arminski and Elizabeth Benson of Bristol Environmental and Engineering Services, Inc. (BEESC). Members of the public are noted on the attached sign-in sheet (Attachment A).

Moses Peter, President of TNC, opened with a Welcome Address and introduced the airport project and Elizabeth Benson, Public Involvement Coordinator with BEESC. Ms. Benson then introduced the project team, reviewed the purpose of the meeting, and presented the general project schedule. The agenda along with a set of handouts describing the existing airport deficiencies, proposed project advantages, and environmental concerns, along with an 11"x17" aerial map were distributed to participants. The meeting agenda and handouts are attached (Attachment B).

Mr. Ed Lightwood, Project Manager with R&M presented the project history, proposed relocation project, preliminary alternatives for the airport roadway access, and answered numerous questions regarding the project. The primary purpose of the meeting was to review the roadway access alternatives, gather local knowledge about the area so as to assist in the development and selection of a preferred alternative. Mr. Lightwood fielded questions regarding the presentation.

Following the formal presentation of the project, team members discussed the roadway alternatives one-on-one with participants using large-scale aerial maps. Participants were invited to comment directly on the large maps or mark up 11"x17" maps provided as handouts and turn these in.

The following comments and discussion occurred during the public meeting and open house. Comments from the public primarily focused on the roadway alternatives.

1. The Landfill Alternative, is located adjacent to the landfill and jobs southward around Village Selected lands. Participants shared that this option could create access to areas used for subsistence activities (hunting, fishing, trapping, berry-picking). This is the longest alternative and potentially crosses "wetter" land. Crossing of winter trails were of concern. See General Comments.
2. The Village Land Alternative, coincides with the Landfill Alternative for a portion of the route. Once it passes the landfill, it crosses Village Selected lands rather than going around them, thus requiring right-of-way acquisition. It is slightly shorter than the Landfill Alternative. Participants shared that this option could create additional access to areas used for subsistence. Crossing of winter trails were of concern. See General Comments.
3. The River Alternative, is the shortest of the three roadway alternatives. At its proposed location, it posed a number of problems for meeting participants. Some shared that they believe it would create a higher-speed straightaway with the potential for routing high-speed travel (ATVs) through a residential neighborhood. There were concerns about erosion if the alternative is close to the Tuluksak River. There were concerns about access restrictions with the River Alternative.

Meeting participants, working with both the large-scale aerial photo maps and the 11"x17" handout, developed a revised alternative. The proposed revision adjusts the River Alternative southward. The revised route is further back from the river bank, avoids crossing winter trails, and has been adjusted so that it does not create such a "straight shot" for traffic through the residential neighborhood and retains the ability to develop along the river without access concerns.

General comments and questions regarding the airport project include:

- There was some discussion about access to, from, and along the new roadway. It was explained to the public that if the FAA funds construction of the road then the only purpose the roadway may serve is as access to the ~~airport and not to adjacent lands. If it is the desire of the community that this roadway be accessible by adjacent landowners, an alternative source of funding for construction of the road may be necessary (FWHA, etc.).~~

- It was suggested that the airport site be shifted an additional 200 feet further south from the Tuluksak River.
- The area southwest of the landfill, accessible by this proposed roadway alternatives, has been identified for community expansion and the development of ball fields for the school.
- There may be conflicts where the access road crosses existing winter trails. Participants recommended a minimum number of trail crossings. Where crossings are unavoidable, they should be configured so that the trails can continue in use.
- Lakes located south of the Landfill and Village Land Alternatives are used for hunting, fishing, and woodcutting. Specifically mentioned was blackfish trapping on some of the lakes.
- The height of the road embankment is of concern.
- There were questions regarding the reverter clause in the current airport lease agreement. It is the teams' understanding that once the airport is relocated, the existing property reverts to the Moravian Mission.
- There were questions and concerns with how the roadway will be constructed across the swamps to minimize long-term maintenance problems (i.e., roadway flooding and settling).

Twenty-three people signed the sign-in sheet (Attachment B). An estimated 25-30 attended at any one time during the 2-hour meeting.

The airport project discussion closed shortly after 5:00 p.m.

Attachments: Meeting Handouts
Sign-in sheets

Memorandum

To: File

From: Ed Lightwood

Subject: Tuluksak, Trip Report 7-28-05

Date: 7-29-05

Project #: 1247.01

Public Meeting/Trip Report July 28, 2005

Flew from Anchorage to Bethel on 6 AM Alaska Airlines flight 41.
Flew from Bethel to Tuluksak on Craig Air – Chartered 2 – 207's to fly 9 People

In attendance for trip were:

Jim Amundsen, Lynn Cason (DOT&PF), Frank Rast, Ed Lightwood (R&M), Tom Arminski, Elizabeth Benson, Larry Pederson, and Larry Dugan (BEESC)
Anthony Caole (NMS).
(Anthony met us in Bethel).

Arrived at Tuluksak, Anthony lead way to CE2 Camp, stashed gear and headed to Bingo Hall to meet up with Willie Phillip for boat trip up river.

Willie Phillip took us up river to the north end of the runway. Jim, Lynn, Frank, Ed, and Tom hiked area of runway. No surprises, upland, flat, spruce, birch, alders, some berries but not many. Found wetland area west of runway, Ed and Lynn split off and found wetland on east side of runway, hiked back and took break at 900 ft north of south end, soil sample taken at -1.5 feet. Hydro D422 being run in lab.

Jim, Frank and Tom hiked back along the river route.

Ed and Lynn hiked back to midfield apron and followed landfill route back to the village.

No surprises, upland, flat, spruce, birch, alders, some berries but not many.

Swamp between waypoint 54 and 55 (008) was dry.

Swamp at waypoint 52 (009) was dry, damp/muddy between hummocks.

Swamp between waypoint 48 and 49 (010) was dry, damp/muddy between hummocks.

Swamp between waypoint 45 and 46 (012) was wet and full of water, too deep to cross.

Swamp at (013) see photos (was wet and full of water, too deep to cross)

Swamp at (014) on 4-wheeler trail was wet and full of water, too deep to cross, hiked to north end crossed trail and headed to way point 63.

Landfill area waypoint (015) very clean, fenced lagoon site.

Powerhouse waypoint (016) photo.

Actual active solid waste landfill waypoint (017) photos.

Arrived back at Bingo Hall just in time for 3:30 presentation.

See meeting minutes.

Flew out at 5:30 PM circled village and took aerial photos, small fire flaring up approximately 2 miles east of village.

Arrived back in Anchorage shortly after 9:00 PM.