

DESIGN DRAWN CHECK APPROVED	DATE DATE DATE DATE	BY BY BY BY	DESIGN GROUP CHIEF DESIGN GROUP CHIEF DESIGN GROUP CHIEF DESIGN GROUP CHIEF	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION-DESIGN AND CONSTRUCTION-AVIATION APPROVED	PREPARED BY: R&M CONSULTANTS, INC.	FIGURE 2-1
				TULKSAK AIRPORT RELOCATION A.I.P. NO. 3-02-0302-001-2007 PROJECT NO. 51785	PROPOSED ACTION	

runway and taxiway include lights to support night operations. Ancillary features such as rotating beacon, lighted wind cone and segmented circle stand close to the apron. An access road about 4500 feet long and 20 feet wide connects the airport with the village. About 157 acres of property will be acquired for the airport and about 13 acres will be acquired for access road right of way. To construct the project embankments, sand will be excavated from the borrow site (Material Site 5, Figure 2-2) and delivered to the project area on river ice and ice roads.

The Area of Potential Effect (APE) includes the area within the proposed property limits for the airport and access road, as well as the borrow site and haul routes (Figure 2-2).

A search of the Alaska Heritage Resources Survey (AHRs) files indicates XRM-055, the historic Village of Tuluksak, is the only known historic property located in the project vicinity. This site is apparently more than one mile east of the proposed airport site. Several negative cultural resource surveys have been conducted in and around Tuluksak including a proposed school site in 1979 (Cook 1979), Native allotments along the Tuluksak River in the early 1980's (Hoff 1982, Hoff and Dotter 1982, and Jespersen and Pittenger 1984), and community development (Pipkin 2003). Northern Land Use Research, Inc. (NLUR) indicates that a literature search and review of project maps and plans support the conclusion that there is a low probability of historic properties within the APE.

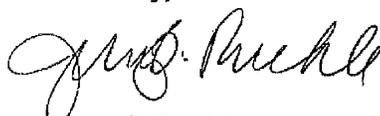
At the public scoping meeting held on July 28, 2005, in Tuluksak, DOT&PF met with community residents and the Tuluksak Native Community Council. Meeting participants were asked to identify any known cultural and historic areas that may be at risk from the airport project, road alternatives and potential borrow sites. No areas were identified.

DOT&PF also initiated consultation with your office, the local native community, village and regional corporations on September 28, 2006 requesting identification of historic properties and other cultural resource concerns. No concerns were reported.

On behalf of the FAA, DOT&PF agrees with NLUR's conclusion that there is low probability of historic properties in this area. Therefore, we believe no historic properties are present in the APE, pursuant to 36 CFR 800.4(d)(1) implementing regulations of the National Historic Preservation Act, the DOT&PF finds that no historic properties would be affected by the proposed action.

Please direct your concurrence or comments to me at the address above, by telephone at (907) 269-0534, or by e-mail to jerry_ruehle@dot.state.ak.us.

Sincerely,



Jerry O. Ruehle
Regional Environmental Coordinator

Enclosures: Figure 1-1 Tuluksak Location and Vicinity Maps
Figure 2-1 Proposed Action
Figure 2-2 Temporary Haul Roads, Material Sites and Access Road Alternatives



NORTHERN LAND USE RESEARCH, INC.

Specialists in Cultural Resource Management

600 University Ave. Suite 6 P.O. Box 83990 Fairbanks, Alaska 99708
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August 14, 2006

Michelle T. Turner
Environmental Specialist
Bristol Environmental & Engineering Services Corp.
111 W. 16th Ave., Suite 301
Anchorage, AK 99501

Subject: Tuluksak Airport Relocation Project (NLUR Project Number 06-626)

Dear Michelle,

NLUR has completed our background literature review of cultural resources that might be impacted by ADOT&PF's planned new airport east of the Village of Tuluksak, Alaska (BEESC Figure 3-2). As requested, this letter summarizes the same information submitted in our SHPO consultation letter. Tuluksak, Alaska is located at the confluence of the Kuskokwim and Tuluksak rivers, 350 miles west of Anchorage, and 35 miles northeast of Bethel, Alaska, in the lower Kuskokwim region. The proposed new airport is located approximately one mile east of the Village of Tuluksak, in Sections 26, 35 and 36, Township 12 North, Range 66 West, Seward Meridian. (USGS Quadrangle, Russian Mission A-6, Alaska)

The Area of Potential Effect (APE; see Figure 3-2) includes the proposed airport runway, safety area, taxiway and apron (two possible apron locations), the access road, and the borrow site and an ice road to connect existing roads. Improvements include construction of an airport that meets Community Class standards; including, an apron, runway protection zones, lease tie-down area, snow removal equipment building, and segmented circle and runway lighting. Under the proposed action, Runway 14-32 will be constructed in undeveloped forested lands to a length of 3,300 feet, and a runway width of 60 feet. Additionally, an access road (the Inland River Route on Figure 3-2) from the village to the new airport will be constructed.

Borrow material for the project will be excavated from a very sparsely vegetated sand bar west of the community (Alternative 5) in the active Kuskokwim River flood plain. This material will be transported by truck to the new airport location during the winter via the Tuluksak River, or via the existing barge landing and road system in combination with a temporary ice road (connecting the landfill south of town with the Inland River Route). Access to uplands will be gained through the use of snow and ice ramps in order to minimize disturbance to the riverbank.

A search of the Alaska Heritage Resources Survey (AHRs) files at the Alaska Office of History and Archaeology (OHA) indicates one known historic property in the area. XRM-055 is the Village of Tuluksak, an Eskimo settlement since at least the mid 19th century, and a Moravian

mission since 1895. The old main village location is apparently on the north bank of the Tuluksak River mouth, and the current location dates to this century (Oswalt 1980). Several negative cultural resource surveys have been conducted in and around Tuluksak. A proposed school site was tested in 1979 with negative results (Cook 1979). Bureau of Indian Affairs archaeologists conducted surveys at Native Allotments along the Tuluksak River near the proposed airport location in 1984 and found no sites (Hoff 1982, Hoff and Dotter 1982), and further surveys in the area in 1984 were also negative (Jespersion and Pittenger 1984).

The archaeological survey conducted for Village Safe Water by Mark Pipkin in 2003 covered the future sites of the new water treatment plant (4 acres), sewage lagoon and solid waste sites (20 acres), the road to the waste sites, and approximately 3 miles of utility easements. Locations of potential service connections to buildings around the village were also inspected. Although this work did not cover the proposed airport property, it indicates (in conjunction with the other surveys) that archaeological potential within the village of Tuluksak is relatively low.

The Inland River Route is well-situated to avoid areas with higher archaeological potential by being off set from the current river channel. The same is true of the runway location itself, which is on high ground between two old meander channels, and therefore not directly on an ancient river bank or terrace. The Material Source is within the active Kukokwim River floodplain and therefore has low potential for the survival of archaeological or historic sites.

In NLUR's opinion, this project has a low potential to impact significant cultural resources and no further Section 106 compliance is warranted. Questions can be addressed to Project Archaeologist Catherine Williams or Principal Archaeologist Peter Bowers.

Sincerely,



Peter Bowers, M.A., R.P.A.
Principal Archaeologist

References

- Cook, John P.
1979 Examination Of Proposed School Sites. Report prepared for Lower Kuskokwim School District.
- Hoff, Ricky
1982 BIA Archeological Inventory of Eleven Native Allotments Kuskokwim River, Alaska. Bureau of Indian Affairs, Anchorage.
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Orth, D. J.

1967 Dictionary of Alaska Place Names. U.S. Geological Survey Professional Papers 567.

Oswalt, W. H.

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Pipkin, Mark E.

2003 Tuluksak Water and Sewer Project 2003 Archaeological Survey. Report prepared for CE2 Engineers, Inc.

STATE OF ALASKA

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

FRANK H. MURKOWSKI, GOVERNOR

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

September 28, 2006

Re: Project No. 51795

Mr. Joseph Alexie
President
Tulkisarmute, Inc.
P.O. Box 65
Tuluksak, Alaska 99679

Subject: Tuluksak Airport Relocation Project
Initiation of Consultation pursuant to 36 CFR 800.3

Dear President Alexie:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), proposes to construct a new airport near Tuluksak, Alaska (Figure 2-1).

Tuluksak, Alaska is located at the confluence of the Kuskokwim and Tuluksak rivers, 350 miles west of Anchorage, and 35 miles northeast of Bethel, Alaska, in the lower Kuskokwim region. The proposed new airport is located approximately one mile east of the Village of Tuluksak, in Sections 26, 35 and 36, Township 12 North, Range 66 West, Seward Meridian (USGS Quadrangle, Russian Mission A-6, Alaska).

For purposes of the National Historic Preservation Act, we are initiating this consultation to assist us in identifying places that may be of traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe may be impacted by the proposed project so that we may try to avoid impacts. We would be pleased to discuss with you any confidential concerns you may identify and discuss project details.

The proposed project includes construction of an airport in undeveloped forested lands, including a runway operating surface that is 3,300 feet long and 60 feet wide. This runway is centered within a safety area embankment that is 3,780 feet long and 120 feet wide. An exit taxiway that is 250 feet long and 40 feet wide within a safety area embankment that is 250 feet long and 80 feet wide connects the runway with an apron that includes a 300 feet long by 200 feet wide aircraft parking area and a snow removal equipment building situated within a 300 feet long by 100 feet wide aviation support area. The runway and taxiway include lights to support night operations. Ancillary features such as rotating beacon, lighted wind cone and segmented circle stand close to the apron.

"Providing for the movement of people and goods and the delivery of state services."

An access road about 4,500 feet long and 20 feet wide connects the airport with the village. About 157 acres of property will be acquired for the airport and about 13 acres will be acquired for access road right of way.

The Area of Potential Effect (APE) includes the area within the proposed property limits for airport and access road, and a borrow site at the confluence of the Tuluksak and Kuskokwim Rivers. Borrow material for the project will be excavated from a very sparsely vegetated sand bar west of the community (Alternative 5). This material will be transported by truck to the new airport location during the winter via the Tuluksak River, or via the existing road system in combination with a temporary ice road. Access to uplands will be gained through the use of snow and ice ramps in order to minimize disturbance to the riverbank.

A search of the Alaska Heritage Resources Survey (AHRS) files at the Alaska Office of History and Archaeology (OHA) indicates one known historic property in the area. XRM-055 is the Village of Tuluksak, an Eskimo settlement since at least the mid 19th century, and a Moravian mission since 1895. The old main village location is apparently on the north bank of the river mouth. That area lies across the Tuluksak River from the current community, more than a mile east of the proposed airport. The current community dates to this century (Oswalt 1980).

Several negative cultural resource surveys have been conducted in and around Tuluksak. A proposed school site was tested in 1979 with negative results (Cook 1979). Bureau of Indian Affairs archaeologists conducted surveys at Native Allotments along the Tuluksak River near the proposed airport location in 1984 and found no sites (Hoff 1982, Hoff and Dotter 1982), and further surveys in the area in 1984 were also negative (Jespersion and Pittenger 1984).

The archaeology survey conducted for Village Safe Water by Mark E. Pipkin in 2003 covered the current community development, including future sites of the new water treatment plant (4 acres), sewage lagoon and solid waste sites (20 acres), the road to the waste sites, and approximately 3 miles of utility easements, where the mainline water and sewer lines would be constructed. Locations of potential service connections to buildings around the village were also inspected. This report concludes that there are no historical or cultural indicators other than modern occupation observed within the study limits. Although this work did not cover the proposed airport property about a mile east of the community, it indicates (in conjunction with the other surveys) that archaeological potential within the vicinity is relatively low.

Northern Land Use Research, Inc. (NLUR) indicates that the preferred access road alternative, the Inland River Route, is well-situated to avoid areas with higher archaeological potential by being off set from the current river channel. The same is true of the runway location itself, which is on high ground between two old meander channels, and therefore not directly on an ancient river bank or terrace. The Material Source is within the active Kuskokwim River floodplain and therefore has low potential for the survival of archaeological or historic sites.

At the public scoping meeting held on July 28, 2005, in Tuluksak, DOT&PF met with community residents and the Tuluksak Native Community Council. We asked participants to identify any known cultural and historic areas that may be at risk from the airport project, road alternatives and potential borrow sites. No areas were identified.

Given the available data and NLUR recommendation that the proposed project area appears to have a low potential for encountering cultural resources, DOT&PF does not propose to conduct any additional surveys.

If you have any questions regarding this project, I can be reached at the above address or by phone at 269-0534 or email at jerry_ruehle@dot.state.ak.us. Your timely response will greatly assist DOT&PF in incorporating your concerns into the environmental assessment for this project. We request that you respond within 30 days of your receipt of this correspondence.

Sincerely,



Jerry O. Ruehle
Environmental Coordinator

Enclosures: Figure 1-1 Tuluksak Location and Vicinity Maps
Figure 2-1 Proposed Action
NLUR Opinion, August 14, 2006

cc: Patricia L. Oien, P.E., Project Manager, FAA
James E. Amundsen, P.E., DOT&PF, Central Region, Project Manager
Laurie Mulcahy, DOT&PF HQ, Environmental Program Manager

References

- Cook, John P. 1979 Examination Of Proposed School Sites. Report prepared for Lower Kuskokwim School District.
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Attachment information same as
those found in letter to Judith Bittner,
Dated September 28, 2006

STATE OF ALASKA

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

FRANK H. MURKOWSKI, GOVERNOR

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

September 28, 2006

Re: Project No. 51795

Ms. June McAtee
Land Planning Director
Calista Corporation
301 Calista Court, Ste. A
Anchorage, AK 99518-3028

Subject: Tuluksak Airport Relocation Project
Initiation of Consultation pursuant to 36 CFR 800:3

Dear Ms. McAtee:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), proposes to construct a new airport near Tuluksak, Alaska (Figure 2-1).

Tuluksak, Alaska is located at the confluence of the Kuskokwim and Tuluksak rivers, 350 miles west of Anchorage, and 35 miles northeast of Bethel, Alaska, in the lower Kuskokwim region. The proposed new airport is located approximately one mile east of the Village of Tuluksak, in Sections 26, 35 and 36, Township 12 North, Range 66 West, Seward Meridian (USGS Quadrangle, Russian Mission A-6, Alaska).

For purposes of the National Historic Preservation Act, we are initiating this consultation to assist us in identifying places that may be of traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe may be impacted by the proposed project so that we may try to avoid impacts. We would be pleased to discuss with you any confidential concerns you may identify and discuss project details.

The proposed project includes construction of an airport in undeveloped forested lands, including a runway operating surface that is 3,300 feet long and 60 feet wide. This runway is centered within a safety area embankment that is 3,780 feet long and 120 feet wide. An exit taxiway that is 250 feet long and 40 feet wide within a safety area embankment that is 250 feet long and 80 feet wide connects the runway with an apron that includes a 300 feet long by 200 feet wide aircraft parking area and a snow removal equipment building situated within a 300 feet long by 100 feet wide aviation support area. The runway and taxiway include lights to support night operations. Ancillary features such as rotating beacon, lighted wind cone and segmented circle stand close to the apron.

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An access road about 4,500 feet long and 20 feet wide connects the airport with the village. About 157 acres of property will be acquired for the airport and about 13 acres will be acquired for access road right of way.

The Area of Potential Effect (APE) includes the area within the proposed property limits for airport and access road, and a borrow site at the confluence of the Tuluksak and Kuskokwim Rivers. Borrow material for the project will be excavated from a very sparsely vegetated sand bar west of the community (Alternative 5). This material will be transported by truck to the new airport location during the winter via the Tuluksak River, or via the existing road system in combination with a temporary ice road. Access to uplands will be gained through the use of snow and ice ramps in order to minimize disturbance to the riverbank.

A search of the Alaska Heritage Resources Survey (AHRs) files at the Alaska Office of History and Archaeology (OHA) indicates one known historic property in the area. XRM-055 is the Village of Tuluksak, an Eskimo settlement since at least the mid 19th century, and a Moravian mission since 1895. The old main village location is apparently on the north bank of the river mouth. That area lies across the Tuluksak River from the current community, more than a mile east of the proposed airport. The current community dates to this century (Oswalt 1980).

Several negative cultural resource surveys have been conducted in and around Tuluksak. A proposed school site was tested in 1979 with negative results (Cook 1979). Bureau of Indian Affairs archaeologists conducted surveys at Native Allotments along the Tuluksak River near the proposed airport location in 1984 and found no sites (Hoff 1982, Hoff and Dotter 1982), and further surveys in the area in 1984 were also negative (Jespersen and Pittenger 1984).

The archaeology survey conducted for Village Safe Water by Mark E. Pipkin in 2003 covered the current community development, including future sites of the new water treatment plant (4 acres), sewage lagoon and solid waste sites (20 acres), the road to the waste sites, and approximately 3 miles of utility easements, where the mainline water and sewer lines would be constructed. Locations of potential service connections to buildings around the village were also inspected. This report concludes that there are no historical or cultural indicators other than modern occupation observed within the study limits. Although this work did not cover the proposed airport property about a mile east of the community, it indicates (in conjunction with the other surveys) that archaeological potential within the vicinity is relatively low.

Northern Land Use Research, Inc. (NLUR) indicates that the preferred access road alternative, the Inland River Route, is well-situated to avoid areas with higher archaeological potential by being off set from the current river channel. The same is true of the runway location itself, which is on high ground between two old meander channels, and therefore not directly on an ancient river bank or terrace. The Material Source is within the active Kuskokwim River floodplain and therefore has low potential for the survival of archaeological or historic sites.

At the public scoping meeting held on July 28, 2005, in Tuluksak, DOT&PF met with community residents and the Tuluksak Native Community Council. We asked participants to identify any known cultural and historic areas that may be at risk from the airport project, road alternatives and potential borrow sites. No areas were identified.

Given the available data and NLUR recommendation that the proposed project area appears to have a low potential for encountering cultural resources, DOT&PF does not propose to conduct any additional surveys.

If you have any questions regarding this project, I can be reached at the above address or by phone at 269-0534 or email at jerry_ruehle@dot.state.ak.us. Your timely response will greatly assist DOT&PF in incorporating your concerns into the environmental assessment for this project. We request that you respond within 30 days of your receipt of this correspondence.

Sincerely,



Jerry O. Ruehle
Environmental Coordinator

Enclosures: Figure 1-1 Tuluksak Location and Vicinity Maps
Figure 2-1 Proposed Action
NLUR Opinion, August 14, 2006

cc: Patricia L. Oien, P.E., Project Manager, FAA
James E. Amundsen, P.E., DOT&PF, Central Region, Project Manager
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Attachment information same as
those found in letter to Judith Bittner,
Dated September 28, 2006

Luetters, Susan

From: June McAtee [jmcatee@calistacorp.com]
Sent: Wednesday, March 14, 2007 11:06 AM
To: Luetters, Susan
Subject: Tuluksak airport consultation response

March 14, 2007

Re: Project NO. 51795

To Whom It May Concern:

This is in response to the Initiation of Consultation letter dated September 28, 2006 for the Tuluksak Airport Relocation Project.

Calista Corporation does not know of any cultural or historic areas within the airport, road alternatives or borrow areas proposed for the Tuluksak airport relocation project, and we believe that past community meetings, archaeology surveys and assessments of archaeological potential of these areas are adequate to conclude that the project has low risk for disturbing any historical or cultural features.

Thank you for the opportunity to respond to the consultation letter.

Sincerely,

June McAtee
Vice President, Land and Natural Resources

STATE OF ALASKA

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

FRANK H. MURKOWSKI, GOVERNOR

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

September 28, 2006

Re: Project No. 51795

Mr. Moses Peter
Tuluksak Native Community
P.O. Box 95
Tuluksak, Alaska 99679

Subject: Tuluksak Airport Relocation Project
Initiation of Consultation pursuant to 36 CFR 800.3

Dear Mr. Peter:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), proposes to construct a new airport near Tuluksak, Alaska (Figure 2-1).

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Jerry O. Ruehle
Environmental Coordinator

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cc: Patricia L. Oien, P.E., Project Manager, FAA
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Attachment information same as
those found in letter to Judith Bittner,
Dated September 28, 2006

Luetters, Susan

From: Lynn Cason [lynn_cason@dot.state.ak.us]
Sent: Wednesday, September 13, 2006 11:29 AM
To: pat.oien@faa.gov
Cc: James Amundsen; Frank Rast
Subject: Re: Tuluksak coordination letters

Thanks, that sounds a lot like the same discussion we heard in our public involvement.

pat.oien@faa.gov wrote:

>
> The verbal comments I received from the tribe have involved the Native
> allotment along the access road and concern over the road going thru
> that area. I believe your consultant is reviewing another route.
> Other comment received was concerning the material source and making
> sure we are sensitive to the communities hunting areas.
> Both comments came from Moses Peter
> Pat

> *Lynn Cason <lynn_cason@dot.state.ak.us>*

> 09/12/2006 01:56 PM

> To
> Pat Oien/AAL/FAA@FAA
> cc
> James Amundsen <jim_amundsen@dot.state.ak.us> Subject
> Re: Tuluksak coordination letters

>
> The design consultant working on the draft EA would like whatever is
> available about this effort. The last I heard, you had talked with
> them about the project and hoped for a response. Have you heard
> anything more from them?

> *****

> 03/22/2006 11:30 AM

> pat.oien@faa.gov wrote:

> >
> > no written correspondence from the tribe. I've asked them to
> provide > comments, if any, on the scoping summary report by the end of March.
> > I'll let you know if I receive something.

> > Pat

> > *Lynn Cason <lynn_cason@dot.state.ak.us> > > 03/22/2006 11:22 AM

> > To

> > Pat Oien/AAL/FAA@FAA



U.S. Department
of Transportation

Federal Aviation
Administration

AIRPORTS DIVISION

FAA Alaskan Region
222 W. 7th Avenue, Box 14
Anchorage, Alaska
99513-7587

October 7, 2005

John Napoka Sr., President
Tuluksak Native Community
P.O. Box 156
Tuluksak, Alaska 99679

Dear President Napoka,

RECEIVED

OCT 19 2005

Central region design section

**Construct New Airport, Tuluksak, Alaska, Government-to-Government
Consultation Initiation**

The Federal Aviation Administration (FAA) in cooperation with the owner and operator of Tuluksak Airport, the State of Alaska Department of Transportation, is initiating an airport improvement project described below in Tuluksak, Alaska.

Purpose of Government-to-Government Consultation

The primary purpose of government-to-government consultation as described in Federal Executive Order 13175 "Consultation and Coordination with Indian Tribal Governments" and FAA's Order 1210.20 "American Indian and Alaska Native Tribal Consultation Policy and Procedures" is to ensure that Federally Recognized Tribes are given the opportunity to provide meaningful and timely input regarding proposed FAA actions that uniquely or significantly affect Tribes.

Consultation Initiation

With this letter, the FAA is seeking input on concerns that uniquely or significantly affect your Tribe related to planned and proposed airport improvements. Early identification of Tribal concerns will allow the FAA and the airport owner and operator to consider ways to avoid and minimize potential impacts to Tribal resources and practices as project planning and alternatives are developed and refined. We would be pleased to discuss details of the proposed project with you.

Project Information

The purpose of the proposed project is to construct a new airport as shown on the enclosed scoping documents. This project is currently in preliminary design stages with anticipated funding in 2007.

Confidentiality

We understand that you may have concerns regarding the confidentiality of information on areas or resources of religious, traditional and cultural importance to the Tribe. We would be happy to discuss these concerns and develop procedures to ensure the confidentiality of such information is maintained.

FAA Contact Information

If you wish to provide comments related to this proposed project, please contact Pat Oien, FAA project manager, at the address above, at 907-271-5445, or by e-mail at pat.oien@faa.gov or please feel free to contact me directly.

Airport Owner and Operator Contact Information

In addition, you may wish to include the Airport owner and operator the State of Alaska Department of Transportation in your response so that they may be aware of your comments. The Airport owner and operator's point of contact for this project is:

Jim Amundsen, Project Manager
State of Alaska Department of Transportation
4111 Aviation Drive
Anchorage, Alaska 99519-6900

Project Consultation Options Form

Your timely response will greatly assist us in incorporating your concerns into project planning. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to the FAA within thirty days of your receipt of this correspondence.

Sincerely,



Debbie Roth
Deputy Manager
Airports Division

Enclosures:

Scoping Documents
Tribal Consultation Options form

Cc:

Jim Amundsen, State of Alaska Department of Transportation
Susan Wick, State of Alaska Department of Transportation

Tribal Consultation Options

Tuluksak Native Community
P.O. Box 156
Tuluksak, Alaska 99679

Project Name: **Construct New Airport**
Federal/State Project Numbers: **TBA**

Please check the appropriate response:

The Tuluksak Native Community will continue coordination for this proposed project directly with Owner / Operator of the airport. *Please note that if the Tribe initially chooses to consult / coordinate with the airport owner/operator, the Tribe may later decide to consult directly with the FAA.*

The Tuluksak Native Community, a federally recognized tribe, and would like to consult directly with the Federal Aviation Administration in a government-to-government relationship for this proposed project.

The Tuluksak Native Community, has no interest associated with this proposed project and further consultation is not required.

Use the back of this form or additional sheets if you would like to make additional comments.

Tribal Leader (Please print)

Telephone

Tribal Leader (Signature)

Date

Mail:

Phone:

Fax:

e-mail:

Other: (please describe)

If you have chosen to proceed with consultation, please identify a Tribal Representative for the consultation.

Name of Formal Tribal Representative (Please print)

Telephone

Name of Formal Tribal Representative (Signature)

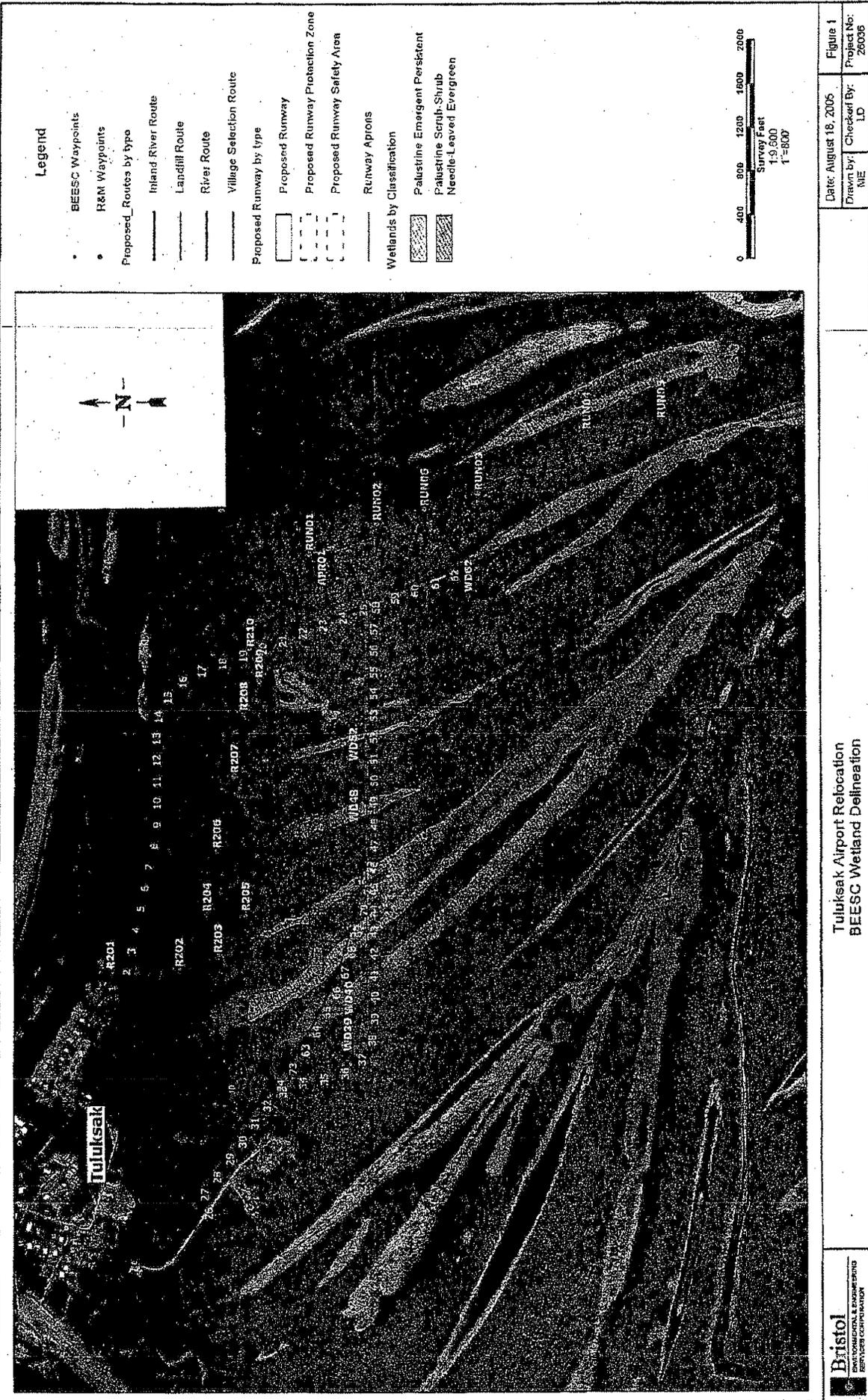
Date

Please mail to:

Debbie Roth, AAL-601
FAA Airports Division
222 West 7th Ave. #14
Anchorage, AK 99513

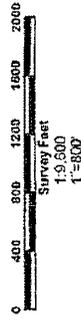
Or, fax to:

907-271-2851



Legend

- BEESC Waypoints
- R&M Waypoints
- Proposed_Routes by type
 - Inland River Route
 - Landfill Route
 - River Route
 - Village Selection Route
- Proposed Runway by type
 - Proposed Runway
 - Proposed Runway Protection Zone
 - Proposed Runway Safety Area
- Runway Aprons
- Wetlands by Classification
 - ▨ Palustrine Emergent Persistent
 - ▨ Palustrine Scrub/Shrub
 - ▨ Needle-Leaved Evergreen



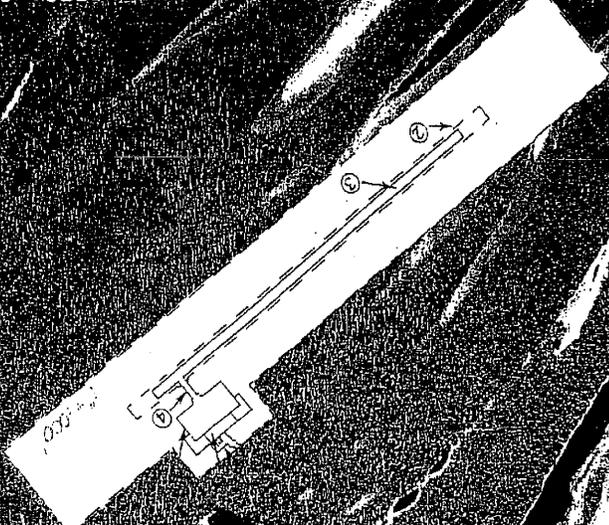
Date: August 18, 2005
 Drawn by: ME
 Checked By: LD
 Project No: 20035

**Tuluksak Airport Relocation
 BEESC Wetland Delineation**



6-24-2000 1"=1000' 459.276

TULUKSAK 2-4



TULUKSAK AIRPORT RELOCATION

EXISTING AIRPORT DEFICIENCIES

- Length is 2,500 ft (current standard is 3,300 ft)
- Width is 30 ft (current standard is 60 ft)
- Safety area is 2,970 ft x 98 ft (current standard is 3,780 ft x 120 ft)
- Needs resurfacing
- Apron area is 8,700 sf (current standard for apron & aviation support is 60,000 sf)
- Apron location is such that residents cross runway to reach the apron
- Existing storage building located too close to runway (within the Building Restriction Line (BRL))
- Existing homes within Runway Protection Zone (RPZ)
- Existing power lines within approach surface
- Lacks edge and threshold lights
- Constraints disqualify it for non precision approach
- Separation from existing landfill is 820 ft (current standard is 5,000 ft)
- Prone to flooding
- Existing airport conflicts with community development plan

TULUKSAK AIRPORT RELOCATION ADVANTAGES OF PROPOSED AIRPORT LOCATION

- Room for standard length, 3,300 ft
- Room for standard width, 60 ft
- Room for standard safety area, 3,780 ft x 120 ft
- Room for future expansion
- Room for standard apron & aviation support area, 60,000 sf (200 ft x 300 ft)
- Apron located on town side of runway
- Support buildings located outside of the Building Restriction Line (BRL)
- No homes within the Runway Protection Zone (RPZ)
- No power lines in approach surface
- Edge and threshold lighting
- Qualifies for non-precision approach, Global Positioning System (GPS)
- 5,000 ft separation from the existing landfill
- Not prone to flooding during highwater events

TULUKSAK AIRPORT RELOCATION

SELECTION OF PROPOSED AIRPORT LOCATION

- Location selected by Village of Tuluksak
- Location supported by Tribal Council, June 2004
- Avoids conflicts with private property and Native allotments
- Set away from river to avoid erosion and possible flooding
- Aligned with existing topography, (avoids conflicts with sloughs)
- Approaches aligned away from landfill
- Alignment provides more than 95% wind coverage (based on 2 years of observation)

TULUKSAK NATIVE COMMUNITY
PO Box 95
Tuluksak, Alaska 99679
Telephone: (907) 695-6420 Fax: (907) 695-6932

RECEIVED

October 20, 2005

OCT 25 2005

Debbie Roth, AAC-601
FAA Airports Division
222 West 7th Avenue, #4
Anchorage, Alaska 99513-7587

Central Region Design Section

RE: Construct New Airport, Tuluksak, Alaska
Government to Government Consultation Initiation

Dear Ms. Roth:

Enclosed is the Tuluksak Native Community (TNC) appropriate response to the Tribal consultation options regarding to construct a new airport, in addition, TNC identifying its Tribal Representative for the consultation.

If you or the owner and operator of Tuluksak Airport, the State of Alaska Department of Transportation have questions regarding this matter, please contact TNC.

Sincerely,



Moses Peter, President
Tuluksak Native Community

Attached as stated.

CC: Jim Admundsen, State of Alaska, Department of Transportation

Tribal Consultation Options

Tuluksak Native Community
P.O. Box ~~158~~ 95
Tuluksak, Alaska 99679

Project Name: **Construct New Airport**
Federal/State Project Numbers: TBA

Please check the appropriate response:

The Tuluksak Native Community will continue coordination for this proposed project directly with Owner / Operator of the airport. *Please note that if the Tribe initially chooses to consult / coordinate with the airport owner/operator, the Tribe may later decide to consult directly with the FAA.*

The Tuluksak Native Community, a federally recognized tribe, and would like to consult directly with the Federal Aviation Administration in a government-to-government relationship for this proposed project.

The Tuluksak Native Community, has no interest associated with this proposed project and further consultation is not required.

Use the back of this form or additional sheets if you would like to make additional comments.

Moses Peter
Tribal Leader (Please print)

(907)695-6420
Telephone

Moses Peter
Tribal Leader (Signature)

10/20/05
Date

Mail: PO Box 95, Tuluksak, AK. 99679-0095
Phone: (907)695-6420
Fax: (907)695-6432
e-mail:
Other: (please describe)

If you have chosen to proceed with consultation, please identify a Tribal Representative for the consultation.

Moses Peter
Name of Formal Tribal Representative (Please print)

(907)695-6420
Telephone

Moses Peter
Name of Formal Tribal Representative (Signature)

10/20/05
Date

Please mail to: Debbie Roth, AAL-601
FAA Airports Division
222 West 7th Ave. #14
Anchorage, AK 99513

Or, fax to: 907-271-2851

TULUKSAK NATIVE COMMUNITY
P.O. BOX 95
TULUKSAK, ALASKA 99679-0095
FAX-LINE: (907) 695-6545

RESOLUTION NO. 00-12-47

WHEREAS; The Tuluksak Native Community, Tribal Council is the governing body For the Native Village of Tuluksak.

WHEREAS: The Tuluksak Native Community, Tribal Council would like the Airport, safety zones, and apron out of the village so that the prime Property within the village can be developed for housing and other Building needs Tuluksak Native Community would like to built. Because of near by allotments we are restricted in expanding our Housing needs in Tuluksak.

WHEREAS; This Resolution shall remain in effect for until such time as this Resolution has been expressly rescinded or modified by the Tribal Council.

NOW THEREFORE BE IT RESOLVED; that the Tuluksak Native Communities Airport be relocated outside on the South west side of the Village.

CERTIFICATION

I, the undersigned, Secretary of the Tuluksak Native Community, Tribal Council do Hereby certify that the Tuluksak Council, which is composed of seven members, of whom 7 constitutes a quorum, were present at a meeting held 12-12-00 and 7 No Vote Members; and that it has not been rescinded or amended in any way.

Signed By: Joseph [Signature] President.
Date: _____

Asst By: Laura Kashato Secretary
Date: 12-14-00

for Elena Gregory

MAY-11-04 TUE 11:16

DOT CENTRAL REG PLANNING

FAX NO. 9072690521

P. 02

10/30/2003 13:22

9073491015

CE2 ENGINEERS

PAGE 02

10/30/2003 17:48

9073491015

TULUKSAK NATIVE COMMUNITY

P.O. Box: 93, Tuluksak, AK, 99679
Ph: 907-693-6420; Fax: 907-693-6932

Resolution identifying a location for the proposed airport facility in Tuluksak

RESOLUTION NO: 03-10-35

WHEREAS: Tuluksak Native Community (TNC) is a federally recognized tribal entity governed by a council representing the community; and,

WHEREAS: Alaska Department of Transportation and Public Facilities (ADOT & PF) owns and operates the airport facilities in Tuluksak; and,

WHEREAS: Both TNC and ADOT & PF recognize that the current airport in the community falls short of the safety requirements of FAA and is potentially unsafe for operation due to location of various developments within the northern runway protection zone; and,

WHEREAS: ADOT & PF conducted a multi-phase feasibility and design study for relocation/re-alignment of the existing airport and improvements for compliance with standards; and,

WHEREAS: TNC believes that the realignment suggested by ADOT & PF in the feasibility study alternatives would only solve the problem temporarily and the flooding remains a concern on the south side of the existing airport; and

WHEREAS: The community members had a general meeting on October 20, 2003 and discussed about the location of the new airport; decided on an upriver, high ground to avoid flooding, and at least 5000 feet from the proposed sewage lagoon as per the requirements; and,

WHEREAS: The community members considered various other alternative locations and discussed the most feasible option;

NOW THEREFORE BE IT RESOLVED THAT the location identified in the attached map prepared using the tools provided by the area planner of ADOT & PF for Tuluksak is the most preferred location for the proposed airport and the community will work with ADOT & PF to facilitate the planning, design and construction of the airport.

NOW THEREFORE BE IT ALSO RESOLVED THAT the Tuluksak Native Community governing council is aware that the proposed landfill and sewage lagoon is closer than 5000 feet to the existing airport and would like to convey to all concerned, that moving the proposed landfill and sewage lagoon away from the existing airport for safety reasons will only bring it closer to the proposed airport and will jeopardize the construction of the new airport.

CERTIFICATION

I, the undersigned, Secretary of Tuluksak Native Community Tribal Council do hereby certify that the Tribal Council composed of 7 members of whom 4 constitute a quorum, were present at a meeting held on October 24, 2003 and 4 members voted "YES" and 0 members voted "NO" to support an upriver high ground location for a new airport, located at least 5,000 feet from the proposed sewage lagoon.

Signed By:

Joseph G. Lewis
President, Tuluksak Native Community

Carol A. Charlie
Secretary, Tuluksak Native Community

Date: 6-4-04

Date: 6-04-04



111 W. 16th Avenue, Suite 301
Anchorage, AK 99501
(907) 563-1113 • Phone
(907) 563-6713 • Fax
ldugan@BEESC.com • email

July 4, 2006

Frank Rast, P.E.
Vice President
R&M Consultants, Inc.
9101 Vanguard Drive
Anchorage, Alaska 99507

Subject: Tuluksak Airport Relocation Project
Bald Eagle Nest Survey
DOT&PF Project No. 51795

Dear Frank:

On May 5, 2006, Bristol Environmental and Engineering Services Corporation (BEESC) conducted a bald eagle nest survey of the Area of Potential Effect (APE) for the above subject project. No bald eagles or bald eagle nest sites were observed in the APE, or near the community of Tuluksak, Alaska.

Methods

An aerial survey of the Tuluksak area was conducted by Lawrence Dugan (BEESC) using a Cessna 172 flying at approximately 500 feet at 70 knots. A grid pattern was flown over the proposed airport location, access road alternatives, material site alternatives, barge landing sites, and the Tuluksak River, from the confluence with the Kuskokwim River to three miles upriver from the proposed airport location. Weather conditions were ideal, clear and sunny, with visibility at approximately 30 miles.

Results

No bald eagles or their nests were observed anywhere in the greater Tuluksak area. Approximately seven miles north of the Tuluksak River, a large flock of approximately 60-70 white-fronted or snow geese were observed feeding/resting in several large open water wetlands. Two white-fronted or snow geese were observed in the large open water area immediately west of the proposed runway. No other waterfowl or wildlife was observed within the APE.

Discussion

The area does not appear to provide suitable bald eagle nesting habitat due to the lack of food resources - fish - at this time of year, and the lack of suitable deciduous trees in the area. Although bald eagles could nest in the either the white or black spruce trees which dominates the canopy cover in the APE, they prefer larger trees with more extensive branching such as cottonwood or larger birch.

R&M Consultants, Inc

July 4, 2006

Page 2

The expansive wetlands north of community of Tuluksak appear to be the preferred habitat in the general area for migratory waterfowl as compared to the wetlands within the APE. This may be a function of food availability, less trees and edge habitat reducing the opportunity for predators, and the larger size of these open water wetlands as compared to the wetlands in the APE.

If you have any questions regarding this survey, please do not hesitate to call me at 743-9374 or 563-0013.

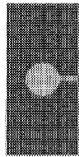
Sincerely,

Bristol Environmental Engineering Services Corporation



Lawrence Dugan

Senior Environmental Specialist



Bristol

ENVIRONMENTAL & ENGINEERING
SERVICES CORPORATION

111 W. 16th Avenue, Suite 301
Anchorage, AK 99501-5109
907-563-0013 Phone
907-563-6713 Fax

Verbal Communication Record

With: Mary Lynn Nation	By: Susan Luetters
Phone Number: 271-3053	Phone conversation
Project Number: 26036	Project Name: Tuluksak Airport Relocation
Date: 03/21/07	Time: 1612
Subject: Eagle and Raptor Status in the New Tuluksak Airport Location	

Ms. Nation indicated since the proposed airport site is located near an anadramous stream there is always the potential to find individuals (raptors in general or eagles in specific) in the area. However, they (USFWS) have no hard data from the area to substantiate the either "yes" or "no" of whether or not eagles are present in the area and they have conducted no surveys in the area to support that. She advised that an informal survey of the area be conducted prior to construction. She does not feel that there are many large trees in the area (large enough to support an eagle's nest) but she requested that we look to ensure that no other raptor nests are in the area.

Luetters, Susan

Return-Path: <ldugan@bristol-companies.com>
Received: from mail1.rmconsult.com (192.168.0.15) by server3.rmconsult.com (Worldmail 1.3.167); 5 Apr 2006 11:59:38 -0800
Received: from gamwsm02.mwga.mailwatch.com (GAMWSM02.mwga.mailwatch.com [216.157.255.16]) by mail1.rmconsult.com (Postfix) with ESMTTP id B488A1DE009; Wed, 5 Apr 2006 11:59:53 -0800 (AKDT)
Received: from gamwsc18.mwga.mailwatch.com (ltm-3-4-floating.mwga.mailwatch.com [216.157.255.9]) by gamwsm02.mwga.mailwatch.com (8.13.5/8.13.5) with ESMTTP id k35JxWs0029359; Wed, 5 Apr 2006 15:59:32 -0400 (EDT)
Received: from mail pickup service by gamwsc18.mwga.mailwatch.com with Microsoft SMTPSVC; Wed, 5 Apr 2006 15:59:32 -0400
Received: from 216.157.255.9 ([216.157.255.9]) by GAMWSC18.mwga.mailwatch.com with SMTP id 00040012442f01fb-5ced-46de-8fc8-a13a6d8fe343; Wed, 05 Apr 2006 15:59:32 -0400
Received: from beesc-anc1.beesc.com ([209.112.191.130]) by gamwsm08.mwga.mailwatch.com (8.13.4/8.12.9) with ESMTTP id k35JxVA4025677; Wed, 5 Apr 2006 15:59:31 -0400 (EDT)
X-MimeOLE: Produced By Microsoft Exchange V6.0.6603.0
content-class: urn:content-classes:message
MIME-Version: 1.0
Content-Type: text/plain;
 charset="us-ascii"
Content-Transfer-Encoding: quoted-printable
Subject: RE: Tuluksak Alt. 5 Material Source Ownership
Date: Wed, 5 Apr 2006 11:59:30 -0800
Message-ID: <301138E5C24E874F9BBE654232B283F7011F20A8@beesc-anc1.beesc.com>
X-MS-Has-Attach:
X-MS-TNEF-Correlator:
Thread-Topic: Tuluksak Alt. 5 Material Source Ownership
Thread-Index: AcZY6V6xUUYMQcmKSbi2wcdasgOWygAAL6Qg
From: "Dugan, Larry" <ldugan@bristol-companies.com>
To: "Lynn Cason" <lynn_cason@dot.state.ak.us>,
 "Frank Rast" <frast@rmconsult.com>
Cc: <rbennett@rmconsult.com>,
 "Paula Winfree" <pwinfree@rmconsult.com>, <lstory@rmconsult.com>,
 "James Amundsen" <jim_amundsen@dot.state.ak.us>
X-MW-BTID: 101525000020060957197200000
X-MW-CTIME: 1144267171
X-MW-SENDING-MTA: 209.112.191.130
HOP-COUNT: 1
X-MAILWATCH-INSTANCEID: 01040012442f01fb-5ced-46de-8fc8-a13a6d8fe343
X-OriginalArrivalTime: 05 Apr 2006 19:59:32.0426 (UTC) FILETIME=[74A66AA0:01C658EB]

I had a meeting with three representatives from Mining Land and Water including their chief of reality. The sand bar is without any doubt owned by the State of Alaska. The underlying river bed including the sand bar is state property. Anything below the ordinary high water is state property and subject to state jurisdiction e.g. Title 41. There are exceptions; however this is not one of them. Also, according to the MTP, the sand bar does even not exist. The other material sites 1-4 are clearly identified as Native Corporation lands.

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

From: Lynn Cason [mailto:lynn_cason@dot.state.ak.us]=20
Sent: Wednesday, April 05, 2006 11:43 AM
To: Frank Rast
Cc: Dugan, Larry; rbennett@rmconsult.com; Paula Winfree; lstory@rmconsult.com; James Amundsen
Subject: Re: Tuluksak Alt. 5 Material Source Ownership

Frank,

Thanks for the clarification. I understand that Larry will review and if needed, revise=20 the EA discussions accordingly.

Regards,
Cason
269-0602

Frank Rast wrote:

> Lynn

>=20

> I spoke with R&M ROW Section on ownership of the Alt. 5 gravel bar.

>=20

> Anything below Mean High Water belongs to the State (DNR). Anything=20

>above MHW (Uplands)within the IC belongs to Calista (subsurface) and=20

>Tulkisarmute (surface).

>=20

> Since the IC covered the entire township any uplands in the gravel bar

> would likely be within the IC. From aerial photography it appears

> the=20 entire gravel bar scours and thus is likely below MHW, unless

> there

is=20

> some recent gravel bar build up where vegetation has not had a chance

to=20

> establish.

>=20

> During our field surveys we will survey the elevation of the

vegetation=20

> on the adjacent island to establish MHW, and topo the gravel bar.

>We=20 will likely be unable to definitively say the gravel bar is

>entirely=20 below MHW until then.

>=20

> Please call me with any further questions on this matter.

>=20

> Frank

>=20