

APPENDIX C

General Information, Questionnaire and Comment Form, Frequently Asked Questions and Master Meeting Table



Western Alaska Access Planning Study

Public Involvement Efforts Underway

The State of Alaska Department of Transportation and Public Facilities is conducting public meetings on a proposed road corridor connecting the Fairbanks area to the Seward Peninsula. The Study was completed in January 2010, and multiple corridors were discussed. The Study identified resources and communities that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below.



PROPOSED YUKON RIVER CORRIDOR

The Yukon River Corridor is approximately 500 miles long, roughly parallels the Yukon River for much of its length, and has an estimated total project cost of \$2.3 to \$2.7 billion.



MEETINGS

Public meetings are being scheduled in most of the communities shown above from October 2010 – March 2011. The purpose of these meetings will be to gather community comments on the proposed Yukon River Corridor and other routes considered. Other meetings will also be held with tribal and city governments, regional native corporations, mine owners, and other groups.

BENEFITS

Potential benefits of the Yukon River Corridor include:

- > Lower Passenger Transportation Costs
- > Lower Fuel Delivery Costs
- > Lower Freight and Mail Delivery Costs
- > Lower Mining/Resource Development Costs
- > Lower Energy and Power Infrastructure Costs
- > Increase in jobs, income, access to services

More Information

If you have questions, want more information, or want to be added to the project mailing or e-mail list:

- > Please visit our Project Website, www.westernalaskaaccess.com;
- > Send us an e-mail: WAAPS@dowlhkm.com; or
- > Contact us by mail or phone:

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Western Alaska Access Planning Study

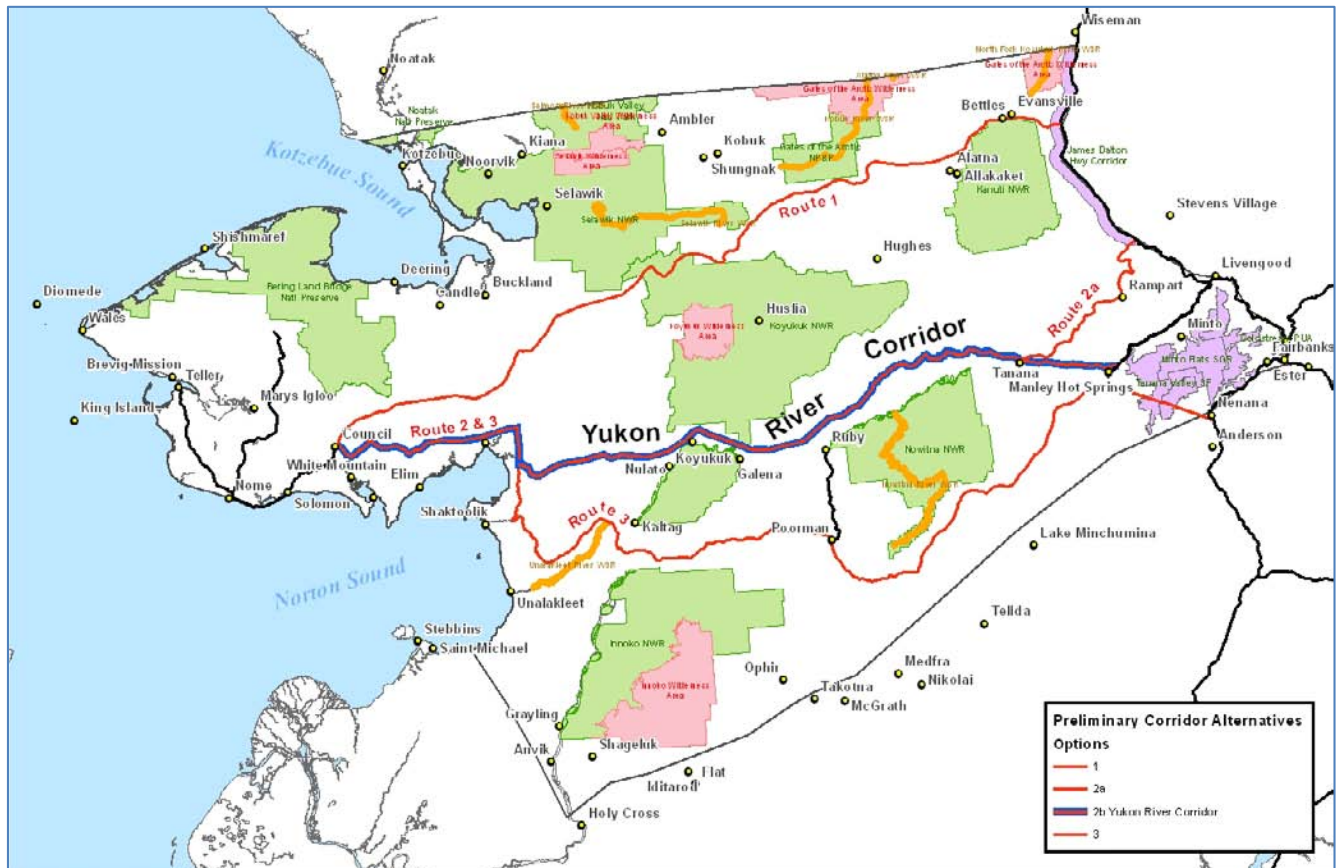
Tom Middendorf
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Western Alaska Access Planning Study Questionnaire and Comment Form

1. I am in favor of a road connecting the Seward Peninsula (Nome area) to the Fairbanks area.

Yes No Why do you feel this way?



2. I am in favor of the proposed Yukon River Corridor (Route 2b). If yes, go to question 3.

Yes No If no, which of the other Corridor Options do you favor, and why?

Route 1 (from Dalton Highway near Bettles to Nome)

Route 2a (from Dalton Highway at Yukon River Bridge to Nome)

Route 3 (from Nenana on the Parks Highway to Nome)

I do not favor any of the options

3. What are the primary advantages of a Western Alaska Access Corridor?

4. What are the primary disadvantages of a Western Alaska Access Corridor?

5. What other comments do you have about the Western Alaska Access Corridor?

I am a resident of: _____

Please give complete survey to the meeting presenters or mail to the address below.



www.westernalaskaaccess.com



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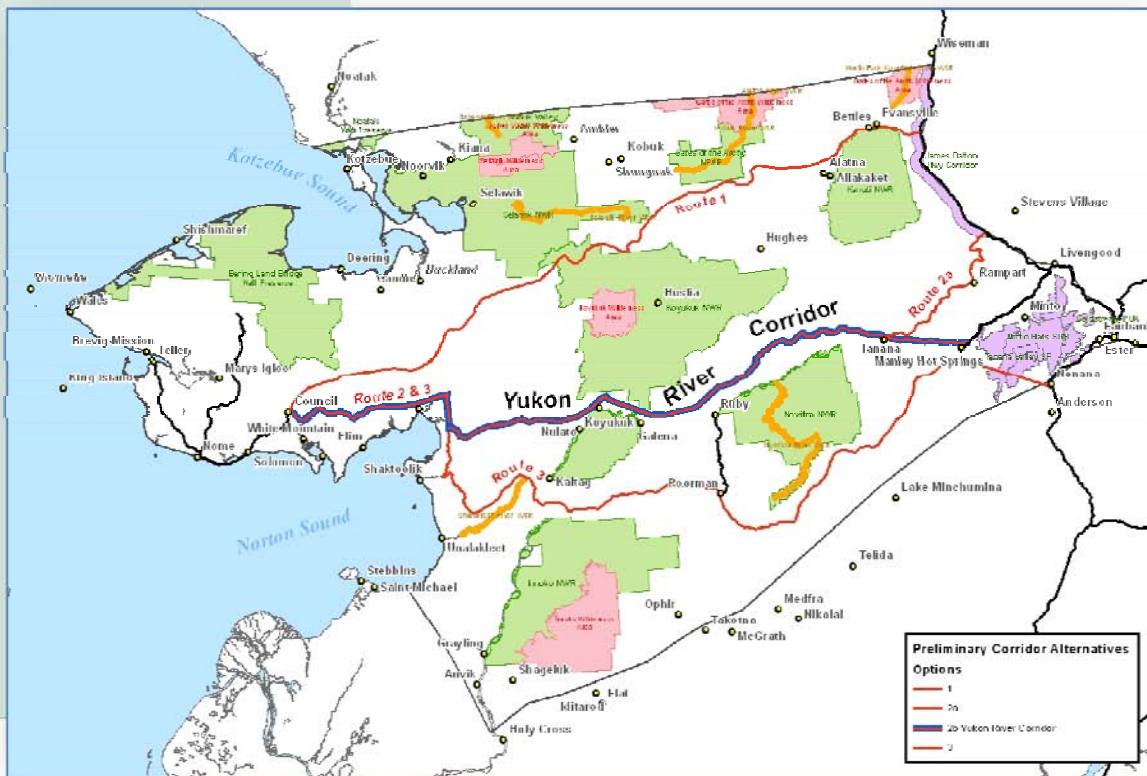


Western Alaska Access Planning Study

Frequently Asked Questions

What is the Western Alaska Access Planning Study?

The Western Alaska Access Planning Study is an evaluation of options and benefits of a road corridor connecting the Fairbanks area to the Seward Peninsula. Initial corridor reconnaissance was documented in a report that was completed in 2008 and 2009. The project is being administered by DOT&PF and is funded by the State of Alaska.



**Western Alaska
Access Route
Alternatives**

What did the WAAPS recommend?

The WAAPS recommended a corridor mostly along the Yukon River, the Yukon River Corridor, starting from Manley Hot Springs and extending to Council.

How long is the road?

Approximately 500 miles.

What are the benefits of the Yukon River Corridor?

The road would benefit the communities along the route as well as mining and other resource development in the region. Potential benefits include:

- Lower Passenger Transportation Costs
- Lower Fuel Delivery Costs
- Lower Freight and Mail Delivery Costs
- Lower Mining/Resource Development Costs
- Lower Energy and Power Infrastructure Costs
- Increase in jobs, income, access to services

How much would the road cost?

\$2.3 - \$2.7 billion. This cost includes design, right-of-way, utilities, and construction. It is also, a 500-mile long road that crosses the Yukon River and 328 other rivers or streams, 185 miles of high-probability wetlands, 135 miles of rolling terrain, and 65 miles of mountainous terrain.

When would the road be built?

Because of the costs and complexities of building such a long road, it will be built in segments over many years. The date of the first segment is uncertain at this time, as there is no funding currently allocated for design and construction. One of the tasks in the current study is to define logical segments that could be built as funding becomes available. Other steps before construction could begin include environmental documentation, right of way acquisition, geotechnical studies, land surveying and mapping, and design.

What other road corridor options were considered?

Many prior roads and road segments between Fairbanks and Nome were mapped, some dating back to the late 1800's. After reviewing these routes studied in the past, four primary routes were evaluated. Route Option 1 extends from the Dalton Highway in the Evansville/Bettles area in a southwesterly direction to Council. Route Option 2a extends from just north of the Yukon River Bridge to Tanana and then in a westerly direction along the Yukon River to Koyukuk and then northwesterly to Council. Route Option 2b, the Yukon River Corridor, starts at Manley Hot Springs, goes to Tanana, and then follows the same route as 2a. Route Option 3 begins at Nenana, dips to the southwest to Poorman and then extends to the northwest to Council.

What criteria were used to evaluate the corridors?

The primary criteria considered included:

- 1. Access to Communities and Resources** – Options that provided the shortest access to the greatest population were scored higher. Options that provided the shortest access to the most mineral values were scored higher.
- 2. Land Management and Ownership** – Options that had the greatest land acquisition issues, such as the crossing of federal wilderness areas, parks, and wildlife refuges received lower scores.
- 3. Environmental Constraints** – Options that had the greatest potential to affect caribou, threatened and endangered species, anadromous streams, and wetlands had lower scores.
- 4. Costs** – Options with lower construction and maintenance costs received higher scores.

Was the potential for rail access considered?

Rail was considered, but road access is more practical and cost effective to construct at this time. Rail access would primarily benefit resource extraction using a different and longer route and higher cost per mile. If a rail were eventually built to serve resource development, a road in proximity to the rail would reduce rail construction and maintenance costs.

What happens next?

After the public and stakeholder meetings are completed, the results of the meetings and the project staging recommendations will be summarized in two reports. DOT&PF will review the reports and determine if any adjustments to the corridor are needed. This information will be presented to the governor and legislature to determine if there is interest in moving ahead to the environmental, right-of-way and design phases.



Send your questions and comments to WAAPS@dowhkm.com and we will add questions to this list.

Western Alaska Access Planning Study

Master Meeting Table

Hub	Community	Meeting Date	Staff Attending
Anchorage	Anchorage	2/10/2011	TBD
Nome	<i>Visit 1</i>		
	White Mountain	10/11/2010	Steve, Brandon
	Koyuk	10/11/2010	Steve, Brandon
	Elim	10/12/2010	Steve, Brandon
	Shaktoolik	10/12/2010	Steve, Brandon
	Unalakleet	10/13/2010	Steve, Brandon
	Nome	10/13/2010	Tom, Steve, Brandon
	<i>Visit 2</i>		
Golovin	1/19/2011	Steve, Alison	
Council	2/26/2011	Steve	
Kotzebue	<i>Visit 1</i>		
	Ambler	1/10/2011	Tom, Steve
	Kobuk	1/11/2011	Tom, Steve
	Shungnak	1/10/2011	Tom, Steve
	<i>Visit 2</i>		
	Kotzebue	2/18/2011	Tom, Steve, Mike
	Kiana	1/26/2011	Steve, Chase
	Buckland	1/24/2011	Steve, Chase
	Noorvik	1/25/2011	Steve, Chase
	Selawik	1/25/2011	Steve, Chase
Deering	1/24/2011	Steve, Chase	
Galena	<i>Visit 1</i>		
	Nulato	11/9/2010	Tom, Alex
	Kaltag	11/9/2010	Tom, Alex
	Koyukuk	11/10/2010	Tom, Alex
	Galena	11/10/2010	Tom, Alex
	<i>Visit 2</i>		
Ruby	2/2/2011	Tom, Alex	
Huslia	2/2/2011	Tom, Alex	
Fairbanks	<i>Visit 1</i>		
	Tanana	10/27/2010	Tom, Dwight, Steve
	Nenana	10/28/2010	Tom, Dwight, Brandon
	<i>Visit 2</i>		
	Manley Hot Springs	11/11/2010	Tom, Alex
	Hughes	11/11/2010	Tom, Alex
	<i>Visit 3</i>		
	Minto	TBD	Tom, Alex
	Bettles	2/1/2011	Tom, Alex
Allakaket	2/1/2011	Tom, Alex	
Fairbanks	1/31/2011	Tom, Mike, Alex	