

## **APPENDIX D**

**Meeting Advertisements, Community-Specific Meeting Flyers, Press Releases  
Public Service Announcements, and Media Coverage**



# PUBLIC MEETING

Western Alaska Access Planning Study  
Nome City Council Chambers, 102 Division Street

**Wednesday, October 13, 2010 ▪ 6:00 to 8:00 p.m.**

The State of Alaska Department of Transportation & Public Facilities (DOT&PF) and their consultant DOWL HKM invite you to attend a public meeting to discuss the proposed road corridor connecting the Fairbanks area to the Seward Peninsula.

The purpose of this meeting is to gather public feedback on the alternatives considered in the Western Alaska Access Planning Study and the options for staging the project into construction segments.

## MEETING SCHEDULE

**Open House**  
6:00-6:30 p.m.

**Presentation/Q&A**  
6:30-7:30 p.m.

**Open House**  
7:30-8:00 p.m.





# PUBLIC MEETING

Western Alaska Access Planning Study

Morris Thompson Cultural & Visitors Center  
101 Dunkel Street

**Monday, January 31, 2011 ▪ 6:00 to 8:00 p.m.**

The State of Alaska Department of Transportation & Public Facilities (DOT&PF) and their consultant DOWL HKM invite you to attend a public meeting to discuss the proposed road corridor connecting the Fairbanks area to the Seward Peninsula.

The purpose of this meeting is to gather public feedback on the alternatives considered in the Western Alaska Access Planning Study and the options for staging the project into construction segments.

## MEETING SCHEDULE

### Open House

6:00-6:30 p.m.

### Presentation/Q&A

6:30-7:30 p.m.

### Open House

7:30-8:00 p.m.





# PUBLIC MEETING

Western Alaska Access Planning Study

Romig Middle School - 2500 Minnesota Drive

**Thursday, February 10, 2011 ▪ 6:30 to 8:30 p.m.**

The State of Alaska Department of Transportation & Public Facilities (DOT&PF) and their consultant DOWL HKM invite you to attend a public meeting to discuss the proposed road corridor connecting the Fairbanks area to the Seward Peninsula.

The purpose of this meeting is to gather public feedback on the alternatives considered in the Western Alaska Access Planning Study and the options for staging the project into construction segments.

## MEETING SCHEDULE

**Open House**  
6:30-7:00 p.m.

**Presentation/Q&A**  
7:00-8:00 p.m.

**Open House**  
8:00-8:30 p.m.



# Western Alaska Access Planning Study

## Public Meeting Scheduled



**Monday, October 11, 2010 • 10:00 a.m.**  
**White Mountain Tribal Center**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



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 and 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:

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- > Contact us by mail or phone:

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Fairbanks, Alaska 99709  
907-451-2388

### Tom Middendorf

DOWL HKM  
4041 B Street  
Anchorage, Alaska 99503  
907-562-2000



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# Western Alaska Access Planning Study

## Public Meeting Scheduled



**Monday, October 11, 2010 • 4:00 – 6:00 p.m.**  
**Koyuk Community Hall**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



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907-451-2388

### Tom Middendorf

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# Western Alaska Access Planning Study

## Public Meeting Scheduled



**Tuesday, October 12, 2010 • 11:00 a.m. - 1:00 p.m.**  
**Elim City Building - Basement**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



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907-451-2388

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Anchorage, Alaska 99503  
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# Western Alaska Access Planning Study

## Public Meeting Scheduled



**Tuesday, October 12, 2010 • 4:00 – 6:00 p.m.**  
**Shaktoolik Annex**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



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Anchorage, Alaska 99503  
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# Western Alaska Access Planning Study

## Public Meeting Scheduled



**Wednesday, October 13, 2010 • 10:00 a.m.**  
**Unalakleet Community Building**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



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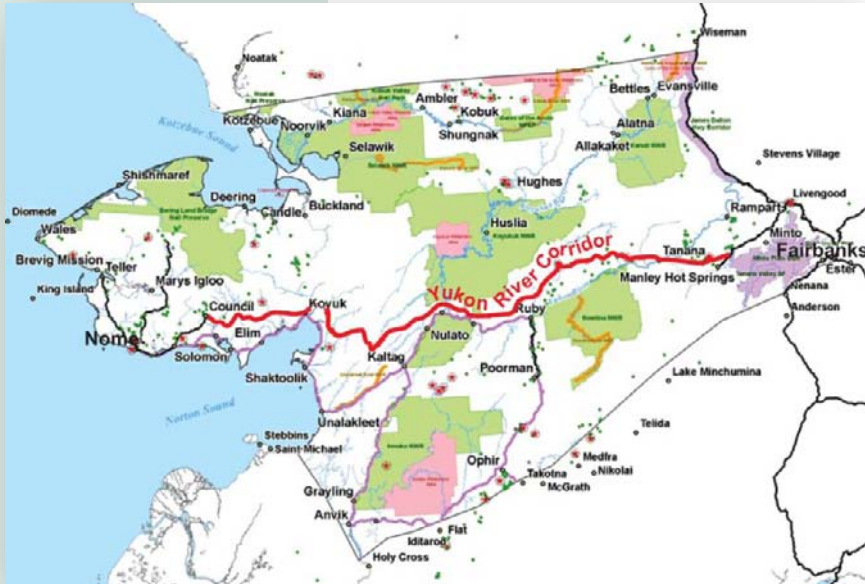
[www.westernalaskaaccess.com](http://www.westernalaskaaccess.com)

# Western Alaska Access Planning Study Public Meeting Scheduled



**Wednesday, October 13, 2010**  
**Old St. Joseph's Church, 407 Bering Street**  
**6:00 to 8:00 p.m.**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting on a proposed road corridor connecting the Fairbanks area to the Seward Peninsula. The corridor was identified in the Western Alaska Access Planning Study (WAAPS), completed in January 2010. The WAAPS identified resources and communities in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below.



The purpose of this meeting is to gather public feedback on the alternatives considered from the WAAPS and the options for staging the project into construction segments.

## Meeting Schedule

**Open House: 6:00-6:30 p.m.**

**Presentation/Q&A  
6:30-7:30 p.m.**

**Open House: 7:30-8:00 p.m.**

## More Information

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Anchorage, Alaska 99503  
907-562-2000



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# Western Alaska Access Planning Study Public Meeting Scheduled



**Wednesday, October 27, 2010**  
**Maudrey J. Sommer School**  
**6:00 to 8:00 p.m.**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting on a proposed road corridor connecting the Fairbanks area to the Seward Peninsula. The corridor was identified in the Western Alaska Access Planning Study (WAAPS), completed in January 2010. The WAAPS identified resources and communities in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below.



The purpose of this meeting is to gather public feedback on the alternatives considered from the WAAPS and the options for staging the project into construction segments.

## Meeting Schedule

**Open House: 6:00-6:30 p.m.**

**Presentation/Q&A  
6:30-7:30 p.m.**

**Open House: 7:30-8:00 p.m.**

## More Information

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# Western Alaska Access Planning Study Public Meeting Scheduled



**Thursday, October 28, 2010**  
**Chief Mitch Demientieff Tribal Hall**  
**6:00 to 8:00 p.m.**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting on a proposed road corridor connecting the Fairbanks area to the Seward Peninsula. The corridor was identified in the Western Alaska Access Planning Study (WAAPS), completed in January 2010. The WAAPS identified resources and communities in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below.



The purpose of this meeting is to gather public feedback on the alternatives considered from the WAAPS and the options for staging the project into construction segments.

## Meeting Schedule

**Open House: 6:00-6:30 p.m.**

**Presentation/Q&A  
6:30-7:30 p.m.**

**Open House: 7:30-8:00 p.m.**

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# Western Alaska Access Planning Study

## Public Meeting Scheduled



**Tuesday, November 9, 2010 • 1:00 p.m. - 3:00 p.m.**  
**Nulato Adult Recreation Center**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



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907-562-2000



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# Western Alaska Access Planning Study Public Meeting Scheduled



**Tuesday, November 9, 2010 • 6:00 p.m. - 8:00 p.m.  
Kaltag Community Hall**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



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907-451-2388

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Anchorage, Alaska 99503  
907-562-2000



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# Western Alaska Access Planning Study

## Public Meeting Scheduled



**Wednesday, November 10, 2010 • 11:00 a.m. - 1:00 p.m.**  
**Koyukuk Community Hall**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



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# Western Alaska Access Planning Study Public Meeting Scheduled



**Wednesday, November 10, 2010**  
**Larson Charlie Community Hall - Galena**  
**7:00 to 9:00 p.m.**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting on a proposed road corridor connecting the Fairbanks area to the Seward Peninsula. The corridor was identified in the Western Alaska Access Planning Study (WAAPS), completed in January 2010. The WAAPS identified resources and communities in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below.



The purpose of this meeting is to gather public feedback on the alternatives considered from the WAAPS and the options for staging the project into construction segments.

## Meeting Schedule

**Open House: 7:00-7:30 p.m.**

**Presentation/Q&A  
7:30-8:30 p.m.**

**Open House: 8:30-9:00 p.m.**

More  
Information

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# Western Alaska Access Planning Study

## Public Meeting Scheduled



**Thursday, November 11, 2010 • 11:00 a.m. - 1:00 p.m.**  
**Hughes Tribal Council Community Hall**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



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# Western Alaska Access Planning Study

## Public Meeting Scheduled



**Thursday, November 11, 2010 • 3:30 p.m. - 5:30 p.m.**  
**Manley Hot Springs Community Association Hall**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



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# Western Alaska Access Planning Study

## Public Meeting Scheduled



**Thursday, November 11, 2010 • 6:00 p.m. - 8:00 p.m.**  
**Manley Village Council Tribal Hall**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



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# Rescheduled Public Meeting

January 10, 2011

1 p.m.

Ambler School Gymnasium

## Alaska DOT&PF Project Updates

### *Ambler Mining District Access*

This project is evaluating potential transportation corridors accessing the Ambler Mining District. Corridors extending both west and east will be evaluated for transportation modes such as road, rail, barge and airport networks.

### *Western Alaska Access Planning Study*

This study is evaluating options and benefits of a road corridor connecting the Fairbanks area to the Seward Peninsula. More information about this work is available at:

[www.westernalaskaaccess.com](http://www.westernalaskaaccess.com)

Information for all of these projects will be available for review, and DOT&PF staff will be present to gather input and answer questions. DOT&PF is seeking input on the projects as well as additional information on natural resources, including: potential material sources, land use, subsistence resources, cultural sites, wetlands, and floodplains in the study area.

For further information regarding the meeting or the study, or if you would like to submit comments outside the public meeting, you may contact Ryan Anderson, P.E., Engineering Manager, at (907) 451-5129 or send e-mail to [ryan.anderson@alaska.gov](mailto:ryan.anderson@alaska.gov). You may also fax your comments to (907) 451-5126.



# Rescheduled Public Meeting

January 10, 2011

5:30 p.m.

Shungnak School Gymnasium

## Alaska DOT&PF Project Updates

### *Ambler Mining District Access*

This project is evaluating potential transportation corridors accessing the Ambler Mining District. Corridors extending both west and east will be evaluated for transportation modes such as road, rail, barge and airport networks.

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Information for all of these projects will be available for review, and DOT&PF staff will be present to gather input and answer questions. DOT&PF is seeking input on the projects, as well as additional information on natural resources, including: potential material sources, land use, subsistence resources, cultural sites, wetlands, and floodplains in the study area.

For further information regarding the meeting or the study, or if you would like to submit comments outside the public meeting, you may contact Ryan Anderson, P.E., Engineering Manager, at (907) 451-5129 or send e-mail to [ryan.anderson@alaska.gov](mailto:ryan.anderson@alaska.gov). You may also fax your comments to (907) 451-5126.



# Rescheduled Public Meeting

January 11, 2011  
1 p.m.

Kobuk Tribal Council Offices

## Alaska DOT&PF Project Updates

### *Ambler Mining District Access*

This project is evaluating potential transportation corridors accessing the Ambler Mining District. Corridors extending both west and east will be evaluated for transportation modes such as road, rail, barge and airport networks.

### *Western Alaska Access Planning Study*

This study is evaluating options and benefits of a road corridor connecting the Fairbanks area to the Seward Peninsula. More information about this work is available at:

[www.westernalaskaaccess.com](http://www.westernalaskaaccess.com)

Information for all of these projects will be available for review, and DOT&PF staff will be present to gather input and answer questions. DOT&PF is seeking input on the projects, as well as information on natural resources, including: potential material sources, land use, subsistence resources, cultural sites, wetlands, and floodplains in the study area.

For further information regarding the meeting or the study, or if you would like to submit comments outside the public meeting, you may contact Ryan Anderson, P.E., Engineering Manager, at (907) 451-5129 or send e-mail to [ryan.anderson@alaska.gov](mailto:ryan.anderson@alaska.gov). You may also fax your comments to (907) 451-5126.

# Western Alaska Access Planning Study Public Meeting Scheduled



**Wednesday, January 19, 2011 • 4:00 p.m. - 6:00 p.m.  
Golovin Community Center**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



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 and access to services

More  
Information

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**Alexa Greene**

DOT&PF – Northern Region Planning  
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Fairbanks, Alaska 99709  
907-451-2388

**Tom Middendorf**

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4041 B Street  
Anchorage, Alaska 99503  
907-562-2000



[www.westernalaskaaccess.com](http://www.westernalaskaaccess.com)

# Western Alaska Access Planning Study

## Public Meeting Scheduled



**Monday, January 24, 2011 • 12:00 p.m. - 2:00 p.m.**  
**Buckland City Building (Upstairs)**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



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### Tom Middendorf

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4041 B Street  
Anchorage, Alaska 99503  
907-562-2000



[www.westernalaskaaccess.com](http://www.westernalaskaaccess.com)



# Western Alaska Access Planning Study Public Meeting Scheduled



**Monday, January 24, 2011 • 5:00 p.m. - 7:00 p.m.  
Deering City Building Meeting Room**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



Potential benefits of the Yukon River Corridor include:

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Anchorage, Alaska 99503  
907-562-2000



[www.westernalaskaaccess.com](http://www.westernalaskaaccess.com)

# Western Alaska Access Planning Study Public Meeting Scheduled



**Tuesday, January 25, 2011 • 10:00 a.m. - 12:00 p.m.  
Selawik Community Hall**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



Potential benefits of the Yukon River Corridor include:

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907-451-2388

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Anchorage, Alaska 99503  
907-562-2000



[www.westernalaskaaccess.com](http://www.westernalaskaaccess.com)

# Western Alaska Access Planning Study Public Meeting Scheduled



**Tuesday, January 25, 2011 • 3:00 p.m. - 5:00 p.m.  
Noorvik Community Building**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



Potential benefits of the Yukon River Corridor include:

- Lower Passenger Transportation Costs
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[www.westernalaskaaccess.com](http://www.westernalaskaaccess.com)

# Western Alaska Access Planning Study

## Public Meeting Scheduled



**Wednesday, January 26, 2011 • 10:00 a.m. - 12:00 p.m.**  
**Kiana School**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



Potential benefits of the Yukon River Corridor include:

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[www.westernalaskaaccess.com](http://www.westernalaskaaccess.com)

# Western Alaska Access Planning Study

## Public Meeting Scheduled



**Monday, January 31, 2011 • 6:00 p.m. - 8:00 p.m.**  
**Morris Thompson Cultural & Visitors Center**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



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Anchorage, Alaska 99503  
907-562-2000



[www.westernalaskaaccess.com](http://www.westernalaskaaccess.com)

# Western Alaska Access Planning Study Public Meeting Scheduled



**Tuesday, February 1, 2011 • 5:30 p.m. - 7:30 p.m.  
Bettles Fire Hall**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



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907-562-2000



[www.westernalaskaaccess.com](http://www.westernalaskaaccess.com)

# Western Alaska Access Planning Study

## Public Meeting Scheduled



**Tuesday, February 1, 2011 • 12:00 p.m. - 2:00 p.m.**  
**Allakaket Tribal Hall**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



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[www.westernalaskaaccess.com](http://www.westernalaskaaccess.com)

# Western Alaska Access Planning Study Public Meeting Scheduled



**Wednesday, February 2, 2011 • 12:00 p.m. - 2:00 p.m.  
Ruby Community Hall**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



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4041 B Street  
Anchorage, Alaska 99503  
907-562-2000



[www.westernalaskaaccess.com](http://www.westernalaskaaccess.com)



# Western Alaska Access Planning Study Public Meeting Scheduled



**Wednesday, February 2, 2011 • 5:00 p.m. - 7:00 p.m.  
Huslia Community Hall**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



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Anchorage, Alaska 99503  
907-562-2000



[www.westernalaskaaccess.com](http://www.westernalaskaaccess.com)

# Western Alaska Access Planning Study Public Meeting Scheduled



**Thursday, February 10, 2011 • 6:30 p.m. - 8:30 p.m.  
Romig Middle School, 2500 Minnesota Drive**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



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[www.westernalaskaaccess.com](http://www.westernalaskaaccess.com)

# Western Alaska Access Planning Study Public Meeting Scheduled



**Saturday, February 26, 2011 • 10:00 a.m. - 3:00 p.m.  
Nome, Alaska**

The Alaska Department of Transportation and Public Facilities is conducting a public meeting 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 in Western Alaska that would benefit from a road corridor, evaluated several routes, and recommended the Yukon River Corridor, shown below. The purpose of this meeting is to gather public feedback on the alternatives considered from the study and the options for staging the project into construction segments.



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## Press Release

FOR IMMEDIATE RELEASE  
Oct. 7, 2010

COMMISSIONER'S OFFICE  
No. 10-2576

### **DOT&PF Seeks Public Comment on Proposed Routes to Western Alaska**

**(FAIRBANKS, Alaska)** – The Department of Transportation and Public Facilities will hold public meetings to gather comments on routes to Western Alaska identified and evaluated in the Western Alaska Access Planning Study (WAAPS).

Meetings will be held next week in White Mountain, Koyuk, Elim, Shaktoolik, Unalakleet and Nome.

Completed in January 2010, the study identified resources and communities in Western Alaska that would benefit from a road corridor. WAAPS evaluated the location and benefits of various corridor alignments to Western Alaska. The study recommends the Yukon River Corridor, beginning near Manley Hot Springs on the Elliott Highway and ending at the Nome-Council Highway. About 500 miles long, the route almost runs parallel to the Yukon River.

Meeting locations and times are as follows:

- Monday, Oct. 11
  - White Mountain Tribal Center, 10 a.m.
  - Koyuk Community Hall, 4 p.m.
- Tuesday, Oct. 12
  - Elim City Building (basement), 11 a.m.
  - Shaktoolik Annex, 4 p.m.
- Wednesday, Oct. 13
  - Unalakleet Community Building, 10 a.m.
  - Nome, Old St. Joseph's Church, 6 p.m.

Future meetings in surrounding areas will be held at a later date and will be announced in advance.

For more information visit [www.WesternAlaskaAccess.com](http://www.WesternAlaskaAccess.com).

###

For more information contact: Meadow Bailey, Northern Region Public Information Officer at 907-451-2240 or [meadow.bailey@alaska.gov](mailto:meadow.bailey@alaska.gov).

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## Press Release

FOR IMMEDIATE RELEASE  
Oct. 21, 2010

COMMISSIONER'S OFFICE  
No. 10-2579

### **DOT&PF Holding Western Alaska Access Planning Study Public Meetings**

**(FAIRBANKS, Alaska)** – The Department of Transportation and Public Facilities is holding public meetings next week to gather comments on routes to Western Alaska identified and evaluated in the Western Alaska Access Planning Study (WAAPS).

Meetings will be held next week in Nenana and Tanana.

Meeting locations and times are as follows:

- Tanana
  - Wednesday, Oct. 27
  - Maudrey J. Sommer School, 6 p.m.
- Nenana
  - Thursday, Oct. 28
  - Chief Mitch Demientieff Tribal Hall, 6 p.m.



Future meetings in surrounding areas will be held at a later date and will be announced in advance.

Completed in January 2010, WAAPS identified resources and communities in Western Alaska that would benefit from a road corridor. The study evaluated the locations and benefits of various corridor alignments to Western Alaska. The study's recommendations focus on the Yukon River Corridor, beginning near Manley Hot Springs on the Elliott Highway and ending at the Nome-Council Highway. About 500 miles long, the route runs almost parallel to the Yukon River.

More information is available online at: [www.WesternAlaskaAccess.com](http://www.WesternAlaskaAccess.com).

###

For more information contact: Meadow Bailey, Northern Region Public Information Officer at 907-378-2340 or [meadow.bailey@alaska.gov](mailto:meadow.bailey@alaska.gov).

## Press Release

FOR IMMEDIATE RELEASE  
Nov. 2, 2010

COMMISSIONER'S OFFICE

No. 10-2584

### **DOT&PF Continues Western Alaska Access Planning Study Public Meetings**

**(FAIRBANKS, Alaska)** – The Department of Transportation and Public Facilities is holding public meetings next week to gather comments on routes to Western Alaska identified and evaluated in the Western Alaska Access Planning Study (WAAPS).

Meetings will be held next week in Nulato, Kaltag, Galena, Hughes and Manley.

Meeting locations and times are as follows:

- Nulato
  - Tuesday, Nov. 9
  - Nulato Adult Recreation Center, 1 p.m.
- Kaltag Community Hall
  - Tuesday, Nov. 9
  - Kaltag Community Hall, 6-8 p.m.
- Galena
  - Wednesday, Nov. 10
  - Larson Charlie Community Hall, 7-9 p.m.
- Hughes
  - Thursday, Nov. 11
  - Hughes Tribal Council Community Hall, 11 a.m.-1 p.m.
- Manley
  - Thursday, Nov. 11
  - Manley Village Council Tribal Hall, 6-8 p.m.

Future meetings in surrounding areas will be held at a later date and will be announced in advance.

Completed in January 2010, WAAPS identified resources and communities in Western Alaska that would benefit from a road corridor. The study evaluated the locations and benefits of various corridor alignments to Western Alaska. The study's recommendations focus on the Yukon River Corridor, beginning near Manley Hot Springs on the Elliott

Highway and ending at the Nome-Council Highway. About 500 miles long, the route runs almost parallel to the Yukon River.

More information is available online at: [www.WesternAlaskaAccess.com](http://www.WesternAlaskaAccess.com).

###

For more information contact: Meadow Bailey, Northern Region Public Information Officer at 907-378-2340 or [meadow.bailey@alaska.gov](mailto:meadow.bailey@alaska.gov).

## Press Release

FOR IMMEDIATE RELEASE  
Jan. 6, 2011

COMMISSIONER'S OFFICE  
No. 11-25102

### **DOT&PF Public Meetings will Focus on Two Projects**

*Ambler Mining District Access and the Western Alaska Access Planning Study to be covered*

**(FAIRBANKS, Alaska)** – The Alaska Department of Transportation and Public Facilities (DOT&PF) is holding public meetings later this month to gather comments and give updates on two projects: the Ambler Mining District Access and the Western Alaska Access Planning Study (WAAPS).

Meeting locations and times are as follows:

- Ambler
  - Monday, Jan. 10, 1 p.m.
  - Ambler School Gymnasium
- Shungnak
  - Monday, Jan. 10, 6 p.m.
  - Shungnak School Gymnasium
- Kobuk
  - Tuesday, Jan. 11, 1 p.m.
  - Kobuk Tribal Council Offices

The Ambler Mining District Access project will evaluate potential transportation routes to the Ambler Mining District. The goal is to provide all season access for exploration and development of resources and to address critical infrastructure needs such as power generation and communications. All modes of transportation will be evaluated including roads, rail, barge, and airport networks.

Completed in January 2010, WAAPS identified resources and communities in Western Alaska that would benefit from a road corridor. The study evaluated the locations and benefits of various corridor alignments to Western Alaska. The study's recommendations focus on the Yukon River Corridor, beginning near Manley Hot Springs on the Elliott Highway and ending at the Nome-Council Highway. About 500 miles long, the route runs almost parallel to the Yukon River. More information on WAAPS can be found at [www.WesternAlaskaAccess.com](http://www.WesternAlaskaAccess.com).

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For more information contact: Meadow Bailey, Northern Region Public Information Officer at 907-378-2340 or [meadow.bailey@alaska.gov](mailto:meadow.bailey@alaska.gov).



## Press Release

FOR IMMEDIATE RELEASE  
Jan. 20, 2011

COMMISSIONER'S OFFICE  
No. 11-2504

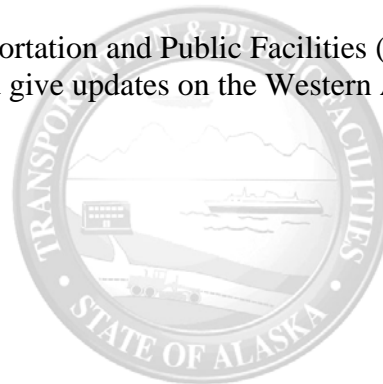
### **DOT&PF Western Alaska Access Planning Study Meetings Scheduled**

*Meetings scheduled in Buckland, Deering, Selawik, Noorvik and Kiana.*

**(FAIRBANKS, Alaska)** – The Alaska Department of Transportation and Public Facilities (DOT&PF) is holding public meetings next week to gather comments and give updates on the Western Alaska Access Planning Study (WAAPS).

Meeting locations and times for next week are as follows:

- Buckland
  - Monday, Jan. 24, 12 p.m.
  - Buckland City Building
- Deering
  - Monday, Jan. 24, 5 p.m.
  - Deering City Building Meeting Room
- Selawik
  - Tuesday, Jan. 25, 10 a.m.
  - Selawik Community Hall
- Noorvik
  - Tuesday, Jan. 25, 3 p.m.
  - Noorvik Community Building
- Kiana
  - Wednesday, Jan. 26, 10 a.m.
  - Kiana School



Completed in January 2010, WAAPS identified resources and communities in Western Alaska that would benefit from a road corridor. The study evaluated the locations and benefits of various corridor alignments to Western Alaska. The study's recommendations focus on the Yukon River Corridor, beginning near Manley Hot Springs on the Elliott Highway and ending at the Nome-Council Highway. About 500 miles long, the route runs almost parallel to the Yukon River. More information on WAAPS can be found at [www.WesternAlaskaAccess.com](http://www.WesternAlaskaAccess.com).

###

For more information contact: Meadow Bailey, Northern Region Public Information Officer at 907-451-2240 or [meadow.bailey@alaska.gov](mailto:meadow.bailey@alaska.gov).

Start Date: Oct. 7, 2010  
Kill Date: Oct. 14, 2010  
Contact: Meadow Bailey  
Address: Alaska Department of Transportation and Public Facilities  
2301 Peger Road  
Fairbanks, AK 99709  
Phone: 907-451-2240

**PUBLIC SERVICE ANNOUNCEMENT**

THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES IS HOLDING A SERIES OF PUBLIC MEETINGS FOR THE WESTERN ALASKA ACCESS PLANNING STUDY. THESE MEETINGS ARE TO GATHER COMMUNITY COMMENTS ON ROAD ALTERNATIVES FROM THE SEWARD PENINSULA (NOME AREA) TO FAIRBANKS THAT WERE IDENTIFIED IN A STUDY COMPLETED IN JANUARY TWO-THOUSAND-TEN. PUBLIC MEETINGS WILL BEGIN ON MONDAY, OCTOBER ELEVENTH IN WHITE MOUNTAIN AT TEN A.M. AND KOYUK AT FOUR P.M. MEETINGS WILL CONTINUE ON TUESDAY, OCTOBER TWELFTH IN ELIM AT ELEVEN A.M. AND SHAKTOOLIK AT FOUR P.M. A THIRD SET OF MEETINGS WILL TAKE PLACE ON WEDNESDAY, OCTOBER THIRTEENTH, BEGINNING IN UNALAKLEET AT TEN A.M. AND CONCLUDING WITH A PUBLIC MEETING IN NOME AT OLD ST. JOSEPH'S CHURCH FROM SIX P.M. TO EIGHT P.M.

AGAIN, MEETING DATES AND TIMES ARE MONDAY, OCTOBER ELEVENTH IN WHITE MOUNTAIN AT TEN A.M. AND KOYUK AT FOUR P.M., TUESDAY, OCTOBER TWELFTH IN ELIM AT ELEVEN A.M. AND SHAKTOOLIK AT FOUR P.M., AND WEDNESDAY, OCTOBER THIRTEENTH IN UNALAKLEET AT TEN A.M. AND NOME AT SIX P.M. FUTURE MEETINGS IN SURROUNDING AREAS WILL BE HELD AT A LATER DATE AND WILL BE ADVERTISED IN ADVANCE. FOR MORE INFORMATION ON THE PROJECT AND THE PROPOSED MEETINGS, CONTACT MEADOW BAILEY AT 9-0-7-4-5-1-2-2-4-0.

**From:** Bailey, Meadow P (DOT) [meadow.bailey@alaska.gov]  
**Sent:** Wednesday, October 20, 2010 3:37 PM  
**To:** alaskaradio@vfc.com.org  
**Cc:** Lohrke, Alison  
**Attachments:** DOTPF PSA Nenana Tanana WAAPS.docx

Start Date: Oct. 21, 2010  
Kill Date: Oct. 28, 2010  
Contact: Meadow Bailey  
Address: Alaska Department of Transportation and Public Facilities  
2301 Peger Road  
Fairbanks, AK 99709  
Phone: 907-451-2240

-  
**PUBLIC SERVICE ANNOUNCEMENT**  
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THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES IS HOLDING PUBLIC MEETINGS IN NENANA AND TANANA FOR THE WESTERN ALASKA ACCESS PLANNING STUDY. THESE MEETINGS ARE TO GATHER COMMUNITY COMMENTS ON ROAD ALTERNATIVES FROM THE SEWARD PENINSULA (NOME AREA) TO FAIRBANKS THAT WERE IDENTIFIED IN A STUDY COMPLETED IN JANUARY TWO-THOUSAND-TEN. PUBLIC MEETINGS WILL BE HELD IN TANANA ON WEDNESDAY, OCTOBER TWENTY-SEVENTH AT THE MAUDREY J. SOMMER SCHOOL, BEGINNING AT SIX P.M., AND IN NENANA ON THURSDAY, OCTOBER TWENTY-EIGHTH AT THE CHIEF MITCH DEMIENTIEFF TRIBAL HALL, ALSO BEGINNING AT SIX P.M.

AGAIN, MEETING DATES AND TIMES FOR THE PUBLIC MEETINGS ARE OCTOBER TWENTY-SEVENTH IN TANANA AT SIX P.M. AT THE MAUDREY J. SOMMER SCHOOL, AND THURSDAY, OCTOBER TWENTY-EIGHTH IN NENANA AT SIX P.M. AT THE CHIEF MITCH DEMIENTIEFF TRIBAL HALL. FUTURE MEETINGS IN SURROUNDING AREAS WILL BE HELD AT A LATER DATE AND WILL BE ADVERTISED IN ADVANCE. FOR MORE INFORMATION ON THE PROJECT AND THE PROPOSED MEETINGS, CONTACT MEADOW BAILEY AT 9-0-7-4-5-1-2-2-4-0.

**Meadow Bailey**  
**Information Officer**  
Northern Region Alaska Department of Transportation  
office (907) 451.2240  
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**From:** Bailey, Meadow P (DOT) [meadow.bailey@alaska.gov]  
**Sent:** Friday, November 05, 2010 2:59 PM  
**To:** dan@kuac.org; psa@kuac.org; kiyu@arctic.net; raven@kiyu.com  
**Cc:** Lohrke, Alison; Greene, Alexa J (DOT)  
**Subject:** PSA: Western Alaska Access Planning Study meeting schedule  
**Attachments:** Western Alaska Meetings PSA.docx

Start Date: Nov. 5, 2010  
Kill Date: Nov. 12, 2010  
Contact: Meadow Bailey  
Address: Alaska Department of Transportation and Public Facilities  
2301 Peger Road  
Fairbanks, AK 99709  
Phone: 907-451-2240

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**PUBLIC SERVICE ANNOUNCEMENT**  
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THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES IS HOLDING A SERIES OF PUBLIC MEETINGS FOR THE WESTERN ALASKA ACCESS PLANNING STUDY. THESE MEETINGS ARE TO GATHER COMMUNITY COMMENTS ON ROAD ALTERNATIVES FROM THE SEWARD PENINSULA (NOME AREA) TO FAIRBANKS THAT WERE IDENTIFIED IN A STUDY COMPLETED IN JANUARY TWO-THOUSAND-TEN. PUBLIC MEETINGS WILL BEGIN ON TUESDAY, NOVEMBER NINTH IN NULATO AT ONE P.M. AND KALTAG AT SIX P.M. MEETINGS WILL CONTINUE ON WEDNESDAY, NOVEMBER TENTH IN KOYUKUK AT ELEVEN A.M. AND GALENA AT SEVEN P.M. A THIRD SET OF MEETINGS WILL TAKE PLACE ON THURSDAY, NOVEMBER ELEVENTH, BEGINNING IN HUGHES AT ELEVEN A.M. AND CONCLUDING WITH PUBLIC MEETINGS IN MANLEY HOT SPRINGS AT THREE-THIRTY P.M. AT THE MANLEY COMMUNITY HALL AND AGAIN AT SIX P.M. AT THE MANLEY VILLAGE COUNCIL TRIBAL HALL.

AGAIN, MEETING DATES AND TIMES ARE TUESDAY, NOVEMBER NINTH IN NULATO AT ONE P.M. AND KALTAG AT SIX P.M., WEDNESDAY, NOVEMBER TENTH IN KOYUKUK AT ELEVEN A.M. AND GALENA AT SEVEN P.M., AND THURSDAY, NOVEMBER ELEVENTH IN HUGHES AT ELEVEN A.M. AND MANLEY HOT SPRINGS AT THREE-THIRTY P.M. AND SIX P.M. FUTURE MEETINGS IN SURROUNDING AREAS WILL BE HELD AT A LATER DATE AND WILL BE ADVERTISED IN ADVANCE. FOR MORE INFORMATION ON THE PROJECT AND THE PROPOSED MEETINGS, CONTACT MEADOW BAILEY AT 9-0-7-4-5-1-2-2-4-0.

**Meadow Bailey**  
**Information Officer**  
Northern Region Alaska Department of Transportation  
office (907) 451.2240  
cell (907) 378.2340  
DOT.Alaska.Gov

Start Date: Jan. 26, 2011  
Kill Date: Feb. 3, 2011  
Contact: Meadow Bailey  
Address: Alaska Department of Transportation and Public Facilities  
2301 Peger Road  
Fairbanks, AK 99709  
Phone: 907-451-2240

**PUBLIC SERVICE ANNOUNCEMENT**

THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES IS HOLDING A SERIES OF PUBLIC MEETINGS FOR THE WESTERN ALASKA ACCESS PLANNING STUDY. THESE MEETINGS ARE TO GATHER COMMUNITY COMMENTS ON ROAD ALTERNATIVES FROM THE SEWARD PENINSULA (NOME AREA) TO FAIRBANKS THAT WERE IDENTIFIED IN A STUDY COMPLETED IN JANUARY TWO-THOUSAND-TEN. PUBLIC MEETINGS WILL BEGIN ON MONDAY, JANUARY THIRTY-FIRST IN FAIRBANKS AT SIX P.M. MEETINGS WILL CONTINUE ON TUESDAY, FEBRUARY FIRST IN AL-LA-KA-KET AT TWELVE P.M. AND BETTLES AT FIVE-THIRTY P.M. A THIRD SET OF MEETINGS WILL TAKE PLACE ON WEDNESDAY, FEBRUARY SECOND, BEGINNING IN RUBY AT TWELVE P.M. AND HUSLIA AT FIVE P.M. THE WEEK WILL BE ROUNDED OUT BY A FINAL MEETING IN MINTO AT ONE-THIRTY P.M.

AGAIN, MEETING DATES AND TIMES ARE MONDAY, JANUARY THIRTY-FIRST IN FAIRBANKS AT SIX P.M., TUESDAY, FEBRUARY FIRST IN AL-LA-KA-KET AT TWELVE P.M. AND BETTLES AT FIVE-THIRTY P.M., WEDNESDAY, FEBRUARY SECOND IN RUBY AT TWELVE P.M. AND HUSLIA AT FIVE P.M., AND THURSDAY, FEBRUARY THIRD IN MINTO AT ONE-THIRTY P.M. ANY FUTURE MEETINGS IN SURROUNDING AREAS WILL BE HELD AT A LATER DATE AND WILL BE ADVERTISED IN ADVANCE. FOR MORE INFORMATION ON THE PROJECT AND THE PROPOSED MEETINGS, CONTACT MEADOW BAILEY AT 9-0-7-4-5-1-2-2-4-0.

Start Date: Jan. 19, 2010  
Kill Date: Jan. 26, 2010  
Contact: Meadow Bailey  
Address: Alaska Department of Transportation and Public Facilities  
2301 Peger Road  
Fairbanks, AK 99709  
Phone: 907-451-2240

**PUBLIC SERVICE ANNOUNCEMENT**

THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES IS HOLDING A SERIES OF PUBLIC MEETINGS FOR THE WESTERN ALASKA ACCESS PLANNING STUDY. THESE MEETINGS ARE TO GATHER COMMUNITY COMMENTS ON ROAD ALTERNATIVES FROM THE SEWARD PENINSULA (NOME AREA) TO FAIRBANKS THAT WERE IDENTIFIED IN A STUDY COMPLETED IN JANUARY TWO-THOUSAND-TEN. PUBLIC MEETINGS WILL BEGIN ON MONDAY, JANUARY TWENTY-FOURTH IN BUCKLAND AT TWELVE P.M. AND DEERING AT FIVE P.M. MEETINGS WILL CONTINUE ON TUESDAY, JANUARY TWENTY-FIFTH IN SELAWIK AT TEN A.M. AND NOORVIK AT THREE P.M. AN ADDITIONAL MEETING WILL TAKE PLACE ON WEDNESDAY, JANUARY TWENTY-SIXTH IN KIANA AT TEN A.M. AGAIN, MEETING DATES AND TIMES ARE MONDAY, JANUARY TWENTY-FOURTH IN BUCKLAND AT TWELVE P.M. AND DEERING AT FIVE P.M., TUESDAY, JANUARY TWENTY-FIFTH IN SELAWIK AT TEN A.M. AND NOORVIK AT THREE P.M., AND WEDNESDAY, JANUARY TWENTY-SIXTH IN KIANA AT TEN A.M. FUTURE MEETINGS IN SURROUNDING AREAS WILL BE HELD AT A LATER DATE AND WILL BE ADVERTISED IN ADVANCE. FOR MORE INFORMATION ON THE PROJECT AND THE PROPOSED MEETINGS, CONTACT MEADOW BAILEY AT 9-0-7-4-5-1-2-2-4-0.

**From:** Bailey, Meadow P (DOT) [meadow.bailey@alaska.gov]  
**Sent:** Tuesday, February 08, 2011 3:50 PM  
**Subject:** PSA Western Alaska Access Planning Study Public Meeting  
**Attachments:** Anchorage PSA.docx

Start Date: Feb. 7, 2011  
Kill Date: Feb. 10, 2011  
Contact: Meadow Bailey  
Address: Alaska Department of Transportation and Public Facilities  
2301 Peger Road  
Fairbanks, AK 99709  
Phone: 907-451-2240

-  
**PUBLIC SERVICE ANNOUNCEMENT**  
-

THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES IS HOLDING A PUBLIC MEETING FOR THE WESTERN ALASKA ACCESS PLANNING STUDY. THIS MEETING IS TO GATHER COMMUNITY COMMENTS ON ROAD ALTERNATIVES FROM THE SEWARD PENINSULA (NOME AREA) TO FAIRBANKS THAT WERE IDENTIFIED IN A STUDY COMPLETED IN JANUARY TWO-THOUSAND-TEN. THE PUBLIC MEETING WILL BE HELD ON THURSDAY, FEBRUARY TENTH AT ROMIG MIDDLE SCHOOL, 2500 MINNESOTA DRIVE, BEGINNING AT SIX-THIRTY P.M.

FROM SIX-THIRTY TO SEVEN P.M. AN OPEN HOUSE WILL BE HELD. FROM SEVEN TO EIGHT P.M., A BRIEF PRESENTATION WITH A QUESTION AND ANSWER PERIOD WILL TAKE PLACE. THE OPEN HOUSE WILL RESUME FROM EIGHT TO EIGHT-THIRTY P.M. FOR ATTENDEES TO VIEW MEETING MATERIALS AND ASK PROJECT TEAM MEMBERS ANY REMAINING QUESTIONS.

FOR MORE INFORMATION ON THE PROJECT AND THE PROPOSED MEETING, CONTACT MEADOW BAILEY AT 9-0-7-4-5-1-2-2-4-0.

# DOT pushes a Yukon River corridor to Fairbanks

By Sandra L. Medearis

State Dept. of Transportation planning personnel visited Nome Oct. 13 with a road show for folks interested in a plan to link Nome to the interior Alaska-Canada Highway system. The 400-500 mile road would hook up half a dozen villages along the scenic resource-rich route that would put Fairbanks within about a 600-mile drive.

DOT/PF officials met with about 20 citizens at Old St. Joe's Hall and met with some opposition as they presented lay out maps showing preliminary choices for routes. The project is still a twinkle in the determine-the-interest category.

The study encompasses the area west of the Dalton Highway, north of the Yukon and lower Tanana River basins, and south of the Brooks Range.

The legislature provided a million dollars to study the project. No money exists in an account to fund the road.

In 2008, DOT&PF contracted with the engineers DOWL/HKM to analyze potential construction of the road. At its current milestone, that study shows four suggested routes and the impediments and plusses of each. The study came out in January. Engineers on the project are shopping it around to villages that would feel the impacts to get opinions. Steve Titus, DOT&PF Northern Regional Director said the goal was to use the study to recognize a corridor that would promote resource and community development.

Resources and economic activity have been identified and corridor routes evaluated to access the resources and communities.

"While evaluating routes we are taking into consideration the migratory patterns of wildlife, subsistence culture and technical construction challenges," Titus said.

A proposed northern route would open up the Ambler mining district for jobs and a \$27.5 billion in resources at a projected cost of \$2.1 billion, according to the study. A southern route would cost the most, \$3.2 billion and open up Donlin Creek mining area. A couple of alternatives run along the Yukon River. The projected cost of these would be \$2.9 and \$2.6 billion.

The Western Alaska Access Planning Study selected one of the river routes as the most favorable and dubbed it the Yukon River Corridor. This 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, or \$4.6 to \$5.4 million per mile. It would leave Elliott Highway near Manley Hot Springs, 160 miles from Fairbanks and parallel the river on the

north as it goes westward by Ruby, Nulato, Kaltag and turn northward at Unalakleet, going by Shaktoolik, Koyuk and join the Seward Peninsula road system with a bridge over the Niukluk River at Council.

The WAAPS study says benefits to the Yukon River Corridor route include:

- Lower passenger transportation costs
- Lower fuel delivery costs
- Lower freight and mail delivery costs
- Lower mining and resource development costs
- Lower energy and power infrastructure costs
- Increase in jobs, income and access to services

Titus said the Yukon River Corridor had fewer environmental and land ownership impacts. The northern route would serve fewer people and communities; the southern route would have greater environmental and habitat impacts.

This month, DOT planners and engineers traveled Western Alaska with the proposed maps and information. Last week the DOT/DOWL team held public meetings some of the towns potentially affected by the road: White Mountain, Koyuk, Elim, Shaktoolik, Unalakleet and Nome. Other villages that could be affected by the Yukon River Corridor include at least Tanana, Ruby and Nulato. A report stemming from the comment period will be due in May. What comes next will depend on cost and other issues combined and public input.

While many have dreamed of a road connecting Nome to the rest of the state, some at the meeting did not think the idea so hot, based on the preliminary study. Others doubted the road would ever be built, but some hoped it would bring supplies into Nome at lower cost. Engineers said with money in hand and permitting hurdles crossed, the road could be built, oh, say, in roughly six years. The favored route crosses the Yukon River and other rivers or streams, meaning many expensive bridges. The corridor crosses 185 miles of wetlands, 135 miles of rolling terrain, and 65 miles of mountainous terrain. Nomeite Sue Steinacher, speaking up at the meeting, said that collecting input from the public who did not have all the information on environmental and social impacts of the road was premature.

"We don't have the whole story," she said. "I don't believe the road is being built to benefit people. It is being built for resources. We need to look at all aspects, how the region would look in 20 to 30 years. We need to get more of the pie so the feedback is more balanced."

The study did look at environmental issues, a representative of DOT Planning Department said. They mapped wetlands, caribou grazing and stellar eider habitat, but did not put these items into the one-hour presentation.

Pearl Johnson noted that the study carefully outlined parks and nature preserves, but did not consult villages about food sources in the areas. "For the breadbasket areas, there is no color [on the map]," Johnson said. "People in the village are minimized."

Additionally, she wanted to know how archaeological sites would be protected. DOT representatives said that if the project went to the design stage and environmental impact studies, once the route was settled, archaeological issues would be investigated.

continued on page 13



Photo by Sandra Medearis

**WHY NOT A RAILROAD?**—Garry Hart studies a map showing a proposed road from Manley Hot Springs to Nome, connecting Western Alaska to the Alaska Canada Highway system. Hart and some others favor a rail, not a road connection to control access to the countryside and haul out mineral resources.

## October is Domestic Violence Awareness Month

**Possible effects on children:**

- Fear
- Anger
- Feelings of isolation
- Low self-esteem
- Loss of trust
- Intensification of existing learning disabilities
- Intensification of existing behavioral problems
- Child abuse
- Incest
- Increased risk of becoming adult victims or abusers themselves

### END VIOLENCE AGAINST WOMEN and promote A VIOLENCE FREE COMMUNITY

**If you or someone you know is a victim of domestic violence, seek help. Contact the Bering Sea Women's Group at 907-443-5444 or 1-800-570-5444.**

This project was supported by Grant No. 2007-TW-AX-0040 awarded by the Office on Violence Against Women, U.S. Department of Justice to NSHC. The opinions, findings, conclusions, and recommendations expressed in this publication/program/exhibition are those of the author(s) and do not necessarily reflect the views of the Department of Justice, Office on Violence Against Women.

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## • Yukon River corridor

continued from page 4

The study did map and estimate how many miles of the Yukon River Corridor went through village and regional corporation lands, recognizing that there could be positive or negative impact on food sources—for example, more access for villagers but also more access for outsiders.

Some villages may not want to connect. That will be up to individual communities.

Other comment ran to looking at the road access for the future need to get food and supplies into Nome.

"This is about keeping costs down, Gary Hart said. "If costs continue to go up, like gas just went up half a dollar, people can't afford to live here. They're bailing out to Anchorage."

Stan Morgan offered that he saw no benefits of a road within 200-250 miles from Nome.

Just go down the Yukon and end it there," he suggested. From there it would be an intrusion on private lands and Native lands."

Gary Hart was curious as to whether the team had looked at the cost differential in building a railroad instead of a road.

Titus said a railroad would cost four times as much.

Some wondered if there was enough interest in the project to take

it to a higher, more expensive planning level.

What about Ambler and all its mineral resources? The DOT is looking at access to Ambler under a separate project, according to DOT information.

Meanwhile, a reporter said she doubted she would be around to drive the road in her pink Cadillac.

"Your grandchildren will not drive that road," said an innocent bystander.



Photo by Sandra Medearis

**CONSIDER THE PEOPLE**—Pearl Johnson lambasts the DOT for not considering the impact of a Yukon corridor on the people.

## • Sound Off

continued from page 2

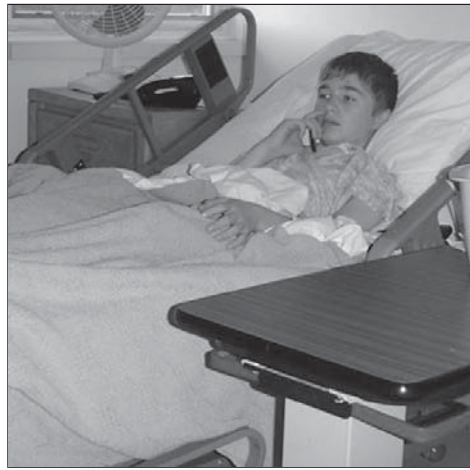
sonal saga but because Alaska voters face perhaps their most important U.S. Senate election in history this Nov. 2, after which we will send Joe Miller, Scott McAdams or Lisa Murkowski to Washington to represent us.

The late Sen. Ted Stevens understood Alaskans getting their fair share from Washington to develop basic infrastructure in our young state, including in rural Alaska where a routine medical operation still can make the difference between life and death.

Some Alaskans might be wondering why rural Alaskans might seem "entitled" to improved services. Let us remind our urban Alaska friends, who just received their Permanent Fund Dividend checks, that rural Alaska has been creating wealth and bankrolling Alaska's wants and needs, rural and urban, for decades. Rural Alaska generously shares its resource wealth—from Prudhoe Bay to the Red Dog Mine to tourism, commercial fishing and more—with urban Alaska and the nation.

Let's choose the right senator to send back to Washington who will make sure our children, elders, and others throughout Alaska can depend, for example, on reasonably equal access to health care.

Susan B. Andrews and John Creed are professors at Chukchi College, the Kotzebue branch of the University of Alaska.



Courtesy photo

**DOING FINE**—Trevor Creed in his hospital bed in Sitka after recovering from appendicitis

### Bering Strait School District 2010 Activity Calendar

<p><b>October 21-23</b> AFN Elders/Youth Conference <b>Fairbanks</b></p>	<p><b>October 22-23</b> Kotzebue Bush Brawl Wrestling Invitation <b>Kotzebue</b></p>
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## Norton Sound Seafood Products

NSSP will purchase Tom Cod and other white fish from Nome and Teller area fishermen this fall. They can be caught through the ice or by net. Please contact NSSP at 443-2304 for more information.

1	2	3	4	5	6	7	8	9	10	11	12	13	
14				15				16					
17				18				19					
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48			49					50					
						52	53				54	55	56
57	58	59				60					61		
62											64		
65												67	

- Across
1. Bust maker
  5. "That was a close one!"
  9. Wombs
  14. "I had no \_\_\_!"
  15. Exude
  16. Hose material
  17. Escape, in a way
  18. Ride the waves
  19. March of
  20. Method of military attack
  23. "Bill & \_\_\_ Excellent"
  24. George Burns liked them
  28. Republic in western Balkan Peninsula
  31. Masked critter
  33. Edible mushroom
  34. Printing in italics
  36. "Bingo!"
  37. Inclines
  38. Animal house
  39. Cicatrix
  40. Clobber
  41. Defeating
  45. \_\_\_ Wednesday
  46. Charge
  47. Bring to a boil?
  48. Stones lined with crystals
  50. Computer info
  51. Restore to good health
  57. Dry, tuberos plant root
  60. Central points
  61. "-zoic" things
  62. Cartoon art
  64. A chip, maybe
  64. Hair goops
  65. "M\*A\*S\*H" role
  66. Back
  67. Its motto is "Lux et veritas"
2. Gulf of \_\_\_\_, off the coast of Yemen
3. Atoll protector
  4. State legislature buildings
  5. Type of grant
  6. 24 in a day
  7. "The Snowy Day" author
  8. Fabric
  9. Bringing to ruin
  10. Drawing
  11. "A Nightmare on \_\_\_ Street Adventure"
  12. \_\_\_ v. Wade
  13. \_\_\_ and outs
  21. Dolly \_\_\_ of "Hello, Dolly!"
  22. Clickable image
  25. Greenish yellow redder than liqueur green
  26. Move, as a picture
  27. Sprinkle
  28. Soldier's knapsack
  29. Good-for-nothing
  30. Greek poet
  31. Language of Bohemia
  32. Farm call
  35. Bad day for Caesar
  39. Approach
  41. Type of vine
  42. "Pipe down!"
  43. Spottier
  44. The "A" of ABM
  49. Excitement
  50. Fiats
  52. Way, way off
  53. Gram, with "up"
  54. Site
  55. Farfetched
  56. "\_\_\_ quam videri" (North Carolina's motto)
  57. Bump
  58. "\_\_\_ Ng" (They Might Be Giants song)
  59. Ceiling

Down

1. Not yet final, at law

Last week's answers

W	A	N	A	G	O	F	F	A	N	V	S
A	N	E	W	V	H	L	E	L	E	V	I
G	O	R	E	T	E	T	O	R	S	B	E
T	I	N	D	E	R	A	N	C	E	S	A
T	O	R	O	N	I	B	L	L	I		
C	O	A	P	T	S	G	H	I	R	O	
S	T	R	A	N	C	A	N	G	U	P	S
O	N	T	R	A	N	D	N	A	R	B	R
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# HOBOSCOPES

October 21 - 27, 2010

<p><b>CAPRICORN</b> December 22 - January 19</p> <p>Great minds think alike, so don't go it alone, Capricorn. If you do, you will make a mess of things. A major screw gets the rumor mill going.</p>	<p><b>ARIES</b> March 21 - April 19</p> <p>Your softer side comes out when a friend faces a health crisis. Be there for them in full force. Aries. An announcement gets the party started.</p>	<p><b>CANCER</b> June 22 - July 22</p> <p>You have the answer to a recurring dilemma. You just need to look inside. Cancer. A home improvement plan goes off without a hitch and is picture perfect.</p>	<p><b>LIBRA</b> September 23 - October 22</p> <p>Affairs of the heart are top priority this week, Libra. Find the time to reconnect with your loved ones. You won't believe everything you've missed out on.</p>
<p><b>AQUARIUS</b> January 20 - February 18</p> <p>You're a mover and a shaker this week, Aquarius. There is no stopping you. A relative brings home quite the gift. View it through rose-colored glasses.</p>	<p><b>TAURUS</b> April 20 - May 20</p> <p>You must overcome some serious objections in order to implement a plan at work. Don't worry, Taurus. You will succeed. An old friend drops by for a chat.</p>	<p><b>LEO</b> July 23 - August 22</p> <p>You may feel like your family's punching bag this week, but it won't be for naught. Everyone will recover in time for a pleasant weekend, Leo.</p>	<p><b>SCORPIO</b> October 23 - November 21</p> <p>You're riding high for many reasons, Scorpio. A friend invites you over to try out a new trend. Cast aside your reservations and have some fun.</p>
<p><b>PISCES</b> February 19 - March 20</p> <p>Believe in yourself, and nothing is beyond your reach, Pisces. A branch of confidence turns out to be a blessing in disguise. A new waltz calls for a change in accessories.</p>	<p><b>GEMINI</b> May 21 - June 21</p> <p>You must clear the air with a coworker, Gemini. They have pushed your buttons enough. Sit down, discuss your differences and come up with a compromise.</p>	<p><b>VIRGO</b> August 23 - September 22</p> <p>Your intentions are good, so don't fret if others don't realize that. They will come around, Virgo. A special occasion calls for some special activities.</p>	<p><b>SAGITTARIUS</b> November 22 - December 21</p> <p>Travel plans stall, but not for long, Sagittarius. You become the go-to person at work. Don't be shy. A home improvement project concludes.</p>

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**Tuesday, January 11, 2011**

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## **Gov.'s budget includes \$10.5M toward roads to resources**

**By Sean Manget** | *Morris News Service-Alaska, Alaska Journal of Commerce*

Gov. Sean Parnell's promise to bring "roads to resources" into greater focus during his administration has materialized, in the recently released fiscal year 2012 draft budget, in the form of \$10.5 million in allocations to various phases of planning and engineering on three projects.

The projects -- transportation links to Umiat, Ambler and Nome -- all promise to connect the state's road system to important sources of minerals and oil.

### **The road to Nome**

A road connecting Nome to the state's highway system has been deliberated and debated for decades.

Engineering firm DOWL HKM concluded nearly a year ago that the final price tag would likely cost between \$2.3 billion and \$2.7 billion -- the equivalent of Fiji's gross domestic product.

The route DOWL favored spans from a highway near Manley Hot Springs to the Nome-Council Highway, about 500 miles, generally paralleling the Yukon River.

The governor's proposed \$1.25 million allocation would advance the project beyond the study and into the preliminary engineering phase.

Ethan Birkholz, the state Department of Transportation's northern region planning chief, said one way the department might be able to ease the sticker shock of the price tag would be to build it in phases, slowly connecting communities.

Environmental impact studies may take longer than 24 months, Birkholz said, and construction on the first segment could be finished four to five years later.

"Several million (dollars) would be required to complete environmental work and preliminary design for a chosen segment. If the several million became available, then the environmental document would take a minimum of 24 months and could be longer if it required an environmental impact study," Birkholz said.

The first segment may span from Manley Hot Springs to Tanana, Birkholz said.

The Donlin Creek gold mine prospect could allow to access existing road infrastructure for Poorman to Ruby, which could connect to a road to Nome, Birkholz said. The Ambler mining district also could access this road instead of connecting to the Dalton Highway, he said.

The study does identify a variety of potential savings if the road is constructed. Among them, the communities of Tanana, Ruby, Galena, Koyukuk, Koyuk and Nome could save more than \$19 million annually in transporting fuel, cargo and bypass mail.

The project would take 10 to 20 years, Birkholz said.

### **Road to Umiat**

The largest allocation -- \$8 million -- would fund the environmental impact statement for the Foothills West Transportation Access project.

The \$365 million road project would stretch more than 90 miles from a point near Galbraith Lake, which lies just northeast of Gates of the Arctic National Preserve, northwest to Umiat.

As part of the environmental studies, the U.S. Army Corps of Engineers would evaluate the project's effects on the subsistence lifestyle of residents along the route. Local residents have voiced concerns over competition that might result from outsiders using the road to hunt nearby wildlife, said Ryan Anderson, a design group chief with the state DOT.

Informational public meetings were held in Anaktuvuk Pass, Nuiqsut and Barrow.

"It's competition they're concerned about. That's what we've been hearing from the local folks," Anderson said.

"At this point, it's really the issue that's going to get addressed in this environmental process. We're going to work hard to try to come up with solutions that people can work with."

There are four significant river crossings that could add to environmental concerns, to fish as well as sediment and erosion issues.

Anderson is confident the road will pass muster. "We design these things to facilitate fish," he said.

The road would provide access to a variety of oil and gas deposits on the North Slope. Anderson said a host of industry players, including Anadarko and Renaissance Oil and Gas, have expressed interest in tapping some of those deposits. The road could accommodate oil and gas pipelines.

The EIS would take about two years. Anderson hopes the permitting and preconstruction activity will be finished in January 2013, and that the road will be finished in 2015.

## Connecting Ambler

A \$1.25 million item in the budget would allow DOT to conduct environmental and engineering studies to connect the Ambler mining district to a road system.

Anderson said it was too early to provide a final cost estimate of the project.

The district houses known copper, gold, silver and zinc deposits.

A railway link also is being considered. Rail could reduce the subsistence competition concerns like those on the Umiat project, as the general public couldn't ride the rails, Anderson said.

"The railroad is more of a controlled access (connection), whereas the road isn't," Anderson said.

The passage would be constructed either from the west or east. It may span 200 miles from the Dalton Highway to the east, or it may stretch 250 miles from the coastal areas on the west.

The EIS process may start in 2012, Anderson said.

DOT will use past studies as a baseline to determine the economic feasibility and engineering difficulties of potential corridors, Anderson said.

"Our goal is to do our homework to understand the issues so we can answer questions before these agencies ask (during the EIS process)," Anderson said.

Among issues already faced are steep grades, a problem for railroad projects. Also federal lands and parks would likely fall somewhere along the route.

Beginning in January, public meetings will be held in Ambler, Kobuk and Shugnak -- all communities that fall within the Ambler mining district -- to begin to hash out any concerns locals may have.



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## State pushing ahead with road-to-Nome plans

January 24, 2011 | by Rhonda McBride | Channel 2 News

Another round of public hearings opened on Monday on a proposed road from interior Alaska to Nome.

If that road were built, it would be at least 500 miles long and cost more than \$2.5 billion. The maintenance requirements are estimated at more than \$2 million year.

Of the affected communities surveyed, 55 to 60 percent support the idea. Ten percent are undecided, and 35 percent are against it.

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One of the concerns is that the road would attract hunters and fisherman from urban areas, which could leave less fish and game available for locals who depend on it for survival.

Nome Representative Neal Foster says the plan has had mixed reviews from those in his district. But says those who support it say it enhances Nome's efforts to expand its port and perhaps attract a U.S. Coast Guard facility to the area.

There are several proposed routes, but engineers for the project say the route most likely will begin at Manly Hot Springs, follow the Yukon River to Koyukuk and then head north to Council, which connects to a road to Nome.

"People living along the route could have lower costs of living, bringing in fuel, food, freight, mail by truck instead of by barge," said Tom Middendorf, an engineer with DOWL HKM, a company under contract by the state to study the project. "They could bring it in year round, instead of being limited by the barge season, if it's a lot of heavy freight."

Studies show that a road would reduce the cost of goods for communities in the region by about \$4,000 per person each year.

A rail route has been looked at, but costs are estimated to be four times higher than building a road, mainly because track has to be laid in a straight line.

There are a lot of mineral deposits in the region, and one of the state's goals is to connect roads and resources to help build an economy.

Public hearings were scheduled for Monday in Buckland and Deering, and the state plans to hold meetings in Selawik and Noorvik on Tuesday and in Kianna on Wednesday. Hearings are planned for Anchorage in February.

Contact Rhonda McBride at [rmcbride@ktuu.com](mailto:rmcbride@ktuu.com)

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## Public hearings on proposed road to Nome

*(01/25/11 08:11:09)*

Public hearings are being held on a proposed 500-mile road to Nome that would cost more than \$2.5 billion.

KTUU reports Nome Rep. Neal Foster said at Monday's hearing the plan has had a mixed reaction in his district. Supporter says it would help Nome expand its port and attract a Coast Guard facility.

One of the concerns is that the road would bring in hunters and fishermen from urban areas who would compete for fish and game need by local residents for survival.

An engineer with the contractor studying the project, Tom Middendorf with DOWL HKM, said it could lower the cost of living by bringing in fuel, food, freight and mail by truck instead of barge.

Hearings were scheduled this week in Buckland, Deering, Selawik, Noorvik and Kianna.

[print](#)

## **Fairbanks residents view options for proposed road to Nome**

by Mary Beth Smetzer/msmetzer@newsminer.com and Jeff Richardson/jrichardson@newsminer.com

01.31.11 - 11:53 pm

**FAIRBANKS** — A public hearing on a proposed road connecting Fairbanks to Nome drew about 50 people to the Morris Thompson Cultural and Visitors Center on Monday night.

The Alaska Department of Transportation is on its final round of public hearings in 30 communities ranging from Western Alaska to the Interior seeking public comment on the proposed 500-mile road.

People were asked to fill out a questionnaire and comment form about the Western Alaska Access Planning Study and mail it back to Tom Middendorf, of DOWL HKM, who led Monday night's meeting.

Maps on tables detailing four proposed routes drew the crowd's attention.

"We're now collecting public comment to further study and further refine (options)," Middendorf told the audience during a slide presentation of the four routes included in the study.

Route 1 begins near Jim River on the Dalton Highway and trends southwest, accessing some northern communities and the mineral district near Ambler.

Route 3 begins near Nenana on the Parks Highway and sweeps to the south to avoid mountainous terrain and federal conservation land before turning north to connect to the Nome-Council Highway.

Detailed in dark red were the Yukon River Corridors with two starting points listed as Route 2a and Route 2b.

Both Yukon River corridors, Middendorf said, would access river communities and resources.

The first, 2a, starts north of the Yukon River on the Dalton Highway, runs to Tanana and then west to to the Nome- Council Highway.

The second, 2b, begins at Manley Hot Springs, running west mostly along the Yukon River to Council which connects to Nome via a gravel road.

The study recommends the 2b Yukon River Corridor plan for a number of reasons including fewer land and environment impacts, shortest travel distance between Fairbanks and Nome, the absence of federal conservation land crossings, serves the greatest population and has potential to link mining districts. The proposed 500-mile road would be built in stages and is estimated to cost more than \$2.5 billion.

Among the positives a road west could bring are mining and tourism jobs, fuel,

travel and food savings, medical and disaster relief, and less expensive shipping.

Among the negative effects a road could bring are changes in village lifestyle, the environment, an influx of hunters, drugs, alcohol and disruption of caribou migration and calving grounds.

Mittendorf said in the communities visited, residents were about 65 percent in favor of a road.

Before closing the meeting, Mittendorf emphasized the importance of hearing individual voices from the questionnaires. A report on public involvement in this phase of the planning process will come out in April, he said.

Tanana Chiefs Conference President Jerry Isaac attended.

“At last year’s annual meeting, TCC approved the study of the road to Nome,” Isaac said. “My job is to take information back to the villages for their direction.”

Isaac said Yukon River communities are are concerned about the impact a road would make on their lifestyles, both positive and negative.

“It’s a tough decision. They’re not ready to jump in and agree to a road construction,” he said.

Information and a map of the route is available at [www.westernalaskaaccess.com](http://www.westernalaskaaccess.com).

For questions or information, e-mail [WAAPS@dowlhkm.com](mailto:WAAPS@dowlhkm.com) or contact Alexa Greene at 451-2388 or Tom Middendorf at 562-2000.

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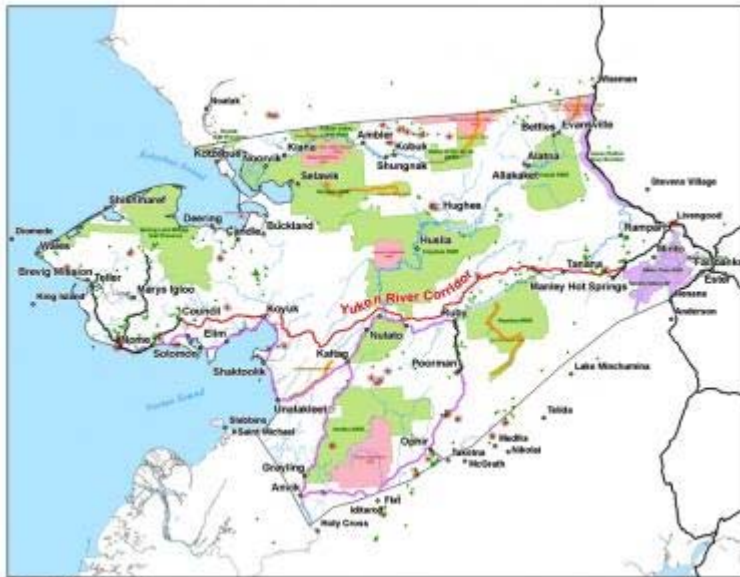
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# Time to build a 500-mile road to Nome? Share your thoughts today in Anchorage

Posted by thevillage

Posted: February 9, 2011 - 3:42 pm



In a new look at an old idea, the state has spent about \$2 million over the past two years researching a potential 500-mile road to Nome. Gov. Sean Parnell is asking for another \$1.25 million this year for more planning and design.

Supporters see the road as a way to unlock mining deposits and lower the price of food and fuel in villages. Critics eye the price tag – as much as \$5.4 million per mile according to a 2010 report -- and fear a boondoggle in the making.

Good idea? Bad?

You can weigh in tomorrow night in Anchorage, as the Department of Transportation collects comments on the

## Rural blog



The Village is a Daily News blog about life and politics in rural Alaska. Its main author is ADN reporter Kyle Hopkins. Come here for breaking news on village issues, plus interviews, videos and photos. But that's just part of the story. We want to feature your pictures, videos and stories, too. Think of The Village as your bulletin board. E-mail us anything you'd like to share with the rest of Alaska -- your letters to the editor, the photos of your latest hunt or video of your latest potlatch. (We love video.)

### Contributor

#### Kyle Hopkins

I was born in Sitka, have lived in Kake, Skagway and Fairbanks and joined the ADN in 2005 after writing for the Anchorage Press and Fairbanks Daily News-Miner. I started blogging for the paper in 2006 with The Trail, our blog about the governor's race. Then came the Alaska Politics blog. Now I'm covering government and rural affairs and live in Anchorage with my wife, Rebecca. (Update: Our daughter Alice was born May 31. Thanks everyone for the suggestions.) E-mail me at [khopkins@adn.com](mailto:khopkins@adn.com) and find me on Twitter at [twitter.com/ADNVillage](https://twitter.com/ADNVillage).

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proposed route Yukon River route from 6:30 to 8:30 p.m. at Romig Middle School, 2500 Minnesota Dr.

Visit [the project website](#) for more info or [to submit a comment](#) online.

At 500 miles, the proposal amounts to building a road from the Super Bowl towns of Pittsburgh to Green Bay. Except instead of crossing Middle America, you'd be bridging the Yukon River and building across remote mountains and wetlands.

It's unclear when, if ever the road will be built. No money has been set aside yet for design or construction.

Alaskans have talked about connecting Fairbanks to the Seward Peninsula in Western Alaska for decades. Former Gov. Sarah Palin said she was pursuing the project in her state of the state speech in early 2009. "We need access to our resources," she said.



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Parnell highlighted the project again a year later as an Anchorage engineering firm published a state-funded study recommending a route that would roughly parallel the Yukon River.

It would start near Manley Hot Springs and follow the river through Interior villages to Norton sound. The cost: \$2.3 billion to \$2.7 billion, the firm said.

Here's the state's [list of frequently asked questions](#). Perhaps the biggest question of all – who would or should pay for the road -- remains unanswered.

Would the state fund the whole thing? Is any federal cash available despite the White House's current anti-earmark message? Would the mining industry, which stands to benefit from easier access to mining deposits, help cover the costs?

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- 2/9/2011 3:42 pm

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- 2/8/2011 5:38 pm

The state has already held dozens of public meetings. People in villages and towns along the route often asked, or commented, on how the road might change life in their hometowns.

At the Nome meeting, one person said the road would make villages more sustainable and reduce costs, prompting people to move back to villages, **the state says**. Others said the road is really about helping mining, not people, and worried about the route crossing village lands that residents rely on for food.

Read more comments about the road proposal from recent meetings along the proposed route [here](#).

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## Public hearings put road to Nome back in the headlights

**\$3 BILLION COST: Route from Interior stirs debate over pros, cons of access.**

By KYLE HOPKINS

khopkins@adn.com

(02/13/11 23:26:51)

How's this sound?

You drive to Manley Hot Springs and turn left, bumping along the new gravel-topped highway at 40 mph. Maybe you see some caribou. Somewhere off in the distance, through the passenger-side window, is the Yukon River.

By nighttime, you're in Nome.

That's the idea behind a proposed highway from the Interior to Western Alaska being studied by the state Department of Transportation and pursued by Gov. Sean Parnell. It'd cost nearly \$3 billion, and Alaskans who live along the proposed route have no shortage of opinions about whether it'd make life better or worse in their hometowns.

Public money would be better spent on education and health care or subsidizing fuel and airfare costs in rural Alaska, Carolyn Schubert told the crowd at a public hearing on the road proposal Thursday night in Anchorage.

She carried her notes alongside a green water bottle with a sticker that read "I'm Yup'ik" to the meeting of 40 to 50 people. Schubert called on the audience to fight the proposed road.

John Dickens, who described himself as a safety officer for a small airline, disagreed.

"We are in desperate times," said Dickens, who says he has a home in Bethel with his wife. It's just a matter of time before Alaska loses the federal mail subsidies that keep the cost of food and services in remote villages from rising even higher, he said.

Without less expensive, year-round transportation, people one day will have to abandon their villages, he said.

The debate in Anchorage echoes comments heard at a series of roughly 30 meetings in hub cities and -- more often -- villages that flank the proposed route.

### **BUILD IN PHASES**

About \$2 million has been spent researching the road -- including a 2010 report that recommended a route that parallels the Yukon River as it heads west. Parnell considers the project a priority, a spokeswoman said, and has asked the Legislature to spend another \$1.25 million to determine more precisely where the road would go, among other preliminary work.

"The plan is to have the road built in phases, going from one resource deposit to the next," Leighow said. "Communities along the road will benefit from the lower fuel and supply costs that

will result from surface transportation."

Lois Epstein, an engineer and longtime transportation watchdog, said the proposal is the most expensive road project before the state. Telling people that it would be built in their lifetimes is misleading, she said, and that there's no financial plan in place to pay the \$2.7 billion bill.

"We have to think long and hard about funding this project," she said.

Theresa Szafran told the crowd she was raised in Nome and Council and that rural Alaskans are not as isolated as they once were.

Almost everyone has an Internet connection, she said. "So why not be physically connected as well?"

## **PEOPLE DIVIDED**

The notion of a road to Nome has long been proposed, debated and studied in Alaska.

Studies and maps of old road routes date to the 1800s, said Tom Middendorf, a member of Dowl HKM, the Anchorage engineering firm hired to research possible routes.

The project is still just an idea that the state is studying. It'd take years before construction begins, and at least five more years to build the first section, according to notes from the many public hearings on the Department of Transportation website.

And that's if someone is willing to pay for it.

The road would cost as much as \$5.4 million per mile, Dowl estimated in a January 2010 report.

The price tag does not include another \$40 million a year in maintenance and resurfacing costs -- or the cost of building spur roads to villages along the way.

There are no clear answers to the funding puzzle yet, said state Rep. Neal Foster, D-Nome. Do you try a toll road? Do you tax the private industries that use it?

Some people in his district like the road idea, he said.

"Maybe it brings the cost of transportation for goods down, and they're excited about the jobs that it brings. Not only for construction but for the maintenance of the road," Foster said.

"On the other hand you have folks who would like to continue the small-town feel that the communities along the various proposed routes would have," he said.

Among the concerns expressed at the public hearings: The road could give hunters from outside the region easy access to the area to compete for fish and game.

The road is pitched as a way to unlock mining deposits in a roadless swath of Alaska. Some villagers have criticized the project, saying it benefits mining companies, not people who live in the region. Middendorf noted Thursday in Anchorage that the firm is recommending a route that steers closer to villages and farther from potential mines than one of the other paths under consideration.

## **SEPARATE MINING ROAD**

The road to Nome is sometimes confused with a different potential road to the north that could provide access to the Ambler mining district. The state Department of Transportation is studying that idea, too.

One route for that project could head west from the Dalton Highway. Or the road could start in the mining district and go west to a port along the coast, said Ryan Anderson, a project manager for the Transportation Department.

A report on the project, including estimated costs, is expected in April, he said.

Unlike the road to Nome, which could link cash-poor villages to the rest of the state, the Ambler road is aimed directly at resource development.

The region's rich zinc and copper deposits could yield profitable mines and create hundreds of jobs in the Ambler, Shungnak and Kobuk region if they were connected to a road, said Rick Van Nieuwenhuysse, chief executive for British Columbia-based NovaGold Resources Inc.

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Read The Village, the ADN's blog about rural Alaska, at [adn.com/thevillage](http://adn.com/thevillage). Twitter updates: [twitter.com/adnvillage](https://twitter.com/adnvillage). Call Kyle Hopkins at 257-4334.

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Web posted Friday, February 18, 2011

## Proposed road to Nome sparks debate in Anchorage

By Sean Manget

*Alaska Journal of Commerce*

Last week in Anchorage, the debate over the proposed road from Manley Hot Springs to Nome raged yet again, with people on both sides stating their views and occasionally erupting into impassioned rants.

Proponents and opponents clashed over issues as broad as whether the road, slated to cost between \$2.3 billion and \$2.7 billion, should be built at all. But even supporters were divided over which of several proposed routes should be developed, and whether it should be a roadway or a railroad.

The price tag shocked Alaskans when it was unveiled in a report by engineering firm Dowl HKM early last year. But the document also lays out a bevy of benefits that might come to the region if the 500-mile road was built, largely running parallel to the Yukon River if the favored route is undertaken.

Mines along and near the passage, including those in Ambler, Donlin Creek and Illinois Creek, along with 10 placer mines, would create 1,590 jobs, according to data the report says came from 2009 estimates gathered by firm Northern Economics.

The report says many of these jobs, according to data collected from the state Department of Labor and Workforce Development in 2009, would likely pay somewhere around \$7,000 per month.

Moments before the meeting began Feb. 10 at Romig Middle School in Anchorage, retired engineer and former Nome resident Bill Johnson said he would prefer the railroad option because with an abundance of ore deposits in the area, the rail would offer the ability to haul mass quantities of minerals more easily than the road.

"With a railroad going in there, and if we can connect up to the Canadian railroad, we'll be able to move our resources to market," Johnson said. "Maybe my kids will be able to work in the state like I have."

Johnson also fears that a roadway will bring an influx of hunters who would wreak havoc on local the local caribou population. This fear has materialized in the discussions over other rural transportation projects, including a road from Galbraith Lake to Umiat.

Roger McCarty, who now lives in Anchorage but resided in Ruby until nearly five years ago, supports the road because he believes it will aid in resource extraction efforts and lower the cost of necessities like fuel and groceries.


The report forecasts a savings of nearly \$1.1 million in annual fuel costs, and a savings of more than \$18 million in annual cargo and bypass mail expenditure.

McCarty said airfare is already expensive enough, and with the U.S. Senate debating ending subsidies to air carriers operating in 44 communities statewide as part of a grander effort to cut federal spending, the road will ensure that residents can continue to get what they need without having to pay exorbitant fees.

In front of a crowd of nearly 40 people, Tom Middendorf of Dowl HKM laid out the advantages of the chosen route.

It brings greater access to members of the community than the other route that was in the running, but it has a lower mineral value than the other route, the report says.

It is also more costly: the other route, which would span 450 miles, is estimated to cost \$2.1 billion.

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Joe Jackson, one of the event's attendees, supported the road in principle but told Middendorf during the meeting that he would prefer the less expensive route because it allows more access to mining deposits.

Jackson said he would have preferred to have representatives of the mining industry at the meeting since, in his view, mining companies are the primary beneficiaries of the road.

Heated opposition to the road arose from multiple attendees, including one woman who said cultures in the area were "stressed" as it was and didn't need to have outsiders flooding into their villages via the road.

"Alcoholism and drug abuse continue to plague our families, our villages and our region. You read daily in the newspapers about the devastation they leave in their wake," said Carolyn Schubert, another attendee of the meeting who lives in Council during the summer.

"I'd be naive to think that a road through an urban area would come close to helping to address these problems," she said.

Schubert fears that employment to build the road would not go to locals, and said she has witnessed previous projects like this one in which family and associates of construction contractors, and not residents of the communities, got the jobs.

She shared the concerns of many others regarding outsiders and "intruders" utilizing the road, and said she doubts state troopers will be adequately provided to stave off criminals.

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