

## **APPENDIX I**

### **WAAPS Other Comments**



# LETTERS TO THE Editor

## Nome road

Feb. 10, 2011

To the editor:

We've been down this road before, do we have to do it all again to prove how greedy and inept we are?

A monument to that fact is still sitting 40 miles east of Nome for all to see. We call it "the train to nowhere." About 1903, they decided to slap in a roadbed to a exaggerated gold field so steam engines could easily haul supplies in and carry the wealth out.

With dollar signs obscuring their eyes, they didn't see the adverse logistics involved in a true cost-to-profit ratio. More than 100 years later, there is a lovely display of rusty iron for the tourists to muse, "What were they thinking?"

This same dopey scenario is developing on a mega-scale today. Just throw money at it, and it will

blossom into wealth and life will be better. The cost of building a roadbed, even one resembling a glorified cow path, is bad enough, but endless maintenance and snow removal costs are off the charts, especially when we will soon be measuring our fuel supply by the quart instead of by the gallon.

Perhaps a network of natural gas pipelines to supply needed energy within our state or a large hydroelectric system would be more cost-effective.

Jerry Landgrebe  
Nome

## No more Palin

Feb. 10, 2011

To the editor:

I made a New Year's resolution this year. It was to not speak of, read about or write about Sarah Palin. Unfortunately, I have already broken my resolu-

tion in all three ways.

The reason I'm writing this letter is to ask you, the News-Miner, why you have a tab for Sarah Palin on your website. I subscribe to the paper but don't always have enough time in the morning to read it through before I leave for work. So I sometimes check things out online during my break at the office.

How could you contribute to my angst by creating this one-click tab to everything regarding Sarah? I'm going to try to restart my resolution today, please help me by removing that selection on your online site.

Dolly Kjera  
Fairbanks

## Community hunts

Feb. 10, 2011

To the editor:

On March 4 in Wasilla, the Board of Game will begin deliberating proposed



# Western Alaska Access Planning Study

## Questionnaire and Comment Form

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

Yes     No    Why do you feel this way?

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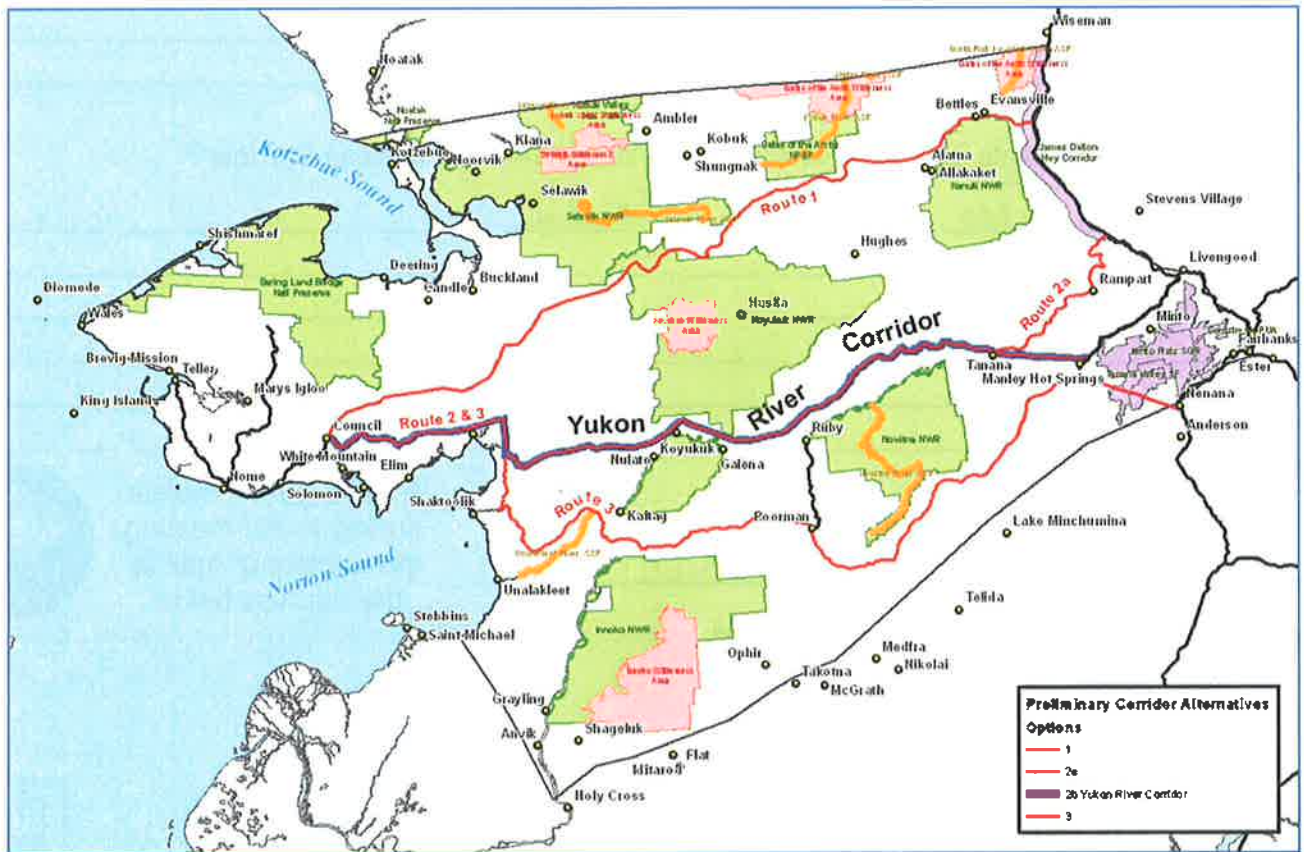
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2. I am in favor of the proposed Yukon River Corridor (Route 2b). If yes, go to question 3.

- Yes     No    If no, which of the other Corridor Options do you favor, and why?
- Route 1 (from Dalton Highway near Bettles to Nome)
  - Route 2a (from Dalton Highway at Yukon River Bridge to Nome)
  - Route 3 (from Nenana on the Parks Highway to Nome)
  - I do not favor any of the options

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

*Evacuation routes for the Native Village of Shaktoolik.*

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

*Importation of Alcohol & Drugs*

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

*Good Job! Come Again!*

I am a resident of:

*Shaktoolik, Alaska*

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



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



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**Western Alaska Access  
Planning Study**  
DOWL HKM  
4041 B Street  
Anchorage, Alaska 99503

**WAAPS**  
Tom Middendorf  
DOWL HKM  
4041 B Street  
Anchorage, Alaska 99503



# Western Alaska Access Planning Study

## Questionnaire and Comment Form

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

Yes     No    Why do you feel this way?

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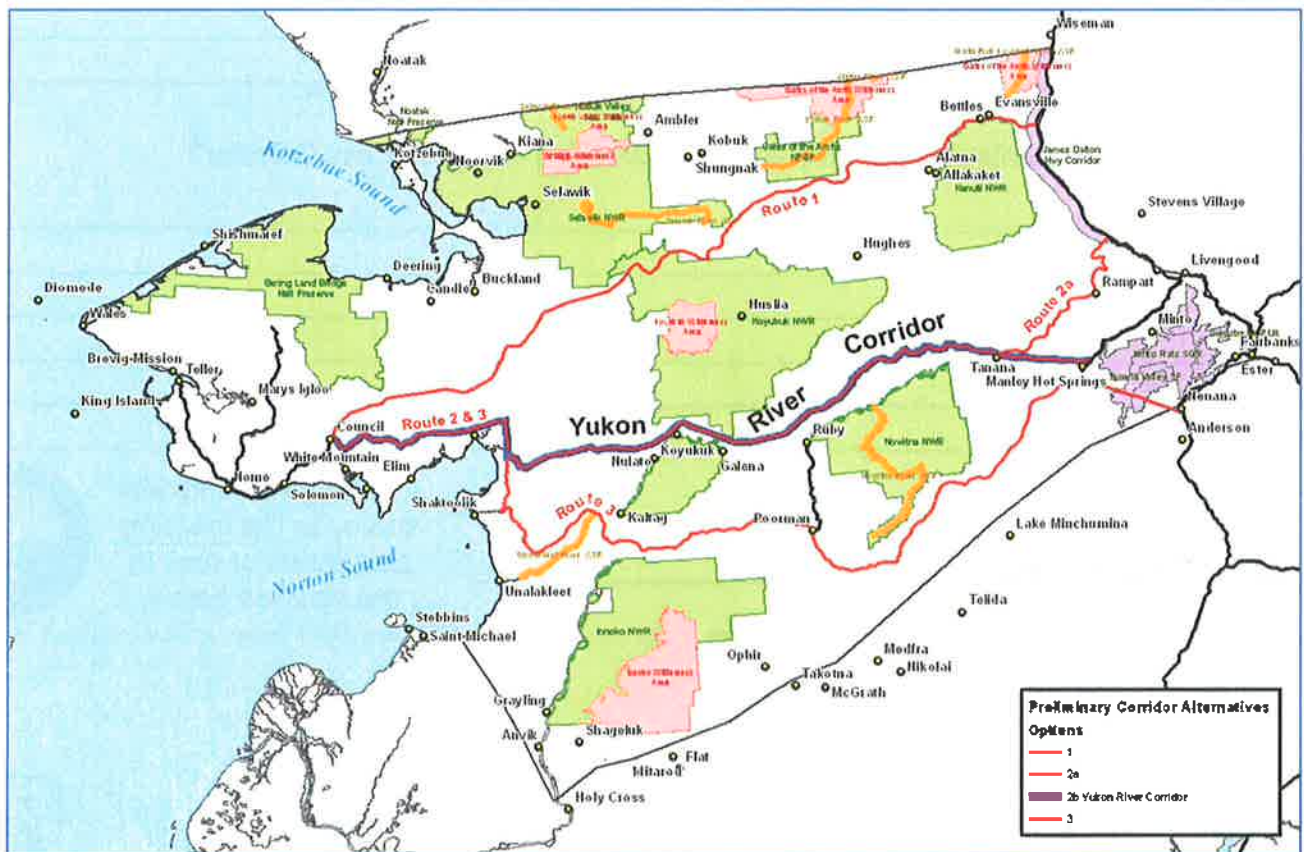
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Yes     No    If no, which of the other Corridor Options do you favor, and why?

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- I do not favor any of the options

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

*Easier access to major towns.*

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

*More population in the area, trespassers on native lands.*

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

I am a resident of:

*SHAKTOULIK*

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



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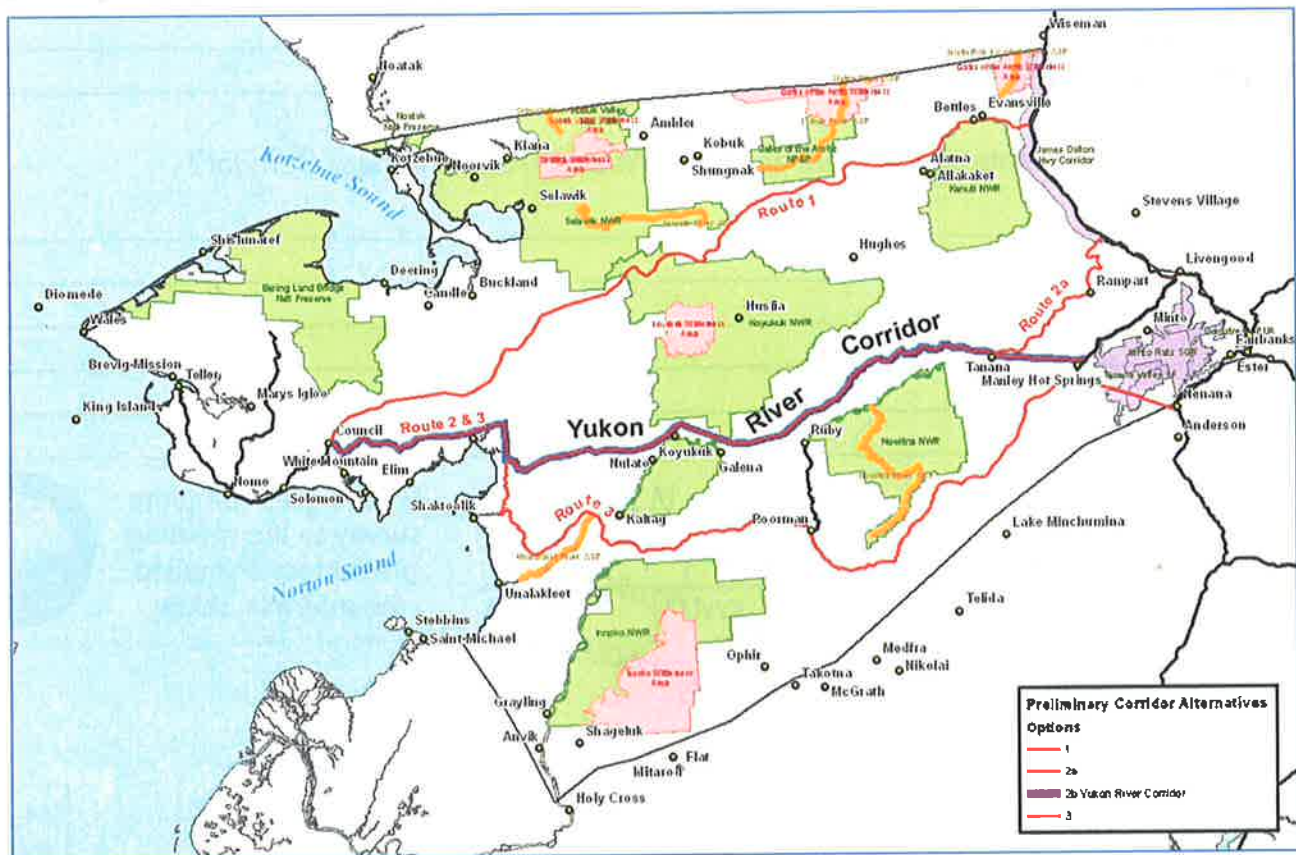
# Western Alaska Access Planning Study

## Questionnaire and Comment Form

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

Yes  No Why do you feel this way?

*after you meet w/ all the villages to find that we could find a middle ground where everyone benefits.*



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

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

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- I do not favor any of the options

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

Cheaper for families to survive in this current economy  
Economic opportunities  
Jobs for so many people.

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

We are isolated and it's safe here w/out crazy travelers driving through town. Murderers and <sup>(CRAZY)</sup> unsafe people driving through could make people uneasy  
Native Allotments: Making a road of hay slough there are tribal members who own land.  
Hunting & Fishing!

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

I am a resident of:

Tanana

Thank you for coming to our community!  
We appreciate it.

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



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# Western Alaska Access Planning Study

## Questionnaire and Comment Form

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

Yes  No Why do you feel this way?

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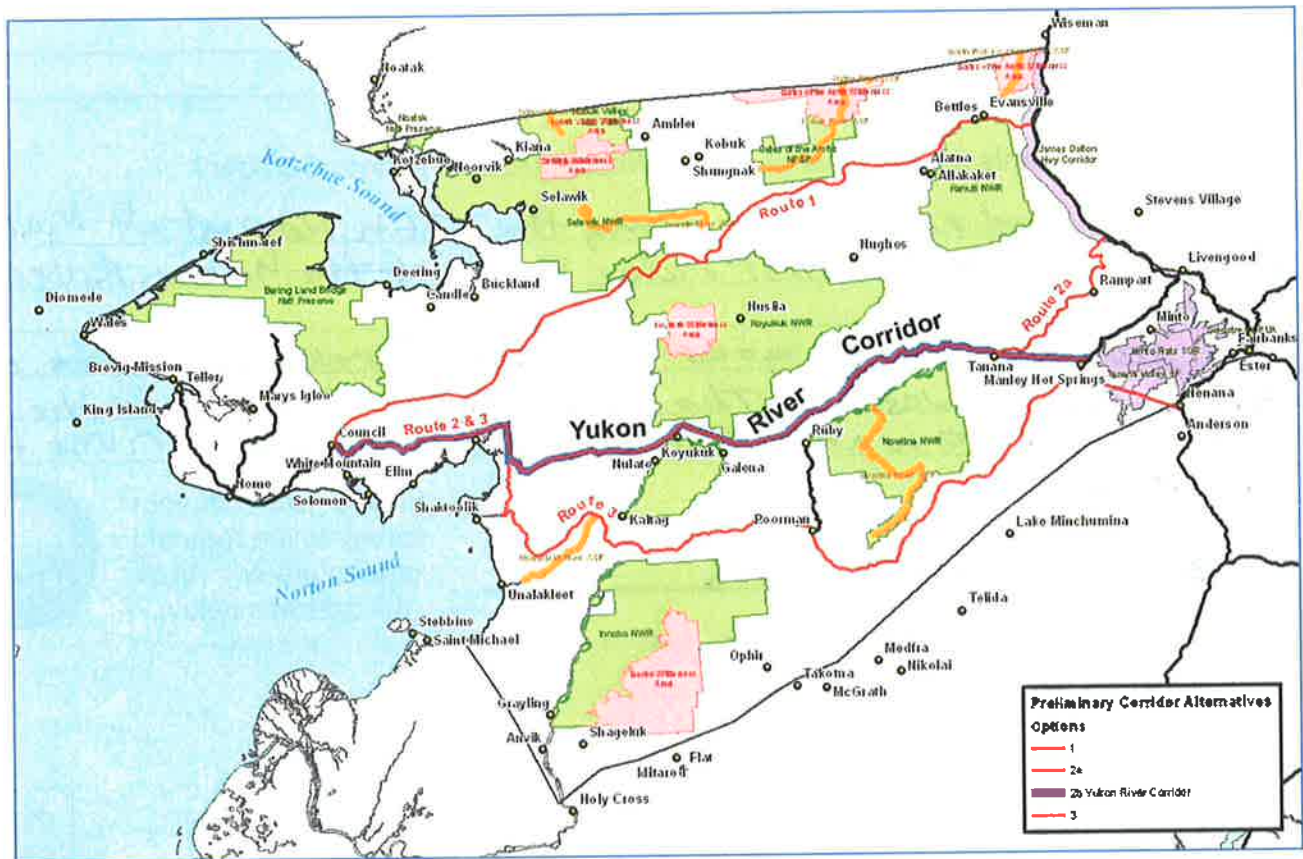
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3. What are the primary advantages of a Western Alaska Access Corridor?

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

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\_\_\_\_\_  
\_\_\_\_\_

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

- The proposed route goes along the Tofty Rd out of Manley Hot Springs to the first ridge south of the Yukon River west toward Tanana.
- The proposed route goes from the Eureka turn off on the Elliot Hwy west to the first ridge south of the Yukon River west toward the crossing above up river from Tanana.

I am a resident of:

2 Tanana, AK

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DOWL HKM  
4041 B Street  
Anchorage, Alaska 99503

**Lohrke, Alison**

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**From:** Sen. Donny Olson [Senator\_Donny\_Olson@legis.state.ak.us]  
**Sent:** Wednesday, October 06, 2010 1:59 PM  
**To:** PUB-WAAPS  
**Subject:** WAAPS

Thank you for the information regarding the public meetings on a proposed road corridor connecting the Fairbanks area to the Seward Peninsula. Please continue to keep us in the loop of your scheduled public meetings, specifically in District T (Nome area).

Thank you for your time,

Sincerely,

Loren Peterson

**Loren G. Peterson**  
**Staff to Senator Donald Olson**  
**(907) 269-0254**

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Wednesday, October 06, 2010 3:46 PM  
**To:** webmaster  
**Subject:** Web Feedback Form - West Dowling

First Name.: Don

Last Name: Eller

Company: Eller

Comments: I was born and raised in Tanana Alaska. I have been a long time advocate for extending the Elliot Highway from Tofty to the South side of the Yukon River across from Tanana. This would be a gravel road that runs along the ridge line separating the Yukon and Tanana Rivers.

Why, if one really looks at the economics involved for the overall population for the Yukon corridor, it is a small very spread out population that cannot justify the massive expense involved in an overland Yukon corridor transportation route. There are very smart and key pieces of infrastructure however which could dramatically lower the costs for all those on the Yukon corridor and the first is extending the Elliot Highway from Tofty to the South side of the Yukon River across from Tanana. Why? The Yukon river is and has always been used as a transportation route for the lower Yukon. The Yukon River is fed by the Tanana River and is the route for which all freight going down the Yukon River travels, from Nenana to Tanana and then down the Yukon. The Tanana River however is very shallow and limits the drafts for the barges to 3-4 foot. The Yukon River does not have the 3-4 foot draft limitations of the Tanana River. The Yukon River can easily have barges of draft of 8 foot. There is a tremendous difference in the economics to operate a barge with an 8 foot draft over a barge with a 4 foot draft. What was the original purpose of the road to Rampart? To get on the Yukon River so more efficient vessels to could deliver freight down the Yukon, just one minor misstep someone forgot about the Yukon River rapids above Tanana.

So rather than waste a bunch of money studying a project that does not make economic sense on face value, why not invest the money in finishing about 20 miles of road from Tofty to Tanana, a project that immediately benefits and lowers the cost of transportation for everyone along the Yukon from Tanana to Saint Mary's?

Don

TimeStamp: 10/6/2010 5:45:35 PM

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Wednesday, October 06, 2010 4:24 PM  
**To:** webmaster  
**Subject:** Web Feedback Form - West Dowling

First Name.: Jim

Last Name: Simko

Company: Simko

Comments: Please keep up the good work, we needed this 30 years ago. Thanks, Jim Simko @ J&S

TimeStamp: 10/6/2010 6:23:49 PM

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Monday, October 11, 2010 3:01 AM  
**To:** webmaster  
**Subject:** Web Feedback Form - West Dowling

First Name.: mark

Last Name: freshwaters

Company: freshwaters

Comments: The road would cost far too much money to build and maintain considering the small number of people that live along the proposed road. The road would also negatively effect subsistence users along the route.

The state and federal government can't afford this road and we have poured far too much money into the bush Alaska all ready. People from the bush have always been welcome to move to town where the jobs are. I see very little taxes generated now and in the future by bush Alaska.

TimeStamp: 10/11/2010 5:00:41 AM

## Lohrke, Alison

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**From:** Bailey, Meadow P (DOT) [meadow.bailey@alaska.gov]  
**Sent:** Monday, October 11, 2010 2:48 PM  
**To:** Tamara Clark  
**Cc:** PUB-WAAPS; Greene, Alexa J (DOT); Birkholz, Ethan N (DOT)  
**Subject:** RE: Western Alaska Access Planning Study

Hi Tamara,

Thank you for contacting me, we will add your name to the contact list and notify you when additional public meetings are scheduled.

Please don't hesitate to contact me if you need any additional information.

Thank you!  
Meadow

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**From:** Tamara Clark [<mailto:tamaraclark49@gmail.com>]  
**Sent:** Saturday, October 09, 2010 5:00 AM  
**To:** Bailey, Meadow P (DOT)  
**Subject:** Western Alaska Access Planning Study

Hi Meadow,

My husband, Sam, and I are building a small lodge on the north side of the Yukon River about 15 miles upriver of the village of Ruby, <http://www.YukonRiverLodge.com>. I noticed that you are beginning the Public Involvement Process for the Western Alaska Access Planning Study and am would like our names to be added to your contact list.

I work in Deadhorse currently and fly back and forth to the river while Sam stays home most of the year to work on the lodge. Due to freeze up and break up, there are two times of the year when he is unable to travel to Ruby (approximately mid-October to Thanksgiving). There are a few other owners of land on the north side of the river that have the same limitations because of the river that we do. I'd like to request that public meetings for our area be conducted during times when we, and other residents living on the north side of the river, can get to Ruby (December through March timeframe). As the road placement is projected for the north side of the river, and could potentially go through our private property (although the current route goes further north), I believe it is of particular importance to make sure that we are all included in the process.

Thank you very much for your help. Please let me know if you have any other questions.

Most sincerely,  
Tamara Clark

Tamara & Sam Clark  
PO Box 68049  
Ruby AK 99768  
<http://www.YukonRiverLodge.com>

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Thursday, October 21, 2010 12:11 PM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: John

Last Name: Prusak

Company: Prusak

Comments: FYI... Around 2003 when I was working in the Nome DOT building looking for some As-builds, I came across several cabinets full of information, plans, aerial photos and preliminary surveys on the Western Access route project.

TimeStamp: 10/21/2010 2:11:13 PM



## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Thursday, October 28, 2010 2:39 PM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Theresa

Last Name: Szafran

Company: Szafran

Comments: Submitted via e-mail to Meadow Bailey (DOT&PF PIO):

To me the highway is inevitable. I would be in support of it. Since the hearing is on the question of a "route" from Manley to Nome, I would recommend that the highway route passes near the Lava Hot Springs in the Bendeleben Mountains. I mention this so that the land Annie owns there can be developed, a Hot Springs Hotel and Spa would be a great place to attract travelers, tourists, and permanent residents seeking a hot spring bath. Besides, it would provide an opportunity to develop the area, support a growing economy through providing jobs for our region. With the construction of highways, there's always a need for refueling stations and B&B's. So, the planning route will need more scrutiny than just the few hearings set up to-date as far as who is willing to set up business.

TimeStamp: 10/28/2010 4:38:59 PM

## Lohrke, Alison

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**From:** Art & Damaris Mortvedt [mortvedt@alaskawilderness.net]  
**Sent:** Wednesday, November 03, 2010 9:15 AM  
**To:** PUB-WAAPS  
**Cc:** meadow.bailey@alaska.gov  
**Subject:** Fw: WesternAlaskaAccess

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

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

**From:** [Art & Damaris Mortvedt](#)  
**To:** [alexa.greene@alaska.gov](mailto:alexa.greene@alaska.gov)  
**Sent:** Tuesday, November 02, 2010 1:58 PM  
**Subject:** WesternAlaskaAccess

Where on the website can I read the public comments or questionnaires submitted in regards to this project?

Where would the construction funding for this road come from?

Where would the funding to maintain this road come from?

Also, what are the projected annual maintenance costs for this road? I know that may be years away and difficult to project, but would it be equivalent to 2,3,or 4 times the cost of maintaining the Dalton Hwy?

When do you expect to schedule a meeting in Manley Hot Springs?

Thank you,  
Damaris Mortvedt

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Sunday, November 07, 2010 10:17 PM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Doug

Last Name: Bowers

Company: Bowers

Comments: I find it pretty amazing the money spent on this study doesn't address the possibility of access from Nenana via the "Commissoners Line". At the Nenana public meeting the presenters wern't aware of the existence of a 35 mile permitted ROW from Nenana to Kantishna River, even though they beat their chest about "extensive study" of old trail systems. The " Commissioner Line" is one of the most well used and documented old trails in the interior yet these folks have ignored it. Start the road from Nenana and save 70 miles of extra trucking having to go all the way through Fairbanks to Manley Hot Springs. The road from Nenana will open 250,000 acres of dedicated ag land as well as timber harvest opportunities.

TimeStamp: 11/8/2010 12:16:53 AM

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Friday, November 19, 2010 11:10 AM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

First Name.: Lawrence

Last Name: Bredeman

Company: Bredeman

Comments: Completing this study and building this facility is what is needed in the state. State funds should be used from the budget reserve as match for federal funding. This is a great project for all Alaska.

TimeStamp: 11/19/2010 1:10:28 PM

## Lohrke, Alison

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**From:** Tom Okleasik [TOkleasik@NWABOR.ORG]  
**Sent:** Monday, December 20, 2010 3:11 PM  
**To:** PUB-WAAPS  
**Subject:** FW: Meeting today/Ambler Mining Distict

FYI - copy of comments.

Ukallaysaaq Tom Okleasik, Planning Director Northwest Arctic Borough PO Box 1110 Kotzebue, AK 99752 Ph 907-442-2500 x-109 / Fax 907-442-3740 [tokleasik@nwabor.org](mailto:tokleasik@nwabor.org)

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

From: Ukallaysaaq Tom Okleasik [<mailto:tokleasik@nwabor.org>]  
Sent: Thursday, August 19, 2010 11:11 AM  
To: 'Anderson, Ryan (DOT)'  
Cc: Puuya Bob Schaeffer ([bschaeffer@nwabor.org](mailto:bschaeffer@nwabor.org)); Noah Naylor ([noah.naylor@qira.org](mailto:noah.naylor@qira.org)); 'Grant Hildreth'; 'cnordlum@nwabor.org'; 'cgregg@nwabor.org'; 'Siikauraq Whiting'; 'imathiasson@nwabor.org'; 'Lincoln'  
Subject: RE: Meeting today/Ambler Mining Distict

Uvlaalautaq Ryan,

Taikuu for the meeting yesterday here at the borough to give an informal update on the road planning effort by DOT associated with the state earmark for the road to Nome/Ambler Mining District study.

As you move forward, I would suggest developing road alternatives that would incorporate the village requests to not be connected to Fairbanks/outside road system. I think a road from the Ambler Mining District to Kotzebue/Cape Blossom should be included as a way for shipping minerals, as well as a road connecting to the Candle and Kugruk deposits to Kotzebue/Nome.

Additional information to map also include the following potential resources: geothermal, wind, hydro-electric, natural gas, coal and timber (bio-mass). These may help in formulating a road alignment to best take advantage of community energy needs.

Mapping of existing cabins/camps will also assist in making road route decisions.

It will also be important to understand the established caribou migration routes to help reduce conflicts with subsistence.

I am looking forward to your study and please let me know how the borough planning department can work with you, such as including our village planning committees at the local level, and engagement of the borough planning commission for regional perspective.

Ukallaysaaq Tom Okleasik, Planning Director Northwest Arctic Borough Planning Department PO Box 1110 Kotzebue, AK 99752 907-442-2500 ext 109 Fax 907-442-3740

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Tuesday, January 25, 2011 9:41 AM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Alison  
Last Name: Lohrke  
Company: Lohrke  
Comments: Submitted via paper at Golovin Public Meeting:

This is my question to you all, they say that every 50 to 60 miles, they will build housing or shops to store heavy equipment to maintain the road to Nome. To maintain the road it will cost about 10 million a yr. to maintain. Why can't they pay the cost to airlines, for example, like NSEDC provides for fuel costs in villages to keep cost of living down.  
TimeStamp: 1/25/2011 11:40:40 AM

## Lohrke, Alison

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**From:** Joseph N. Fields III [joseph.fields@acsalaska.net]  
**Sent:** Tuesday, January 25, 2011 10:37 PM  
**To:** PUB-WAAPS  
**Subject:** WAAP's Rail Access

To: Alexa Greene & Tom Middendorf

Please accept the following as my testimony for the Western Alaska Planning Study.

When I arrived in Alaska in the summer of 1960, my sister, who worked with Simon Soboleff and Woody Johansen, as a soils technician for the BPR (Bureau of Public Roads or fondly translated, the Bureau of Parallel Ruts) formerly, the Alaska Road Commission, told me with great enthusiasm that the long sought much desired "Road to Nome" would be under construction the following spring.

Routes were identified and many studies were already underway or complete. In no time, we the people of Alaska, would be enjoying the fruits of this great undertaking, jobs and access to vast resources of minerals and other natural wealth would be abundantly delivered to Alaskans and the waiting world.

Most importantly in the minds of many, was the great benefits that would accrue to those folks who lived along those routes. Yes, there was concern about migration both in and out of the regions, the possible despoliation of the hinterlands by undisciplined outsiders. But in all, nothing that could be weighed in the balance unfavorably against the project was known. The cost of living, especially energy, in the bush would be lowered and the commerce created by access would secure the interior and all of Alaska's economy for generations to come. Better schooling and health care access would transform life in the bush from harsh and short to at least harsh but survivable.

There was, a smaller voice urging the extension of the Alaska Railroad (then Federally owned) or, a privately constructed rail extension to Nome. Citing the Canadian model, best distilled to the concept of providing a more controlled and regulated access to the region at a comparable cost to a road.

It was said that the grade and curve of the railroad route was possible along the Yukon River route and that, with billions of tons of gravel handy in the river and the dimensions of the railroad ballast envelope being in most cases less than that of a two lane gravel road, that such an undertaking would be eminently feasible. If there was to be developed great mineral resources, then shipping of machinery in and product out would be more practically done by rail. Of course the truckers disagreed. Further, a railroad would not bring with it the need for service stations every 25 or so miles, that distance was held in the minds of the old timers as the distance between the existing roadhouses like Salcha, Richardson and Sourdough etc. No need for urban sprawl.

Well, it's 51 years later and concept of access to Nome, not to mention all the health, wealth and commerce envisioned from it is still a dream. There have been many changes in Alaska over these five decades. The BPR became the Department of Highways then the Department of Transportation, then the Department of Transportation and Public Facilities. And, through all those iterations it is still not connected to the railroad. And, it is the railroad concept that remains ultimately the best means of accessing western Alaska.

Studying the WAAP's Meeting PDF, I see no mention of rail development. It would be a travesty if the highway engineer dominated DOT&PF were to not include a rigorous examination of rail development long the "Route to Nome." Said examination must utilize more than just the Alaska Railroad for its evaluation of the route and concept, as the Alaska Railroad is more a State Agency outside the Executive Budget Act than a railroad building railroads. Private development of rail is

possible and might be done on a design, build, operate and convey basis.

Whatever the final outcome is, if a railroad extension to Nome is not properly and fairly evaluated, including the utilization of private sector analysts, any study of access to western Alaska will be a sham. Don't let that happen.

/s/

Joseph N. Fields III,  
Former President  
Kantishna Holding, Inc. The Denali Railway System  
And  
Former Chair  
Greater Fairbanks Chamber of Commerce  
Transportation Committee  
P.O. Box 73303  
Fairbanks, Alaska 99707-3303  
Tel: 907-451-7906  
Cell: 907-347-5524  
Email: [joseph.fields@acsalaska.net](mailto:joseph.fields@acsalaska.net)



## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Wednesday, January 26, 2011 10:08 AM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Al

Last Name: Yatlin

Company: Yatlin

Comments: Hello. Why isn't access to mines listed as one of the benefits to a road. This after all would be the greatest benefit to building this road. We are living in the age of information at our finger tips. We know why you want to build the road. All the benefits on your list would be good. That is not why the road would be built though.

TimeStamp: 1/26/2011 12:07:47 PM

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Wednesday, January 26, 2011 12:27 PM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Jeffrey

Last Name: Simonson

Company: Simonson

Comments: A road through the this unspoiled area will destroy it. It happens just this way in the Amazon forest. After the main road is complete, then side roads are constructed. Eventually, the whole corridor is ruined. We don't need a road to every square foot of space on the planet.

TimeStamp: 1/26/2011 2:27:11 PM

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Monday, January 31, 2011 4:44 PM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Kyle

Last Name: Joly

Company: Joly

Comments: I am strongly opposed to the Western Alaska Access road. The beauty of Alaska is that is not paved over. The \$3B price tag would be better spent on local projects to to reduce costs of living in western Alaska. The price is certainly only going to go up and doesn't include the nearly unimaginable price of maintaining the road and keeping it open over the winter months. Furthermore, the impacts to wildlife to roads is well documented. The road would pass along the range of several small caribou herds and also cross the winter range of the state's largest herd, the Western Arctic Herd. Please reject this project.

TimeStamp: 1/31/2011 6:44:02 PM

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Tuesday, February 01, 2011 8:02 AM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Jeff

Last Name: Shannon

Company: Shannon

Comments: While I do feel that access and infrastructure development are key to Alaska's economic future, I'm skeptical that the huge cost of this project justifies the potential benefits. Nearly \$3 billion dollars would go a long way in construction of the Susitna Dam, or could help fund natural gas pipeline infrastructure. Those projects would be beneficial to hundreds of thousands of Alaskans. The road to Nome however, would link a current population of only about 5,000 people to the road network. Without a well defined, long-term, economic benefit to the state I don't see how the construction and maintenance costs of the project are justifiable.

TimeStamp: 2/1/2011 10:02:18 AM

## Lohrke, Alison

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**From:** Dr Tomsen [ttomsen@awcp.net]  
**Sent:** Tuesday, February 01, 2011 12:17 PM  
**To:** PUB-WAAPS  
**Subject:** road to Nome

Dear DOT,

Regarding the proposed road to Nome:

Why a road? Why not a rail line?

Wouldn't it be cheaper to build & maintain, have less impact on the countryside, create less pollution and garbage, and still serve the function of providing ground access to Nome?

Why build something more expensive when we in Alaska struggle to maintain our roads as it is, so that individuals can each use up a lot of gas, and risk breaking down en route?

Wouldn't it increase the need for emergency response to have a road rather than a rail line?

I don't know, does DOT have the money and just build roads, so that's the hammer they're going to use?

Tina Tomsen

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Tuesday, February 01, 2011 2:14 PM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Eric  
Last Name: Schneider  
Company: Schneider  
Comments: Sir/Ma'am--

I support a land route connecting Nome to the greater Fairbanks region. However, I am not convinced that any of the road options are in the best long term interest of the state, citizens, tourists, or even for resource development.

I recommend building a railroad to Nome, connecting to the Alaska railroad somewhere between Fairbanks and Nenana. Rail transportation offers many long term benefits that a road simply cannot match.

Formost is energy costs: federal research indicates that trains use just a small fraction of the energy to move one ton of goods that a truck does. There is every indication that energy costs are only going to rise in the coming 1-2 decades. Establishing rail service to Nome now would help all involved lock into long term lower energy costs.

The railroad would be a significantly more efficient way to move bulk goods in and raw products out of the region than trucks (some goods might still move more efficiently by barge).

Rail does not preclude road upgrades along the Yukon Corridor; in fact, road improvements and new roads would almost certainly be a part of the railroad expansion.

The Alaska Railroad demonstrated an ability to offer roll-on, roll-off vehicle transportation services for decades, and transporting vehicles and trucks by train is increasingly popular in Europe. Amtrak's Auto Train has operated for decades, moving hundreds of passengers and vehicles every day of the year on the east coast.

Passenger service could be established, at lower cost (and, per federal studies, lower energy use per passenger) than current air travel, and serve a mix of long distance and local travel. Different train configurations--from full passenger trains, mixed passenger/freight trains, and self propelled rail diesel cars--would allow managers to align services with passenger demand and interest.

Rail is also safer than road transport. While I have nothing but respect for the long distance truckers in Alaska, I also know that we regularly have tragic vehicular accidents--many of which are alcohol related--across this state. The traffic safety implications are unlikely to improve with the opening of a new, long, remote road.

Lastly, I understand that building a railroad would probably be no more expensive than the road proposals, based on highway and rail project comparisons elsewhere in the country.

While criticized as a romantic idea of a bygone era, I believe the practical benefits of a railroad to Nome outweigh the benefits of a road.

Thank you for your time and attention.  
TimeStamp: 2/1/2011 4:14:23 PM

**Lohrke, Alison**

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**From:** Webmaster@dowlhkm.com  
**Sent:** Tuesday, February 01, 2011 3:19 PM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Oppe

Last Name: Samuel

Company: Samuel

Comments: A fiber optic line to western alaska is necessary in this project. During construction, a fiber optic line being integrated along with proposed road would prove to be significantly cheaper than laying a fiber optic alone. There have been previous attempts to wean western alaska off of slow and unreliable comminications such as satellite and long haul microwave links. A fiber optic line to western alaska would benefit them as much as the road.

TimeStamp: 2/1/2011 5:18:45 PM

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Wednesday, February 09, 2011 7:25 PM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: john

Last Name: polonowski

Company: polonowski

Comments: I do not support a road to Nome. I would like to know who benefits. A city with less than 10,000 people cannot warrant this project. It is too expensive. You could subsidize airline travel for countless years with the money to build the road. In regards to the mining, mines do not generate enough money for Alaskans. For a fiscally conservative state I find projects like these to be ridiculous. What about the Port of Anchorage project. Please stop spending money to investigate a plan.

TimeStamp: 2/9/2011 9:25:21 PM



## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Wednesday, February 09, 2011 7:44 PM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: steven

Last Name: miller

Company: miller

Comments: it is way overdue to put a new road into the west of the state. the benefits will far outweigh the costs in the long run. the federal government spent an awfuk lot to put the highway system across the lower 48 and they need to step to the plate on this as well.

TimeStamp: 2/9/2011 9:44:11 PM

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Wednesday, February 09, 2011 7:59 PM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Chris

Last Name: Thurnau

Company: Thurnau

Comments: Really, we are going to spend 1.25 million dollars to study a project we know will never get approved. We already gave a company 500 million to study a gas line. Lets save the money and stop studying project that are not possible.

TimeStamp: 2/9/2011 9:59:02 PM

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Wednesday, February 09, 2011 8:23 PM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Trevor

Last Name: Thompson

Company: Thompson

Comments: A stand-alone road is not the best idea. A road to Nome should be built only along side a railway. A railway would allow the transport of heavy goods to Nome which would then allow Nome to expand as a base of operations for shipping materials to the rest of western Alaska. The road along side the railway would serve as a toll road when used for private transportation in order to discourage unnecessary driving and assist in the financial operations of the project.

TimeStamp: 2/9/2011 10:23:07 PM

**Lohrke, Alison**

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**From:** Webmaster@dowlhkm.com  
**Sent:** Wednesday, February 09, 2011 8:52 PM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Dan

Last Name: Dunn

Company: Dunn

Comments: The proposed road in western alaska is a tragic misappropriation of government resources. I am strongly opposed to the construction of any road to Nome due to the high cost of road construction in this area combined with the environmental consequences of road building in this area.

Thank you for your time,

DAN DUNN

TimeStamp: 2/9/2011 10:52:16 PM

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Thursday, February 10, 2011 1:05 AM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Phillip

Last Name: Davis

Company: Davis

Comments: Rail would be a better choice, you could better control what went into the area.  
You could haul bigger loads and fuel shipments would be safier.

TimeStamp: 2/10/2011 3:04:48 AM

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Thursday, February 10, 2011 6:54 AM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Greg

Last Name: von dem Bach

Company: von dem Bach

Comments: I am submitting these comments against the road to Nome. This project is nothing more than a boondoggle thought up by politicians who want to fool voters into thinking they are looking to the future, when even a half-wit knows this road will never be built due to cost restrictions. Please stop wasting our money all so a politician can make a sound-bite in the next election. Tax dollars should not be used for a politician's personal political ambitions/marketing.

TimeStamp: 2/10/2011 8:54:10 AM

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Thursday, February 10, 2011 7:44 AM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Kevin

Last Name: Scheele

Company: Scheele

Comments: If this project is built it should be broken up into small contracts and given a high percentage selection criterion for Alaskan based contractors. There is less benefit to the Alaskan economy if this is built by large "outside" contractors.

TimeStamp: 2/10/2011 9:43:31 AM

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Thursday, February 10, 2011 7:58 AM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Thomas

Last Name: Teseniar

Company: Teseniar

Comments: Great! I have supported a road to Nome for many years. Yes it will reduce costs in the villages. Yes it will change life for the better. Bring the villages out of poverty and connect them to the rest of American society.

The road could first start out as a gravel road, such as the Hual road and Alaska Highway started.

It isn't about the mines. Does Healey use the Parks? Get real.

I also believe that once the Nome road is built, then a left turn needs to happen, heading south to Bethel and Dillingham.

Time to open up Alaska a bit.

TimeStamp: 2/10/2011 9:57:43 AM



## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Thursday, February 10, 2011 9:08 AM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: David

Last Name: Paperman

Company: Paperman

Comments: The road to Nome is a horrible idea and no more public funds should be used to study it or for route planning. Alaska has hundreds of miles of public roads that are falling apart, not to mention bridges, tunnels, etc. This road would have tremendous construction and maintenance costs in perpetuity. We as a state cannot afford these costs. Road access will also bring negative influences to the 'villages' , worsening their existing drug, alcohol, and suicide problems.

Any future needs for more efficient transportation to the Seward Peninsula should be handled using existing and improved maritime infrastructure. Barges and other seagoing vessels can easily support any and all activities in this region, from mining to village life.

TimeStamp: 2/10/2011 11:08:16 AM

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Thursday, February 10, 2011 9:24 AM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: William

Last Name: Wheeler

Company: Wheeler

Comments: As the first MAJOR expansion of the road system within the state in nearly 40 years, this would represent the best opportunities for Alaska in every way. New jobs, New areas of our MASSIVE state to develop, significant savings and economic development of the Nome area by not being dependent on the inconsistent sea transport or air for goods & services.

New tourist opportunities for both instate and out of state citizens. But most of all the expansion would help Alaska on a trend to development. Hopefully such a project and its success would encourage other opportunities and communities being developed throughout the state. Expanding the eastern interior of Alaska for energy development for instance. We see what Alaska can do when it abandons an area, such as Paxson, now lets see what we can do as a state when we want to build. As our pioneering fathers had 2 generations ago.

TimeStamp: 2/10/2011 11:24:02 AM

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Thursday, February 10, 2011 9:43 AM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: John

Last Name: Fisher

Company: Fisher

Comments: I overwhelmingly support the construction of a road to Nome. The benefits of this road will lower the costs of fuel, food, medicine, and just about every other commodity. In addition to these savings, the road will create a plethora of jobs. I might add, when this road is built, I would hope that Alaskans seeking employment opportunities would have the priority over someone from the lower 48.

Build the road, help Alaska.

TimeStamp: 2/10/2011 11:42:32 AM

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Friday, February 11, 2011 11:42 PM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Frank

Last Name: Gold

Company: Gold

Comments: Don't do it. Think of the annual cost of upkeep; think too of the negative impact on the villages and the wildlife. Better to build a railroad line (with rail cars capable of carrying whatever it is that the villagers want and delivering to the population centers whatever it is that the rural areas can offer).

TimeStamp: 2/12/2011 1:42:10 AM

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Thursday, February 10, 2011 11:52 AM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Stuart

Last Name: Grant

Company: Grant

Comments: Please build this road. We need to expand our infrastructure throughout the State. No one should be helping us either. We will get back as a State 100x our initial investment!

Thank You! Stuart Grant

TimeStamp: 2/10/2011 1:52:00 PM

## Lohrke, Alison

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**From:** Don Eller [nalaska@yukontel.com]  
**Sent:** Friday, February 11, 2011 12:30 PM  
**To:** PUB-WAAPS; alexa.greene@alaska.gov  
**Subject:** WAAPS  
**Attachments:** Power Cost Equalization White Page.doc

**Follow Up Flag:** Follow Up  
**Flag Status:** Completed

Mr. Middendorf,

After attending the public meeting in Anchorage last night, Feb. 10, 2011 it became very apparent of how terrible of a job Alaskan political leadership has done informing the public as to the benefits of improved access to rural communities and the resources in rural Alaska.

I support improved access to Western Alaska, however the choice of route 1, 2a, 2b or 3 are false choices in my opinion. Having been born and raised in Tanana and still running business there I know improved access is essential to the long term viability of rural Alaska. The big project top down approach being taken to the improved access for Western Alaska almost guarantees outrageous costs and that the project will never come to fruition. The term "appropriate development" became very real to me during my years in the Peace Corps. Building a 500 mile road across Alaska to service approximately 10,000 people at a cost of approximately \$250,000 per rural resident and then stating how the project could save rural residents \$3000-\$6000 a year is hardly a selling point or appropriate development. There are however key and strategic small projects which could be done that can provide the a similar benefit at a fraction of the cost.

DOT had a very good idea when trying to provide access to the Yukon river for improved freight shipments. DOT was very stupid in their approach however trying to push a road to Rampart for this purpose, for they failed to consider the Yukon rapids which any barge operator will tell you that it is just a matter of time if fuel is shipped through the rapids before a large environmental disaster occurs. Again this is a large top down approach to problem resolution without working with the people the project is suppose to help.

Three small projects could have a very positive impact on shipping costs and improve access to Western Alaska. Let's also be realistic about what the purpose of improved access is, it is to lower the transportation costs for freight and to improve the economics of resource extraction. The movement of people is incidental to the benefit of the overall project if there are any doubts about this drive to Manley from Fairbanks and you will understand. 1) Finish the Elliot Highway continuing on from Tofty to the South bank of the Yukon in the vicinity of Tanana. This would allow for 8 ft draft barges to be used to transport freight to the lower Yukon dramatically improving the economics for shipping freight and eliminating the worst 150 miles of the river between Nenana and Tanana. 2) Improve and maintain the existing road between Ruby-Poorman- Ophir and McGrath. The McGrath area is very hard to serve by barge, air freighting is expensive but by building on and maintaining infrastructure that is already in place Alaska can improve the economics of freight to the area and open the area up of resource development. 3) As the Yukon turns southwest around Kaltag connect Western Alaska in to the intermodal transport system by extending a road from the north bank of the Yukon through Koyuk and on to Council.

The big, top down approach to improved access is not what Alaska needs right now if ever. Rather than roads being built by DOT, roads need to be built by the residents in rural Alaska, the people the roads are suppose to serve. By building the roads with local village labor imparting the skills needed for road building and equipment maintenance to the local residents not only does rural Alaska receive an immediate economic benefit during construction it provides the rural population with the same skills needed for resource development and long term road maintenance positioning the

areas to take part in sustainable economy rather than the current boom bust construction economy they currently are in.

So while I support improving access to Western Alaska as well as all of rural Alaska I don't believe routes 1, 2a, 2b or 3 have the exclusive rights to being the only solutions, nor does the gargantuan top down project approach being used really seem practical or what is needed to improve access to Western Alaska in a timely manner.

There was a great episode on Dr. Who where a super computer was asked, "what is the meaning to life and everything." The super computer came up with the answer, "42". After making multiple queries of the super computer trying to understand the answer "42" the super computer finally responded, "maybe you really don't understand the question, what is the meaning to life and everything." This is where I believe we are at with the choices of which route should be used. There are much more realistic and practical approaches to lowering transportation costs for much of rural Alaska over a 500 mile road that can be done timely and cost effectively and should be considered as possible options over routes 1, 2a, 2b or 3.

Sincerely,

Don Eller

Don Eller  
Yukon Tech. Inc.  
6270 Beechcraft Rd.  
Wasilla, Alaska 99654

907 745-5363

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Thursday, February 10, 2011 2:58 PM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Jim

Last Name: Henkelman

Company: Henkelman

Comments: Increasing access to western Alaska is a positive thing, but the only positive way of doing this is thru a regulated railway system. This would take a much smaller footprint, cost significantly less and would result in much less pollution; less disruption to wildlife, traditional hunting/fishing areas, while still providing alternative and cheaper access than airplanes. Rail spurs to villages along the route would also be cheaper to tie together. Please do not build a road system. Stick with the railway. Thank you.

- Jim Henkelman

TimeStamp: 2/10/2011 4:57:59 PM



## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Saturday, February 12, 2011 9:50 AM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Wyoma

Last Name: Knight

Company: Knight

Comments: Do not build a road, we want to keep the land the way it is!!!!!! Nobody wants a road!!!!!!!!!!!! NO ROAD!!!!!!!!!!!!

TimeStamp: 2/12/2011 11:50:14 AM

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Saturday, February 12, 2011 3:46 PM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Kurt

Last Name: Becker

Company: Becker

Comments: What a stupid idea! Lets spend a thousand dollars a foot to ruin pristine Alaska and make it like the rest of the US. The environmental effects would be significant along one of the longest rivers in North Amnerica and the flavor of these rural communitie3s would be changed forever, and for the worse. There would be more booze, more alcoholism and more trashn and around the villages and the impact on the air transportation sector would be catastrophic. Not to mention the irreversible and irretrievable impacts on this fragile ecosystem. I like bush Alaska because there are no roads there. I think most people in the villages feel the same way. Take your money and build a floating Skagway. That is senseless too but the impacts would be far less.

TimeStamp: 2/12/2011 5:46:23 PM

## Barb Gray

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**From:** Erica Longley [e\_cf\_longley@yahoo.com]  
**Sent:** Tuesday, February 15, 2011 2:16 AM  
**To:** Barb Gray  
**Subject:** Re: Fairbanks-Nome road

I don't have a bunch to say, but I think the road is a good idea. I think it would really open up the state, especially when it comes to getting things and people in and out of Nome. I also think it would positively affect the cost of living in Nome, and the surrounding villages.

-Erica Longley

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**From:** Barb Gray <tc.cou@kawerak.org>  
**To:** Amy T <amy\_titus@yahoo.com>; Angela P <apirisino@netscape.net>; Barb V <b\_vial@hotmail.com>; Barbara F <dakota574ak@yahoo.com>; Berda W <bwillson@gci.net>; Carolyn S <carolyng@gci.net>; Chandre Szafran <chandre.szafran@gmail.com>; Charles L <kuzitrin@comast.net>; Chase G <chasey\_15@hotmail.com>; Erica <e\_cf\_longley@yahoo.com>; Flora S <flora\_simon@yahoo.com>; Florence L <flee@southcentralfoundation.com>; Karen D-B <dixiebob@alaska.com>; Kat L <katlee0315@yahoo.com>; Kyle L <savageak@hotmail.com>; Larry P <lwpederson@gmail.com>; Luisa Machuca <ye.director@kawerak.org>; Maureen P <audredge@nome.net>; Nicholas G <kimnnick@gci.net>; Nina H <ninamae06@hotmail.com>; Nora B-D <boober\_18@yahoo.com>; Rhonda H <honeybunch03@hotmail.com>; Robbie F <biffy@arctic.net>; Ruth Bernhardt <rbernhardt@nomealaska.org>; Shawn K <shawnknoedler@yahoo.com>; Steven L <ezentsteve@yahoo.com>; Susan G <sigray.alaska@gmail.com>; Timari L <timari.longley@yahoo.com>; Tom G <tomnbj@starband.net>  
**Sent:** Mon, February 14, 2011 9:10:44 AM  
**Subject:** Fairbanks-Nome road

Good Morning Membership:

Please be advised the State of Alaska will be meeting with Council Native Corporation on February 26<sup>th</sup> to discuss the Fairbanks to Nome corridor.

The Native Village of Council will be in attendance and would be happy to share your input with the State. Reply to this email with any input, positive or negative, and the information will be passed on to the State of Alaska.

About all I know at this time is the proposed route (s) go through Council. I am not sure if this means right through the middle of Council, or just in the vicinity of Council.

This is your opportunity to get your opinion on record.

If you have any questions please feel free to contact me.

Barb  
(907) 443-7649 office

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## Barb Gray

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**From:** Nicholas & Kimberly Gray [kimnick@gci.net]  
**Sent:** Tuesday, February 15, 2011 9:02 AM  
**To:** Barb Gray  
**Subject:** Re: Fairbanks-Nome road

To Whome it May Concern:

I would have to be against it. Simply because you pointed out a very interesting subject. DEVELOPMENT. Sometimes it is good and sometimes it is not good. Some companies/enterprizes come in and pitch a good idea; however half way through the project the Nations economy goes bad again, or a "partner" pulls out cause the cost is too high for him/her. Then Council is left with a vacant building that will never be completed which becomes a sore eye of the village.

Also outsiders fishing and canoeing the Niukluk/Fish Rivers is not good. The Village has enough people on the Rivers as is, but I am not saying we are over crowded. I would hate to see the Niukluk/Fish River end up like the rivers down in the Anchorage area. Combat fishing is not good, and overcrowding of the Village would be hard for the locals to deal with.

I am sure this road would bring a lot to the table for a lot of people espically Council; however, it will ruin our ways of life, and become a bigger problem then what people think. If and when this road gets built I am hoping that it will NOT be in my life time as well as with my kids life time. And I will share it with them how important it is NOT to build this road so that they can pass it on to their kids and grandkids.

If this doesn't make sense, I do not know how else to explian it.

Good Morning Membership:

Please be advised the State of Alaska will be meeting with Council Native Corporation on February 26<sup>th</sup> to discuss the Fairbanks to Nome corridor.

The Native Village of Council will be in attendance and would be happy to share your input with the State. Reply to this email with any input, positive or negative, and the information will be passed on to the State of Alaska.

About all I know at this time is the proposed route (s) go through Council. I am not sure if this means right through the middle of Council, or just in the vicinity of Council.

This is your oppportunity to get your opinion on record.

If you have any questions please feel free to contact me.

Barb  
(907) 443-7649 office

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Tuesday, February 15, 2011 9:50 AM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Austin

Last Name: Ahmasuk

Company: Ahmasuk

Comments: My name is Austin Ahmasuk I was born in Nome and have lived in Nome most of my life, and currently live in Nome. I strongly desire to provide comment on the idea of building a road to Nome. I strongly believe a road to Nome is NOT in the best interests of the residents of the Bering Strait Region. A road to Nome would likely be closed in the winter and would provide no other cost benefit to the rural residents of the Bering Strait Region any connotation that building a road would improve the lives of rural residents is folly. The cost of living would still remain high, a deflation adjustment for the cost of business is highly unlikely; unless the road were fully maintained and truck shipment subsidized there would be status quo costs of delivery of goods. Does the public, Governor, Alaska Department of Transportation believe that when a road is built that the residents of the Bering Strait Region would voluntarily take a massive cut in pay in order to deflate the cost of living, because as we all know the localized pay scales which are driven by the current cost of living are a major factor in the cost of living. A road to Nome would destroy the rural designation we currently enjoy under the Alaska National Interest Lands Conservation Act. A road would bring in hunters that would compete for limited resources. As it is now Moose hunting during the fall time lasts as little as a week and a half. Caribou hunting is rather liberal but if made complex by a massive user conflict from outside hunters such a scenario would displace rural residents. Muskox hunting often lasts only a few days. Potential enormous user conflicts are simply too great to warrant even a study of such a road, and would pose a massive negative impact to Alaska Native Cultures, Traditions, Potential looting of cultural sites, and displacement of Alaska Natives from historical use areas. In the modern context as we know a road does not translate to a lower cost of living. No economic studies have been done that would give the public any opportunity to weigh the benefits of such a road. The rhetoric concerning a lower cost of living as a result of a road is purely hypothetical and is not based on any concrete economic study. ISER the premier social science organization in Alaska has not undertaken any study that portrays a lower cost of living related to a road to rural areas. The economy and high cost of living in the North Slope of Alaska where a road does exist, proves that the cost of living remains high despite a road, living on the North Slope requires employers to pay employees some of the highest, if not the highest salaries in Alaska in order to maintain a cost of living allowance for their employees. Because the economy of Alaska is driven by National and international forces building a road to Nome where it is unlikely that any of the villages along the route would be able to contribute to it makes little sense and remains unanswered how such a road could be funded. What commodity would be made cheaper with the utilization of a road to Nome I ask? Soda pop, candy bars and liquor? The more important commodities of raw industrial materials, energy resources, and service personnel that could be shipped via a road to Nome and the connecting villages would come at an inflated cost because as we all know shipping goods via truck is the most expensive method of shipping when compared to rail, or barge and would rebut the common rhetoric that a road would decrease common good prices. Truck deliveries maintain high operating costs, because the cost of labor represents a significant fraction of total shipment costs. The only sector that could benefit would be resource development industries, mining though has never been a significant employment sector in Alaska and should not be singled out as an economic sector to become the prime benefactor. A road would simply make it easier for outside companies to exploit rural resources and would not ensure local employment. Rural mining operations routinely lack the necessary environmental controls necessary for safe operation, and because environmental enforcement would still be many miles

away it is unlikely that building a road would provide any positive benefit. The extreme environmental challenges of permafrost laden ground and the numerous waterways that may become impacted would result in a road that would be plagued with maintenance and environmental problems. Many roads built in Alaska are plagued with chronic environmental problems and Nome roads are a prime example of how roads should not be built. The Department of Transportation is routinely put on notice by the public and the Alaska Department of Fish and Game regarding water quality violations as a result of poor road construction and maintenance. Our local Nome roads are plagued with significant maintenance problems. The much longer and more complex road to Nome would also be plagued with the same problems. Therefore I conclude that a road to Nome would become a massive maintenance pit, lacks necessary funding, would destroy Alaska Native Cultures, and makes little sense. A road to Nome would likely be closed in the winter, and would not become a better replacement for our current method of shipment of goods to Alaska. I believe that the WAAPS comments about lower costs of transportation and goods as posted on <http://www.dowlhkm.com/projects/WesternAlaskaAccess/default.htm> to be very misleading and strongly BIAS this survey. Therefore, this survey is strongly BIASED and should be highly criticized. The untested rhetoric of lower costs is pure hypothetical until fully referenced by WAAPS, and the Alaska Department of Transportation. I strongly urge you to oppose a road to Nome. Thank you for your time and consideration.  
TimeStamp: 2/15/2011 11:49:33 AM

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Tuesday, February 15, 2011 6:03 PM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: pam

Last Name: weaver

Company: weaver

Comments: I believe the road to nome will ultimately back-fire if it is built. I think it will be too expensive, especially to maintain. It will threaten subsistence users resources by opening the area up to more public use. The road would be an environmental hazard for the Yukon River as well as the many rivers and streams it must cross. Yes, it would make minerals more accessible, but i think the price is too high. I would rather see a gas line or susitna built, which would benefit more people in the state.

TimeStamp: 2/15/2011 8:02:42 PM



**Barb Gray**

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**From:** Robert FAGERSTROM [biffy2009@hotmail.com]  
**Sent:** Wednesday, February 16, 2011 6:30 PM  
**To:** Barb Gray  
**Subject:** RE: Fairbanks-Nome Planning Study

I believe that the road should not be constructed right through Council... It should be build on the Nome side could cross up from Council with a bridge... Robbie

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From: [tc.cou@kawerak.org](mailto:tc.cou@kawerak.org)  
To: [pattya@njus.org](mailto:pattya@njus.org); [jblanning@gci.net](mailto:jblanning@gci.net); [colby.nome@yahoo.com](mailto:colby.nome@yahoo.com); [gussygal2002@yahoo.com](mailto:gussygal2002@yahoo.com); [charles@gmail.com](mailto:charles@gmail.com); [niukluk@gci.net](mailto:niukluk@gci.net); [dixiebob@alaska.com](mailto:dixiebob@alaska.com); [hdickson@nome.net](mailto:hdickson@nome.net); [kl0hh@ymail.com](mailto:kl0hh@ymail.com); [jfelmore@gci.net](mailto:jfelmore@gci.net); [biffy2009@hotmail.com](mailto:biffy2009@hotmail.com); [tgorn@ak.net](mailto:tgorn@ak.net); [sigray.alaska@gmail.com](mailto:sigray.alaska@gmail.com); [tomnbi@starband.net](mailto:tomnbi@starband.net); [weeb@nome.net](mailto:weeb@nome.net); [khansen@nome.net](mailto:khansen@nome.net); [sine.holly@alaska.gov](mailto:sine.holly@alaska.gov); [johnsoncpa@gci.net](mailto:johnsoncpa@gci.net); [wallyworld62@yahoo.com](mailto:wallyworld62@yahoo.com); [pgkosto@yahoo.com](mailto:pgkosto@yahoo.com); [fishhook@lanesontheriver.com](mailto:fishhook@lanesontheriver.com); [flee@southcentralfoundation.com](mailto:flee@southcentralfoundation.com); [katlee0315@yahoo.com](mailto:katlee0315@yahoo.com); [bmcDaniel1@fairpoint.net](mailto:bmcDaniel1@fairpoint.net); [jam443@chugach.net](mailto:jam443@chugach.net); [mgmurphy1@mac.com](mailto:mgmurphy1@mac.com); [kl0yaa@gmail.com](mailto:kl0yaa@gmail.com); [rahneparker@hotmail.com](mailto:rahneparker@hotmail.com); [audredge@nome.net](mailto:audredge@nome.net); [perkins.nc@gmail.com](mailto:perkins.nc@gmail.com); [perkys@gci.net](mailto:perkys@gci.net); [carolyng@gci.net](mailto:carolyng@gci.net); [anne.sears@alaska.gov](mailto:anne.sears@alaska.gov); [stang@gci.net](mailto:stang@gci.net); [boober\\_18@yahoo.com](mailto:boober_18@yahoo.com); [betsmike@nome.net](mailto:betsmike@nome.net); [westbot@gci.net](mailto:westbot@gci.net); [wlmson@hotmail.com](mailto:wlmson@hotmail.com); [chasey\\_15@hotmail.com](mailto:chasey_15@hotmail.com); [flora\\_simon@hahoo.com](mailto:flora_simon@hahoo.com); [kat.lee@alaska.gov](mailto:kat.lee@alaska.gov); [ye\\_director@kawerak.org](mailto:ye_director@kawerak.org); [maureen.pederson@alaska.gov](mailto:maureen.pederson@alaska.gov)  
Date: Wed, 16 Feb 2011 09:36:20 -0900  
Subject: Fairbanks-Nome Planning Study

Please be reminded the Western Alaska Access Planning Study public meeting process will be ending in early March. Apparently a public meeting was not held in Council as they assumed everyone "living in Council" also lived in Nome and could attend the Nome meeting. You can view the project website at [www.westernalaskaaccess.com](http://www.westernalaskaaccess.com) and submit comments directly to them.

Please keep in mind the State of Alaska has a 200' ROW from Nome to Council (which they claim ends at the top of the hill on the north side of the river) and another 100' ROW on the Ophir Road all the way through Council Native Corporation lands ending at public lands North of Ophir.

Although this road, if built, is many years away please take some time to think about whether or not you want a highway running right through the middle of Council, 10 miles from Council, or a totally different route. Public comment at this time is extremely important.

If you would prefer you can respond to this email and I will pass your comments on to the study group. Council Native Corporation and the Native Village of Council will be meeting with the group on February 26<sup>th</sup>.

On another note, for those of you along the Ophir Road. Council Native Corporation just received a letter from State of Alaska Right of Way concerning the vacate/dedicate process (dated Jan 7, 2011—that only took 2 years). They indicate they are willing to proceed, with stipulations fulfilled, with the exchange. Council Native Corporation continues to work towards resolution of this issue and we will be discussing how to move forward with their stipulations at our next meeting. Someday, this issue may truly be resolved. Just wanted to give you heads up on this.



## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Monday, February 21, 2011 7:58 AM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Nathaniel

Last Name: Betz

Company: Betz

Comments: I worry "increased access" to resources will equate to exploitation of those resources, as well as the people and economic resources of the State. There are not enough people in Nome, or along the proposed route, to justify such a significant expenditure. Alaska should focus on instituting responsible growth policy that promotes an ecologically sustainable perspective on development before it happens.

TimeStamp: 2/21/2011 9:57:47 AM

## Lohrke, Alison

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**From:** Toghotthele Corporation [toghotthele@hotmail.com]  
**Sent:** Friday, March 04, 2011 2:15 PM  
**To:** Lohrke, Alison; PUB-WAAPS  
**Subject:** RE: Public Involvement Efforts Underway for Western Alaska Access Planning Study

**Follow Up Flag:** Follow Up  
**Flag Status:** Completed

Better get a move on building this thing before BLM gets Alaska turned into one big national park with this wild lands designation. Can you imagine how hard it will be to build this road ten years from now?

Jim Sackett, MBA  
CEO & President  
Martha Ketzler, Office Mgr.  
Toghotthele Corporation  
PO Box 249  
Nenana, AK. 99760  
(907)-832-5832 phone  
(907)-832-5834 fax  
[www.toghotthele.com](http://www.toghotthele.com)

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**From:** [alohrke@dowlhkm.com](mailto:alohrke@dowlhkm.com)  
**To:** [WAAPS@dowlhkm.com](mailto:WAAPS@dowlhkm.com)  
**Date:** Wed, 6 Oct 2010 11:50:40 -0600  
**Subject:** Public Involvement Efforts Underway for Western Alaska Access Planning Study

Good morning,

The Alaska Department of Transportation and Public Facilities is conducting public meetings on a proposed road corridor connecting the Fairbanks area to the Seward Peninsula. The Study was completed in January 2010 and multiple corridors were discussed. The Study identified resources and communities that would benefit from a road corridor.

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

A project specific flyer is attached to this e-mail with additional information regarding the project.

If you have questions, comments, or would like more information, please visit our project website, [www.westernalaskaaccess.com](http://www.westernalaskaaccess.com), or send us an e-mail at [WAAPS@dowlhkm.com](mailto:WAAPS@dowlhkm.com). You may also contact the following persons by mail or phone:

**Alexa Greene**  
DOT&PF – Northern Region Planning  
2301 Peger Road  
Fairbanks, Alaska 99709

**Tom Middendorf**  
DOWL HKM  
4041 B Street  
Anchorage, AK 99503

We look forward to meeting with you in the upcoming months and hearing your input on the proposed alternative.

Thank you,

**Alison Q. Lohrke**  
Public Involvement Planner



(907) 562-2000 | Fax (907) 563-3953 | 4041 B Street | Anchorage, Alaska 99503 | [www.dowlhkm.com](http://www.dowlhkm.com)

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\*\* You are receiving this e-mail because you have been identified as an interested party or stakeholder for the Western Alaska Access Planning Study.

If you would like to be removed from the mailing list, simply reply to this e-mail with "REMOVE."

## Lohrke, Alison

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**From:** barbara reilly [barbarareilly131@gmail.com]  
**Sent:** Saturday, March 05, 2011 8:51 AM  
**To:** PUB-WAAPS  
**Subject:** Fairbanks and Nome Road

**Follow Up Flag:** Follow Up  
**Flag Status:** Completed

As a lifelong Alaskan I strongly oppose this road. Today's projected, estimated, cost is five million a mile which is absurd, and no one has said anything about the maintenance. See the Port of Anchorage for how well Alaska handles big projects. Give us figures on maintenance; on plowing during the winter. We can't even keep our roads in Anchorage in decent shape; we have no public transportation system to move the masses from the Mat Valley into Anchorage each day and the State of Alaska wants to build a road to Nome!!? Our education system is failing and all we do is throw more money after it. If you want to incur great debt, and big projects I suggest implementing a mass transportation system from the Valley to Anchorage. I suggest building wind farms and tidal wave energy reclamation projects!! These projects will create jobs and free the public from the constant raping we are receiving from the oil, gas and mining industries. Oil and gas prices are NOT going to go down, so why further enslave the American –Alaskan public to these corporations?? No, on this road to Nome. It's a big road to nowhere!!!!!!

Barbara Reilly  
1800 Parkside Dr.  
Anchorage, AK 99501

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Monday, March 07, 2011 1:51 PM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Erica

Last Name: Longley

Company: Longley

Comments: Submitted via email: I don't have a bunch to say, but I think the road is a good idea. I think it would really open up the state, especially when it comes to getting things in and out of Nome. I also think it would positively affect the cost of living in Nome, and the surrounding villages.

TimeStamp: 3/7/2011 3:51:24 PM

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Monday, March 07, 2011 1:57 PM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Nicholas

Last Name: Gray

Company: Gray

Comments: Submitted via email: I would have to be against it. Simply because you pointed out a very interesting subject. DEVELOPMENT. Sometimes it is good and sometimes it is not good. Some companies/enterprises come in and pitch a good idea; however, half way through the project the nations economy goes bad again, or a "partner" pulls out because the cost is too high for him/her. Then Council is left with a vacant building that will never be completed which becomes an eye sore of the village. Also outsiders fishing and canoeing the Niukluk/Fish Rivers is not good. The village has enough people on the rivers as is, but I am not saying we are over crowded. I would hate to see the Niukluk/Fish River end up like rivers down in the Anchorage area. Combat fishing is not good, and overcrowding of the Village would be hard for the locals to deal with. I am sure this road would bring a lot to the table for a lot of people especially Council; however, it will ruin our ways of life, and become a bigger problem than what people think. If and when this road gets built I am hoping that it will NOT be in my lifetime as well as with my kids lifetime. And I will share it with them how important it is NOT to build this road so that they can pass it on to their kids and grandkids. If this doesn't make sense, I do not know how else to explain it.

TimeStamp: 3/7/2011 3:57:04 PM

## Lohrke, Alison

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**From:** Webmaster@dowlhkm.com  
**Sent:** Monday, March 07, 2011 1:58 PM  
**To:** PUB-WAAPS  
**Subject:** Web Feedback Form - Western Alaska Access

First Name.: Robbie

Last Name: Fagerstrom

Company: Fagerstrom

Comments: Submitted via email: I believe that the road should not be constructed right through Council. It should be built on the Nome side could cross up from Council with a bridge.

TimeStamp: 3/7/2011 3:58:14 PM

## Lohrke, Alison

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**From:** Gail Phillips [gailphil@alaska.net]  
**Sent:** Thursday, March 10, 2011 11:54 AM  
**To:** PUB-WAAPS  
**Subject:** Comments regarding the road to Nome

**Importance:** High

Tom – I tried to complete the survey on line today, but wasn't able to enter my comments on line, so am taking this opportunity to convey my opinion directly to you since today is the deadline for public comment.

I totally support the construction of the road to Nome. Whichever route is most feasible, while at the same time, being most economic, is the route that should be selected. If the selected design can include the rich resources areas of the Kobuk area – either as a direct route or as a spur off the main route – all the better. That way it would be possible to have the mining companies interested in developing mines in that region assist in the construction of additional spurs and offshoots of the highway.

I grew up in Nome and my family has been in Nome and the Seward Peninsula since 1910. Members of our family live in Nome and my family and I spend time up there each year. The entire Northwest region of Alaska has been sorely underdeveloped because of the lack of decent transportation facilities and the high cost of power, which could be mitigated once a transportation system is constructed. It is unthinkable, in this day and age, that we Alaskans have not been able to open up this rich resource area of Alaska just because we have no transportation system in place. This would be unheard of and even ridiculed in any other state in the union.

Arguments have been made for the past 50 years that the road would cost too much, would interrupt subsistence and nomadic lifestyles and would bring more crime into this region. All of those arguments can be successfully challenged with real facts. For anyone who thinks that there is no crime in Northwest Alaska today – no drugs and no alcohol abuse – they simply don't know anything about that region. The price of constructing this road is not going to go down, so the price argument is meaningless. To disallow this road based upon the impact of subsistence fish and game doesn't compute because this entire issue can and will be handled with regulations and provisions already in place within our State's hunting and fishing regulations.

If you ever need a public voice to help with this project, let me know. I am fully in support, as is my entire family. We eagerly await the outcome of this public process and the next steps in bringing this project to fruition.

Gail Phillips  
Former Representative and Speaker of the House  
1231 W. Northern Lights Blvd., #906  
Anchorage, AK 99503  
[gailphil@alaska.net](mailto:gailphil@alaska.net)  
277-4867