



DEPARTMENT OF THE AIR FORCE  
PACIFIC AIR FORCES

4 April 2005

Mr. David Hertzog  
611 CES/CEVR  
10471 20th Street Suite 302  
Elmendorf AFB AK 99506-2270

Mr. Jeff Norberg  
Alaska Department of Environmental Conservation  
555 Cordova Street  
Anchorage, AK 99501

Dear Mr. Norberg:

The King Salmon Restoration Advisory Board (RAB) 15 February 2005 meeting minutes are forwarded for your information. The next meeting is scheduled 19 April 2005 at the base lounge. Upon completion of the King Salmon Restoration Advisory Board the 611 CES/CEVR in coordination w/Alaska Department of Environmental Conservation and US Environmental Protection Agency will present the highlights of the King Salmon RPO Phase 2 Implementation Study draft results. There will be sufficient time for questions and responses. The public comment period for this effort is 28 March thru 29 April 2005. Members of the regulatory team are: David Hertzog 611 CES/CEVR, Jeff Norberg ADEC and Jacques Gusmano US EPA. Patrick Haas of PHAAS & Associates will be doing the presentation.

Please direct any further comments or suggestions to myself, at (800) 222-4137 or direct, at (907) 552-7261 or email [dave.hertzog@elmendorf.af.mil](mailto:dave.hertzog@elmendorf.af.mil).

Sincerely

A handwritten signature in black ink that reads "David O. Hertzog".

DAVID HERTZOG, GS-12  
Remedial Project Manager  
King Salmon/Galena

Attachments:

15 February 2005 Draft Minutes  
Agenda for 19 April 2005 Meeting

**KING SALMON RESTORATION ADVISORY BOARD**  
**15 February 2005**  
**BASE LOUNGE, 7:00 P.M.**  
**MEETING MINUTES**

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The meeting was called to order at 7:15 pm by Nanci Morris.

The following RAB members were present:

Ray Taylor  
Abe Williams  
Nanci Morris  
Linda Levshakoff  
Jeff Norberg – Alaska Department of Environmental Conservation (ADEC)  
David Hertzog (via telephone) – 611<sup>th</sup> U.S. Air Force

Visitors and other participants are listed below.

Dick Holman– 611<sup>th</sup> U.S. Air Force  
Tom Hammond-- Chugach Support Services  
Ken Pulice -- Chugach Support Services  
Morgan Merritt – Alaska Department of Transportation/Public Facilities (ADOT/PF)  
Russell Knight -- Chugach Support Services  
Max Schwenne – OASIS Environmental, Inc.

**Changes to the Agenda**

Presentation by Morgan Merritt (ADOT/PF) regarding the Airport upgrades was added to the agenda.

**Approval of the Minutes**

The minutes from the 18 January 2005 meeting were approved unanimously.

**NEW BUSINESS**

**Morgan Merritt ADOT/PF King Salmon Airport Planned Upgrade**

Mr. Merritt indicated the project is necessary because the state (Alaska) needs to expand the safety area for the airport. Requirements are for a flat area 500 feet in width and 1,000 feet beyond (each end) the runway shoulders. Currently The King Salmon runway does not meet these requirements.

The problem with the project is that the Jenson road runs through the proposed safety area and the Federal Aviation Administration (FAA) will not allow a road to go through a runway. Jenson road is the main access route to Lake Camp Road.

The project concerns the RAB because the proposed road realignment could impact monitoring wells and drainage patterns in the Eskimo Creek Dump area.

The Alaska Department of Transportation and Public Facilities (ADOT/PF) is considering three options:

Alternative 1. Build a new road across Eskimo Creek at the Eskimo Creek Dump site.

Alternative 2. Install Engineered Material Arresting System (EMAS). This alternative would allow for a 200 feet long safety zone. The zone would be filled with a special crushed concrete three feet deep. There are problems with the alternative such as expense, high maintenance cost (12 to 20 million over 20 years), added curves to Jensen Road, and impact to the Eskimo Creek wetlands.

Alternative 3. Reroute traffic through the base on Air Force Drive.

Alternative 4. The no action alternative. This is not an alternative because the FAA requires construction of the safety zone and future federal grants for the airport would not be awarded because of the deficiency, however in all federal/state action no alternatives is always considered as a baseline.

ADOT/PF is hoping to select an alternative within the next few weeks. They have received comments from the Air Force and people who live in King Salmon. The preferred alternative is number 1.

Mr. Merritt's objective in speaking to the RAB was to discuss what is needed to accommodate the monitoring wells and address the contamination, which could be encountered during construction. Questions from the RAB and community members and Mr. Merritt's responses are provided below.

**Comment:** Concern was expressed that the area has a lot of water at certain times (e.g. high tides and floods) and he noted that the stream is anadromous. The Eskimo Creek Dump site is currently stable, but construction could disturb the cap and cause the mobilization of contaminants and any soil excavated would need to be tested for contaminants as required by ADEC. In addition, the Alaska Department of Fish and Game will likely have permit requirement that will limit when construction can occur, to minimize impact to migrating fish.

**Response:** The project will involve mostly fill and very little excavation; consequently, impact to the cap should be minimal. The culvert for the new road will be designed to allow fish passage, handle the 100 year flood and will also have a load collector installed to ensure gravel is in the culvert. The culvert will be an arch type so some excavation will be required, but not as much as for a round design.

**Comment:** The project may qualify for a categorical exclusion; thereby, negating the need for construction of wetlands to mitigate wetlands lost to fill.

**Response:** Wetlands will be impacted by other components of the project. As a result, ADOT/PF will be following United States Fish and Wildlife guidelines regarding mitigation.

**Comment:** Will the project affect the new fiber optic cable and other utilities run along Jensen Road?

**Response:** When the planning progresses, red lines will be sent out for the Air Force and other affect agency's comments. If the existing lines were properly permitted than a right of relocation applies and ADOT/PF would cover any costs to move the lines. However, if utilities or lines were installed without the proper permits then the utility company would be responsible for the cost of relocation.

**Comment:** What is the project schedule?

**Response:** The project is listed as contingent for 2005. Likely the project will be bid in late July with some work started in fall 2005 with most work occurring the summer of 2006.

**Comment:** The bluffs capping project was constrained by a 15 July date, after which no work could impact the creek. The next opportunity for culvert work after that date would be in the spring.

**Response:** Noted.

**Comment:** Colonel Armstrong sent official Air Force comments to ADOT/PF. Have DOT/PF received them?

**Response:** The official comment had not yet been received; however, Mr. Merritt indicated he had spoken with Colonel Rockwell regarding the comments. Mr. Merritt also stressed it was important he receive all comments before ADOT/PF meets with FAA.

**Comment:** ADEC's position is that any action at the Eskimo Creek Dump area will require consultation with the Air Force and ADEC because a record of decision has been signed for the site.

ADEC also stressed the need to properly dispose and manage excavated debris as required by the solid waste regulations. The need to ensure run-off does not affect the stream was also pointed out. Eskimo Creek was just removed from the impaired water body list in 2002 and ADEC does not want the delisting jeopardized. There is also a need to evaluate the importance and need for any monitoring wells removed during the project. It is expected that ADOT/PF would bear the cost to replace needed monitoring wells.

**Response:** Noted.

**Comment:** Question was asked if the existing runway lighting would be affected.

**Response:** The lighting is owned by FAA and it is on frangible (break away) supports. It will not need to be moved.

**Comment:** Why is a culvert proposed instead of a bridge? The area is tidally affected which would make it much wider than 12 feet. It was recommended to observe the water during spring and the fall high tides. The existing culvert has backed up.

**Response:** The type of culvert proposed is essentially a bridge. Dimensions are 8 feet tall by 12 feet across. There is a Alaska Department of Natural Resources requirement to not restrict the stream flow during ordinary high water. ADOT will study the hydraulics further.

**Comment:** Fry (juvenile salmon/fish) migrate out from May to August. Eskimo Creek is probably a hide out area for them.

**Response:** Noted.

**Comment:** Is the project subject to the National Environmental Policy Act (NEPA)?

**Response:** Federal funds are being used and the project affects more than five acres so it is subject to NEPA. Consequently, a National Pollution Discharge Elimination System (NPDES) permit and a sediment and erosion control program will be required.

**Comment:** What affect will the project have on existing vegetation?

**Response:** Brush inside the airport fence will be cleared and a new shoulder will be created with fill. About 125 additional feet of pad area will be added.

**Comment:** Will the project affect the navigational aids?

**Response:** There will be no affect on the lighting. Its uncertain if any other existing systems such as Instrument Landing System, or Precision Approach Path Indicator will need to be moved.

**Comment:** Does ADOT/PF have enough property for the project?

**Response:** There is adequate property for this stage of the project and it will not affect leaseholders. In 2007 or beyond there is another project planned that would likely affect buildings, float planes, and lease holders around the airport. ADOT/PF will also seek a slice of Air Force land for the Runway Project Zone (RPZ?). The decision document for the next phase is not complete and public input has not been solicited yet. The two projects were not combined because the safety issues need to be addressed before other improvements can be made. There is no indication FAA believes the project will have a significant impact. FAA is currently non-committal regarding which alternative they believe is the best.

**Comment:** Is the road realignment the most significant component of the project?

**Response:** The total project budget is ~8.5 million and the road realignment is ~ 1 million.

**Comment:** The Air Force's biggest concern was that Alternative 3 would result in closing access if the Air Force decided to close off the base. In addition, the base road is not a good thoroughfare: the

road has some very sharp corners, not necessarily good for truck traffic; the dormitories are only a few steps from the road posing a safety hazard; and slow moving heavy equipment often uses the road. Furthermore, Paug-Vik has gravel pits on the Lake Camp side. It would be difficult for belly dumps to use the base road. The gravel trucks need to pass through to deliver the gravel. Finally, people live on the Lake Camp side and the road is their only access to town.

**Response:** Noted.

**Comment:** What are the design parameters for the road?

**Response:** The road will be 22 to 24 feet wide at the top gravel road. Grades will be minimized so that the road is suitable for heavy traffic. The plan is to limit the grade to 5% or less. Some excavation at the shoulders will be necessary to accommodate the grade. The project will also include a security fence. The fence will be taller than the existing fence because it will be located outside the security area. The existing fence is shorter and frangible because it is in the safety zone.

**Comment:** There was concern the intersection between Jensen Road and the King Salmon/Naknek highway would not be safe.

**Response:** The intersection will be designed so that it is safe. The proposed location for the intersection is right across from Quinnat Road.

**Comment:** A recommendation was made to consider moving the intersection so it is across from Bonnie Road. This location is thought to provide better visibility.

**Response:** Noted.

**Comment:** The need to use local hire was stressed.

**Response:** Acquisition regulations limit what ADOT/PF can require regarding local hire by the. It was recommended that local firms subcontract with larger firms. The observation was made that bids using local labor and contractors were usually the most cost effective.

**Comment:** Will the safety area be paved?

**Response:** The safety area will not be paved. It will be covered with gravel and compacted. It is not intended to be a turning surface, it is a stopping surface.

## **Air Force Project Update**

### **RPO Report**

Manish Joshi (Earth tech) and Patrick Haas (Mitre Tech/PHAAS & Associates) are currently working on the draft RPO Implementing Report that will be complete in a few weeks. Once the report has been issued a public meeting will be held to solicit input. Comments will be incorporated into a final report scheduled for completion in the April or May time frame. The report will be discussed at the next RAB.

## **Alaska Department of Environmental Conservation Update**

### **Downtown seep**

Rich Sundet is the ADEC project manager. The latest report is due next Tuesday. Preliminary data from three surface water samples indicate no contamination is getting into the creek. About 90 gallons of fuel have been recovered since collection began. Mr. Norberg will have a more complete report at the next meeting.

### **Property Valuation**

Mr. Hertzog stated he had understood from the last meeting that property values were no longer an issue. Mr. Williams clarified that interest rates were no longer an issue, but that property values still were. The property value assessment performed when the bluff caps were constructed found that the bluffs did cause a stigma. Consequently, property values assessments were lowered. After the cap was placed the borough decided the stigma was gone and raised property values back up.

Some owners have expressed difficulty getting the desired price for their property. Mr. Williams requested the Air Force prepare some type of generic letter that discussed what has been done at the bluffs. Mr. Hertzog replied he was willing to prepare such a letter after consultation with the Air Force attorney. The RAB also requested that Mr. Hertzog speak with the local banker, Mr. Monk, to determine if there were any issues associated with financing bluff property.

### **RAB Forum**

Mr. Sherman could not attend the RAB so the discussion was tabled until the next meeting.

Mr. Norberg attended some of the RAB forum. He was only able to attend the drinking water workshop.

Mr. Hertzog heard it was one of the best forums ever held. Three of the RAB co-chairs (including Richard Sherman) from around Alaska put on the forum instead of having the Air Force conduct it. Topics included environmental law, subsistence and drinking water. General consensus of attendees was that the forum was a success and having the co-chairs participate was a positive change.

## **OLD BUSINESS**

### **None**

## **DATE AND TOPICS FOR NEXT MEETING**

The agenda for the next meeting is attached.

The next meeting is scheduled for 19 April 2005, 7:00 p.m. in the base lounge.

## **ADJOURNMENT**

The meeting was adjourned at 9:18 p.m.

**DRAFT AGENDA**  
**KING SALMON RESTORATION ADVISORY BOARD (RAB)**  
TUESDAY, APRIL 19, 2005  
7:00 P.M.  
BASE LOUNGE

- |      |   |   |
|------|---|---|
| I.   | Call to Order   | Richard Sherman/Willy Foster<br>Community Co-Chairs |
|      | a. Roll Call (all participants please sign Sign-In Sheet) | Co-Chairs   |
|      | b. Introduce Guests                                       | Co-Chairs & David Hertzog                           |
|      | c. Changes to Agenda                                      | Co-Chairs   |
|      | d. Approval of the 15 February 2005 meeting minutes       | RAB   |
| II.  | New Business  |   |
|      | a. Air Force Project Updates                              | David Hertzog/Keith Barnack                         |
|      | -RPO Report   | David Hertzog/                                      |
|      | b. ADEC Project Updates                                   | Jeff Norberg  |
|      | -Downtown Seep Update                                     |   |
|      | c. Property Valuation                                     | David Hertzog                                       |
|      | d. RAB Forum  | Richard Sherman                                     |
| III. | Old Business  |   |
| IV.  | Set Date and Tentative Topics for Next Meeting            | Co-chairs   |
| IV.  | Meeting Adjourned   |   |

**REMEDIAL PROCESS OPTIMIZATION (RPO)**  
**PHASE 2 IMPLEMENTATION STUDY DRAFT PRESENTATIONS**

Upon completion of the King Salmon Restoration Advisory Board the 611 CES/CEVR in coordination w/Alaska Department of Environmental Conservation and US Environmental Protection Agency will present the highlights of the King Salmon RPO Phase 2 Implementation Study results. There will be sufficient time for questions and responses. The public comment period for this effort is 28 March thru 29 April 2005. Members of the regulatory team are:

David Hertzog 611 CES/CEVR  
Jacques Gusmano US EPA

Jeff Norberg ADEC

Presentations will be by Patrick Haas PHAAS & Assoc