MEMORANDUM

Date: April 28, 2016

To: Barbara Beaton, DOT&PF Project Manager

From: Robin Reich and Carla SlatonBarker (Solstice Alaska Consulting) with input and review from Royce Conlon and Angela Smith (PDC)

Subject: Summary of 4/20/2016 Public Open-House Meeting for Seward Airport Improvements Project (#Z548570000)

1.0 Introduction

This document provides a summary of the public meeting held for the Seward Airport Improvements Project on April 20, 2016, in Seward Alaska, at the Rae Building. See Attachments A and B for the project display boards, meeting sign-in sheets, and written comments.

1.1 Meeting Overview

The purpose of the meeting was to (1) present the needs and issues identified through the initial scoping process; (2) present the results of key studies (a Hydrology Report and an Aviation Activity and Facility Requirements Report); (3) present alternatives developed to solve identified issues and needs; (4) present the preliminary list of advantages and disadvantages associated with each alternative; and (5) gather input from community members. These purposes were explained at the welcome station verbally and noted on the meeting agenda.

1.2 Meeting Format

The format of the meeting was an open house, meaning that people could come and go during the posted hours (5:00 pm to 7:30 pm) and visit information stations staffed by project team members.

1.3 Open House Stations/Meeting Information

Informational display boards were created to present project information. Project team members were at stations to help attendees understand information presented and to engage in discussion related to issues or concerns. Attendees were encouraged to write down and submit their comments, but team members noted comment themes and issues for inclusion in this meeting record. The agenda (next page) provides an overview of the meeting format and information presented. Public meeting display boards are included in Attachment A.

Meeting Agenda and Overview

Meeting Purpose

- Provide an overview of the Seward Airport Improvements Project (needs and challenges that the project will address, work that has occurred to date, upcoming steps).
- Present the results of key studies: Hydrology Report and Aviation Activity and Facility Requirements Report.
- Present alternatives developed to solve identified issues and needs.
- Present the advantages and disadvantages associated with each alternative.
- Gather input from community members.

Meeting Format

- **Open House Hours:** 5:00 pm to 7:30 pm
  - Please sign in and then visit the information stations (see detail below) in this lobby.

Open House Stations

- **Station #1: Welcome and Sign in**
- **Station #2: Understanding the Challenges**
  - Learn about the top three challenges that form the backdrop for the Seward Airport Improvements Project:
    - Resurrection River Hydrology
    - Airport Demand
    - Funding
- **Station #3: Understanding the Possible Solutions**
  - Learn about the range of alternatives considered to date, including three viable alternatives, and advantages and disadvantages of each.
  - Share your thoughts on alternatives.
  - Learn about the project's next steps.
- **Station #4: Comment Station**
  - Your written comment is an important part of the process. You'll find comment forms here.

Thank you for your time and participation!

1.4 Attendees

The following list reports information pertaining to attendance:

- Twenty-one members of the public signed in.
- Two people declined signing in.
- Seven project team members were in attendance (two from DOT&PF and five from the consultant team).
- Affiliations noted by attendees included pilot, airport lease holder, media (two local media outlets), City of Seward, Alaska Railroad Corporation (ARRC), residents, and birders.
- Ten people filled out the voluntary information requested by DOT&PF's Civil Rights Office pertaining to gender and race.
- One person completed a comment sheet at the meeting (see Attachment B), another person submitted a comment prior to completing this report, and others took comment sheets with the contact information for submitting comments later.

1.5 Meeting Notification

Table 1 provides a list of the mechanisms used to notify the community about the meeting.

Table 1. Notification Mechanisms

Notification Mechanism	Date/Details
Newspaper Advertisement: *The Seward Journal* (display ad)	April 8, 2016 and April 15, 2016
Newspaper Advertisement: *The Seward City News* (online advertisement)	April 11, 2016 (through April 20, 2016)
Postcard Notice (mailed to project mailing list)	April 7, 2016, received in Seward; to project mailing list (approximately 180 names from 2008 Master Plan project, augmented with attendees at Seward Airport Improvements Project public meeting #1 and others who expressed interest in the project.)
Email Announcement to City List (pdf of postcard to City)	April 8, 2016
Flyers Posted in Town (Posted by City; using postcard design)	April 8, 2016
Website Update: Meeting notification, meeting agenda	April 19, 2016
Email communication with Stakeholder Working Group members (SWG), about the SWG meeting and the public meeting	March 7, 2016; April 14, 2016; April 19, 2016

2.0 Informational Board Highlights

This section summarizes information presented on the informational display boards. These boards formed a foundation for conversations between attendees and project team members and for comments submitted. Section 3.0 presents a summary of comments themes heard at the meeting. Attachment A includes copies of the boards.

2.1 Understanding Challenges: Hydrology

The informational boards noted that flooding of the Resurrection River has caused:

- Extensive erosion
- Reduction of pavement strength

The hydrology board defined a **braided river** and pointed out the challenges of trying to control one. Attempts to control braided rivers provide short-term benefits that require constant maintenance and dedicated funding sources.

Determining solutions to river flooding that are cost effective, long lasting, and able to be permitted is a difficult challenge considering that main runway is in the river flood zone.

Presented information described solutions to the hydrology challenges that were studied, and resulted in three project alternatives presented in subsequent display boards. The project team solicited feedback on the alternatives and their advantages and disadvantages.

Potential Solution	Project Alternatives
Raise, Armor, and Reconstruct Runway 13/31	Alternative 1.1
Close Runway 13/31 and Improve Runway 16/34, instead	Alternatives 2.2 and 3.0
Reroute and/or Dredge the Resurrection River	Not an option

2.2 Understanding Challenges: Aviation Demand

The informational boards on this subject noted that a facility as large as the existing airport is not needed to accommodate the expected future aviation activity. Securing Federal Aviation Administration (FAA) funding to rebuild the airport to the existing size (two runways, one of which is 4,249 feet by 100 feet) is not likely possible. The boards noted that airport demand would be met by a facility designed for Aircraft Approach Category B and Aircraft Design Group II (B-II), defined as a runway 3,300 feet long by 75 feet wide.

The boards noted FAA design guidance requires that the size of the facility be determined by the selection of a design aircraft. The design aircraft is the most demanding aircraft (or family of aircraft) that REGULARLY use the airport. Regular use is defined as 500 operations (landings plus takeoffs) each year. The most demanding aircraft is the King Air B200, which is used for

medical evacuations. This aircraft, plus others in this family of aircraft, meet the 500 operations threshold. The board noted that larger aircraft (jets) do not meet the 500 operations threshold.

2.3 Understanding Challenges: Funding

The informational boards noted the following key points: 218 airports compete for Airport Improvement Program (AIP) funding in Alaska; of these, about 20 airports usually get funding from the program; AIP funds have not grown over the years, but the cost of constructing airport improvements has and will continue to grow (the money is not going as far as it used to); this is a competitive process (projects rank higher if they have local or in-kind money to help; projects rank higher if they are off the road system, such as in Rural Alaska, where they depend on the airport for transport of food, medical supplies, etc.).

2.4 Understanding Solutions: Alternatives, Advantages and Disadvantages

Station 3.0 presented information on the alternatives development process that resulted in the three alternatives presented at the meeting. This station also displayed an information board for each of the three alternatives that included a summary of the advantages and disadvantages. See Attachment A for the information and graphics presented on the boards.

Alternative 1.1: Reconstruct the Existing Main Runway (13/31)
Reconstruct and raise Runway 13/31 above the 100-year flood level. Install riprap to protect the embankment. Adjust elevations of Runway 16/34 and Taxiways B and C to match new runway elevation. Eliminate Taxiways A, D, and E to comply with new FAA guidance.

Alternative 2.2: Shift Existing Crosswind Runway (16/34) East and Add 1,011 Feet (3,300 feet x 75 feet). *Close Runway 13/31 and allow floodwater to overtop it. Reconstruct and raise Runway 16/34 above the 100-year flood level. Install riprap to protect the embankment. Relocate Taxiway B and adjust Taxiway F to match new runway elevation. Eliminate Taxiways A, C, D, and E to comply with new FAA guidance.*

Alternative 3.0: Shift Existing Crosswind Runway 16/34 East and Extend by 1,711 Feet (4,000 feet x 75 feet). *Close Runway 13/31 and allow floodwater to overtop it. Reconstruct and raise Runway 16/34 above the 100-year flood level. Install riprap to protect the embankment. Relocate Taxiway B and adjust Taxiway F to match new runway elevation. Eliminate Taxiways A, C, D, and E to comply with new FAA guidance.*

2.5 Attendee Activity: Which Aspects of the Project Are Important to You?

Following the informational boards depicting alternatives, a display board asked attendees to place a YELLOW sticker next to the criterion considered most important and a BLUE sticker in the box next to the criterion considered the next most important. Criteria displayed and results of this activity are in Section 3.0.

3.0 Comment Summary and Themes

Conversations between team members and attendees focused on project findings related to hydrology, aviation demand, and funding.

Comments offered verbally were focused largely on alternatives. The section below organizes comments heard according to each alternative.

COMMENTS REGARDING Alternative 1.1: Reconstruct the Existing Main Runway (13/31)

Public comment themes expressing support for Alternative 1.1:

- The economy of Seward depends on having an airport that can accommodate jets, both scheduled service and unscheduled service. Businesses in Seward (lease holders, businesses whose clients would like to travel via jet) are impacted by any alternative that does not restore the long runway and allow removal of landing restrictions. Alternative 1.1 provides for this need.
- It is important to protect the existing infrastructure—spending money to protect the existing investment makes economic sense from a short-term and long-term perspective. To give Runway 13/31 to the river is to throw money into the river.
- Without maintaining the main runway as a levee, the floodwater will quickly overrun it and flow into the center portion of the airport. Then the river will start eroding the other Runway (16/34). Dieckgraeff Road aka Levee Road, just across the highway from the airport, was designed and constructed in a floodplain to be a protective levee. Similarly, raising the elevation, adding armor protection, and reconstructing Runway 13/31 as a protective levee/runway is a superior alternative to closing Runway 13/31 and improving Runway 16/34.
- Runway 13/31 is needed because 40 to 50 mph winds occur about 50 times each winter that align for a landing or takeoff on Runway 31 but not the relocated runway. Medevac and search-and-rescue operations use and need Runway 13/31 during these conditions.
- Alternative 1.1 is preferred over Alternatives 2.2 and 3.0, because of the bird impacts associated with Alternative 2.2 and 3.0 (see this comment also included under Alternatives 2.2 and 3.0, below). The tidal flats/estuary area adjacent to or within Alternatives 2.2 and 3.0 is important migratory bird staging area during poor weather conditions. Birds, including Arctic Terns and waterfowl, use the area for nesting, and song birds use the uplands surrounding the airport. The tidelands provide important habitat.
- Consider culverts under Runway 13/31 rather than relocating the runway.
- Use a concrete stabilized base on the main runway, as a way to rehabilitate the existing main Runway 13/31.

Public comment themes expressing understanding of Alternative 1.1 disadvantages:

- Conversations acknowledged that this alternative raises the flood level of the river the most, which impacts properties east of the airport.

- Conversations acknowledged that cost is a consideration in selecting the preferred alternative.

COMMENTS REGARDING Alternative 2.2— Shift Existing Crosswind Runway (1634) East and Add 1,011 Feet (3,300 feet x 75 feet)

During the public meeting, team members discussed this alternative as the most viable alternative in terms of design and engineering considerations. It would meet the community's near-term aviation needs for GA and medevac operations.

Public comments themes related to Alternative 2.2:

- Opposition to this alternative because it does not accommodate jets.
- This alternative, which involves closing main Runway 13/31, will allow floodwater to have better access to the existing floodplain. This is not a reasonable or desirable direction; without maintaining the main runway as a levee, the floodwater will quickly overrun it and flow into the center portion of the airport. Then the river will start eroding Runway 16/34 in the same way as it does now. That brings the impact of flood damage very close to the existing infrastructure of hangars, buildings, and Airport Road, resulting in an extremely expensive alternative.
- The Seward Marine Terminal Expansion Planning Project proposes dredging for a boat barge basin between the airport and the ARRC property. These wetlands, with its layers of stable clay and compacted silt, are very important for reducing flood impacts by controlling and filtering both flood waters and high tides. Removal of these stable wetlands, which includes a salmon stream complex, will bring the ocean permanently to the airport property line under Alternatives 2.2 and 3.0. (This comment is included under both Alternative 2.2 and 3.0.)
- Understanding that this alternative meets FAA design criteria, and it is the one that can be funded without needing an additional funding source.
    - Some attendees expressed frustration that more project funding is not available/thought this should be different.
    - Some attendees expressed acceptance of this fact.
- Support of this alternative because it seems to suit Seward (considered by some as a small town that really only needs a small airport, especially considering how good the road is now between Seward and Anchorage.)
- Concern over impacts to tidelands, wetlands, and bird habitat.
- Concern over impacts to ARRC development (this alternative brings the air traffic closer).
- Support for this alternative IF the longer runway comes later.
- Concern that eventual development to Alternative 3.0 and a 4,000-foot runway would not occur, due to unforeseen reasons or permitting/regulatory/funding issues.
- Concern that the community's infrastructure is going backwards under Alternative 2.2, which does not match the economic development approach of the City, ARRC, or other economic development interests.

- Concern that Alternative 2.2 brings airport facilities closer to the ocean, in a time of sea-level rise.

COMMENTS REGARDING Alternative 3.0—Shift Existing Crosswind Runway 16-34 East & Extend by 1,711 Feet (4,000 feet x 75 feet).

Public comments themes related to Alternative 3.0 (some of these comments are also listed under both Alternative 2.2 and 3.0)**:**

- This alternative, which involves closing main Runway 13/31, will allow floodwater to have better access to the existing floodplain. This is not a reasonable or desirable direction; without maintaining the main runway as a levee, the floodwater will quickly overrun it and flow into the center portion of the airport. Then the river will start eroding the other Runway 16/34 in the same way as it does now. That brings the impact of flood damage very close to the existing infrastructure of hangars, buildings, and Airport Road, resulting in an extremely expensive alternative.
- The Seward Marine Terminal Expansion Planning Project proposes dredging for a boat barge basin between the airport and the ARRC property. These wetlands, with its layers of stable clay and compacted silt, are very important for reducing flood impacts by controlling and filtering both flood waters and high tides. Removal of these stable wetlands, which includes a salmon stream complex, will bring the ocean permanently to the airport property line under Alternatives 2.2 and 3.0.
- Concern over impacts to tidelands, wetland, and bird habitat.
- Concern over impacts to Alaska Railroad Corporation development (this alternative brings the air traffic closer).
- Concern that Alternative 3.0 brings airport facilities closer to the ocean, in a time of sea-level rise.

Suggestions for Further Study

- Consider culverts under Runway 13/31 rather than relocating the runway.
- Consider using a concrete stabilized base on the main runway, as a way to rehabilitate the existing main Runway 13/31.
- Complete bird, tideland, habitat, and wetlands impact analysis.
- Complete more cost studies that evaluate flood impact costs, right-of-way costs, socioeconomic costs of no long runway and loss of infrastructure, and tideland/bird/habitat costs across all alternatives, in order to fully understand alternatives' impacts.
- Continue to refine the understanding of each alternative's flooding implications in relationship to the existing airport infrastructure and planned ARRC facilities, including changed flood levels and sediment deposits, and in terms of advancing sea levels and tides.

General

- A question was posed about the project's plans for fencing.

- An idea was posed/request made that a couple of islands near the tidelands be dredged to allow easier access for floatplanes.
- Several attendees requested that an alternative include river dredging.
- Several people noted the importance of the airport for businesses and the Seward economy.

Attendee Activity: Which Aspects of the Project are the Most Important to You?

This display board asked attendees to rank the top two criteria that are most important to use when evaluating alternatives: a YELLOW sticker in the box for the criteria considered most important and a BLUE sticker in the box for the criteria considered the next most important. Attendee responses are noted.

Alternative Evaluation Criteria	
COST • Construction/earthwork cost • Maintenance and operations (M&O) • Right of way—preliminary costs only • Eligibility for FAA funding	NO STICKERS PLACED
ABILITY TO SERVE THE COMMUNITY'S NEEDS • Medevac • Meets general aviation (GA) needs • Search and rescue • Economic development	4 YELLOW STICKERS
SAFETY, ENGINEERING, AND USER CONSIDERATIONS *(not covered by Cost)* • Wind coverage • Airspace/Runway Protection Zone (RPZ)/ approach obstructions • User function/runway reliability/level of service (LOS) • Long-term stability/risks • Construction considerations	3 BLUE STICKERS

ENVIRONMENTAL CONSIDERATIONS • Floodplain/floodway impacts • Fish habitat impacts • Wetlands impacts • Endangered Species Act (ESA)/bald eagle habitat • Human (socioeconomic) impacts—right-of-way impacts, compatible land use, etc.	2 YELLOW STICKERS 3 BLUE STICKERS

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Subject: Seward Airport Improvements feedback

From: jamie.lynn.auletta@gmail.com

To: solsticeak@solsticeak.com

Thu, 12 May 2016 17:44:36 -0800 (AKDT)

comments2	Seward Airport Improvement Project
name	Jamie
satisfied	do not add to list
comments	This project saddens me very much and I do not see as a necessary thing to be done. I DO NOT support it - the pilots in town didn't even show up to the community meeting, that should speak volumes. Those of us that did show up were very concerned about preserving the environment surrounding the airport and the effects it would have on the birds, especially the migratory birds that depend on the environment surrounding the airport for survival as a stop over point.I do not support the building of a new runway or the extension of the existing runway through the pond out onto the mud flats. The pond is a stop over for many migratory birds and is the only option for some species - and studies have shown that when birds are forced to choose different stop over locations due to habitat loss their survival is compromised. If flooding of the runway is a concern, extending the strip into the mudflats make absolutely no sense at all. Have you seen our storm su! rges?Lets stop destroying the environment that so many of us that live here enjoy - this town just keeps getting more and more industrial and it is a shame. I have no desire for more airport traffic and the continued growth that may follow. I do not buy that this is for medical evacuation reasons or to make maintenance of the runway easier and cheaper - we live in Alaska, it is always going to hard and expensive and the value of the environment and the wildlife it supports, in my opinion, surpasses any 'seen' need for this project.Additionally, you cannot just expect the birds to stop trying to come here - what about bird/plane collisions?Some of the plans require cutting down wooded areas that are home to many bald eagles and various owl species.I do NOT support this project, it is not necessary.
zipcode	
comments1	
email	jamie.lynn.auletta@gmail.com

SEWARD CITY NEWS
read it, write it
Monday, May 2, 2016

CITY OF SEWARD, FEATURED

Planners Grapple With Conflicts Between Resurrection River and Airport

April 28, 2016 11:57 am by Rick Smeriglio Views: 304

Resurrection River in flood stage overtops main runway of Seward airport. Photo courtesy of Seward/Bear Creek Flood Service Area.

By Rick Smeriglio for SCN —

Resurrection River flows to the sea through a broad plain between the mountains. Territorial authorities in 1920 built a gravel landing strip at the extreme downstream end of the floodplain. No other suitable place existed then. Seward has no other place for an airport now. Because the dynamic river will not go away and will not stay put, Alaska DOT&PF has a problem keeping its airport high and dry. As part of their Seward Airport Improvement Project, DOT&PF and the Federal Aviation Administration will consider alternative ways of keeping Resurrection River away from the runways.

Lower Resurrection River tumbles huge loads of gravel downstream while on its journey to the sea. Over time, as gravel builds up toward its downstream end, the streambed rises and forces the river to shift course. Resurrection River has moved hundreds of yards east to west and now sluices against the main runway on the east side of the airport. Heavy autumnal rains swell the river, causing it to escape its banks flowing to lower ground. It has overtopped the runway numerous times over the years, especially in 2013.

DOT&PF hydrologist Paul Janke said, "The problem is that Resurrection River is a braided river which means it is not just one channel; it's numerous channels. There is a tremendous amount of sediment that comes down the river, primarily from Exit Glacier. When the river gets downstream of the Seward Highway, the slope on the river is less than it is upstream so the moving river cannot push all the sediment into the bay. The sediment falls out and it's forcing the river to move. In this case, the water is moving toward the runway ... The river has been overtopping the runway more frequently. In 2013, the runway was overtopped ten times. We've had erosion problems. The problem is that the middle third of the runway is a FEMA mapped floodplain meaning that it is the main channel of the river."

Attendees at DOT&PF open house meeting view information about Seward airport project. Photo by R. Smeriglio.

Janke went on to explain that raising the elevation of the runway significantly (seven to 12 feet) above the floodplain would shift water back to the east and cause flooding and erosion to private property in the area. Janke said that would create a liability for DOT&PF. His agency would have to purchase the property. He said that historically, before human development, the river gushed out of the mountains and then slowed as it spread out across the broadest part of the floodplain.

"With human development we have constrained the river. The sediment can't spread out."

Janke did not think that periodic dredging to remove sediment and gravel would work. As a hydrologist, he favored the idea of maximizing the width of the floodway consistent with existing development.

"I don't believe that dredging would last very long. It would be very expensive; it would have to be year after year after year continuously forever just like port of Anchorage. Then you would get a big discharge and it would fill up whatever you dredged and it would be of no value," said Janke.

Royce Conlon, PE, works as a civil engineer for and president of, PDC Inc. Engineers, the firm hired by DOT&PF to design the airport improvements. She serves as the project manager for PDC. She characterized her firm as just in the beginning phases of the project where it does not yet know what to design.

When asked why DOT&PF needed to do anything at all other than maintenance for the airport, Conlon said, "If the river wasn't doing what the river is doing, we probably wouldn't even be here. We were hired by DOT to develop a long-term solution to the flooding that occurred in 2013. The flooding of 2013 raised the bar enough that they realized they needed to have a long-term solution. The cost of maintaining was getting more than they could handle ... they were literally dumping money into the river. Our project is to develop a long-term-sustainable facility."

The runway pavement now has a weight restriction of 12,500 pounds whereas previously, C-130 cargo aircraft, which when fully loaded have landing weights of up to 130,000 pounds, touched down in Seward. DOT&PF project manager Barbara Beaton said via e-mail that her agency had no records of the designed weight limits of the main runway as designed in the 1950s. She wrote that, " ... it was obviously built for aircraft heavier than 12,500 pounds."

Conlon said, "The theory is that when the water rose ... it removed the fine materials ... the glue ... from between the larger rocks [in the runway fill] ... We don't have testing before and after ... We know through testing that there is not adequate strength to the pavement to allow heavy loads."

Seward city manager Jim Hunt said of the airport, "There's an old saying in rural areas that if you lose your airport, your town dies ... it's a key economic component ... it's important for emergency response, for the businesses across the bay ... it's especially critical in supporting this side of south central Kenai [peninsula]. A couple of years ago we had multi-state military training and practice. Because of the fact that the airport was closed, it meant that they couldn't bring some of the aircraft that were going to be a key component of the exercise, in ... We're going to do everything we can do to preserve the airport."

In regards to the reduced weight load-limits currently placed on the airport Hunt said, "The impacts are several, but one of the critical effects is the ability of Life Flight and Life Med to come in with their larger planes, the larger twins, their jets. You know, we've had some fairly well known business people out of Seattle who have wanted to bring their private jets in for meetings. For instance, Paul Allen when he had his yacht here. They wanted to fly in

some people because they were meeting with the Rasmussen Foundation and they couldn't come in. They couldn't bring their planes in."

Planners for the project have three alternatives under consideration. All alternatives will accommodate aircraft with requirements up to those of a Beechcraft King Air B200 (runway load limit 12,500 pounds, runway length at least 3,300 feet.) Air ambulance services in Anchorage currently use this aircraft. All alternatives call for rebuilding the airport runways to accommodate airplane design group II (wingspan less than 79 feet) and airport approach category B (approach speed less than 121 knots). According to Beaton, data on aircraft use of the airport show than almost all use fits these categories. Beaton said that while the FAA will fund almost 94 percent of the project, it would only support building airports to accommodate existing and reasonably projected growth.

Current alternative 1.1 calls for raising existing runway 13-31 (main runway, east side) in place and armoring it with rip-rap rock to protect it from Resurrection River. Alternative 2.1 calls for closing runway 13-31 and raising runway 16-34 (shorter crosswind-runway, west side) and shifting it eastward while protecting it with rip-rap. Alternative 3.0 does everything that alternative 2.1 does and also extends runway 16-34 to 4,000 feet long.

When asked if the City of Seward could accept a designed load limit of 12,500 pounds and a designed runway rating of BII, Hunt said, "We would want to have the higher rating. We have to have the ability to receive larger planes, cargo, transport ... It would make no sense at all to rebuild and repair it to the standard that it's limited to now."

"Number one, and I didn't see it addressed, [at the open house meeting] the number one issue is the river, maintaining, dredging, moving, the river. Nothing can be done until the river is addressed, in my opinion," Hunt said.

The public comment period for this phase of the project closes May 13, 2016. For additional information go to the project's website at **www.state.us/creg/sewardairport**

Image courtesy of Alaska DOT&PF.

Image courtesy of Alaska DOT&PF.

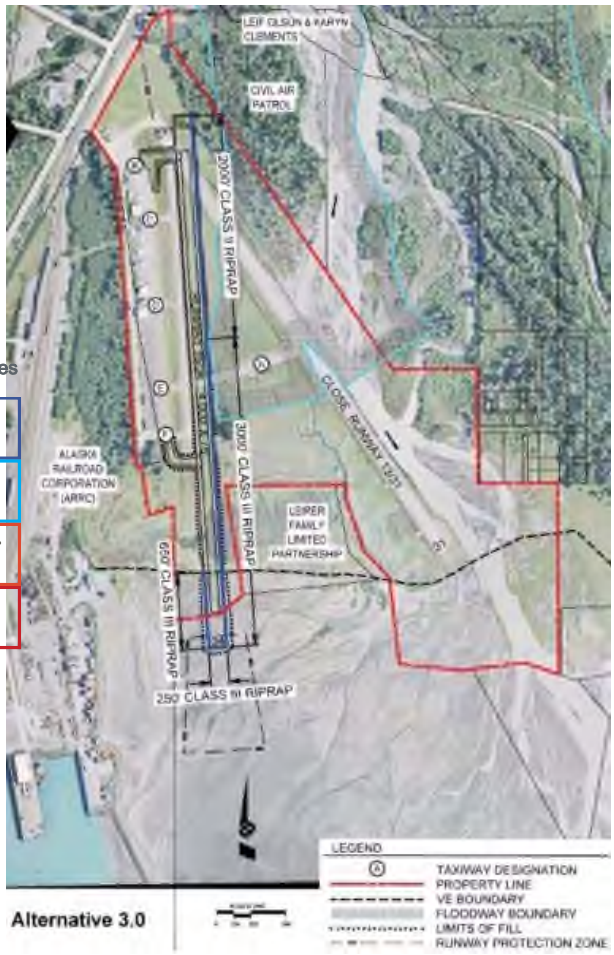

Image courtesy of Alaska DOT&PF