



Klein, Kimberly <kimberly_klein@fws.gov>

Snow Management and road closure plans

1 message

Beth Sharp <esharp@hilcorp.com>

Thu, Dec 22, 2016 at 5:53 PM

To: Christopher Putnam <christopher_putnam@fws.gov>, "Klein, Kimberly" <kimberly_klein@fws.gov>

Hello Christopher and Kimberly,

I attached our final snow management plan based on our discussions the other day. We increased the super-quiet zone to ¼ mile before and after the den (snow-pusher only). We also agreed that only one lane will remain open for about 100 foot stretch in front of the den on the opposite side of the road and on the bridge. This will get traffic and equipment farther from the den. We are in the process now of putting out signs and barriers to reduce traffic to one lane.

We also discussed our plan for road shut-down during den emergence. Although it was very challenging, Endicott was able to survive approximately 6 weeks without road access during the 2015 Sag River flood, therefore, operations is sure they can manage several weeks, especially with time to plan for it. They will stockpile food, supplies, and water and move personnel with the helicopter or hovercraft.

We discussed what it would take to build an ice by-pass road for both den emergence and from now until den emergence to further reduce disturbance risk. While it could be done, we decided it doesn't make sense for several reasons, the two main ones are: 1. We can't start building the road for about two weeks and then it would take almost 30 days for it to be completed, so we would not be reducing den disturbance potential until the middle of February, which would be good for den emergence but does not help us between now and then. 2. The amount of equipment needed is quite staggering and, although we would stay away from the den, it would introduce an incredible amount of noise and vibration to the area, which doesn't seem prudent. One of our construction engineers put together the following back-of-the envelope plan for what it would take:

The largest effort will be building the large access and egress ramps from the Endicott road down to tundra / water levels due to the high elevation of the road

grade compared to the water level etc.. Snow will need to be imported (trucked in) and iced in. This will require the following equipment:

- 3 CAT ejector trucks
- 1 – 5000 gallon Water Truck
- D-6 dozer
- Loader to collect snow from existing lakes etc.
- 4 light plants 2 heaters
- 24 hr. operation 7-10 days
- Fuel truck delivering fuel
- Mechanic truck
- Crew van

Once we start the sea ice road we will change to the following equipment:

- Gas powered snow birds for hand pumping water
- 2-3 tractor mounted pumps
- 4 light plants 2 heaters
- 24 hr. operation 7-10 days
- Fuel truck delivering fuel
- Mechanic truck
- Crew van
- 24 hr. operation for 20 days approximately (some of this will overlap with ramp construction but only by a few days)

So, we would like to continue with our current course of action and plan for road closure by stockpiling supplies and using alternative transportation for personnel.

I'll be back in the office on Tuesday. Please contact me anytime to discuss.

Thanks,

Beth Sharp

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2 attachments



Snow Management Mitigation Measures_V2.docx

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One lane area.pdf

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