

Appendix E.B

Response to Comments on Draft EIS Public Written Comments





P.O. Box 196660 ANCHORAGE, ALASKA 99519-6660 TELEPHONE (907) 278-1611 FAX 787-9611

B1

May 7, 2003

APSC Letter No. 03-19844

Mr. Ed Fogels, Pogo Project Manager
Alaska Department of Natural Resources
550 W. 7th Avenue, Suite 900D
Anchorage, Alaska 99501-3577

RE: Pogo Mine Proposed Access and Trans-Alaska Pipeline System (ADL 63574)
Preliminary Decision to Issue Road Right-of-Way
Public Notice Dated April 4, 2003

Dear Mr. Fogels:

Thank you for the opportunity to comment on this important project. Alyeska Pipeline Service Company, agent for the owners of the Trans Alaska Pipeline System, has signed a letter of non-objection agreement with Teck-Pogo, Incorporated for a controlled-access industrial road crossing at pipeline milepost 517.24. The crossing location is within the NE1/4 of Section 15, Township 7 South, Range 8 East (Fairbanks). Both the ADNR Proposed Decision and Alternative Management Option follow a route that crosses the pipeline at this location.

B1-1

Alyeska recommends that the Department adopt the "Alternative Management Option" described in the preliminary decision, thereby bringing the Alyeska non-objection into alignment with the ADNR decision. During our discussions with Teck-Pogo representatives concerning the pipeline crossing, Alyeska Security managers recommended that the road be gated on the Richardson Highway side of the pipeline based on the current Security environment in which TAPS operates.

B1-2

Also, We agree that the Winter Trail alternative considered in the preliminary decision is not a viable option for long-term mine access because it would pose an unacceptable threat to pipeline integrity from significant industrial loads crossing the above-ground pipeline. We do have additional concerns related to the temporary use of the TAPS rights-of-way in this vicinity for the proposed mine road construction activities, and are available to discuss these concerns further if requested.

B1-3

B1

Alyeska Letter No. 03-19844
05/07/03
Page 2

Please call me at 787-8170 if we can provide additional information.

Sincerely,

Peter C. Nagel, SR/WA
Land and Right-of-Way

CC: John Kerrigan, State Pipeline Coordinator

COMMENT RESPONSE:
B1-1 Thank you for your comment.
B1-2 Thank you for your comment.
B1-3 Thank you for your comment.



September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-3

Pogo mine comments

B2

Subject: Pogo mine comments

Date: Tue, 13 May 2003 19:31:03 +0000

From: "Sally Andersen" <sally_andersen@hotmail.com>

To: ed_fogels@dnr.state.ak.us

Ed Fogels

Department of Natural Resources<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

<?xml:namespace prefix = st1 ns = "urn:schemas-microsoft-com:office:smarttags" />550 West 7th Ave., Suite 900D

Anchorage, AK 99501

ed_fogels@dnr.state.ak.us

Dear Mr. Fogels;

We are writing to comment on the issue of road access to the Pogo gold mine on the Goodpaster River. As you know, this mine is truly a watershed event not only for the Goodpaster River, but given the almost inevitable expansion and associated developments of a pioneer road corridor, for the entire region surrounding the mine.

This is why there has been a consistent, broad based expression by residents of the Interior that the road should be removed when mining is finished. For us as hunters this is especially so, as we place a very high value on a thriving Fortymile caribou herd to help put meat on our table. A third major access corridor into the heart of the Fortymile's range would be a major mistake, increasing hunting pressures on these animals immensely. It behooves the State to act judiciously. B2-1

The draft document is a good step in this direction. Your proposed decision reaches a good compromise between the dual needs of access to our forestry resources and protection of the Goodpaster River and high country beyond. Our biggest fear is about the future and making sure that the provisions about road reclamation and additional uses of the road past Gilles Creek have enough muscle to stand the test of time. We believe that the procedures listed on page 37 of the draft should be worded so as to make them mandatory, and that DNR should make an express statement that these consultations will be transparent and guarantee genuine public participation and involvement in the decision making process. B2-2

We have an opportunity to get the best of both worlds here--a large mine providing major economic benefits to the Interior which leaves a minor footprint and intact ecosystem when it is done. This project has the potential to be a model and a precedent for the future. We urge you to stay the course and include a strong position on reclamation in the final decision. B2-3

Thank you for this opportunity to comment.

Sally Andersen

Michael Wald

P.O. Box 431

Ester, AK 99725

COMMENT RESPONSE:

- B2-1 Thank you for your comment.
- B2-2 DNR's Preliminary Decision on the road ROW is clear in its intent that the second half of the road would be reclaimed. The issue of strengthening this intent will be addressed by ADNR in its final decision for issuance of the ROW, which will occur after publication of this FEIS.
- B2-3 Thank you for your comment.

05/12/2003 15:07 FAX 3038890707

AngloGold N A Inc.

002

B3

May 9, 2003

Ms. Hanh Gold
Office of Water
U.S. EPA Region 10
1200 Sixth Avenue, OW-130
Seattle, Washington 98101



Re: Pogo Gold Mine Project Draft Environmental Impact Statement

Dear Ms. Gold:

AngloGold (U.S.A) Exploration Inc. ("AngloGold") appreciates the opportunity to submit comments on the referenced matter as noticed in the *Federal Register* on March 14, 2003. See 68 F.R. 12348. These comments are being submitted before the close of the public comment period of May 13, 2003. AngloGold supports issuance of the necessary authorizations for the Pogo Gold Mine Project ("Pogo Project") as proposed by Teck-Pogo Inc. and addressed by the thorough Draft Environmental Impact Statement ("DEIS"). We request, however, that use of the access road be expanded to those entities (such as AngloGold) that hold an ownership interest in the property traversed by the proposed access road. B3-1 B3-2

AngloGold conducts exploration activities throughout the United States, including Alaska. AngloGold has acquired mining claims from the State of Alaska in the general vicinity of the Pogo Project and has commenced exploration activities on these claims. Results of these initial activities are encouraging and AngloGold plans to conduct more extensive exploration activities with the ultimate goal that a viable mining project be developed.

The proposal submitted by Teck-Pogo Inc. related to access is to develop the Shaw Creek Hillside all-season road with egress from the Richardson Highway for the exclusive use of the Pogo Project. Various alternatives were considered in the DEIS including alternative routes (e.g., South Ridge all-season, Shaw Creek Flats winter only), various users (e.g., Pogo Project only, Pogo Project and other industrial/commercial users, everyone), and differing final disposition (e.g., reclaim the entire route, reclaim portion of the route, leave a portion open). The identified preferred alternative is to develop the Shaw Creek Hillside all-season road with egress from the Richardson Highway for the exclusive use of the Pogo Project.

The proposed Shaw Creek Hillside road crosses state mining claims controlled by AngloGold. As noted above, AngloGold has conducted initial exploration activities on these claims and plans to conduct more extensive exploration activities this year and potentially in the future. It seems improvident from, among others, environmental and economic standpoints that AngloGold should develop its own road to access these claims when the Shaw Creek Hillside road proposed to be developed for the Pogo Project directly traverses these same claims. AngloGold respectfully requests that the approved final access road allows for use of the Shaw Creek Hillside all-season road with egress from the Richardson Highway by the Pogo Project and by those entities holding an ownership interest in the property traversed by the Shaw Creek Hillside B3-2

ANGLOGOLD (U.S.A.) Exploration Inc.
5251 DTC PARKWAY, SUITE 700 GREENWOOD VILLAGE, COLORADO 80111 PHONE 303-889-0700 FAX 303-889-0707

Pogo Mine Project

Final Environmental Impact Statement



05/12/2003 15:08 FAX 3038890707

AngloGold N A Inc.

003

B-3

B4

Ms. Hanh Gold
May 9, 2003
Page 2

road. The Shaw Creek Hillside road can have security gate(s) either near the end of the Shaw Creek Hillside road or Gilles Creek, as proposed in the DEIS, to prohibit access by those other than for the Pogo Project and those entities holding an ownership interest in the property traversed by the Shaw Creek Hillside road.

B3-2
Cont'd.

Again, we appreciate the opportunity to submit these comments to support development of Alaska's resources, as proposed by the Pogo Project. Should you have any questions on this matter, please do not hesitate to contact me at 303-889-0703.

Sincerely,

ANGLOGOLD (U.S.A) EXPLORATION INC.

Donald J. Birak
Vice President

COMMENT RESPONSE:

- B3-1 Thank you for your comment.
- B3-2 This issue will be addressed in ADNR's final decision for issuance of the ROW, which will occur after publication of this FEIS.



Sue Jean
<suejean@gci.net>
03/21/2003 08:11 AM
Please respond to Sue Jean

To: Hanh Gold/R10/USEPA/US@EPA
cc:
Subject: Pogo - Quartz Lake

3-21-3003

Subject: Comments regarding the DEIS on Pogo Gold Mine

Thanks for sending the statement for my review. I own acreage on the east side of Quartz Lake; no house or other improvements are on it. I have no objection to the development of the mine, powerline and Shaw Creek road access to the project. However, IF either the South Ridge or Good Paster routes is seriously considered for possible access, I would have quite a few questions regarding traffic impact so near Quartz Lake. Noise, traffic and dust could ruin the atmosphere of that recreational site.

B4-1
B4-2

I live in Juneau and won't be attending the public meetings. Hopefully you will keep me apprised of developments as they progress.

Again, thanks -

Susan Arthur (widow of Robert Rausch, original land purchaser)
PO Box 32662
Juneau, AK 99803
907 789-3764

COMMENT RESPONSE:

- B4-1 Thank you for your comment.
- B4-2 Thank you for your comment.



September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-5



Gregory Austin
<grega@starband.net>
04/29/2003 04:13 PM

To: ed_fogels@dnr.state.ak.us, Hanh Gold/R10/USEPA/US@EPA,
luke_boles@dec.state.ak.us
cc: senator_georgianna_lincoln@legis.state.ak.us,
representative_carl_morgan@legis.state.ak.us,
representative_john_harris@legis.state.ak.us
Subject: Letter of Support for Pogo Mine

B5

To addressees:

I am a contractor and business owner and have lived in Delta Junction for 10 years, and in Alaska for 24 years total. I worked 6 weeks one summer at the Pogo mine. I have boated up the Goodpaster, and been an active hunter and fisherman in the greater Delta area. I have attended some briefings on the Pogo project, as well as reviewed the "DEIS". The impression I have gotten over the past several years is that the Pogo mine project has done an excellent job in answering local concerns and being sensitive to the environment. I would like to voice my wholehearted support for the project, and issuance of necessary permits.

| B5-1

I would specifically like to voice my support for Teck-Pogo's recommended "Alternative Management Option". The road should not be open to the public as long as the mine project deems necessary. It would not be safe to mix public traffic, motor homes, etc..., on a single lane road with ore trucks and other mine traffic. If the mine is going to pay for the road, let them use it.

| B5-2

I am against the closure of the road after Pogo has ended. The whole road ALL the way to the mine should become public road once mining activity in the area has ceased to cause heavy traffic. I believe our state should take every opportunity it can to increase the road system in Alaska. We have few enough roads as it is. I appreciate the opportunity to speak up, and I hope you give increased weight to what local people have to say about the project.

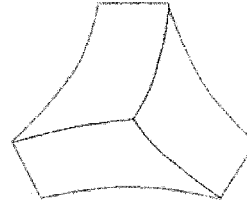
| B5-3

Sincerely,
Greg Austin
Box 309
Delta Junction, AK 99737

COMMENT RESPONSE:

- B5-1 Thank you for your comment.
- B5-2 Thank you for your comment.
- B5-3 Thank you for your comment.

B6



Avalon Development Corp.

P.O. Box 80268
Fairbanks, Alaska 99708
Phone: 907-457-5159
Fax: 907-455-8069
Email: avalon@alaska.net
Web site: www.avalonalaska.com

April 8, 2003

VIA EMAIL: gold.hanh@epa.gov

Ms. Hanh Gold
NEPA Compliance Coordinator
U.S. Environmental Protection Agency
1200 Sixth Ave., OW-130
Seattle, WA 98101

Dear Ms. Gold,

On behalf of Avalon Development Corporation I am submitting these written comments on the draft Environmental Impact Statement (EIS) currently in public review for the proposed Pogo mine project in the Goodpaster Mining District, Alaska. Please accept the following comments for public record:

1. Avalon Development Corp. is an Alaska corporations whose sole business in geological exploration and development consulting for the minerals industry. Avalon has been active in Alaska since 1985.
2. Through numerous clients, some of which still maintain mineral interests in the area, Avalon has worked extensively in the Goodpaster District since 1998.
3. My self and my staff have had the opportunity to observe Teck-Pogo Inc. and its owner companies, operate in the areas since the mid-1990's.
4. Teck-Pogo Inc. has shown itself to be a good Alaska citizen and an exemplary ambassador for the Alaska mining industry.
5. Avalon supports approval of Alternative 2 of the draft EIS with the provision that the state Dept. of Natural Resources adopt the Alternative Management Plan for the Shaw Creek Hillside access road between the mine and the end of Shaw Creek road. As we understand it, this alternative management plan would see the access road open to mine usage but closed to public entry from the end of the current Shaw Creek road to the mine site. At the end of mine life the first half of the road would be opened to public use while the second half (Gilles Creek to the mine) would be reclaimed.
6. Avalon Development supports issuance of the NPDES permit as proposed in the draft

| B6-1

| B6-2

Pogo Mine Project

Final Environmental Impact Statement



B6

2

EIS.

7. Avalon Development supports issuance of the Dept. of Conservation waste disposal permit as proposed in the draft EIS. B6-3

I appreciate the opportunity to supply my comments for your consideration. Please contact me if you have any questions or need further information.

Sincerely,
AVALON DEVELOPMENT CORP.

Curtis J. Freeman
President

CJF:na

Filename: POGO-DraftEIS-EPA-Let1.DOC

COMMENT RESPONSE:

- B6-1 Thank you for your comment.
- B6-2 Thank you for your comment.
- B6-3 Thank you for your comment.



"Ruth G. Benson"
<ruthb@mosquitonet.com>

05/11/2003 06:30 PM

To: Hanh Gold/R10/USEPA/US@EPA
cc: ed_fogels@dnr.state.ak.us, luke_boles@dec.state.ak.us
Subject: Teck-Pogo, Inc.

B7

11 May 2003

Mr. Hanh Gold
NEPA Compliance Coordinator
U.S. Environmental Protection Agency (EPA)
1200 Sixth Avenue, OW-130
Seattle, WA 98101

e-mail: gold.hanh@epa.gov

Dear Mr. Hanh,

I am writing to support the Alternative Management Option proposed by Teck-Pogo, Inc. I am a professor of Geology and Geophysics, Emeritus at the Geophysical Institute of the University of Alaska Fairbanks. I have read the "open letter to citizens interested in the Pogo Project" prepared by Karl Hanneman, and am convinced that their Alternative Management Option makes good sense.

One of the things I like about this proposal is keeping the road closed to public use while the mine is in operation. I have had experience with the opening of the Haul Road on the North Slope where we were doing research beginning in 1980. The complications and abuse by public use of the road were significant.

I urge you to consider carefully the Benefits of the "Alternative

B7-1



September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-7

B7

Management Option" listed in the open letter referred to above. B7-1
CONT'D.

Sincerely,

Carl S. Benson

cc:

Ed Fogels, Alaska DNR
Luke Boles, Alaska DEC

1551 Farmers Loop
Fairbanks, Alaska 99709
Tel: 907 479-6912

COMMENT RESPONSE:
B7-1 Thank you for your comment.

B8



Please Comment on the Pogo Gold Mine Draft Environmental Impact Statement and Any of the Draft Permit Decisions contained in the DEIS document

I FULLY SUPPORT DEVELOPMENT OF THE POGO MINE.

THE PROJECT HAS BEEN WELL THOUGHT OUT AND ENGINEERED

I HOPE TO SEE THE REQUIRED PERMITS ISSUED SOON - ASAP.

YOUR NAME: JOHN BERCELIN, MINING ENGINEER

B8-1

Please place your comments in the box at tonight's Draft EIS Open House, or send them no later than **May 13, 2003** to:

Hanh Gold
Pogo EIS Project Manager
US Environmental Protection Agency
1200 Sixth Avenue (M/S-130)
Seattle, WA 98101
Or Gold.Hanh@epa.gov

COMMENT RESPONSE:
B8-1 Thank you for your comment.

Pogo Mine Project

Final Environmental Impact Statement

B9

Subject: Pogo
Date: Sat, 10 May 2003 01:58:07 -0700
From: "Brian Fairbank" <fairbank@intergate.ca>
To: <ed_fogels@dnr.state.ak.us>

Ed Fogels
Alaska Department of Natural Resources,
550 West 7th Avenue, Suite 900D
Anchorage AK 99501-3577

Dear Mr. Fogels:

As a holder of claims in the Pogo area, I am interested in the outcome of the agencies' decision on the Pogo Development Options as outlined in the DEIS.

In general, I support mining as a sustainable resource and an important contributor of necessary material and wealth to society. The mine plan for Pogo appears to very adequately protect the environment, with due regard to other interested stakeholders. I support in particular the "Alternative Management Option" as the best balance of all the interested stakeholders as well as the general public who may not have a direct active interest.

B9-1

Blue Desert Mining Inc. (US.) holds mining claims immediately west of the Pogo project. Our Gobi property is optioned to AngloGold who are conducting a drilling program. The final east-west segment of the Pogo access road cuts across the Gobi property. We have a second property, called the Mojave project, in which Blue Desert has a 100% percent interest.

The development at Pogo will help other claim holders in the area and the mining industry in general to undertake the large, high risk investment that it takes to find new mines. This activity contributes greatly to the economy of the region. The granting of the access and mine permits establishes that processes are in place to protect all interests including those of the mining industry who typically must spent tens of millions of dollars in the prefeasibility stage.

The improved access will hopefully lessen the costs for low impact exploration work such as geology and geophysics and for more intensive exploration drilling and may lead to additional successful projects. I say hopefully because it is not clear that third party access will be allowed. I would hope that when the road access is established that we will be able to use it with special permits and restrictions. For example, currently our drills have to be flown in from a staging point on the Alaska highway at a high cost. Hauling the equipment by truck would simplify operations and save money, if strictly controlled, would not have any additional impact on the environment or on other stakeholders.

B9-2

Thank you for your consideration of this letter.

Yours truly,
Blue Desert Mining (US.) Inc.
Brian D. Fairbank, P.Eng.
President
Phone (604) 688-1553
Fax (604) 688-5926

COMMENT RESPONSE:

- B9-1 Thank you for your comment.
- B9-2 Thank you for your comment.

B10



Marty
<owlfm@mosquitonet.com>

To: Hanh Gold/R10/USEPA/US@EPA
cc:
Subject: Pogo Gold Mine Draft EIS

05/12/2003 11:16 PM

As property owners and as a family that has in the past made its' residence on the Goodpaster River and may again we believe the Pogo Gold Mine must be carefully monitored. We endorse the comments made by the Goodpaster River Property Owners Association and add an additional concern that due to our location on the river may be more severe than at other locations.

B10-1

That concern is noise pollution. In the Draft EIS noise pollution is downplayed since there is jet boat and snowmachine traffic. The fact is that in the past aircraft support for the Pogo mine has flown directly over our residence as often as every half hour all day long. That is a lot of noise pollution that strains the nerves. Whereas, boat and snowmachine traffic makes so much less noise that often we don't even hear them. Plus the ground traffic volume is so small it is easy to ignore.

On the other hand the aircraft make more noise, fly more regularly and can't be ignored. If I were listening to the same noise in town it wouldn't be nearly as bothersome because of the general city background noise. On the river the amount of noise is much more irritating against the general quiet. Plus, I've noticed that since Pogo has been flying airplanes we no longer have the moose and owls in our area of the river that used to be there.

B10-2

What do we want? We want any aircraft support for Pogo mine to fly a route that avoids our and any other routinely occupied cabin. There are some folks who seldom use their cabins. So, for them the problem is nonexistent. But, for us who spend either full time, or substantial time on the river noise pollution is a real issue.

When we discussed this with the Pogo mine representative he indicated no objection to flight route restrictions. He also indicated the problem would be much smaller in the future. But to protect us against personnel, attitude and flight schedule changes flight route restrictions to minimize noise pollution to the residence areas must be in the final permit. Of course flight restrictions should not affect aircraft on life safety missions such as medical evacuations.

Fred & Marty Brantingham

COMMENT RESPONSE:

- B10-1 Thank you for your comment.
- B10-2 Air access noise impacts are discussed in Section 4.5. A new discussion of Construction Impacts common to all alternatives has been added to Section 4.5.2. No agency providing authorizations for construction and operation of the Pogo project has the authority to regulate flight paths for project-related aircraft. The Applicant, however, has indicated a willingness to alter flight paths to reduce noise impacts to cabins.





B11



Please Comment on the Pogo Gold Mine Draft Environmental Impact Statement and Any of the Draft Permit Decisions contained in the DEIS document

After Reviewing the Information you see, I believe that this is Environmentally sound. The plan presented by Pogo seems to be well planned. The Boost to the local Economy will be a good thing.

YOUR NAME: Mark Bridge

B11-1
B11-2

Please place your comments in the box at tonight's Draft EIS Open House, or send them no later than **May 13, 2003** to:

Hanh Gold
Pogo EIS Project Manager
US Environmental Protection Agency
1200 Sixth Avenue (M/S-130)
Seattle, WA 98101
Or Gold.Hanh@epa.gov

COMMENT RESPONSE:
 B11-1 Thank you for your comment.
 B11-2 Thank you for your comment.

B12

William S. Brophy
301 Snowy Owl Lane
Fairbanks, AK 99712

Mr. Hahn Gold
Pogo DEIS Project Manager
U.S. Environmental Protection Agency
1200 Sixth Avenue (M/S-130)
Seattle, WA 98101

Mr. Ed Fogels
Alaska Department of Natural Resources
550 West 7th Avenue, Suite 900D
Anchorage, AK 99501-3577

Dear Messrs. Gold and Fogels,

4-30-03

I submit the following comments regarding the Draft EIS report for the Pogo Gold Mining Project.

I support the Preferred Alternative identified in the DEIS report with the provision that the AKDNR adopts the Alternative Management Option for the Shaw Creek Hillside access road. I support the option to allow public access to the road after the mine life. This will provide safety to the public, reduce impacts to subsistence, trapping, commercial, and recreational use of the land.

B12-1
B12-2

I also endorse the draft NPDES permit and the draft AKDEC waste disposal permit.

B12-3

Teck-Pogo Inc. has been a model steward of Alaska's resources. The project will be a tremendous boost to economic development and create numerous high-paying skilled jobs for Alaskans during construction and operations.

B12-4

Let's get moving on the permit process and get to work.

Thank you for your time and attention in this regard.

Sincerely,

William S. Brophy
William S. Brophy

COMMENT RESPONSE:
 B12-1 Thank you for your comment.
 B12-2 Thank you for your comment.
 B12-3 Thank you for your comment.
 B12-4 Thank you for your comment.

September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-9

Pogo Mine Project

Final Environmental Impact Statement



B13

From: Lou Brown and Jon Miller
[loubrown@gsi.net]
Sent: Thursday, May 22, 2003 6:37 PM
To: ed_fogels@dnr.state.ak.us
Subject: Pogo Mine comments

Dear Mr. Fogles,

We are submitting comments on the proposed road to the Pogo mine. As a couple who relies heavily on game every year, we consider it most important that another avenue of permanent access not be opened into the range of the Fortymile Caribou Herd. Caribou need large chunks of healthy, undisturbed habitat, and the Pogo road would set the stage for an ever spreading network of roads throughout that region. We don't want to see the excellent work which has been done to help that herd recover be compromised in the future.

B13-1

Thank you for incorporating the public's concerns on this issue into the Proposed Decision. After the unpleasant Intertie controversy, we frankly did not have high expectations. It is good to see that cooperation between industry, agencies and public can bear fruit. We think that the balance you have struck between permanent road development and road removal is a reasonable one. Our biggest concern is that the policies regarding additional uses of the second portion of the road and reclamation after mine closure need to be "written in stone" to prevent them from being rendered ineffective in the future. We urge you to strengthen these sections to ensure that aim is achieved. Specifically, the word "will" on page 37 should be changed to "shall", and the subsequent bullet points should be expanded to elaborate upon the procedures that will be used to ensure an open, fair and thorough process to examine any such uses.

B13-2

Lastly, we believe that the portion of road in the State Forest should be kept closed for the duration of mining, and encourage you to adopt the relevant Alternative Management Option.

B13-3

Sincerely,

Linda S. Brown
Jon H. Miller
2630 Home Run
Fairbanks, AK 99709

COMMENT RESPONSE:

- B13-1 Thank you for your comment.
- B13-2 Thank you for your comment.
- B13-3 Thank you for your comment.

B14



Sue Brown
<alaskasuebrown@yah
oo.com>

04/29/2003 01:56 PM

To: ed_fogels@dnr.state.ak.us, Hanh Gold/R10/USEPA/US@EPA
cc: senator_georgianna_lincoln@legis.state.ak.us,
representative_carl_morgan@legis.state.ak.us,
representative_john_harris@legis.state.ak.us
Subject: Pogo Mine

April 29, 2003

<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

Dear Mr. Fogles and Mr. Gold,

I came to live in Delta Junction four years ago. I am recently widowed, and plan to remain in Delta Junction. I have a BS degree in Recreation Administration. I am an avid fisherman, and outdoor woman. I plan to take a trip up the Good Pasture River this summer with friends who a familiar with the area. I am finding that this whole area has much to offer for Alaskans both now and in the future.

I am aware of the development of the Pogo Mine Project and I support the "Alternative Management Option" for the access road for the following reasons:

1. I think it would be wise to have the road closed to public use for safety reasons such as, substandard road construction and lack of service to the area.
2. In order to better facilitate the mining project. They don't need extra traffic on the road while they are trying to get the work done.
3. Since the mine would pay for the road they should be the primary ones using it.

B14-1

I would like to see the State upgrade the road after mine life rather than closing it, to open the area up to public recreational pursuits, and possible further resource exploration.

B14-2

Thank you for considering my comments in this matter,
Sincerely, Sue Ann Brown

HC 62 Box 5778
Delta Junction, Ak 99737
907-895-4644

Do you Yahoo!?

[The New Yahoo! Search](#) - Faster. Easier. Bingo.

COMMENT RESPONSE:

- B14-1 Thank you for your comment.
- B14-2 Thank you for your comment.



September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-11

Calista Corporation

301 Calista Court, Suite A • Anchorage, Alaska 99518-3028 • (907) 279-5516 • Facsimile (907) 272-5060 • Website: www.calistacorp.com

Hahn Gold
NEPA Compliance Coordinator
U.S. Environmental Protection Agency
1200 Sixth Avenue, OW-130
Seattle, WA 98101

Ed Fogels
Alaska Department of Natural Resources
550 West Seventh Avenue, Suite 900D
Anchorage, AK 99501-3577

May 8, 2003

Dear Gentlemen:

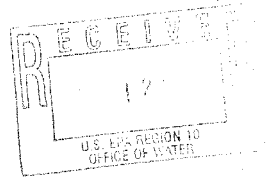
Calista Corporation supports natural resource and economic development in Alaska, especially in rural areas of the state. Diversification and development of rural economies is the most important step towards local autonomy and allowing local residents to participate in and contribute to the state's economic well-being. For these reasons, Calista endorses the Preferred Alternative identified in the Pogo Project Draft Environmental Impact Statement, with the provision that the State adopt the Alternative Management Option for the Shaw Creek Hillside access road. It is important that the environmental Protection Agency and the Alaska Department of Natural Resources complete the permitting process for the Pogo Project in a timely manner.

Teck-Cominco operates numerous mines around the world in environmentally responsible fashion and has an excellent reputation for commitment to local communities. During the evaluation and design stages of the Pogo Project, the company has demonstrated a commitment to local residents in their planning, permitting and operation of the mine.

Teck-Cominco has designed an advanced mining operation that will minimize footprint and impact on the environment. The operation will meet Alaska water quality and other environmental standards and will not degrade the quality of the Goodpaster River. Environmental impact as described in the DEIS will be far outweighed by the socio-economic benefits.

Benefits of the project will include:

- Teck-Cominco plans to invest about \$250 million capital into an undeveloped area of the Alaska.



B15

B15-1

B15

- The State will realize increased revenues, providing a new source of relief to the State's burdened finances.
- Numerous local businesses will benefit from the increased opportunities.
- Hundreds of new jobs during construction and mine operation will have enormous positive effect on the local economy.

Implementation of the Alternative Management Option for the Shaw Creek Hillside Road will:

- Increase State revenues for right-of-way fees, material and timber sales.
- Optimize public safety during the course of the mine operation.
- Minimize impact from off-road vehicles.
- Ensure minimum impact on subsistence resources.
- Assure return of the environment to a more natural state following completion of mine operation.

Thank you for the opportunity to comment on this important project.

Sincerely,

Matthew Nicolai
President and Chief Executive Officer

COMMENT RESPONSE:

B15-1 Thank you for your comment.

B16

TIMBER / THE TIMBER IN THE AREA COULD BE LOGGED BY WORKING WITH THE MINE TO USE TO ROAD FOR ACCESS TO THE TIMBER AND ANY ROADS THE LOGGERS MAKE MUST BE RECLAIMED WHEN THEY ARE FINISHED LOGGING

MANAGEMENT OF THE WHOLE ROAD BY THE TECH -POGO INC./ THE MINE SHOULD MANAGE THE WHOLE ROAD AS FAR AS ACCESS FOR SAFETY SO THERE IS NO ONE GETTING RUN OVER AND IN THE WAY OF MINING TRUCKS AND EQUIPMENT, AND TO OF UNWANTED PEOPLE IN THE AREA WHERE WE WILL HAVE PEOPLE STEALING AND LOOTING PRIVATE PROPERTY IN THE AREA, AND WHEN THE MINE IS FINISHED IN THE AREA, THEY RECLAIM THE ROAD BACK TO THE START OF IT AT THE FOWLER DAIRY

*B16-1
cont'd.*

NAME: *Traws Capps*
ADDRESS: *3841 Tawndra Rd*
PHONE: *488-3002*
DATE: *7-30-03*

COMMENT RESPONSE:
B16-1 Thank you for your comment.

B16

I (PRINT YOUR NAME) *Traws Capps* FAVOR THE ALTERNATIVE MANAGEMENT OPTION FOR THE POGO/TECH INC. MINE ROAD

POGO PROJECT

GOODPASTER ACCESS / NO CHANGE TO EXISTING ACCESS TO THE GOOD PASTER RIVER

LIABILITY / THE POTENTIAL FOR LOOTING FROM PEOPLE WITH PRIVATE PROPERTY IF THE ROAD IS OPEN TO THE PUBLIC

EXISTING SHAW CREEK ROAD/ BY NOT OPENING THE ROAD TO THE PUBLIC THERE WILL NOT BE A LOT OF TRAFFIC ON THE SHAW CREEK ROAD OTHER THEN MINING EQUIPMENT COMING AND GOING TO THE MINE

RECREATION/ BY NOT OPENING THE ROAD TO THE PUBLIC EXISTING RECREATION IN THE AREA WOULD NOT BE AFFECTED, THAT AND THE ALASKA DEPT. OF FISH AND GAME WOULD NOT MAKE THE AREA A SPIKE FORK FIFTY AREA FOR MOOSE. WITCH WOULD BE A HARDSHIP ON THE PEOPLE THAT DEPEND ON MOOSE MEAT TO FEED THEIR FAMILIES

B16-1

SAFETY/ BY NOT OPENING ACCESS TO THE PUBLIC WOULD SAVE LIVES AND HELP THE MINE RUN WITH OUT HAVING PEOPLE IN THE WAY

COMMERCIAL RECREATION/ ACCESS TO SHAW CREEK VALLEY WOULD NOT BE AFFECTED BY KEEPING THE MINE ROAD CLOSED TO PUBLIC ACCESS AND WOULD KEEP UNWANTED LOOTERS OUT OF THE AREA

TRAPPING / BY KEEPING THE MINE ROAD CLOSED TO PUBLIC ACCESS YOU WOULD NOT HAVE ANY PROBLEMS WITH TRAPPERS, PEOPLE WOULD NOT BE OUT THERE STEALING THE CATCH AND DESTROYING THEIR TRAP LINES

SUBSISTENCE/ IF THE MINE ROAD WAS OPENED YOU WOULD RUIN THE HUNTING FOR A LOT OF PEOPLE BECAUSE THE ALASKA DEPT. OF FISH AND GAME HAS ALL READY SAID THAT THEY WOULD MAKE THE AREA SPIKE FORK FIFTY INSTEAD OF ANY BULL WITCH WOULD MAKE A HARD SHIP ON PEOPLE THAT HUNT MOOSE TO FEED THERE FAMILIES

ORV USE OF THE SHAW CREEK VALLEY / WOULD NOT BE AFFECTED THEY COULD STILL GO WHERE THEY GO KNOW BY LEAVING THE MINE ROAD CLOSED TO THE PUBLIC, AND KEEP FROM HAVING A BIG SURGE OF PEOPLE IN THE AREA





September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-13



CARLILE TRANSPORTATION SYSTEMS, INC.
1800 East 1st Avenue • Anchorage, AK 99501
(907) 276-7797 • FAX (907) 278-7301

B17

April 3, 2003

Ed Fogels
Alaska Department of Natural Resources
550 West 7th Avenue, Suite #900D
Anchorage, Alaska 99501-3577

Dear Mr. Fogels,

This letter is a statement of support for the construction of an access road adjacent to Shaw Creek located south of Fairbanks and 38 miles northeast of Delta Junction. The monetary investment by Tech-Pogo and new job opportunities generated by the mine startup will be a boon to the region as well as a needed spike in the economy of the State of Alaska. We highly recommend the "ALTERNATIVE MANAGEMENT OPTION" for the proposed road, as this option would result in the least environmental disruption over the period of mine development and optimum safety of project personnel. We hope you will consider this letter of support in your decision to support expedited permitting for the road so the Pogo Mine Project may become a reality in 2003.

B17-1

B17-2

B17-3

Sincerely,

Harry McDonald
President

Cc: Eddie O'Rear – Carlile Fairbanks

COMMENT RESPONSE:

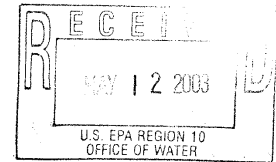
- B17-1 Thank you for your comment.
- B17-2 Thank you for your comment.
- B17-3 Thank you for your comment.

Fred L. Coffield B18
P.O. Box 893
Delta Junction, Ak. 99737

[Put your name and address here]

April 30, 2003

Hanh Gold
NEPA Compliance Coordinator
U.S. Environmental Protection Agency
1200 Sixth Avenue, OW-130
Seattle, WA 98101



Dear Ms. Gold

I am a resident of the Delta Junction area and strongly support Teck-Pogo's development of the Pogo mine and the economic growth that it will bring to the area. I firmly believe that the economic benefit the mine will provide will easily outweigh the perceived environmental impacts, if any.

B18-1

B18-2

Furthermore, I support the preferred alternative to construct an all-season access road to the mine facility.

B18-3

Please include me on any future mailings pertaining to the Pogo mine project.

Sincerely,

[Your name]

COMMENT RESPONSE:

- B18-1 Thank you for your comment.
- B18-2 Thank you for your comment.
- B18-3 Thank you for your comment.

Pogo Mine Project

Final Environmental Impact Statement



B19

Cross Town Insurance

P O Box 71410
Fairbanks, AK 99707
907/452-6891
fax:45

2-4858
E-MAIL: cross-town@gci.net

April, 2003

Hanh Gold
NEPA Compliance Coordinator
U.S. Environmental Protection Agency
1200 Sixth Ave. OW - 130
Seattle, WA. 98101

RE: Pogo Gold Mine Project

After reviewing the DNR summary of the environmental impact statement and the four alternatives to be considered, I would like to comment.

The agency Preferred Alternative would seem to be the choice that makes the most sense. If the final recommendation must be one of the alternatives listed than of course we support the preferred one. However we would like to add the comment that to destroy or re-claim the last 26 miles of road as part of the agreement 11 years before the mine life is over is both short sighted and premature. This is state land and who can tell what future mineral development will take place during the next 11 years. Why should we make a hasty decision now? We may face a number of right away problems that will add millions in future costs.

B19-1

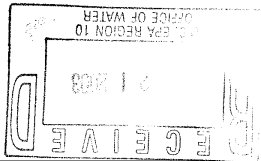
B19-2

We might be wiser to hold our options open in 2003 and look at the situation in 2014.

Sincerely;

Gordon E. Depue
Gordon E. Depue

CC: Department of Natural Resources
550 West 7th Ave., Suite 900 D
Anchorage, AK 99501-3577



COMMENT RESPONSE:

- B19-1 Thank you for your comment.
- B19-2 Thank you for your comment.

B20



Mike Crouch
<mikeatdis@hotmail.com>

To: Hanh Gold/R10/USEPA/US@EPA
cc:
Subject: pogo

04/25/2003 08:20 PM

I have reviewed the DEIS for the Pogo Mine Project, including the DNR and DEC appendices, and enthusiastically support this project.

My only other comment would be that the alternative option would be used for road management due to increased public safety. B20-1

I am a 26 year Alaskan resident and have lived in Delta Junction the last 10 years.

Thank You

Mike Crouch
Delta Industrial Services, Inc.
mikeatdis@hotmail.com
Phone:907-895-5053
Fax: 907-895-6205
Website: deltaindustrial.com

MSN 8 helps ELIMINATE E-MAIL VIRUSES. Get 2 months FREE*.

COMMENT RESPONSE:

B20-1 Thank you for your comment.



September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-15

B21

Subject: pogo
Date: Fri, 25 Apr 2003 19:07:23 -0800
From: "Mike Crouch" <mikeatdis@hotmail.com>
To: ed_fogels@dnr.state.ak.us

After reviewing the options for road management to the proposed Pogo Mine Project, I support the alternative option. I believe the main issue would be the problems the commercial traffic would have with the private traffic and the safety issues involved.

| B21-1

I am a 26 year Alaskan resident and have lived in Delta Junction for 10 years. The Pogo Mine Project has my enthusiastic support.

Thank you

Mike Crouch
Delta Industrial Services, Inc.
mikeatdis@hotmail.com
Phone: 907-895-5053
Fax: 907-895-6205
Website: deltaindustrial.com

Tired of spam? Get [advanced junk mail protection](#) with MSN 8.

COMMENT RESPONSE:

B21-1 Thank you for your comment.

B22

Subject: FW: pogo
Date: Mon, 12 May 2003 13:04:46 -0800
From: "Boles, Luke" <Luke_Boles@dec.state.ak.us>
To: "Ed Fogels (E-mail)" <ed_fogels@dnr.state.ak.us>

Ed, Here is the only comment I've received that I didn't see you copied on. I'll fwd any more along that come in that you're not copied on.

Luke

-----Original Message-----
From: Mike Crouch [mailto:mikeatdis@hotmail.com]
Sent: Friday, April 25, 2003 7:14 PM
To: luke_boles@dec.state.ak.us
Cc: mike@deltaindustrial.com
Subject: pogo

After reviewing the DEIS for the Pogo Mine Project, including the Waste Disposal Permit from DEC, I enthusiastically support this project.

| B22-1

I am a 26 year resident of Alaska and have lived in Delta Junction the last 10 years.

Thank You

Mike Crouch
Delta Industrial Services, Inc.
mikeatdis@hotmail.com
Phone: 907-895-5053
Fax: 907-895-6205
Website: deltaindustrial.com

MSN 8 helps ELIMINATE E-MAIL VIRUSES. <<http://g.msn.com/8HMVENUS/2743>> Get 2 months FREE*.

COMMENT RESPONSE:

B22-1 Thank you for your comment.

Pogo Mine Project

Final Environmental Impact Statement



Subject: Pogo Mine

Date: Thu, 3 Apr 2003 9:4:16 -0800

From: "Patti Degenhart" <clintandpatti@earthlink.net>

To: edf@dnr.state.ak.us

B23

I am strongly in favor of the Pogo mine reaching production as soon as possible.
Clint Degenhart

--- Patti Degenhart

--- clintandpatti@earthlink.net

--- EarthLink: The #1 provider of the Real Internet.

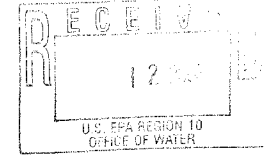
| B23-1

COMMENT RESPONSE:

B23-1 Thank you for your comment.

Steve Denton
PO Box 149
Healy, Alaska 99743

May 7, 2003



Mr. Hanh Gold
NEPA Compliance Coordinator
U.S. Environmental Protection Agency
1200 Sixth Avenue, OW-130
Seattle, WA 98101

Mr. Ed Fogels
Alaska Department of Natural Resources
550 West 7th Avenue, Suite 900D
Anchorage, AK 99501-3577

Re: Pogo Mine Project, Draft EIS

This letter is written in support of the Pogo Mine Project and to provide comments on the Draft EIS (DEIS).

The DEIS does a thorough job of evaluating all reasonable alternatives to the project and therefore provides a complete statement upon which to base project permitting decisions. The agencies' Preferred Alternative should be accepted as the preferred alternative and the basis for project development and permitting. On the basis of the DEIS, the water discharge (NPDES) and waste disposal permits should be issued as proposed in the respective draft permits.

| B24-1

| B24-2

Regarding access and use of the road by the general public. Requiring the mine operator to maintain the first half of the access road for general public use is unduly burdensome and a potential safety hazard to persons not familiar with activities associated with mine use of the road. A better alternative is the Alternative Management Option described by DNR, which opens the road to public use after completion of mining.

| B24-3

The Pogo Mine project is a win-win project for Alaska. Alaska will reap the rewards of new resource jobs, general stimulation of our economy and new infrastructure to enhance long term prospects for additional future resource development. TeckCominco has demonstrated itself as an excellent corporate citizen in its past endeavors in Alaska, such as the Red Dog Mine, and the Pogo Mine is certain to provide lasting benefits to Alaska and its citizens.

Alaska sees a precious few opportunities such as this, which can provide good jobs for Alaska's future generations. This is an important issue for a grandfather such as me, who would like to see his grandkids have the opportunity to stay in Alaska. I urge you to approve the DEIS and the agencies' Preferred Alternative and provide for timely completion of the permitting process so the project's benefits can begin to accrue as soon as possible.

Sincerely

Steve W. Denton

COMMENT RESPONSE:

B24-1 Thank you for your comment.

B24-2 Thank you for your comment.

B24-3 Thank you for your comment.



September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-17

MAY-09-2003 FRI 04:31 PM DOYON UNIVERSAL SERVICES FAX NO. 9075223531



DOYON UNIVERSAL SERVICES JOINT VENTURE

701 WEST 8TH AVENUE, SUITE 500 ANCHORAGE, ALASKA 99501
(907)522-1300 • FAX(907)522-3531

May 9, 2003

Mr. Hahn Gold
U.S. Environmental Protection Agency
1200 Sixth Avenue, OW-130
Seattle, WA 98101

Dear Mr. Gold:

Doyon Universal Services supports the Preferred Alternative identified in the Tech-Pogo Mine Draft Environmental Impact Statement, with the provision that the Alaska-Department of Natural Resources adopt the Alternative Management Option for the Shaw Creek Hillside access road

B25-1
B25-2

Doyon Universal Services (DUS) is a partnership of Doyon Limited and Universal Services. DUS employs 750 individuals and primarily providing catering, security, and maintenance services to remote site locations in support of the Oil & Gas, Mining and Construction industries. DUS has provided catering and housekeeping services for the Pogo Gold Mine project since 1997. One of the priorities of working with Tech-Pogo has been the support of interior Alaska businesses and employees. We have worked cooperatively with Pogo to support the exploration phase of the project with local Alaska vendors and employees.

Adoption of the Alaska Department of Natural Resources Alternative Management Option for the Shaw Creek Hillside access road will allow for the following advantages for the Pogo Mine Project

- Increase safety for the public,
- Reduce short term impacts to subsistence, trapping and commercial recreation,
- Reduce short-term impacts to wetlands from ORV use, and
- Increase revenue to the State from right-of-way fees, material sales and timber sales receipts.

B25-2

We suggest that the EPA and the Alaska Department of Natural Resources resolve the permitting issues for timely construction of the Pogo Mine project. There is tremendous up side from granting Pogo Mine its necessary operating permits:

1. Approximately \$250 million investment by Teck-Pogo to begin construction;
2. 500 new jobs during the first two years of construction and 300 permanent year round jobs during the gold mine's operation;
3. Increased revenues to the state; and
4. Economic stimulation to interior Alaska and surrounding communities.

B25-3

DUS look forward to the successful development of the Tech-Pogo mine. Please contact me if you have any questions.

Very truly yours,

Mark G. Huber
Vice President

COMMENT RESPONSE:

- B25-1 Thank you for your comment.
- B25-2 Thank you for your comment.
- B25-3 Thank you for your comment.

P. 01
B25



B26

Subject: Pogo Project
Date: Tue, 29 Apr 2003 21:42:28 -0800
From: Jim Drew <jimd@gci.net>
To: ed_fogels@dnr.state.ak.us

Mr. Fogels:

The purpose of this letter is to express support for the "Agency Preferred Alternative" in the Draft EIS for the Pogo Project with the stipulation that DNR adopt the "Alternative Management Option" for management of the access road. In my judgment, the "Preferred Alternative with the "Alternative Management Option" gives the best opportunity to derive economic growth and jobs for people in the mining project and, at the same time, provides protection for elements of the environment that would be more severely impacted by fewer restrictions on the operation of the access road.

B26-1

In addition, I also support the draft permit for the National Pollution Discharge Elimination System (NPDES) and the draft Department of Environmental Conservation (DEC) waste disposal permit. The steps defined in these permits will permit the mining operation to operate in an economically feasible manner and will also provide reasonable protection of water quality in the Pogo Project watershed.

B26-2

In summary, I fully support the "Alternative Management Option" in the "Agency Preferred Alternative" and the draft NPDES permit and draft DEC waste disposal permit for the Pogo Project.

James V. Drew
4725 Villanova Drive
Fairbanks, Alaska 99709

COMMENT RESPONSE:

- B26-1 Thank you for your comment.
- B26-2 Thank you for your comment.

Pogo Mine Project

Final Environmental Impact Statement

B28

Subject: pogo road permit
Date: Thu, 1 May 2003 08:23:11 -0800
From: "Curtis Dufendach" <cd@deltaindustrial.com>
Organization: Delta Industrial Services
To: <ed_fogels@dnr.state.ak.us>

I am writing to express my support for the pogo road permit.
 I this mine will have a large positive impact on the community of Delta Junction and I recommend that you approve the permit to construct the road. | B28-1

sincerely,
 Curt Dufendach
 Delta Industrial Services

Curtis Dufendach <cd@deltaindustrial.com>

COMMENT RESPONSE:
 B28-1 Thank you for your comment.

B27



carol dufendach
 <cdufendach@hotmail.com>
 04/29/2003 12:00 PM
To: ed_fogels@dnr.state.ak.us, Hanh Gold/R10/USEPA/US@EPA
cc: senator_georgianna_lincoln@legis.state.ak.us,
 representative_carl_morgan@legis.state.ak.us,
 representative_john_harris@legis.state.ak.us
Subject: Pogo Mine

April 29, 2003
 Dear Mr. Fogels and Mr. Gold,
 I am a 35 year Delta Junction resident. My husband and I have been land owners in the Delta area and have enjoyed the wonders of the Good Pasture River. Our children have fond memories of many successful camping trips in the Central Creek area via our river boat.

I have followed with great interest the development of the Pogo Mine project. I support the "Alternative Management Option " for the access road. My concerns in having the road open during the active phase of the mine are:
 1. Roadway construction not to public use standards thereby creating un safe driving conditions. | B27-1
 2. To respect the privacy of the local population.
 3. To limit general public motor vehicle access to a fragile environmental area.

I think the management of the Pogo Mine project, specifically Mr. Karl Hanneman and Mr. Bill Bieber have been very sensitive to the needs of the Delta Community and are to be commended to you. | B27-2

Thank you for considering my opinion in this matter.
 Carol Dufendach
 PO Box 309
 Delta Junction, Alaska 99737
 907 895-4309

The new MSN 8: advanced junk mail protection and 2 months FREE*
<http://join.msn.com/?page=features/junkmail>

COMMENT RESPONSE:
 B27-1 Thank you for your comment.
 B27-2 Thank you for your comment.





September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-19



Jon Dufendach
<jwd@deltaindustrial.com>

04/18/2003 01:38 PM
Please respond to Jon Dufendach

To: ed_fogels@dnr.state.ak.us, Hanh Gold/R10/USEPA/US@EPA
cc: senator_georgianna_lincoln@legis.state.ak.us,
representative_carl_morgan@legis.state.ak.us,
representative_john_harris@legis.state.ak.us
Subject: Letter of Support for Pogo Mine

B29

Dear addressees, I am a business owner and farmer who has resided in the Delta area since 1962. I have had pack strings in the past and rode the trails with my family in the Goodpaster, Campbell Lake, and Rosa Ridge, etc. areas over the years. I own a river boat as I have for over 40 years and regularly run the Goodpaster River. I have done contracting work on site at the Pogo mine, attended numerous briefings on the project, flown the proposed route to the mine and attended mining conferences including a seminar on the Tintina Gold Belt in Vancouver. I have recieved and reviewed the Executive Summary, Draft EIS for the above project. For these reasons I can state that I am intimately familiar with the project, the area and within the limitations of the executive summary, the EIS.

I believe that the sensitivity to local concerns and environmental issues demonstrated by the senior management of the Pogo Mine (Teck Corporation), specifically Karl Hannemann and Bill Bieber, have been exemplary. They have done their homework and are proceeding with a project which is extremely well-managed and planned. I support the project in general and the "Alternative Management Option" for the haul road for the following reasons:

1. Although the road will be constructed above forestry standards, it will not meet secondary road standards normally required for a public road.
2. The purpose and cost of the road is supported by the mine and the public should not use it until either the road is upgraded to meet secondary or better standards, at public expense.
3. Although I have no objection to other commercial uses such as logging, general public use means other than commercial drivers will be on the road which could present an undue hazard to the business at hand: transport of mine supplies and personnel by large vehicles on a narrow, winding, hilly road without emergency or public safety support. I therefore do not favor general public use under the proposed road scenario.

One further comment: I disagree with the statement in draft EIS Summary, pg S-23, as follows: "The probability of another mine or other large development occurring in the area prior to the closure of the Pogo Mine is low". This statement reflects a complete lack of economic information on the part of the writer. The huge mineral potential in the Pogo-area portion of the Tintina Gold Belt is documented and readily available; two of many references are cited below. I am therefore opposed to any plan involving closure of the road after completion of the project; to the contrary, I believe the State should plan to upgrade the road to secondary standards and thereby assist exploration and development of the area post-Pogo. Precedent for this was established by the state take-over and upgrade of the North Slope Haul Road.

Thank you for the opportunity to comment. References are: 1) Alaska Mineral Exploration Activity Map, 1999, Enersource, Calgary AB, 403-269-7877; 2) The Tintina Gold Belt: Concepts, Exploration, and Discoveries, Special Volume 2, BC and Yukon Chamber of Mines, Cordilleran Roundup, January 2000.

Sincerely, Jon Dufendach, Box 309, Delta Jct AK, 99737, 907-895-5053

COMMENT RESPONSE:

- B29-1 Thank you for your comment.
- B29-2 Thank you for your comment.
- B29-3 Typically, from initial discovery to mine production normally takes between 10 to 15 years in Alaska. Today, there is no known discovery in the Pogo project area. While there could be a new discovery during the life of the Pogo mine, the probability of a mine going to production during this period is low.
- B29-4 Thank you for your comment.

B29-1

B29-2

B29-3

B29-4

B30



Julia Dufendach
<julia@deltaindustrial.com>

05/13/2003 03:34 PM
Please respond to Julia Dufendach

To: Hanh Gold/R10/USEPA/US@EPA
cc:
Subject: Fw: Comment Re: Pogo Gold Mine, Delta Junction, Alaska

Ms. Gold:

Please register my support for EPA's DEIS concerning the referenced project.

Thank you for your time and dedication,

Julia Dufendach
Delta Industrial Services, Inc.

B30-1

COMMENT RESPONSE:
B30-1 Thank you for your comment.

Pogo Mine Project

Final Environmental Impact Statement

B32

Comment re: Teck-Pogo, Inc.

Subject: FW: Comment re: Teck-Pogo, Inc.
Date: Tue, 13 May 2003 11:35:12 -0800
From: "Boles, Luke" <Luke_Boles@dec.state.ak.us>
To: "Ed Fogels (E-mail)" <ed_fogels@dnr.state.ak.us>

-----Original Message-----
From: Julia Dufendach [mailto:julia@deltaindustrial.com]
Sent: Tuesday, May 13, 2003 11:09 AM
To: luke_boles@dec.state.ak.us
Subject: Comment re: Teck-Pogo, Inc.

Mr. Boles:

Please register my support for Teck-Pogo's proposed mine development plan at Pogo Gold Mine, Delta Junction, Alaska, as well as my support for the issuance of their Waste Disposal Permit and the NPDES permit. B32-1

Thank you for your time and dedication, B32-2

Julia Dufendach
Delta Industrial Services, Inc.

Julia Dufendach <julia@deltaindustrial.com>
Delta Industrial Services, Inc.

COMMENT RESPONSE:
B32-1 Thank you for your comment.
B32-2 Thank you for your comment.

B31

Re: Tech-Pogo, Inc.

Subject: Comment Re: Tech-Pogo, Inc.
Date: Tue, 13 May 2003 11:02:55 -0800
From: "Julia Dufendach" <julia@deltaindustrial.com>
Organization: Delta Industrial Services, Inc.
To: <ed_fogels@dnr.state.ak.us>

Dear Mr. Fogels:

Please register my support for DNR's "Alternate Management Option." I believe that restricted access to their proposed road will increase security and lower operating costs significantly, thereby enhancing the financial viability of this important project. B31-1

Thank you for your time and dedication,

Julia Dufendach
Delta Industrial Services, Inc.

Julia Dufendach <julia@deltaindustrial.com>
Delta Industrial Services, Inc.

COMMENT RESPONSE:
B31-1 Thank you for your comment.





B33

Subject: Pogo Road - Shaw Creek
Date: Fri, 25 Apr 2003 17:27:31 +0000
From: "Jeffrey Durham" <akdurhams@hotmail.com>
To: ed_fogels@dnr.state.ak.us

Dear Mr. Fogels,

My name is Courtney Durham and I grew up on the dairy at the end of Shaw Creek Road. I would like to state for the record that I support the alternative management option that limits public access on the Pogo Road during the period of time in which the mine is operating. This alternative provides for better public safety and less impact on the area and its residents. I am pro-development and support the mine and the use of the Shaw Creek route, however, I am very concerned about the area being over run by traffic and am concerned for my family and friends who live on Shaw Creek Road. The alternative management option helps address these concerns.

B33-1

Thanks You,

Courtney Durham
P.O. Box 815
2630 Hannan Road
Delta Junction, Alaska 99737
(907) 895-2075

STOP MORE SPAM with the new MSN 8 and get 2 months FREE*
<http://join.msn.com/?page=features/junkmail>

COMMENT RESPONSE:

B33-1 Thank you for your comment.

B34

Subject: Pogo Road - Public Access
Date: Mon, 21 Apr 2003 23:14:52 +0000
From: "Jeffrey Durham" <akdurhams@hotmail.com>
To: ed_fogels@dnr.state.ak.us

Dear Mr. Fogels,

I would like express my support of the Alternative Management Option for the Pogo Mine road in the Shaw Creek area, which would open the 1st half of the road to the public after the mine ceases operation and the 2nd half of the road closed to the public and reclaimed after the mine ceases to operate.

B34-1

Thank you,
Jeffrey Durham
PO Box 815
Delta Junction, AK 99737

MSN 8 helps eliminate e-mail viruses. Get 2 months FREE*.
<http://join.msn.com/?page=features/virus>

COMMENT RESPONSE:

B34-1 Thank you for your comment.



Tony Follett
<afollett@aeromap.co
m>

To: Hanh Gold/R10/USEPA/US@EPA
cc:
Subject: Comments on Pogo DEIS

04/15/2003 09:04 AM

B36

Gentlemen:

Regarding the Draft Environmental Impact Statement for the Pogo Gold Mining Project, We support the **Preferred Alternative** and **Alternative Management Option** for road access to the mine site.

B36-1

The **Alternative Management Option** will provide a number of significant benefits. In summary, we believe this option will result in increased public safety, lower impact on the environment and other uses of the land, and increased revenue to the State.

B36-2

AeroMap U.S. is a full-service photogrammetric firm founded in Anchorage in 1960. In our 40+ year history we have provided aerial photography and mapping services to virtually every natural resource development company that has worked in Alaska. For the Pogo project, we served as a mapping consultant to Teck Cominco and produced photography and contour data for alternative access corridors. Our experience in working with Teck Cominco is that they are very sensitive to environmental and lifestyle issues, and are committed to doing this project right.

Because of our very positive experience of working with Teck Cominco, and because the State needs this mining project, we encourage you to expedite the permitting process for the Pogo Gold Mining Project. Thank you for your consideration of our comments.

Sincerely,

Tony Follett
AeroMap U.S.
2014 Merrill Field Drive
Anchorage, AK 99501
Tel 907-272-4495
Fax 907-274-3265
Cell 907-223-4809

COMMENT RESPONSE:

- B36-1 Thank you for your comment.
- B36-2 Thank you for your comment.

B37

George Fowler
P.O. Box 56337
North Pole, Alaska
99705
5-3-03
Alaska Dept. of Natural Resources
550 West 7th Ave. Suite 900 D
Anchorage, Alaska 99501-3577

Attention: Ed Fogels
Re: Pogo Mine Road Management Options

I am in favor of the alternative management option as proposed by Pogo-Teck.

My concerns are focused on safety-impact on wildlife—vandalism and theft of private property near the right-of-way.

Private vehicles have no business competing with heavy trucks and equipment on a narrow dangerous winding industrial road.

B37-1

There is already a problem with theft and vandalism to private cabins in the area without making them even more accessible to perpetrators.

Wildlife is not in great abundance and would be wiped out in short order, especially by unscrupulous Foreign Nationals that live nearby and have no regard for our laws and regulations.

I believe it is in the overall best interest of all concerned that the Pogo Mine road remain closed to the general public at least as long as it is being used for industrial purposes.

Sincerely,

George Fowler
George Fowler

COMMENT RESPONSE:

- B37-1 Thank you for your comment.

September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-23

Pogo Mine Project

Final Environmental Impact Statement

B38



Please Comment on the Pogo Gold Mine Draft Environmental Impact Statement and Any of the Draft Permit Decisions contained in the DEIS document

I prefer to see the Shaw's Creek Hillside access developed - and would really like to see the road open to the public during mine operation and after. At least open the first half of the road. We need more access to recreational areas. Pogo mine & the missile defense project will bring in more people. It would be nice to have more areas open for hiking, camping, whatever. A road will be built to the mine - why not allow the public to benefit from it.

B38-1

B38-2

YOUR NAME: Sandra Garbowski

Please place your comments in the box at tonight's Draft EIS Open House, or send them no later than **May 13, 2003** to:
 Hanh Gold
 Pogo EIS Project Manager
 US Environmental Protection Agency
 1200 Sixth Avenue (M/S-130)
 Seattle, WA 98101
 Or Gold.Hanh@epa.gov

COMMENT RESPONSE:
 B38-1 Thank you for your comment.
 B38-2 Thank you for your comment.

B39

Subject: Pogo mine access road
Date: Tue, 13 May 2003 14:22:14 -0800
From: "Mervin Gilbertson" <mervin-bsl@awcable.com>
Organization: Big State Logistics
To: <ed_fogels@dnr.state.ak.us>

Ed:
 I would like to see the State adopt the Alternative Management Option on the the road management issue for the Pogo Mine. The road is only being built for one purpose, for industrial traffic to access Pogo mine. For the safety of all, public access should be restricted during the life of the mine. We have seen this before with public access restricted for years on the Dalton Hwy. It made sense then to do it, and it makes sense to do it again. The industrial traffic should not have to concern itself with vehicles that have no radio communication and no real reason to be there.

B39-1

Thank You
 Mervin Gilbertson
 Big State Logistics

COMMENT RESPONSE:
 B39-1 Thank you for your comment.



PAUL S. GLAVINOVICH
MINERALS CONSULTANT

B40

P.O. Box 112816
Anchorage, Alaska 99511

Telephone
(907) 345-3646

April 14, 2003

Mr. Ed Fogels
Alaska Department of Natural Resources
550 West 7th Avenue, Suite 900D
Anchorage, Alaska 99501

Re: Management of proposed road to Pogo

Dear Mr. Fogels:

For the record I fully support the construction of an all season access road to the Pogo mine per the alignment requested by Teck Comino as their Alternative #2, Shaw Creek Hillside All-Season Road.

B40-1

Further, I understand and appreciate their desire to manage the road under their proposed "Alternative Management Option". I feel however that the State's interests will be best served if the road is managed under a plan that opens the entire road on a limited or restricted basis to those locators of valid mining claims in the greater Pogo area. Use of the road would be restricted to such uses as the transport of drilling equipment and etc, to a terminal area for air transport to individual claim groups.

B40-2

There are a large number of mining claims in the greater Pogo area that are at the stage where drilling is required to further their exploration. To date all mobilization has been by helicopter from the Delta Junction area; a very pricey up front cost that severely reduces the funds available for actual exploration and consequently has discouraged more than one investor. Restricted use of the Pogo road will greatly reduce such costs and provide an opportunity to accelerate the development of the Pogo district.

B40-3

Thank you for the opportunity to comment.

Sincerely,

COMMENT RESPONSE:

- B40-1 Thank you for your comment.
- B40-2 Thank you for your comment.
- B40-3 Thank you for your comment.



04/20/03

B41

Please Comment on the
Pogo Gold Mine Draft Environmental Impact Statement and Any
of the Draft Permit Decisions contained in the DEIS document

I support the "ALTERNATIVE MANAGEMENT OPTION" (FIRST HALF OF THE ROAD OPEN TO PUBLIC USE AFTER MINE LIFE). I support this proposal/alternative because it allows benefits - increased safety for Public & Mine Ops.

- Reduced short term impacts to subsistence trapping & recreation
- Reduce short term impacts to wetlands from ORV use
- Increase revenue to state from night-of-way fees
- Increase revenue to state from mineral sales - mineral & forest
- No change to existing public access.
- No expense to the state.

B41-1

I support the opening of the mine for the following:

- \$200 million investment into the economy during construction phase. This doesn't include seasonal employees' living & recreational dollars spent on the economy.
- Good employment for 500 Alaskans during construction and an additional 300 Alaskans for mine operations.
- TECK'S WILLINGNESS TO LISTEN & WORK WITH NUMEROUS ISSUES OF CONCERN CITIZENS. TECK HAS MADE GREAT ATTEMPT POSSIBLE TO ADJUST OPERATIONS TO ENSURE A COHESIONLESS AMONG ALASKANS. TECK HAS WORK A PLAN THAT IS A WIN-WIN SOLUTION FOR THEM & AK.
- TECK HAS WORKED HARDER & LONGER THAN MOST INVESTORS TO INVEST IN ALASKA.

B41-2

B41-3

YOUR NAME: *KARL I. GOHLKE, FRONTIER Plumbing Supply Inc*
981 VAN HORN RD, FAIRBANKS, AK
Please place your comments in the box at tonight's Draft EIS Open House, or send them no later than **May 13, 2003** to: *907-374-3500 99701*

Hanh Gold
Pogo EIS Project Manager
US Environmental Protection Agency
1200 Sixth Avenue (M/S-130)
Seattle, WA 98101
Or Gold.Hanh@epa.gov

COMMENT RESPONSE:

- B41-1 Thank you for your comment.
- B41-2 Thank you for your comment.
- B41-3 Thank you for your comment.



September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-25

Pogo Mine Project

Final Environmental Impact Statement

B42

B42-1
CONT'D.

TIMBER / THE TIMBER IN THE AREA COULD BE LOGGED BY WORKING WITH THE MINE TO USE TO ROAD FOR ACCESS TO THE TIMBER AND ANY ROADS THE LOGGERS MAKE MUST BE RECLAIMED WHEN THEY ARE FINISHED LOGGING

MANAGEMENT OF THE WHOLE ROAD BY THE TECH -POGO INC./ THE MINE SHOULD MANAGE THE WHOLE ROAD AS FAR AS ACCESS FOR SAFETY SO THERE IS NO ONE GETTING RUN OVER AND IN THE WAY OF MINING TRUCKS AND EQUIPMENT, AND TO OF UNWANTED PEOPLE IN THE AREA WHERE WE WILL HAVE PEOPLE STEALING AND LOOTING PRIVATE PROPERTY IN THE AREA, AND WHEN THE MINE IS FINISHED IN THE AREA, THEY RECLAIM THE ROAD BACK TO THE START OF IT AT THE FOWLER DAIRY

NAME: William Golding
ADDRESS: 2385 Badger Rd. HC N.P
PHONE (907) 488-2038
DATE: 4-30-03

COMMENT RESPONSE:
B42-1 Thank you for your comment.

B42

B42-1

I (PRINT YOUR NAME) *William Golding* FAVOR THE ALTERNATIVE MANAGEMENT OPTION FOR THE POGO/TECH INC. MINE ROAD

POGO PROJECT

GOODPASTER ACCESS / NO CHANGE TO EXISTING ACCESS TO THE GOOD PASTER RIVER

LIABILITY / THE POTENTIAL FOR LOOTING FROM PEOPLE WITH PRIVATE PROPERTY IF THE ROAD IS OPEN TO THE PUBLIC

EXISTING SHAW CREEK ROAD/ BY NOT OPENING THE ROAD TO THE PUBLIC THERE WILL NOT BE A LOT OF TRAFFIC ON THE SHAW CREEK ROAD OTHER THEN MINING EQUIPMENT COMING AND GOING TO THE MINE

RECREATION/ BY NOT OPENING THE ROAD TO THE PUBLIC EXISTING RECREATION IN THE AREA WOULD NOT BE AFFECTED, THAT AND THE ALASKA DEPT. OF FISH AND GAME WOULD NOT MAKE THE AREA A SPIKE FORK FIFTY AREA FOR MOOSE. WITCH WOULD BE A HARDSHIP ON THE PEOPLE THAT DEPEND ON MOOSE MEAT TO FEED THEIR FAMILIES

SAFETY/ BY NOT OPENING ACCESS TO THE PUBLIC WOULD SAVE LIVES AND HELP THE MINE RUN WITH OUT HAVING PEOPLE IN THE WAY

COMMERCIAL RECREATION/ ACCESS TO SHAW CREEK VALLEY WOULD NOT BE AFFECTED BY KEEPING THE MINE ROAD CLOSED TO PUBLIC ACCESS AND WOULD KEEP UNWANTED LOOTERS OUT OF THE AREA

TRAPPING / BY KEEPING THE MINE ROAD CLOSED TO PUBLIC ACCESS YOU WOULD NOT HAVE ANY PROBLEMS WITH TRAPPERS, PEOPLE WOULD NOT BE OUT THERE STEALING THE CATCH AND DESTROYING THEIR TRAP LINES

SUBSISTENCE/ IF THE MINE ROAD WAS OPENED YOU WOULD RUIN THE HUNTING FOR A LOT OF PEOPLE BECAUSE THE ALASKA DEPT. OF FISH AND GAME HAS ALL READY SAID THAT THEY WOULD MAKE THE AREA SPIKE FORK FIFTY INSTEAD OF ANY BULL WITCH WOULD MAKE A HARD SHIP ON PEOPLE THAT HUNT MOOSE TO FEED THERE FAMILIES

ORV USE OF THE SHAW CREEK VALLEY / WOULD NOT BE AFFECTED THEY COULD STILL GO WHERE THEY GO KNOW BY LEAVING THE MINE ROAD CLOSED TO THE PUBLIC, AND KEEP FROM HAVING A BIG SURGE OF PEOPLE IN THE AREA





September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-27

Subject: Pogo Road B43
Date: Mon, 12 May 2003 21:14:48 -0700 (PDT)
From: Paul Greci <paulgreci@yahoo.com>
To: ed_fogels@dnr.state.ak.us

Dear Ed,

Thank you for giving me an opportunity to provide input in the decision making regarding the Pogo Road.

First of all, I want to stress the importance of reclaiming the portion of the road that is not on state land. This reclamation is essential in protecting the Fortymile caribou herd and the Goodpaster River ecosystem. | B43-1

Secondly, the portion of the road in the State Forest should be closed during the entire life of the mine. I support the Alternative Management Option. | B43-2

Sincerely,

Paul Greci

Do you Yahoo!?
[The New Yahoo! Search - Faster. Easier. Bingo.](#)

COMMENT RESPONSE:

- B43-1 Thank you for your comment.
- B43-2 Thank you for your comment.

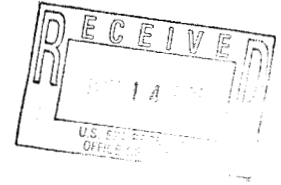
B44
CHARLIE GREEN
P. O. Box 71805
Fairbanks, AK 99707-1805

May 9, 2003

Ed Fogels
Alaska Department of Natural Resources
550 West 7th Avenue, Suite 900D, Anchorage, AK 99501-3577

Hanh Gold
NEPA Compliance Coordinator
U.S. Environmental Protection Agency
1200 Sixth Avenue, OW-130, Seattle, WA 98101

Luke Boles
Alaska Dept. of Environmental Conservation
610 University Avenue, Fairbanks, AK 99709



Dear Mr. Fogels, Ms. Gold and Mr. Boles,

I am writing to support the "Agency Preferred Alternative" identified in the Draft EIS for the Pogo gold mine project, and to support the issuance of the draft NPDES and ADEC Waste Disposal permits. I would further urge the Alaska Department of Natural Resources to adopt the proposed "Alternative Management Option" for the Shaw Creek Hillside access road. | B44-1
| B44-2

The Pogo project will create needed jobs in the Interior and provide new opportunities for Alaska businesses and residents. The project has been designed to minimize environmental impacts, meet Alaska water quality standards, and maintain the high quality of the Goodpaster River. | B44-3

Implementation of the ADNR's proposed Alternative Management Option for the Shaw Creek Hillside road will maximize public safety during mining operations, minimize short-term environmental impacts, and yet provide for increased public access to state lands when mining is completed.

The State and Federal agencies involved in the project evaluation process have done an excellent job identifying a sound development plan and drafting reasonable project permits. I would urge them to adopt the preferred DEIS alternative and finalize the draft NPDES and Waste Disposal permits.

Sincerely,

Charles B. Green

(907) 479-2489 cgreen@acsalaska.net

COMMENT RESPONSE:

- B44-1 Thank you for your comment.
- B44-2 Thank you for your comment.
- B44-3 Thank you for your comment.

B45

TIMBER / THE TIMBER IN THE AREA COULD BE LOGGED BY WORKING WITH THE MINE TO USE TO ROAD FOR ACCESS TO THE TIMBER AND ANY ROADS THE LOGGERS MAKE MUST BE RECLAIMED WHEN THEY ARE FINISHED LOGGING

MANAGEMENT OF THE WHOLE ROAD BY THE TECH -POGO INC./ THE MINE SHOULD MANAGE THE WHOLE ROAD AS FAR AS ACCESS FOR SAFETY SO THERE IS NO ONE GETTING RUN OVER AND IN THE WAY OF MINING TRUCKS AND EQUIPMENT, AND TO OF UNWANTED PEOPLE IN THE AREA WHERE WE WILL HAVE PEOPLE STEALING AND LOOTING PRIVATE PROPERTY IN THE AREA, AND WHEN THE MINE IS FINISHED IN THE AREA, THEY RECLAIM THE ROAD BACK TO THE START OF IT AT THE FOWLER DAIRY

B45-1
cont'd.

NAME: *Ad J. Green*
ADDRESS: *112 Bridget Ave*
PHONE: *451-0860*
DATE: *4-30-03*

COMMENT RESPONSE:
B45-1 Thank you for your comment.

B45

I (PRINT YOUR NAME) *Fenton J Green* FAVOR THE ALTERNATIVE MANAGEMENT OPTION FOR THE POGO/TECH INC. MINE ROAD

POGO PROJECT

GOODPASTER ACCESS / NO CHANGE TO EXISTING ACCESS TO THE GOOD PASTER RIVER

LIABILITY / THE POTENTIAL FOR LOOTING FROM PEOPLE WITH PRIVATE PROPERTY IF THE ROAD IS OPEN TO THE PUBLIC

EXISTING SHAW CREEK ROAD/ BY NOT OPENING THE ROAD TO THE PUBLIC THERE WILL NOT BE A LOT OF TRAFFIC ON THE SHAW CREEK ROAD OTHER THEN MINING EQUIPMENT COMING AND GOING TO THE MINE

RECREATION/ BY NOT OPENING THE ROAD TO THE PUBLIC EXISTING RECREATION IN THE AREA WOULD NOT BE AFFECTED, THAT AND THE ALASKA DEPT. OF FISH AND GAME WOULD NOT MAKE THE AREA A SPIKE FORK FIFTY AREA FOR MOOSE. WITCH WOULD BE A HARDSHIP ON THE PEOPLE THAT DEPEND ON MOOSE MEAT TO FEED THEIR FAMILIES

SAFETY/ BY NOT OPENING ACCESS TO THE PUBLIC WOULD SAVE LIVES AND HELP THE MINE RUN WITH OUT HAVING PEOPLE IN THE WAY

B45-1

COMMERCIAL RECREATION/ ACCESS TO SHAW CREEK VALLEY WOULD NOT BE AFFECTED BY KEEPING THE MINE ROAD CLOSED TO PUBLIC ACCESS AND WOULD KEEP UNWANTED LOOTERS OUT OF THE AREA

TRAPPING / BY KEEPING THE MINE ROAD CLOSED TO PUBLIC ACCESS YOU WOULD NOT HAVE ANY PROBLEMS WITH TRAPPERS, PEOPLE WOULD NOT BE OUT THERE STEALING THE CATCH AND DESTROYING THEIR TRAP LINES

SUBSISTENCE/ IF THE MINE ROAD WAS OPENED YOU WOULD RUIN THE HUNTING FOR A LOT OF PEOPLE BECAUSE THE ALASKA DEPT. OF FISH AND GAME HAS ALL READY SAID THAT THEY WOULD MAKE THE AREA SPIKE FORK FIFTY INSTEAD OF ANY BULL WITCH WOULD MAKE A HARD SHIP ON PEOPLE THAT HUNT MOOSE TO FEED THERE FAMILIES

ORV USE OF THE SHAW CREEK VALLEY / WOULD NOT BE AFFECTED THEY COULD STILL GO WHERE THEY GO KNOW BY LEAVING THE MINE ROAD CLOSED TO THE PUBLIC, AND KEEP FROM HAVING A BIG SURGE OF PEOPLE IN THE AREA





B46

May 3, 2003

Mr. Ed Fogles
Alaska Department of Natural Resources
550 West 7th Avenue
Anchorage, Alaska

Re: Proposed Pogo Mine

Mr. Fogle

I would like to take the opportunity to comment on the proposed Pogo Mine.

I'm a life long Alaskan born and raised in Fairbanks. I have traveled the Goodpasture River many times. I live in Alaska because I choose to and would like to have my children have the opportunity to live in Alaska if this is where they desire to live.

For the past number of years there has been I believe the message sent from Alaska that we were hostile for any future development. By this message I believe we have discouraged a certain amount of development that would help in diversifying our economy and providing quality employment opportunities for our young. This position I feel is contrary to what many Alaskan residents would want. While it is important we work to develop our resources in a logical and prudent way we must not at the same time destroy the environment or destroy opportunities for future generations. We must have sound logical projects, which provide us the highest and best use of our resources. I believe the Pogo mine is such a project. It has been proposed using sound technical data. A cooperation amongst all impacted parties and consideration for those parties

I have been following proposed development of the Pogo mine and attended the recent public hearings that were held in Fairbanks. I would like to extend my appreciation to those people involved in the proposed development of the Pogo mine both on the Teck side and those agencies that have been involved in the permitting process. Granted I a but an observer and can't possibly realize the amount of work that has gone in to this permitting process. But from my observation it appears that Teck and those governing agencies have been working together to find solutions to the many difficult challenges there must be in developing a project such as this.

With in the literature I have read and during the public meetings I have learned that efforts have been made to treat the water discharges from the mine, to locate the mine in such a way to limit the exposure directly aside the river. And probably the biggest thing for me is that the road preferred is away from the river it self and follows the Shaw Creek ridges to the mine. It appears little of the road will be evident from the river if any.

B46-1

For the permitting of the mine I can understand and appreciate Tecks' request to maintain access as a private industrial road even though it is within State lands. Within the permitting documents there are provisions that should there be other resources within the

B46-2

B46

region that could be developed using the road they should be allowed with compensation to Teck for their cost in constructing the road. This could be an important benefit to other possible future development projects. And will limit possible conflicts during the course of the mine. The State of Alaska can ill afford to maintain this road consequently it is in the best interest to allow Teck to control access and maintain the road during the mine life. I believe the road has a good likelihood of remaining in place for many years but at this point it is logical to have limited access to the road. If after the closure of the mine it proves to be benefit to the State to keep the road open then a separate process should considered in how the road would be keep open and how the State would pay for it's maintenance.

B46-2
Cont'd.

For issues of power to the mine an overland transmission line is the most logical. Its path should be chosen on the merits of what is best for the line. This means that it is not necessarily always best and the least impact to have the line adjacent to the road.

B46-3

Again I would like to thank those people involved in the permitting process. It is important that agencies and industry wok together to find ways to develop Alaska's resources to their highest and best use. I would encourage you to continue to work towards permitting the Pogo mine in an expedient and timely manner.

Thank you
Ken Hall
Ken Hall

Ken Hall
2506 Kuskokwim
Fairbanks, Alaska 99709

COMMENT RESPONSE:
B46-1 Thank you for your comment.
B46-2 Thank you for your comment.
B46-3 Thank you for your comment.

B48



Please Comment on the Pogo Gold Mine Draft Environmental Impact Statement and Any of the Draft Permit Decisions contained in the DEIS document

I Support Pogo's Alternative of Road Use and Access of Shaw Creek

B48-1

YOUR NAME: *Michael E Jenkins P.O. Box 1263 Delta WA 99737*

Please place your comments in the box at tonight's Draft EIS Open House, or send them no later than **May 13, 2003** to:

Hanh Gold
 Pogo EIS Project Manager
 US Environmental Protection Agency
 1200 Sixth Avenue (M/S-130)
 Seattle, WA 98101
 Or Gold.Hanh@epa.gov

COMMENT RESPONSE:
 B48-1 Thank you for your comment.

*MIKE HROMADKA
 d.b.a. GYPSY EXPLORATION
 FAIRBANKS AK 99706*

B47



Please Comment on the Pogo Gold Mine Draft Environmental Impact Statement and Any of the Draft Permit Decisions contained in the DEIS document

My only disagreement with the mine plan is the decision to reclaim the last 20 miles of road after the mine closes. Why not leave it for access? We have too few roads now. The mine cars don't own that land, open it up. STAFF THAT THE MASSIVE AMOUNT OF TIME NEEDED FOR THESE PERMITS, I'D SAY YOU HAVE A GOOD OPERATION. LETS GO MINING!

B47-1

B47-2

MIKE HROMADKA

YOUR NAME:

Please place your comments in the box at tonight's Draft EIS Open House, or send them no later than **May 13, 2003** to:

Hanh Gold
 Pogo EIS Project Manager
 US Environmental Protection Agency
 1200 Sixth Avenue (M/S-130)
 Seattle, WA 98101
 Or Gold.Hanh@epa.gov

COMMENT RESPONSE:
 B47-1 Thank you for your comment.
 B47-2 Thank you for your comment.





September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-31

Subject: Pogo Project

Date: Tue, 13 May 2003 10:17:05 -0800

From: "Chris Johansen" <chris@flowline-alaska.com>

To: <ed_fogels@dnr.state.ak.us>

B49

I support the Alternative Management Option for the Teckcominco Pogo Project road. I have reviewed the project alternatives and believe that this is the best solution for both the mine and the public. The economic stimulus for the Delta region will be a real boost to the local economy. It will lead to long term resource development in that region. As a lifelong Alaskan with ties to the Delta community I can assure you that this project is will supported by both the Fairbanks and Delta public.

| B49-1

The proposed alternative is the best use for this road. Maintenance costs, security, and public access will be limited yet the traditional methods of accessing this area are left intact.

| B49-2

| B49-3

Thank you,

Chris Johansen, P.E.
1881 Livengood
Fairbanks, AK 99701

COMMENT RESPONSE:

B49-1 Thank you for your comment.

B49-2 Thank you for your comment.

B49-3 Thank you for your comment.

Pogo Mine Project

B50

Subject: Pogo Road

Date: Tue, 13 May 2003 15:35:51 -0700 (PDT)

From: Brian Johnson <bt_johnson2003@yahoo.com>

To: ed_fogels@dnr.state.ak.us

<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

I am writing to express my support for the pogo road permit option to have the road be open to the public after the life of the mine

| B50-1

I know this mine will have a large positive impact on the community of Delta Junction and I recommend that you approve the permit to construct the road.

| B50-2

Sincerely,

Brian T. Johnson

Alaskan resident for 23 years, Delta resident for 5

Do you Yahoo!?

[The New Yahoo! Search](#) - Faster. Easier. Bingo.

COMMENT RESPONSE:

B50-1 Thank you for your comment.

B50-2 Thank you for your comment.

Final Environmental Impact Statement

B52

Subject: pogo road permit
Date: Tue, 13 May 2003 14:17:53 -0800
From: "Martha Johnson" <msj@deltaindustrial.com>
To: <ed_fogels@dnr.state.ak.us>

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

From: Curtis Dufendach
To: ed_fogels@dnr.state.ak.us

Sent: Thursday, May 01, 2003 8:23 AM

Subject: pogo road permit

I am writing to express my support for the pogo road permit.

I this mine will have a large positive impact on the community of Delta Junction and I recommend that you approve the permit to construct the road.

Martha S. Johnson
msj@deltaindustrial.com
Delta Industrial Services, Inc.
Ph. 907-895-5053
Fx. 907-895-6205
Web Page: deltaindustrial.com

COMMENT RESPONSE:
B52-1 Thank you for your comment.
B52-2 Thank you for your comment.

B52-1
B52-2

B51

Subject: FW: Pogo wastewater
Date: Tue, 13 May 2003 15:25:56 -0800
From: "Boles, Luke" <Luke_Boles@dec.state.ak.us>
To: "Ed Fogels (E-mail)" <ed_fogels@dnr.state.ak.us>

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

From: Brian Johnson [mailto:bt_johnson2003@yahoo.com]
Sent: Tuesday, May 13, 2003 2:34 PM
To: luke_boles@dec.state.ak.us
Subject: Pogo wastewater

After reviewing the DEIS for the Pogo Mine Project, including the Waste Disposal Permit from DEC, I enthusiastically support this project.

I am a Delta Junction resident of 5 years and an Alaskan resident of 23 years.

Brian Johnson

Do you Yahoo!?
The New <http://us.rd.yahoo.com/search/mailedig/*http://search.yahoo.com>
Yahoo! Search - Faster. Easier. Bingo.

B51-1

COMMENT RESPONSE:
B51-1 Thank you for your comment.





September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-33

Subject: FW: Pogo project

Date: Tue, 13 May 2003 15:25:34 -0800

From: "Boles, Luke" <Luke_Boles@dec.state.ak.us>

To: "Ed Fogels (E-mail)" <ed_fogels@dnr.state.ak.us>

B53

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

From: Martha Johnson [mailto:msj@deltaindustrial.com]

Sent: Tuesday, May 13, 2003 2:18 PM

To: luke_boles@dec.state.ak.us

Subject: Pogo project

After reveiwng the DEIS for the Pogo Mine Project, including the Waste Disposal Permit from DEC, I enthusiastically support this project.

| B53-1

I am a Delta Junction resident of 7 years and an Alaskan resident of 13 years.

Martha S. Johnson

msj@deltaindustrial.com <mailto:msj@deltaindustrial.com>

Delta Industrial Services, Inc.

Ph. 907-895-5053

Fx. 907-895-6205

Web Page: deltaindustrial.com

COMMENT RESPONSE:

B53-1 Thank you for your comment.

B54



ffdrk@aurora.alaska.ed

u

04/24/2003 11:15 AM

To: Hanh Gold/R10/USEPA/US@EPA

cc: edf@dnr.state.ak.us

Subject: Pogo Environmental Impact Assessment

Hanh Gold
NEPA Compliance Coordinator
U.S. Environmental Protection Agency

I am submitting the following comments on the Pogo Mine Project Environmental Impact Assessment:

- 1) The Draft Environmental Impact Statement seems comprehensive and reflects the considerable effort expended by state and federal agencies in cooperation with Teck-Pogo Inc. The availability of the draft statement on CD provided to all those who expressed interest in the project greatly facilitated assessment of the project.
- 2) I strongly support the Agency Preferred Alternative, which among all alternatives assessed most effectively minimizes impact on the extremely important and valuable fishery and other aquatic resources of the Goodpaster River, Shaw Creek, and the Shaw Creek Flats. The fishery and other aquatic resources are the biological resources at greatest risk from the project and are among the most valued by interior Alaska residents for their recreational, subsistence, and commercial uses. The 26 mile closure of the road closest to the mine to the general public, and its reclamation and habitat restoration following closure of the mine will protect the sensitive post calving and summering habitat of the Fortymile Caribou Herd from the potential cumulative impacts if the road were to remain as a route of access for the public and for commercial developments within the headwaters of the Goodpaster River.
- 3) Teck-Pogo Inc. has indicated their desire to use a winter road across Quartz lake and following the Goodpaster Trail with several crossings the Goodpaster River. The purpose being solely to accelerate mine development by several months to facilitate a more rapid return on their capital investment. This is clearly unacceptable in view of the potential impact on Goodpaster River fishery habitat and similarly but somewhat less severe impact on the Quartz Lake aquatic habitat and winter recreational use. Prior experience with use of the winter road encountered substantial problems with riparian habitat damage, adequate snow and cold temperatures for snow road and river cross preparation with damage to fish spawning and over wintering habitat that was never fully assessed. Now, with global climate change being experienced most profoundly in interior Alaska with continuously warming winters and reduced snowfall, conditions suitable for winter road construction without serious impact on the Goodpaster River and adjacent fish and wildlife habitat no longer exist.

| B54-1

| B54-2

| B54-3

David R. Klein
1662 Taroka Drive
Fairbanks, AK 99709

COMMENT RESPONSE:

B54-1 Thank you for your comment.

B54-2 Thank you for your comment.

B54-3 In determining whether to permit use of the Goodpaster Winter Road to allow the Applicant to construct its all-season access road faster, ADNR does take into consideration the economic advantages to the Applicant. Regardless of the weather conditions that might exist, however, ADNR would require that specific standards be met (e.g., ground frost depth, ice bridge thickness, stream bank snow ramps) before a winter road could be constructed and continued to be used. Thus, the Applicant would bear the risk of global climate change.

Pogo Mine Project

Final Environmental Impact Statement

B55

TIMBER / THE TIMBER IN THE AREA COULD BE LOGGED BY WORKING WITH THE MINE TO USE TO ROAD FOR ACCESS TO THE TIMBER AND ANY ROADS THE LOGGERS MAKE MUST BE RECLAIMED WHEN THEY ARE FINISHED LOGGING

MANAGEMENT OF THE WHOLE ROAD BY THE TECH -POGO INC./ THE MINE SHOULD MANAGE THE WHOLE ROAD AS FAR AS ACCESS FOR SAFETY SO THERE IS NO ONE GETTING RUN OVER AND IN THE WAY OF MINING TRUCKS AND EQUIPMENT, AND TO OF UNWANTED PEOPLE IN THE AREA WHERE WE WILL HAVE PEOPLE STEALING AND LOOTING PRIVATE PROPERTY IN THE AREA, AND WHEN THE MINE IS FINISHED IN THE AREA, THEY RECLAIM THE ROAD BACK TO THE START OF IT AT THE FOWLER DAIRY

B55-1
cont'd.

NAME: *Chester J. Knowles*
ADDRESS: *752 Barbara Lee Dr. North Pole AK 99705*
PHONE: *907 488 2143*
DATE: *4/30/03*

COMMENT RESPONSE:
B55-1 Thank you for your comment.

B55

I (PRINT YOUR NAME) *Chester J Knowles* FAVOR THE ALTERNATIVE MANAGEMENT OPTION FOR THE POGO/TECH INC. MINE ROAD

POGO PROJECT

GOODPASTER ACCESS / NO CHANGE TO EXISTING ACCESS TO THE GOOD PASTER RIVER

LIABILITY / THE POTENTIAL FOR LOOTING FROM PEOPLE WITH PRIVATE PROPERTY IF THE ROAD IS OPEN TO THE PUBLIC

EXISTING SHAW CREEK ROAD/ BY NOT OPENING THE ROAD TO THE PUBLIC THERE WILL NOT BE A LOT OF TRAFFIC ON THE SHAW CREEK ROAD OTHER THEN MINING EQUIPMENT COMING AND GOING TO THE MINE

RECREATION/ BY NOT OPENING THE ROAD TO THE PUBLIC EXISTING RECREATION IN THE AREA WOULD NOT BE AFFECTED, THAT AND THE ALASKA DEPT. OF FISH AND GAME WOULD NOT MAKE THE AREA A SPIKE FORK FIFTY AREA FOR MOOSE. WITCH WOULD BE A HARDSHIP ON THE PEOPLE THAT DEPEND ON MOOSE MEAT TO FEED THEIR FAMILIES

B55-1

SAFETY/ BY NOT OPENING ACCESS TO THE PUBLIC WOULD SAVE LIVES AND HELP THE MINE RUN WITH OUT HAVING PEOPLE IN THE WAY

COMMERCIAL RECREATION/ ACCESS TO SHAW CREEK VALLEY WOULD NOT BE AFFECTED BY KEEPING THE MINE ROAD CLOSED TO PUBLIC ACCESS AND WOULD KEEP UNWANTED LOOTERS OUT OF THE AREA

TRAPPING / BY KEEPING THE MINE ROAD CLOSED TO PUBLIC ACCESS YOU WOULD NOT HAVE ANY PROBLEMS WITH TRAPPERS, PEOPLE WOULD NOT BE OUT THERE STEALING THE CATCH AND DESTROYING THEIR TRAP LINES

SUBSISTENCE/ IF THE MINE ROAD WAS OPENED YOU WOULD RUIN THE HUNTING FOR A LOT OF PEOPLE BECAUSE THE ALASKA DEPT. OF FISH AND GAME HAS ALL READY SAID THAT THEY WOULD MAKE THE AREA SPIKE FORK FIFTY INSTEAD OF ANY BULL WITCH WOULD MAKE A HARD SHIP ON PEOPLE THAT HUNT MOOSE TO FEED THERE FAMILIES

ORV USE OF THE SHAW CREEK VALLEY / WOULD NOT BE AFFECTED THEY COULD STILL GO WHERE THEY GO KNOW BY LEAVING THE MINE ROAD CLOSED TO THE PUBLIC, AND KEEP FROM HAVING A BIG SURGE OF PEOPLE IN THE AREA





B56

Subject: pogo

Date: Tue, 13 May 2003 14:35:42 -0800

From: "jen steitz" <mtavens@hotmail.com>

To: ed_fogels@dnr.state.ak.us

Hello Ed from Larry Landry;

I am of course writing to offer my thoughts on the access component of the draft Pogo EIS/Proposed Decision.

I support the decision to keep the road open to Gilles Creek, reclaim it from there to the mine, with the reclamation obligation and bond running to future owners or other operators and road users which may succeed Teck. This approach initially gave us heartburn, but I believe it is a workable compromise between the competing desires for more access to Alaska resources and public lands and to protect the superb values of the Goodpaster watershed and surrounding regions.

B56-1

As you know, I have serious reservations about the wisdom of not using definitive, binding language regarding road reclamation. Nevertheless, I understand DNR's rationale that it does not want to foreclose the options of future administrations regarding use of the road. However, the question of additional uses is so critical to disposition of the access issue that I think it is important that you flesh out the details of the procedures which will be followed regarding them, to provide the agency and the public with a clearer road map. It is my job as an advocate to provide you with good, concise verbage and a penetrating, persuasive analysis why you should use it. But for the fact that I retired to far warmer climes for the second half of winter, I would be attempting to do that just now. Instead, I strongly recommend:

- 1) These procedures should be mandatory for DNR; "will" should be changed to "shall".
- 2) That you elaborate more fully on the procedures DNR will use to tackle these applications, guaranteeing that they will be fully open and participatory. Add more substantive guarantees as well, which will assure us that not only will the public have an opportunity to comment, but that it will be genuinely involved in the decisionmaking process.
- 3) The bullet point on p. 37 regarding resources identified in Section IX should be expanded to include an analysis of the cumulative impacts which can reasonably be anticipated with said future development.
- 4) That more conservation and nonconsumptive oriented interests be added to the Goodpaster Review Working Group.

B56-2

B56-3

B56-4

B56-5

I support Teck's desire for a private exclusive right-of-way on the first half of the road, for two reasons. First, it will obviously simplify managing the attendant impacts of mine development, while allowing for forestry activities, by far the most significant ancillary economic use of the road. Second, in my experiences as a conservationist, I have not seen a company do such an extensive and thorough job in working to accommodate the various public interests which its developments will impact. Given this record, if the company feels strongly that it needs an exclusive right-of-way, then it should get the benefit of the doubt. While there are some undeniable short term costs to the public with this arrangement, the key fact is that Alaskans will get a new road into their State Forest when mining is completed in the not too distant future.

B56-6

One question arises in reviewing the draft decision regarding the powerline right-of-way. At one point the route deviates from the road corridor for a considerable distance. I am sure there is a rationale for this move; however, overall impacts of the line would be reduced considerably if the line were to parallel the road. If the additional costs of sticking to the road aren't too great, I would recommend keeping them

B56-7

B56

together.

A broad representation of Interior residents and political ideologies have spoken in favor of removing the road when mining is completed. We appreciate your responsiveness in working with those sentiments. I think with some strengthening this decision can function as a good working tool for the future.

Sincerely,
Larry Landry
2240 Railroad Dr.
Fairbanks AK 99709

Add photos to your e-mail with MSN 8. Get 2 months FREE*.

COMMENT RESPONSE:

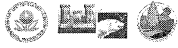
- B56-1 Thank you for your comment.
- B56-2 This suggestion will be addressed in ADNR's final decision for issuance of the ROW, which will occur after publication of this FEIS.
- B56-3 ADNR has committed to a full public process before decision making would occur in the future regarding changes in use of the mine access road. This will be clearly stated in ADNR's final decision for issuance of the ROW, which will occur after publication of this FEIS.
- B56-4 At the time it would make any decision to authorize additional uses of the mine access road, ADNR's decision document would address cumulative impacts.
- B56-5 This suggestion will be addressed in ADNR's final decision for issuance of the ROW, which will occur after publication of this FEIS.
- B56-6 Thank you for your comment.
- B56-7 As a result of this and two similar comments, the Applicant has decided to reroute the power line corridor out of the Sutton Creek drainage and follow the road alignment across the Shaw Creek and Goodpaster divide.

September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-35

B57



Please Comment on the Pogo Gold Mine Draft Environmental Impact Statement and Any of the Draft Permit Decisions contained in the DEIS document

I feel the Shaw Creek Rd. should be closed to public access when Teck-Pogo starts mining.

YOUR NAME: *Joni Lee*

B57-1

Please place your comments in the box at tonight's Draft EIS Open House, or send them no later than **May 13, 2003** to:

Hanh Gold
Pogo EIS Project Manager
US Environmental Protection Agency
1200 Sixth Avenue (M/S-130)
Seattle, WA 98101
Or Gold.Hanh@epa.gov

COMMENT RESPONSE:

B57-1 Thank you for your comment.

B58



6441 South Airpark Place
Anchorage, Alaska 99502-1809
(907) 245-1544
Fax: (907) 245-1744

April 30, 2003

Mr. Ed Fogels
Alaska Department of Natural Resources
550 West 7th Avenue, Suite 900D
Anchorage, AK 99501-3577

Re: Teck-Pogo DEIS Road Management Comments

Dear Mr. Fogels:

Lynden is a family of transportation companies who have been operating in Alaska since 1954. We have a long history of supporting roads and access to remote sites for resource development. As a transportation company providing commercial services to Alaskan industry, we strongly support resource development and the infrastructure required to extract our State resources that benefit all Alaskans. We further support doing so in a safe and environmentally sound manner.

We have reviewed the DNR plan which specifies the management options for road access to the Pogo Project utilizing the Shaw Creek Hillside corridor as the preferred route. Further review of the Proposed Decision vs. the Alternative Management Option reveals to us that the Alternative Management Option is the option we support. For Lynden, the key issue that we believe supports this option is the safety of the public by restricting public access during the construction and operations of a commercial mine. The history of restricting access for such commercial purposes shows that this does not impinge on the traditional access to the area, yet it allows for safe transport of construction equipment, materials, operational support and resource extraction. As a transportation company, we are always conscience of the traveling public, as well as our employees who make their living in the commercial transportation industry, and the safety of both are our highest priority.

B58-1

We believe the agencies involved have done an extremely thorough job with the DEIS, and we particularly applaud DNR for all their work on the access road options. We look forward to this project and the benefits to the State, as well as, the private sector.

We fully support the "Alternative Management Option" for the road access. The exposure reduces risks and provides a well planned approach to Pogo Project development.

Regards,

LYNDEN LOGISTICS

Mark Anderson
Mark Anderson
President

COMMENT RESPONSE:

B58-1 Thank you for your comment.





B59



April 30, 2003

6441 South Airpark Place
Anchorage, Alaska 99502-1209
(907) 245-1544
Fax: (907) 245-1744

Mr. Ed Fogels
Alaska Department of Natural Resources
550 West 7th Avenue, Suite 900D
Anchorage, AK 99501-3577

Re: Teck-Pogo DEIS Road Management Comments

Dear Mr. Fogels:

Lynden is a family of transportation companies who have been operating in Alaska since 1954. We have a long history of supporting roads and access to remote sites for resource development. As a transportation company providing commercial services to Alaskan industry, we strongly support resource development and the infrastructure required to extract our State resources that benefit all Alaskans. We further support doing so in a safe and environmentally sound manner.

We have reviewed the DNR plan which specifies the management options for road access to the Pogo Project utilizing the Shaw Creek Hillside corridor as the preferred route. Further review of the Proposed Decision vs. the Alternative Management Option reveals to us that the Alternative Management Option is the option we support. For Lynden, the key issue that we believe supports this option is the safety of the public by restricting public access during the construction and operations of a commercial mine. The history of restricting access for such commercial purposes shows that this does not impinge on the traditional access to the area, yet it allows for safe transport of construction equipment, materials, operational support and resource extraction. As a transportation company, we are always conscience of the traveling public, as well as our employees who make their living in the commercial transportation industry, and the safety of both are our highest priority.

B59-1

We believe the agencies involved have done an extremely thorough job with the DEIS, and we particularly applaud DNR for all their work on the access road options. We look forward to this project and the benefits to the State, as well as, the private sector.

We fully support the "Alternative Management Option" for the road access. The exposure reduces risks and provides a well planned approach to Pogo Project development.

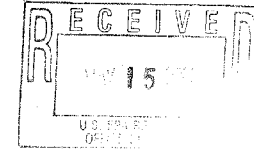
Regards,

LYNDEN LOGISTICS

Jeanine St. John
Jeanine St. John
Vice President

COMMENT RESPONSE:

B59-1 Thank you for your comment.



B60

5-10-03

Donna Ball, NEPA Compliance Coordinator
US Environmental Protection Agency
1200 6th Avenue, NW-130
Seattle, WA 98101

Sir or Madam,

I strongly support a winter only trail (Alternative #4) with traffic on this trail restricted to vehicles carrying supplies for the mine. Public use of snow machines, ATVs or 4-wheel drive vehicles should not be allowed, either during the mine's existence or after the mine is worked out.

If ATV use in the future increases at the rate it has in the past, one can only imagine the damage that will be done. All one needs to do is to look at the trails where ATVs have been running for the last 10 to 15 years to give one an idea of what that damage will become. With lawmakers not willing to regulate use, except on Federal ground, it would be best for everyone if the road were

B601

September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-37

Pogo Mine Project

Final Environmental Impact Statement

860

p.3

thing that was so attractive. For some, is gone. Then come garbage dumps, bridges over streams that should be left alone, and finally, a corner store selling gasoline and cigarettes.

Many of the newcomers to the Delta area have little regard for management or preservation of land or wildlife. I know of several people that are already brooding over the possibility of training rafters, photographers, or hunting and fishing clients, let alone a good share of the timber people who are feverishly logging the vast areas of forest land for lumber. The trees up there are 125 years old. Once they are cut we won't see trees that size in our lifetime, nor will our grandchildren likely, in theirs. Somehow we have to see past the short term to see the long term effect.

Somewhere we, as a people, can't let money control what we do to this land and justify it by shouting, "It's my only way of life." For the sake of a few dollars today, we will take away its beauty for generations to come,

B60-2 Cont'd

860

p.2

renegotiated at the end of the mine's life and limited to a hiking trail.

Any public road or trail access into the area would be severely detrimental and would take away the value that makes it unique.

B60-1 Cont'd

The Godpasture River is the only fresh water stream of its kind in the area. 140 miles of it can be navigated by a small boat and, with work, nearly everyone can get there. (The Salona River is a body in comparison.) Future generations could enjoy the tranquility and peacefulness of this valley if we ensure it by limiting the accessibility now.

B60-2

The idea that everyone should be able to visit each little piece of wilderness sounds great, in theory. In reality, when things are made too easy, when roads and trails are built, soon there are outhouses and public docks, heady-made canopy pit and tent platform. The people come, at first a trickle, then in droves. The wildlife bears are shot off and the wilderness, the very





September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-39

B60

P. 4

and Magie Jensen.
Please, let's all of us, save our
beautiful Goadpasture River drainage.

B60-2
Cont'd.

Hopefully,

Earl J. Malcolm
May B Malcolm
Guinn F. Malcolm
Carolyn Malcolm
PO Box 256
Nella Jet, AK 99737

COMMENT RESPONSE:

- B60-1 The bases for selecting the Shaw Creek Hillside Road option (Alternative 2) rather than the winter only access (Alternative 4) are described in Section 5.2.3.
ADNR will seek to minimize inappropriate ATV use and associated damage in its final decision for issuance of the ROW, which will occur after publication of this FEIS.
- B60-2 A major factor in selecting the Shaw Creek Hillside road option (Alternative 2) was that it would provide access to a large block of state land managed for multiple concurrent use, including mineral, timber, and other industrial development, which has been contemplated for many years, beginning with timber planning in the 1970s. The management intent for these lands was determined, after a public process, by the Tanana Basin Area Plan in 1985. Another public process further refined this management intent when the TBAP was updated in 1991. In addition, the 1988 TVSF Management Plan and its 2001 update also underwent a significant public process to determine management intent for these lands.

B61



Dan_McCoy@placerdo
me.com

04/04/2003 10:10 AM

To: ed_fogels@dnr.state.ak.us, Hanh Gold/R10/USEPA/US@EPA
 cc: "Senator_Gene_Therriault@legis.state.ak.us"
 <Senator_Gene_Therriault@legis.state.ak.us>,
 "Senator_Ralph_Seekins@legis.state.ak.us"
 <Senator_Ralph_Seekins@legis.state.ak.us>,
 "Senator_Gary_Wilken@legis.state.ak.us"
 <Senator_Gary_Wilken@legis.state.ak.us>,
 "Senator_Georgianna_Lincoln%legis.state.ak.usRepresentative_Beverly_Masek%legis.state.ak.us_Representative_Beverly_Masek%legis.state.ak.us_Representative_Jim_Whitaker"@legis.state.ak.usRepresentative_Jim_W

Subject: Support for Pogo permits

Dear Sirs:

As someone who has lived and worked in Alaska for 22 years prior to moving to Reno last year (due to job necessities), I encourage the timely resolution of the permit process re: the Pogo mine site and road. I endorse the Agency Preferred Alternative in the Draft EIS, with the provision that DNR adopt the Alternative Management Option. I also endorse the draft NPDES permit and the draft DEC Waste Disposal permit.

B61-1

I think that this will encourage both immediate jobs within Interior Alaska and also encourage other major mining companies as to the feasibility of exploring and mining within both Alaska and the United States in general. The plans appear to make sense both from economic and environmental perspectives.

B61-2

On a personal basis, the decision will help decide whether or not I can move myself and my family back to Alaska and resume being a productive citizen there.

Dan McCoy
 Senior Projects Geologist, Placer Dome Exploration, Inc
 240 South Rock Blvd./ Suite 117, Reno NV 89523
 Phone: 775-856-5111
 Fax: 775-856-3091
 cell: 775-233-1378

COMMENT RESPONSE:

- B61-1 Thank you for your comment.
- B61-2 Thank you for your comment.

Pogo Mine Project

Final Environmental Impact Statement

B63

Subject: Pogo Gold Mine Project
Date: Tue, 13 May 2003 10:10:37 -0800
From: "carol mcnabb" <clm@wildak.net>
To: <ed_fogels@dnr.state.ak.us>

Dear Mr. Fogels;

We are writing in response to the DEIS on the Pogo Project. As land owners at the end of Shaw Creek Road, we will be highly impacted by this project. We support mining, logging, and agriculture, but also value our way of life where we live. If the option to use the section line easement through the hay field were used, it would impact our farming operation a great deal and cause considerable hardship. We are most definitely against this route. | B63-1
The Alternative Management Option proposed by Teck-Pogo is preferred over the Proposed Decision. We especially support the parking for workers down at the Richardson Hwy and the 1st half of the road closed to the public until after the life of the mine. The safety of our children for all parents is number one and we feel exercising the Alternative Management Option will reduce the safety risk. | B63-2
| B63-3

Sincerely,
Jeff and Carol McNabb

COMMENT RESPONSE:

- B63-1 The issue of the section line easement at the end of Shaw Creek Road will be addressed by DNR in its final decision for issuance of the ROW and Land Lease, which will occur after publication of this FEIS.
- B63-2 Thank you for your comment.
- B63-3 Thank you for your comment.

B62



Please Comment on the
Pogo Gold Mine Draft Environmental Impact Statement and Any of the Draft Permit Decisions contained in the DEIS document

I am in favor of the Pogo mine & the Shaw Crk Road I think the road should be closed during the mine by permit then should be left alone & not reclaimed. so the people can use it I find it hard to believe that this permit has taken this long but I realize who the past administration was Teck should be rewarded ASAP for their patience in this project

B62-1

TIM McKAY
2552 Steese Hwy. North
Fairbanks, Alaska 99712

YOUR NAME: *Tim McKay*

Please place your comments in the box at tonight's Draft EIS Open House, or send them no later than **May 13, 2003** to:

Hanh Gold
Pogo EIS Project Manager
US Environmental Protection Agency
1200 Sixth Avenue (M/S-130)
Seattle, WA 98101
Or Gold.Hanh@epa.gov

COMMENT RESPONSE:

- B62-1 Thank you for your comment.





September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-41

May 5-03 B61

①

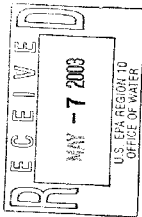
Ms. Hank Gold HEPA Compliance Coordinator
U.S. Environmental Protection Agency
1200 Sixth Avenue, OW130
Seattle, Wash 98101

Dear Ms. Gold,

I am writing you again after attending
the POGO meeting in Delta Junction.

The thing that strikes me as very
odd is the fact that Shaw Ck. Road borders
a prime Grayling spawning area, a marsh
that ducks, geese, swan and crane nest
in, and a Paraguan Falcon family nest
on Shaw Ck. Hill above the road. The
area that is known as Shaw Ck. flats
is titled "Wetlands." For any of these
factors, our Fish and Game folks
would be complaining! Land sales
had been stopped in the past, even,
because of Falcon nests! I can only
surmise that there is a "bag order"
on our Game Department - this is
not right!

I'm the person that would rather
see a railway spur to POGO, after
Fort Greely Missile Base gets their
Missile components, through Federal
land to the Alaska Highway and from



B61-1

B61-2

B61

2.

B61-2
CONT'D.

There a route could be found for
the railway to access the POGO area,
thus helping the farmers bring their
products to market also. Everyone
says that a road is inevitable,
we can't stop progress.

If a road is a must - please
look at access two miles north
of the Shaw Ck., where there is
a paved rest area, and state
forestry has already put in
gravelled roads for timber sales.
This is on the lower limit of
Tenderfoot Creek which has,
by the time it gets to this area -
flowed under the Richardson
Highway, through culverts, towards
the Tanana River - so there is
no Ck., or marshy land.

There are hills in this area,
and a road would have some
curves, but I am sure a road
could be put in and perhaps
trucks and buses could travel
25 miles per hour for a short
time, as they would also have
to do on Shaw Creek Road.
This takes the whole construction

B61-3

B65

More Compliance Conflicts March 11-03
The Environmental Protection Agency

Dear Mr. James Sir,
I have been a Resident of Big Delta since birth in 1940. My father was a registered guide during the 40's with a 21 ft. oak skiff boat and 22 horse Johnson motor on the Tenawa. Good pasture land and a few ducks. Chick. I hope I have a good boat.

I am very much against a road to P&O, and I am not against mining in the upper head pasture for a brief time, nearly 20 years ago there was the possibility of the head pasture becoming a river and wild river. The river is beautiful and fairly pristine. A road will just mean that gradually people will bring out their garbage and blatant blatant blatant

B65-1

RECEIVED
19 2003
U.S. ENVIRONMENTAL PROTECTION AGENCY
OFFICE OF WATER

B65-1

B64

equipment, work force, Trucks and buses away from Shaw CR., away from home owners, away from a great grayling fishery and nesting falcons and migratory birds. Access of the pipeline would be the same to construct your Shaw CR. Ridge Road to P&O. Something is very strange that Shaw Creek Road would have ever be considered in the first place, when you already have a possible route that conserves nature. Something is wrong!

Respectfully

Gene Hansen Mead

907-895-4803

3

B64-3
CONT'D.

| COMMENT RESPONSE: | |
|-------------------|---|
| B64-1 | The wildlife baseline descriptions in Section 3.14, and potential impacts to wildlife discussed in Section 4.9, have been reviewed by ADFG, and changes have been made in those sections to reflect its comments. |
| B64-2 | The reader is directed to Appendix A1.2 (Option Screening Process), Surface Access, Type, Railroad. (Page A-30). |
| B64-3 | The reader is directed to Section 5.2.3, Surface Access, Route, Richardson Highway Egress. |





September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-43

B65

how the state of POGO can actually help the public from using the road as proposed electric line for recreation.

One thing that I have written about before, is asking POGO to hook up with the Capota Mainroad that will be coming to the Delta area to bring the missile components to Fort Greely and eventually run into Canada, helping the farmers in this area. A bridge could be built across the Thanaa River at the Delta Barley Project, this could take a spur to POGO at other rivers in that area bringing in supplies and their products out. This would be much better than 50 miles of road through Pristine Wilderness and would more than likely help the rail road project out. Until project's phase, POGO can successfully use the winter ice road.

Respectfully
June Kead

B65-1
Cont'd.

COMMENT RESPONSE:

B65-1 The reader is directed to Appendix A1.2 (Option Screening Process), Surface Access, Type, Railroad. (Page A-30).

B66



Please Comment on the
Pogo Gold Mine Draft Environmental Impact Statement and Any of the Draft Permit Decisions contained in the DEIS document

My folks, Bert and Mary Hanson Homestead are on the North Bank of the Tanana River in 1939 and opened Bert Hanson Road house and Bert became a registered guide in 1940. I am against the Road Proposal to POGO. I am for the mining industry, people need jobs. I do not wish the Pristina Wilderness of the Shalee Creek, Flats and Goodpasture River ruined because of mineral extraction. I feel that the rail road will take missile components to Fort Greely, then rail to the Barley Project, farming area so it will not harm the stability of a Super off the rail road going to POGO and other such mines in the future. They could get everything they need shipped their instead of 100 miles. This was intended for a rail road - the Pitt road - we left ever since. The road proposal immediately protected a closed official to POGO that this is into a barrough 28 miles of public road will run in direction and traplines as we had all it. If you have a good - Gate it!
YOUR NAME: June Hanson Mead

B66-1

Please place your comments in the box at tonight's Draft EIS Open House, or send them no later than **May 13, 2003** to:

Hanh Gold
Pogo EIS Project Manager
US Environmental Protection Agency
1200 Sixth Avenue (M/S-130)
Seattle, WA 98101
Or Gold.Hanh@epa.gov

COMMENT RESPONSE:

B66-1 The reader is directed to Appendix A1.2 (Option Screening Process), Surface Access, Type, Railroad. (Page A.1-30).

Pogo Mine Project

Final Environmental Impact Statement


B67

- 3. Opening the road to the public will create a major influx of off road traffic, which will lead to increased degradation of the local environment. An open road will encourage such traffic as well as an increase in litter. It should not be the responsibility of the mining company to police such activity if the road is open to the public.
- 4. Another advantage to having the road in place will be the opening of access to State of Alaska-owned timberlands. This will promote additional revenue to the State of Alaska through timber sales plus provide additional employment opportunity to the local residents. Again, the road should be closed to the public due to safety reasons to avoid accidents with logging trucks.
- 5. By classifying the road as a "Closed or Private Road," the existing public access will not be changed. In this manner, any cabin owner or recreation user who presently uses the area will not be impacted.

B67-2
CONT'D.

I have personal experience with a similar situation, which occurred in Northern Michigan where a private railroad was converted to a logging haul road. Even with an elaborate signage system and restricted access signs it became difficult to restrict the public from the area or to promote safe driving conditions. Every year there were numerous serious accidents caused by someone out for a leisure drive or looking for a Christmas tree. The general public driver was not aware of the danger associated with trying to stop a loaded truck, thus gawking families caused more than one of the accidents on the closed road system. Eventually, due to safety concerns as well as others, a guard post was required to prevent the public from entering the heavy industrial road system.

If I can provide additional information on this subject, please feel free to call me at (907) 348-8981. Again, I encourage the adoption of the **Alternative Management Option where the road would be opened to the public "after mine life."**

Sincerely,

 Roger D. Mechon

COMMENT RESPONSE:
 B67-1 Thank you for your comment.
 B67-2 Thank you for your comment.

B67

Roger D. Mechon
 P.O. Box 222209
 Anchorage, Alaska 99522

May 12, 2003

Alaska Department of Natural Resources
 550 West 7th Avenue, Suite 900D
 Anchorage, Alaska 99501-3577

Attn: Mr. Ed Fogels

Re: Pogo Mine EIS

I would like to take this opportunity to state that I am in full support of the Pogo Mine Project and encourage the agencies to work with Teck-Pogo to bring the project to completion.

B67-1

With regard to the environmental impact, the minerals development industry has demonstrated that a major mining company can and will work with agencies to promote a viable facility which does not produce a negative impact on the environment. Teck-Pogo employs personnel who are capable of continuing this standard.

In reference to the management strategy associated with the management of the access road, I would like to offer comments and experience with such an industrial road. Under the PROPOSED DECISION, the road would be opened to the public immediately. I oppose this decision and would prefer the agencies consider and adopt the **ALTERNATIVE MANAGEMENT OPTION, which calls for the road to be opened to the public "after the mine life."**

B67-2

Some of the benefits to the State of Alaska and residents are as follows:

- 1. One of the problems with an industrial road being opened to the public is the control of traffic and safety to the public. If this road were opened to general traffic, driving safety would be a major issue. The workers would be trained for site (and road) specific safety issues, but the general public would not. It would only be a matter of time before serious accidents occurred.
- 2. Short term or interim impacts to trapping, subsistence hunting and commercial recreation would be reduced. If the road were opened immediately, each of these users would be severely impacted, in a negative manner.





May 13 '03 22:58

JAMES E. MOODY, P.E.

FAX 1-907-456-3000

P. 1

B-6

JAMES E. MOODY, P.E.

Box 71932

FAIRBANKS, ALASKA 99707

PH/FAX: (907) 456-3000

May 13, 2003

U. S. Environmental Protection Agency
Region 10
Office of Water, NPDES Permits Unit

Re: Pogo Gold Mine Project
Draft Environmental Impact Statement

Attn.: Ms. Hanh Gold
NEPA Compliance Coordinator

Dear Sirs:

Attached are my comments relative to the Pogo Gold Draft EIS. In summary, I strongly support the project, but have detailed opinions relative to the use of the preferred road access which vary somewhat from the "preferred" option. The attachment's tabular format is used as most of my comments apparently pertain more to the language and conditions of the proposed Alaska Department of Natural Resources permit, (the "Proposed Decision" provided in Volume II, [Appendices] Section D-3, of the Draft EIS) than to environmental details, so a copy will be provided DNR. The format will permit easy reference to the various points.

B68-1

However, because there will easily be environmental impacts if the road permit restricts use of portions of the road exclusively to the Pogo operation when other nearby prospects may become ready for development, the comments are appropriate for the EIS. For example, other nearby development that might be satisfactorily served by the "Pogo" road might have separate access, thus increasing the negative impact on the environment as a whole. In summary, I believe that straightforward provisions should be included in the project and R-O-W permit to allow Pogo greater freedom to permit non-mine access.

B68-2

It is well established that authority and responsibility must go hand-in-hand. Thus if Pogo, rather than the State, is to be responsible for the construction and maintenance of (any portion of) the road, then it should have the authority to control the use of that roadbed. But the State has the basic responsibility for the management of State land and the overall development of State lands and resources.

B68-3

The attached comments are intended as constructive "tweaking" of the Pogo proposal as presented to date in the Draft EIS. I would have voiced support at the Fairbanks public hearing, but had not read the Draft EIS and wanted to confirm some of details. The other major topics of the report appear adequately represented; and I believe the overall work has been accomplished satisfactorily with a high degree of professionalism.

Sincerely,
James E. Moody

Sincerely,
James E. Moody

B68



COMMENTS ON POGO GOLD DRAFT EIS

A) Introduction:

A(1) These comments are all related to the proposition that the road will be closed to all traffic other than that serving Pogo's operation.

A(2) As stated in the transmittal, "It is well established that authority and responsibility must go hand-in-hand. Thus if Pogo, rather than the State, is to be responsible for the construction and maintenance of (any portion of) the road, then it should have full authority to control the use of that roadbed. But the State has the basic responsibility for the management of State land and the overall development of State lands and resources."

B68-3

A(3) Means by which Pogo can permit non-Pogo traffic should be worked out and included in the Department of Natural Resources (DNR) permit ("Proposed Decision") relating to the limited or restricted portion(s) of the road.

B68-4

A(4) The location of the 'demarcation point' (Gilles Creek) between the "public" and "Pogo" portions of the road should be reviewed.

B68-5

A(5) I am strongly opposed to the idea of making Pogo obliterate the east section of the road after 15 years, or when the mine ceases operation.

B68-6

A(6) Background -- I am a native Alaskan born, raised, and schooled through the U of A at Fairbanks. I spent many entire summers within about 30 miles of Pogo, and am familiar with the site itself and local transportation, including having worked on the Shaw Creek Road and other Big Delta area projects during 1953. I am a registered civil engineer, and spent over thirty years with the Territory/State locating, planning, designing, and constructing airports and access roads throughout Alaska. After my retirement in 1985 I participated in evaluating mountain top transmitter sites for the Air Force training area from Eielson AFB to 30 miles east of, and overlapping, the Pogo site. I also made a site evaluation/comparison report of two potential airport locations at the Pogo site early in the project evaluation and planning phase. I have no financial interest in the current project; these comments are submitted as a private citizen.

2.

September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-45

Pogo Mine Project

Final Environmental Impact Statement

project evaluation and planning phase. I have no financial interest in the project, therefore these comments are submitted as a private citizen.

B68

B) Settlement:

B(1) I support and encourage opening portions of the State land along the road for sale or other methods of transferring ownership to individuals or private concerns. This should not be a wide-open disposal of land, but some areas suitable for residential purposes should be made available.

B68-7



B(2) The road will provide not only access to the specific Pogo operation, but also provides a good means of access to the public domain (State) lands along the route. These are excellent lands for disposal under State programs. Their value will be significantly enhanced by the proposed powerline. Basically, I feel the State should actively work to dispose of portions of the land along the route at as early a date as possible. Advantages are to increase the population of the Big Delta area and its tax base - an important consideration at this time when a move is on to form a new Borough in the region.

B68-8

B(3) In addition, there are other known valuable mineral deposits in the area. The road could assist in more economical mining in areas such as Tibbs Creek, about 20 miles further east, which have seen activity since the 1920's or '30's.

B68-9

B(4) Settlement along portions of the road -- perhaps restricted to specific areas -- could assist stabilizing the work force at the mine. That is, some of the workers, especially those with families, may elect to develop homes along the road. The Draft EIS (sections 2.3.21 and 2.3.23, pages 2-34 and -35) describes housing workers in a permanent camp at the mine, and also rotating them "in and out on buses or aircraft" according to their shift schedules.

B68-10

B(5) The mine's expected life of 15 years (road permit duration) is long enough to encourage workers to build permanent homes -- thereby contributing to the population of this sparsely settled area. Such workers, with a decent investment in their homes, would have an incentive to produce well and maintain constant employment. By alleviating some of Pogo's camp and rotational costs, it could lead to production economies thus allowing for production from less rich ore bodies, and an extended mine life. Permanent families based in the area will also be a stabilizing factor, helping alleviate what many criticize as Alaska's "boom and bust" cycle.

B68-11

of Pogo's camp and rotational costs, it could lead to production economies thus allowing for production from less rich ore bodies, and an extended mine life. Permanent families based in the area will also be a stabilizing factor, helping alleviate what many criticize as Alaska's "boom and bust" cycle.

B68

B(6) Such residents would fit in with the general lifestyle of the Big Delta region, and not cause social upheaval. They would be relatively self-sufficient, and used to getting by in a somewhat remote area.

B68-12

B(7) Depending on the pattern of forest logging, that industry could benefit from the road and local employees -- which could perhaps foster local timber milling.

B68-13

B(8) The driving distance between Pogo and potential homesites can be compared with the driving distance between the Fort Knox mine at Fairbanks and the worker homes in the Fairbanks/North Pole area. Other examples of mines using a combination of on-site housing and nearby private housing include Kennicott/McCarthy, and various U.S.S.R. & M (F.E. Co.) sites near Fairbanks -- Goldstream/Fox, Ester, etc...

B68-14

B(9) Settlement along the road would likely be comparable with the existing situation along the Goodpaster. In each case, the residents/owners would prefer plenty of elbowroom, and be concerned about natural resources; and leery of outside visitors. But they would develop friendships with neighbors and become interdependent to some extent.

B68-15





B68

B(10) Having a few homes along the road could have advantages with respect to vehicular breakdown, accidents, etc., where nearby help/shelter would come in handy.

B68-16

C) Safety

C(1) In an informal discussion prior to the hearing, the idea of allowing the road to be open was mentioned, and a convincing -- at first -- argument was made that it would be unacceptable for a mine truck to round a curve and meet a Winnebago meandering along. In mulling over that case later, it seemed obvious that such tourist traffic is neither desirable nor necessary. Other public roads are suitable for large RV's.

B68-17

C(2) However, that raised questions about both the road, and driver experience. First, relative to the road, it will be designed and constructed by registered engineers, and comply with highway standards matching its use. That will be adequate width for passing; ample sight distance including along curves, good drainage, appropriate signing, and so on. Traffic will be going in to the mine as well as coming out, so passing shouldn't be exceptionally critical.

B68-18

C(3) I do not propose opening the road to unrestricted/uncontrolled traffic until Pogo feels its cost of operation vs. cost of road maintenance, R-O-W fees, etc., warrant relinquishing control.

B68-19

C(4) The volume of traffic, if high, might be a detriment to the mine operations. However, that could be alleviated by restricting the number of trips a resident or site could generate (daily or weekly, etc.).

B68-20

C(5) Another reasonable requirement might be to require all road users to maintain vehicle radios tuned to an advisory frequency.

B68-21

C(6) Non-Pogo operators could/should be required to maintain liability insurance protecting Pogo from any accident, etc.. Pogo should also have the authority to charge fees for the use of the (private portion) of the road. These would be set to compensate Pogo for the administrative cost of providing the permits, and to offset the additional maintenance or overhead costs Pogo would incur.

B68-22

C(7) As to homesites, driveway locations could -- should -- be firmly restricted to sections of road having certain sight distances in each direction.

B68-23

C(8) It should not be unreasonable to establish above-average driver's qualifications -- minimum age like 19 or 21; pass a tougher test; possess a commercial license, etc..

B68-24

C(9) Nothing here should be construed as promoting opening the road to non-Pogo traffic during its (the road's) construction phase. I believe that would be impractical and conflict with an efficient construction schedule/program.

B68-25

C(9) Nothing here should be construed as promoting opening the road to non-Pogo traffic during its (the road's) construction phase. I believe that would be impractical and conflict with an efficient construction schedule/program.

B68



D - Random Thoughts:

D(1) Depending on what conditions are placed on non-Pogo drivers using the roads, scattered weekend vacation/get-away cabins might be feasible.

B68-26

D(2) Pogo could be considered to have monopolistic rights if other potential mine operators or resource developers in the general area are prohibited from using the road.

B68-27

D(3) The DNR "Proposed Decision" indicates Pogo will have to pay a fee for the restricted portion of the road. Would it also be true that they would not have to pay fuel taxes, etc., on the "private" portion of the road??? (As I recall, international air carriers are exempt from paying the Alaska State aviation fuel tax on that portion of fuel used while the aircraft is beyond the U.S. limit -- ocean or Canada. Likewise, I understand that technically users do not have to pay the 'vehicle fuel tax' for fuel consumed in off-road vehicles, generators, chainsaws, etc -- or farm equipment or other vehicles not using public roads.) Another -- weak -- reason to facilitate opening more of the road to the public.

B68-28

D(4) During the review period for the Pogo Draft EIS, the concept of 'industrial road development' in Alaska has surfaced. Except for its timing, the Pogo road proposal might otherwise have fallen into that program. Thus, to some degree many of the thoughts expressed here may be of use in formulating plans for other "industrial roads".

B68-29

D(5) It would be a waste of energy resources and environmentally harmful to obliterate the road after the mine closes. Further, I am convinced other resources in the region will support the continued existence of the road beyond 15 years.

B68-30

D(6) At least for the time being, hunting within a certain distance of the road could (should) be prohibited, allowing the Department of Fish & Game to evaluate new impacts on the resource.

B68-31

D(7) Traditionally placer miners have had access rights across adjacent claims. Those details are unknown to me, but possibly there is some relevancy here.

B68-32

J.M. 5/13/03

B68-16 Management policies for state lands in the project area are based on the TBAP, updated in 1991. In addition, the TVSF Management Plan, updated in 2001, contains policies for management of the state forest.

B68-17 Thank you for your comment.

B68-18 Thank you for your comment.

B68-19 Thank you for your comment.

B68-20 Thank you for your comment.

B68-21 Thank you for your comment.

B68-22 This suggestion will be addressed in ADNR's final decision for issuance of the ROW, which will occur after publication of this FEIS.

B68-23 Thank you for your comment.

B68-24 Thank you for your comment.

B68-25 Thank you for your comment.

B68-26 Management policies for state lands in the project area are based on the TBAP, updated in 1991. In addition, the TVSF Management Plan, updated in 2001, contains policies for management of the state forest.

B68-27 ADNR could allow use of the mine access road by other resource users on a case-by-case basis following a public notice and comment process.

B68-28 The Applicant would pay fuel taxes for all fuel used by licensed vehicles using the entire length of the mine access road.

B68-29 Thank you for your comment.

B68-30 Thank you for your comment.

B68-31 Closure of state land to hunting, and means of access for hunting, are regulated by the Alaska Board of Game through a separate process outside the scope of this EIS.

B68-32 Thank you for your comment.

COMMENT RESPONSE:

B68-1 Thank you for your comment.

B68-2 This suggestion will be addressed in ADNR's final decision for issuance of the ROW, which will occur after publication of this FEIS.

B68-3 This suggestion will be addressed in ADNR's final decision for issuance of the ROW, which will occur after publication of this FEIS.

B68-4 The means by which non-Pogo use of the mine access road would be allowed will be addressed in ADNR's final decision for issuance of the ROW, which will occur after publication of this FEIS.

B68-5 This suggestion will be addressed in ADNR's final decision for issuance of the ROW, which will occur after publication of this FEIS.

B68-6 Thank you for your comment.

B68-7 Management policies for state lands in the project area are based on the TBAP, updated in 1991. In addition, the TVSF Management Plan, updated in 2001, contains policies for management of the state forest.

B68-8 Management policies for state lands in the project area are based on the TBAP, updated in 1991. In addition, the TVSF Management Plan, updated in 2001, contains policies for management of the state forest.

B68-9 ADNR could allow use of the mine access road by other resource users on a case-by-case basis following a public notice and comment process.

B68-10 Management policies for state lands in the project area are based on the TBAP, updated in 1991. In addition, the TVSF Management Plan, updated in 2001, contains policies for management of the state forest.

B68-11 Management policies for state lands in the project area are based on the TBAP, updated in 1991. In addition, the TVSF Management Plan, updated in 2001, contains policies for management of the state forest.

B68-12 Management policies for state lands in the project area are based on the TBAP, updated in 1991. In addition, the TVSF Management Plan, updated in 2001, contains policies for management of the state forest.

B68-13 It is expected that the mine access road would be used to harvest timber from the TVSF lands in the Shaw Creek Valley.

B68-14 Management policies for state lands in the project area are based on the TBAP, updated in 1991. In addition, the TVSF Management Plan, updated in 2001, contains policies for management of the state forest.

B68-15 Management policies for state lands in the project area are based on the TBAP, updated in 1991. In addition, the TVSF Management Plan, updated in 2001, contains policies for management of the state forest.





September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-49

B67

May 13, 2003

Subject: EIS comment Pogo Mine

To Whom It May Concern:

This is in response to the EIS document for the Pogo Mine Project and its access route. I am a resident of Shaw Creek Road, which travels through my property as an easement intended for ingress and egress up and down a dead end road. In the EIS document, Pogo and the State now prefer to use this quiet 2 mile section of road for access to the all season route for the lower hillside of the Shaw Creek Watershed and then cross up and over a mountain to enter the Goodpaster River Watershed.

I have several concerns with this preferred route, which puts forestry and mining interest above the welfare of the few residents living along this road, as well as, long term environmental impacts from accidental spills of chemicals and petrochemicals to sediment inputs into Grayling spawning and rearing areas. This preferred route touts the support, funding and power of a billion dollar operation with the legislative and executive backing of State government. When considering this and the effect this project will have on the local economy, I envision this process much like a stream roller plowing over an ant.

I have concerns about the Lower Hillside Alternative that involves some 20 stream crossings along the proposed route. Many of these stream tributaries do not appear to be inventoried and therefore not much information is available to make educated decisions as to the impacts from this road, the borrow areas and the subsequent forestry roads on fish spawning and rearing and water quality issues. One of our neighbors in your recent public meeting expressed concern over their water supply, a shallow flowing spring, becoming contaminated by this venture

The route as laid out travels over an area comprised of geological dunes with southerly orientation. Due to these factors and nearby archeological findings, the route as proposed along the hillside will undoubtedly contain historical resources.

This preferred route also fragments a transition zone between wetlands and uplands, that should be considered as high value for wildlife including neotropical birds and diverse plant habitats.

The preferred route also affects two watersheds instead of one; that previously remained unscathed.

The proposed entrance using Shaw Creek Road places little or no emphasis on the Peregrine Falcons use of the bluffs by this road and the potential impacts to this bird, which was recently removed from the Threatened and Endangered species list and is now a species of special concern.

When considering these types of issues I think the document underrates the total impacts to fish, wildlife and people for the preferred route, while overstating the impediments listed for the other two options.

Sometime early in the process the State made a decision to select this route over others based on forestry's desire for all season access, even though they had been using ice roads for years to get timber out of the Shaw Creek Lower Hillside. This desire was evident when the State put out the revisions to the Tanana Valley State Forestry Plan in 2002. Although we are impacted residents, we never received a copy or notification in

B67-1

B67-2

B67-3

B67-4

B67-5

B67-6

B67-7

B67-8

B67-9

B67

our mail of their intention to replace the wording in the TVSF plan from winter access for forestry use off the end of Shaw Creek Road to all season access.

I think the other route alternatives are viable and should be explored with the same effort that has gone into the preferred route. The ice road option would be the least intrusive for the watershed.

While these environmental concerns are important to me, I want to focus on the issues that surround my home and family. Shaw Creek Road is a winding and narrow road, which presently has a posted speed limit of 25 mph. The road has several blind corners including one at our homestead and while this road is sufficient for use with a few families and occasional farm truck, it was never designed to carry semi trucks and trailers as well as heavy traffic numbers on it. The State DOT in the EIS is in error with respect to safety on the road as presently constructed. Their respect for safety was apparent in August of 2001. This road was being upgraded and semi trucks with belly dumps were used to place fill on the road to build it up for a paving job. I had notified the State inspector that was on site of the danger of the trucks and the close calls we were having and how flaggers were needed to provide safety along the road. The person nodded and sympathetically told me that it was the contractor's problem and not theirs. It wasn't until an accident in which a semi with a belly dump ran me off the road and totaled my vehicle, that anyone took notice. I reported this to the State Troopers who sent out a trooper to investigate. The report confirmed that a truck had obviously squeezed me off the road, but since I had avoided contact with the semi and didn't actually collide with it but with a tree in the ravine, the driver wasn't cited (report on file). It wasn't until later after more complaining about safety and another near collision that another trooper came out and required flaggers and to slow down traffic and keep it safe. As a minimum, if this road is used "as is" flaggers should be required for all semi operations during the life of the project. The use of the Tenderfoot option in the EIS would eliminate the need for flaggers.

As a father with a wife and two daughters at driving age and a son who regularly rides his bike on the road, I think a mining/residential conflict is present. I am assuming that all parties making the decision to use our road will be accountable and liable for any accidents that may occur with the influx of Pogo/Forestry trucks conflicting with residential traffic, biking and walking. Obviously the Tenderfoot feeder option is the best for safety and surprisingly is cost-effective. Consider this: If the existing Shaw Creek Road is to be used, the road would need to be straightened for improved sight distance for two way traffic, paved for dust control, and lowering the speed limit for thru trucks to 20 mph instead of the existing 25mph, and then installing speed bumps to prevent overzealous semi drivers wanting to hurry in and out our 2 mile section after going 65 mph for hours on the Richardson when entering and 35mph for hours on the Lower Hillside when exiting to our section. Speed bumps would be the only practical solution to speed enforcement since there will be no other practical way to enforce the speed law 20 miles out of Delta. The other cost is the need to move the staging area away from Shaw Creek Road. This is a must. Originally Pogo told us about 6 trucks a day would be using the road-no big deal right? The EIS says that 10 to 20 round trips or more accurately 20-40 trucks per day will be using the road. The noise level will be unbearable and the proposed mitigation will not adequately address the impact. With 180 vehicles using the road for 30 minute intervals twice every 3 or 4 days it is insane to think

B67-9
CJW:10.

B67-10

B67-11

B67-12

B67-13

B67-14

Pogo Mine Project

Final Environmental Impact Statement

- B69-9 The original 1988 TVSF Management Plan did not limit access to timber sales in Unit 8 to winter-only, and there has not been a revision of the management plan that replaced the wording from winter access to all season access for timber harvesting in the Shaw Creek units. The public process for the revised TVSF Management Plan in 2000 involved public meetings in six communities, mailing of a six-page brochure to approximately 600 individuals and groups, newspaper display ads, and posting in ADNR offices, post offices, and on the ADNR web site. A more detailed response to this comment will be contained in ADNR's final decision for issuance of the ROW, which will be issued after publication of this FEIS.
- B69-10 The reader is referred to Section 5.2.3 (Surface Access-Related Options Specific to Alternatives).
- B69-11 ADOT/PF has reviewed the Pogo project documentation, including the proposed Plan of Operations, the ROW Application, and the draft EIS, and has determined that the publicly maintained Shaw Creek Road can safely handle the projected traffic levels resulting from the Pogo project. ADOT/PF will work with ADNR and the Applicant to determine if specific mitigation measures could further increase public safety. ADNR will take practicable measures to mitigate impacts from increased use. A more detailed response to this comment will be contained in ADNR's final decision for issuance of the ROW, which will be issued after publication of this FEIS.
- B69-12 Shaw Creek Road liability issues relating to commercial use will be no different than they would be on any other public road in Alaska. The Applicant and other operators using the road will be liable for any negligent actions they may take. Also, all public users of any public road in Alaska share the responsibility for safe use of that road with the other users, be they commercial or non-commercial.
- B69-13 ADNR has determined it would not be prudent to require the Applicant to spend millions of dollars to construct a road with more safety concerns and technical construction difficulties than the existing public Shaw Creek Road. ADOT/PF has determined that Shaw Creek Road can safely handle the increased traffic levels resulting from the Pogo project. DNR will take practicable measures to mitigate safety impacts from increased use. A more detailed response to this comment will be contained in ADNR's final decision for issuance of the ROW, which will be issued after publication of this FEIS.
- B69-14 These issues will be addressed in ADNR's final decision for issuance of the competitive land lease, which will occur after publication of this FEIS.
- B69-15 This issue will be addressed in ADNR's final decision for issuance of the ROW, which will occur after publication of this FEIS.

B69

B69-14
Comment

B69-15

that as property owners in this area we would need to or would be willing to have this arduous burden encumbering our family and property, including the value of the home and property after a devaluing proposal like this one. Should I be forced to lose money personally so that a company with more resources than I can make money? The Tenderfoot feeder would not affect any property values or family safety in this area. Other potential problems include the proposal to allow access to the public on the mine road. If the existing Shaw Creek Road is used the increase in traffic would compound the safety factor of this road. I would not be agreeable to allowing the mining road to be used by recreational users.

This concludes my comments on the EIS.

Sincerely,

Philip B. Naegele
Mile 1.5 Shaw Creek Road
Delta Junction

- COMMENT RESPONSE:**
- B69-1 Thank you for your comment.
 - B69-2 The Applicant's ROW application (Teck-Pogo Inc., 2002j) and the baseline resource descriptions in Sections 3.13.1 and 3.13.2 of this document provide adequate information on which to base informed decisions about impacts on fish from the Shaw Creek Hillside all-season road. All significant stream crossings along this route have been inventoried and evaluated as part of this EIS process.
 - B69-3 Thank you for your comment.
 - B69-4 Following considerable field investigations, cultural resources along the proposed Shaw Creek Hillside road alignment have been assessed (Section 3.19.3), and potential impacts to those resources have been described (Section 4.14.4). In addition, there is guidance in the National Historic Preservation Act Final Programmatic Agreement (Appendix C.1) that provides specific procedures to be followed if unexpected cultural resources are encountered during project construction and operation.
 - B69-5 The reader is referred to Sections 3.10, 3.14.1, 4.9.4.
 - B69-6 Thank you for your comment.
 - B69-7 The introductory paragraph in Section 4.10.4 has been redrafted in light of the comment.
 - B69-8 Potential impacts on fish, wildlife, and people described in this document are believed to fairly represent those that would occur from construction and operation of each surface access option.





September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-51

B70

Ms. Hahn Gold
NEPA Compliance Coordinator
US EPA
1200 Sixth Ave. West OW-130
Seattle, WA 98101

May 12, 2003

Re: Pogo Gold Mine Project

Ms. Gold:

Thank you for the opportunity to comment on the Pogo Gold Mine Project. I am a resident of Shaw Creek Road, the access route preferred by both the state Department of Natural Resources and Teck-Pogo Inc. However, I have grave concerns about the use of Shaw Creek Road as the initial access point from the Richardson Highway, and especially as a staging area for access to the mine. Use of the road as proposed in the draft Environmental Impact Statement would cause a quantum leap in traffic, with resulting safety, noise, dust and general impact. It is unfair to subject the families on Shaw Creek Road to this intrusion simply because we are too few to mount a large-scale protest.

B70-1

There are alternatives to using this winding, residential road, but those have been dismissed as being too costly and too limiting, but in reaching this conclusion, the draft Environmental Impact Statement contains inaccuracies.

While I have concerns about the new road crossing streams and affecting water quality and fish populations, I will concentrate my comments on other road issues.

The draft EIS, Vol. I, page 5-32, says the following: "For the Shaw Creek Road sub-option, both safety and noise impacts generally were considered low." Reading on in the same paragraph, it is clear that "low" has a greater reference to the number of people impacted than the degree of impact.

B70-2

B70

The subsequent paragraph refers to the safety of the road, as evaluated by the state, to accept traffic volumes, mine traffic and forestry traffic. It concludes "The State ... believes Shaw Creek Road can accommodate this traffic safely. Because the road could be upgraded in the future, if necessary, speed limits could be adjusted and other mitigation measures implemented as appropriate, and the Applicant's policy would be to adhere to all speed limits, the safety risk from Pogo-related traffic would be low."

I will rebut that paragraph directly. But it is relevant to keep the above paragraph in context with the paragraphs that follow:

"For the Tenderfoot sub-option, the cost of a new, approximately 3.5 -mile road was estimated at approximately \$2.5 million to \$3.0 million. This road would terminate in the vicinity of the end of the existing Shaw Creek Road, which already is a state-maintained road.

B70-2
C.D.'s

"In the final analysis, it was determined that it would be unreasonable to build a new road merely to avoid an existing state-maintained road, considering that the Shaw Creek Road noise and safety impacts generally would be low or could be mitigated to make them low."

The bottom line is clearly the state will not ask Teck-Pogo to pay for a separate road to address the safety and aesthetic issues of a few residents on Shaw Creek Road. It also ignores the fact that a Tenderfoot Egress would impact few if any watersheds, unlike Shaw Creek Road. Instead, the state has chosen to ignore the hazards of the road, downplay the noise, and dust factors and make a pretense of mitigation factors.

Case in point: the speed limit on Shaw Creek Road. In the section on noise mitigation, the draft EIS makes the follow proposal: "Restrict speed on Shaw Creek Road to 25 miles per hour to reduce noise. Reducing speed by 10 miles per hour, from 35 to 25 mph, could reduce noise levels by 3 to 4 dBA at most receiver locations."

B70-3



B70

The irony of this is not just the small difference it will make in noise, but that Shaw Creek Road has a posted speed limit of 25 mph. Yet "adjusting the speed limit" is used in multiple portions of the draft EIS as a way of increasing safety and mitigating impact. Further, it is used as a reason the state is not endorsing the Tenderfoot Richardson Highway egress. Page 4-173 says the following regarding that proposed alternative egress route, which would contain switchbacks: "The road could not be built to the design speed of 35 miles per hour."

B70-3
Cont'd.

The obvious conclusion is that despite the fact the posted speed on Shaw Creek Road is, and has been for years, 25 miles per hour, Teck-Pogo and the state are disregarding that. The road is marginally safe, in a passenger car, at 35 mph. But because of the blind curves and sloping twists, it is not safe at all points, and certainly not safe to meet oncoming traffic at as great or greater speed.

B70-4

Three times in less than four years, my husband and I have been forced off the road at the same spot in the road. It is an innocuous-looking curve just up from the Shaw Creek frontage. The curve seems to encourage south-bound traffic to drift over the center line. Nearly three years ago, my husband went off the road, totaling our van, to avoid a head-on collision with a belly-dump truck. A few weeks ago, I narrowly clung to the edge of the road in my small Subaru when my neighbor came barreling down the middle of the road in his semi.

B70-5

Another half mile from that point, there is a blind 180-degree curve with a pond on one side and a mound (reportedly an archeological site) that obstructs the view on the other. It, too, is an unsafe area. Near my own house, at Mile 1.5, there is another sharp curve that is especially treacherous in the winter. If winter driving conditions were not bad enough in normal situations, a flowing well along the road covers a stretch of the surface with thick ice much of the winter. (see attached photos). All of these are reasons the Department of Transportation saw fit to place

B70-6

B70

a 25 mph sign (see attached) on Shaw Creek Road. For the state to ignore its own rare flash of good sense is unconscionable and should put the state in a precarious position if an accident occurs on that road.

B70-6
Cont'd.

Kurt Hanneman, project director for Teck-Pogo, has discussed with us and our neighbors the need to alter all of these danger spots in the road. Clearly, to make the road safe for heavy mine/forestry traffic will take costly reconstructing and rerouting. It is ludicrous for the state to put Shaw Creek Road forward as the ideal no-cost alternative for access, while ignoring the very viable option of the Tenderfoot Egress. The state has pushed ahead with this endorsement despite concerns from its own staff members, who recognize the limitations of the road.

B70-7

Also, the information on noise is nonsensical and inaccurate. Table 3.9-1 indicates that light auto traffic at 100 feet measures at about 50 dBA, which translates to the "subjective impression of quiet" and is 5 dBA higher than a "quiet rural residential area with no activity" and 10 dBA higher than a bedroom or quiet living room. This compares to a heavy truck or motorcycle at 25 feet at 90 dBA. The report also indicates that "Increases of 5 to 7 dBA arc usually noticeable to most people, and a 10-dBA change is judged by most people as a doubling of the sound level."

B70-8

The draft EIS Table 4.5-2 indicates that at my house, 240 feet from Shaw Creek Road, I can expect the impact from Pogo-related traffic noise to rise from 32 dBA (which falls between "typical wilderness area" and "quiet library" in Table 3.9-1) to 37 dBA, which the report indicates "would be equivalent to a bedroom or quiet living room." Since we can easily hear the passing of a heavy truck on the road from our living room, with the windows closed, these figures clearly are erroneous estimates.



September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-53

B70

Those figures do not take into account the traffic on Shaw Creek Road should the staging/parking area be located via Shaw Creek Road on the new mine road, as proposed by Teck-Pogo. If the staging area is on Shaw Creek Road, the draft EIS indicates "there would be two, approximately 30-minute periods every 4 days, during each of which up to 180 vehicles would traverse the road." That compares to roughly five to 10 roundtrips each day currently by residents and visitors on average. That is 360 vehicles compared with 20 — a 1700-percent increase. And that does not include heavy truck mining and forestry traffic.

B70-9

With the employee traffic, the EIS sound tables show peak traffic as increasing the noise level from 32 dBA to 52 dBA. This means, even if the numbers used are adequately high, which is not possible, we would hear a two-fold increase in the traffic noise along our road. Clearly the sound of a steady stream of bumper-to-bumper traffic along this road twice a day every three to four days will completely change the character of the neighborhood, and cause a bevy of safety concerns.

B70-10

As alarming as the noise figures, much more sobering is the draft's proposed mitigation.

1. "Restrict shift changes to daytime hours between 8:00 AM to 6 PM on weekdays."

While that may seem magnanimous to Teck-Pogo, all it has done is hopelessly snarl the traffic on Shaw Creek Road when its residents are likely to be traveling to work and/or school and from work and/or school-related activities. It certainly does not mitigate the noise itself.

B70-11

2 I have already covered the proposed 35 to 25 mph speed limit reduction. This is not a mitigation factor.

3. Car-pooling or locating bus station on the Richardson Highway. Either of these will reduce the employce traffic, and would mean an improvement in the situation, but

B70-12

B70

neither can truly mitigate the intrusion the mine, bus, forestry and related traffic will cause to residents who not only live along the road, but must traverse it.

B70-12 cont'd.

Further, while the report refers to potential dust problems, it makes no effort to quantify the affect of the massive increase in traffic. This, too, does Shaw Creek residents a disservice.

B70-13

The only other issue of particular note regarding the access route is whether the Pogo-constructed road from Shaw Creek Road to the mine will be open to general traffic. I oppose its opening because it would only further increase the traffic on the road, and leave the impression to recreationalists that all of Shaw Creek Road is fronted by state land for their use.

B70-14

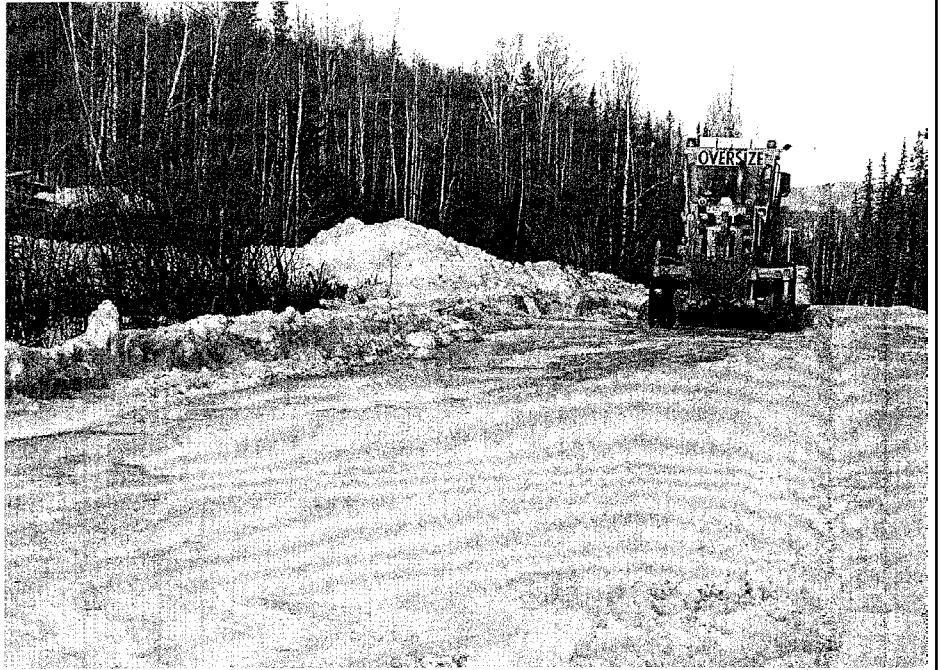
The draft EIS for Pogo Gold Mine Project has failed to make any reasonable effort to protect the safety, health and property values of Shaw Creek Road residents. It downplays environmental issues along the Shaw Creek Road route by emphasizing the environmental impact of using other routes.

B70-15

The draft EIS accepts the state of Alaska's pro-industry position that the impact of a few families in a rural area in Alaska is a small price to pay for a new gold mine. It plays the numbers game: that two or three families can't fight against a multinational company with a multimillion dollar gold project. The mitigation factors are a smokescreen; the noise figures are serendipitous; the safety factors are virtually ignored. How can the state or federal governments allow Teck-Pogo to have 180 vehicles, each, in two 30-minute periods every three or four days pass by my house on a winding, dirt, dead-end road 20 miles from the nearest town, completely destroying the aesthetics of my neighborhood and devaluing my property?

B70-16

B70



B70-16
CONT'D.

B70-17

B70-18

B70

No longer will it be safe for my children and me to ride our bikes or walk our animals along Shaw Creek Road. This rural, residential neighborhood will be mutated into an industrial thoroughfare — little more than a driveway for Teck-Pogo — where pedestrians, domestic animals, wildlife and even residential vehicle traffic must beware.

How much longer will the peregrine falcons nest on Shaw Creek Bluff once the lines of traffic begin jostling in and out of Shaw Creek Road. How much longer will the geese, ducks and swans nest in the area? What of the grouse and the den of foxes raised near the power line each year?

I ask that no approval for the use of Shaw Creek Road as an access route for the Teck-Pogo Gold Mine be granted at this time. Each one of these issues must be properly addressed by professionals who have personally inspected the situation and have acquainted themselves with the concerns of residents of Shaw Creek Road.

To do less is to trample the rights of the residents of Shaw Creek Road.

Sincerely,

Victoria Naegele

Mailing address: HC 10

Fairbanks, AK 99701

907-895-4012/ fax 907-895-5471



870



870



September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-55

COMMENT RESPONSE:

- B70-1 Thank you for your comment.
- B70-2 The basis for selecting the Shaw Creek Road/Rosa option is described in Section 5.2.3. ADNOR has determined it would not be prudent to require the Applicant to spend millions of dollars to construct a road with more safety concerns and technical construction difficulties than the existing public Shaw Creek Road. The Tenderfoot route would cross the same number of drainages as if the Shaw Creek Hillside Road started at the end of the existing Shaw Creek Road. This route would be a detriment to the forest industry because the additional haul costs would be significantly higher due to the adverse grades and more miles of road that would be added. This would be magnified many times over when considering the majority of the timber base is east of the TAPS ROW. ADOT/PF has determined that Shaw Creek Road can safely handle the increased traffic levels resulting from the Pogo project. DNR will take practicable measures to mitigate safety impacts from increased use in its final decision for issuance of the ROW, which will occur after publication of this FEIS.
- B70-3 This comment correctly points out the DEIS was in error and that the existing speed limit on Shaw Creek Road is 25 mph, not 35 mph. The predicted sound levels at residences located near Shaw Creek Road have been recalculated (Tables 4.5-2 and 4.5-3) to reflect the reality of the existing 25 mph speed limit on the road.
- B70-4 References to a 35 mph design speed in Section 4.18.4, and at 4.18 in Table 5.1-3, have been removed.
- B70-5 ADOT/PF has determined that Shaw Creek Road can safely handle the increased traffic levels resulting from the Pogo project, and will work with ADNOR and the Applicant to determine if specific mitigation measures could further increase public safety. DNR will take practicable measures to mitigate safety impacts from increased use in its final decision for issuance of the ROW, which will occur after publication of this FEIS.
- B70-6 ADOT/PF has determined that Shaw Creek Road can safely handle the increased traffic levels resulting from the Pogo project, and will work with ADNOR and the Applicant to determine if specific mitigation measures could further increase public safety. Overflow ice is a common problem on Alaskan roads during winter months, and there are well established methods to control or eliminate this hazard. Maintenance of Shaw Creek Road will continue to be the responsibility of ADOT/PF. DNR will take practicable measures to mitigate safety impacts from increased use in its final decision for issuance of the ROW, which will occur after publication of this FEIS.
- B70-7 ADNOR has determined it would not be prudent to require the Applicant to spend millions of dollars to construct a road with more safety concerns

and technical construction difficulties than the existing public Shaw Creek Road. ADOT/PF has determined that Shaw Creek Road can safely handle the increased traffic levels resulting from the Pogo project. DNR will take practicable measures to mitigate safety impacts from increased use in its final decision for issuance of the ROW, which will occur after publication of this FEIS.

- B70-8 The sound levels and relative loudness values in Table 3.9-1 are considered accurate. The predicted sound levels at residences located near Shaw Creek Road have been recalculated (Tables 4.5-2 and 4.5-3) to reflect the reality of the existing 25 mph speed limit on the road, and are based on standard noise level evaluation and predictive procedures.
- B70-9 The noise levels in table 4.5-2 assume the bus station would be located in the vicinity of the Richardson Highway and there would be no personal vehicle shift change traffic on Shaw Creek Road. Noise levels for the option of the bus station being located near the TAPS crossing are presented in Table 4.5-3.
- B70-10 The existing and projected Shaw Creek Road residences' noise level values in Table 4.5-3 have been recalculated using the existing speed limit of 25 mph and are considered accurate. They are based on standard noise level evaluation and predictive procedures. The predicted level of 49 dBA at R5 would represent a 17 dBA increase above existing noise levels and would be considered as a high impact.
- B70-11 If the bus station were to be located near the TAPS crossing, ADNOR would work with residents to determine the best time for shift changes.
- B70-12 Thank you for your comment.
- B70-13 Dust control measures are not currently used on Shaw Creek Road. If substantial increases in dust were directly related to mine traffic, the Applicant would be required to use mitigation measures.
- B70-14 Thank you for your comment.
- B70-15 Potential impacts to resources described in this document are believed to fairly represent those that would occur from construction and operation of each surface access option, and possible mitigation measures that would lessen impacts on Shaw Creek Road residents are identified.
- B70-16 The State of Alaska will do everything practicable and prudent to mitigate the possible adverse impacts to the residents of Shaw Creek Road (some of the possible mitigation measures are discussed in this document). There will undoubtedly be some additional impacts on Shaw Creek Road residents, however, from increased traffic.
- Shaw Creek Road is a public road that provides access to a large block of state land managed for multiple concurrent use, including mineral, timber, and other industrial development. It would be unrealistic for the residents bordering on wide spreads of state land to expect that such land would not be developed at some point. This is especially





September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-57

true given that resource development for these state lands has been contemplated for many years, beginning with timber planning in the 1970s.

The management intent for these lands was determined, after a public process, by the Tanana Basin Area Plan in 1985. Another public process further refined this management intent when the TBAP was updated in 1991. In addition, the 1988 TVSF Management Plan and its 2001 update also underwent a significant public process to determine management intent for these lands. The existing Shaw Creek Road itself was developed for access to agriculture, and has a history of commercial traffic from the onset.

DNR understands that regardless of mitigation measures, increased traffic on Shaw Creek Road will still impact residents to some degree. It would not be responsible, however, for DNR to prohibit all commercial uses of Shaw Creek Road and force resource development interests to construct separate access to bypass a public road. This would unnecessarily add costs to resource development projects and unnecessarily commit state lands for a duplicate function.

ADNR made substantial efforts to inform Shaw Creek Road residents of these processes and could only presume that existing and prospective property owners along Shaw Creek Road were aware of the potential future development in the area.

B70-17 The reader is referred to Section 4.9.4.

B70-18 Thank you for your comment.

B71

POGO MINING PROJECT E – I – S COMMENTS 2003

I favor the proposed POGO mining program.

| B71-1

I understand exactly the limited access E-I-S stance taken by the company regarding access. I also understand the State's desire to keep about 25 miles open for public use.

SOLUTION:

[1] Perhaps the State should insist that part of the access route into the mine use a portion of access routes proposed, where applicable, in 1993 as part of the State of Alaska's land selection program. Thus future identified road accesses into Alaska's lands can be continued more readily in this area.

| B71-2

- Route, i.e., 29 – Dan Creek Loop
 Descriptions: 30 – FNSB Link
 33 – Splits Link
 34 – Sand Creek Loop
- See the attached partial map depicting the route locations in the area.

[2] Perhaps the State would be willing to pay for construction and maintenance of the first 25 miles of access with the proviso that they can extend the road at anytime.

| B71-3

R. L. "OD" Odsather 457-8345 POGO Mine Testimony
1372 Gilmore Trail Fairbanks, Alaska 99712

April 30, 2003



B71

ALASKA STATE LAND ISSUES DATE: February 28, 2003

..... DNR Plat those 1993 selected lands located on State land

PROPOSAL: DNR begin plating those selections on State land

DNR has yet to begin the plating of those selected corridors, mineral and oil/gas lands located on State land in 1993. Many opportunities for the State of Alaska to begin realizing income have been lost because of neglect by DNR and the State in expediting this work.

SOLUTION: Plat those lands selected on State land by NLT December 1, 2005

DNR needs to seek funding now to accelerate plating those selections located on State lands. Work products would include: plats, access right (s)-of-way, ownerships other than the State if any, all appropriate survey coordinates, legal issues, and problem identification to minimize future development on State lands. If there are problems, a team should be set up consisting of the AG's office, DNR, DOT/PF and the Governors office.

The lands do not have to have an "on-the-ground" survey at this time ■ a "protracted survey" would adequately serve the State's purpose. An actual "on-the-ground" survey would be provided when required at a future date. An EIS and or EA would also be developed at a later date also. Plating will also identify existing, i.e., legal issues contained within the plat that may require legal attention by the state.

RS-2477's on state lands under SB-180 would follow the "protracted survey" criteria, including other information accumulated in the future until a need develops to provide an "on-the-ground" survey.

Costs for the various future surveys could be born or shared with the future developer.

The idea is to preserve Alaska's ownership options NOW without great expense. Some of the selected lands and RS-2477's may never be used but Alaska's ability for development 150 years in the future is not precluded either.

Lands having conflicting, i.e., legal issues within the boundaries of their selected areas will need to be handled and funded separately.

"OD" Odsather Alaska State Land Issues DNR Platting 4/30/2003

B71

Date: June 15, 1992

Route Name: #29 Dan Creek Loop

Source: 1992 DNR/DOT&PF Corridor Update-Identification Project

Termini: The route begins and ends (loops off from) the Splits Link.

Purpose:

- To provide access to resources within the corridor.
- To provide a surface connection between routes in the Chena and Salcha drainages and the Upper Forty-mile area.

Benefits:

- Would enhance the economic viability of resource development in the corridor area.
- Would access the recreational potential of the corridor area.

Description:

The route loops east off the "Splits" Link to the headwaters of the Salcha River, and then heads down the Salcha River to rejoin the "Splits" Link.

The route is approximately 68 miles long.

Probable Modes:

- Highways
- Pipelines
- Railroads
- Utilities
- Other

Timeframe:

#29 Dan Creek Loop

- _____ Short Term (less than 10 years)
- _____ Medium Term (10 to 50 years)
- X _____ Long Term (beyond 50 years)

Land Status:

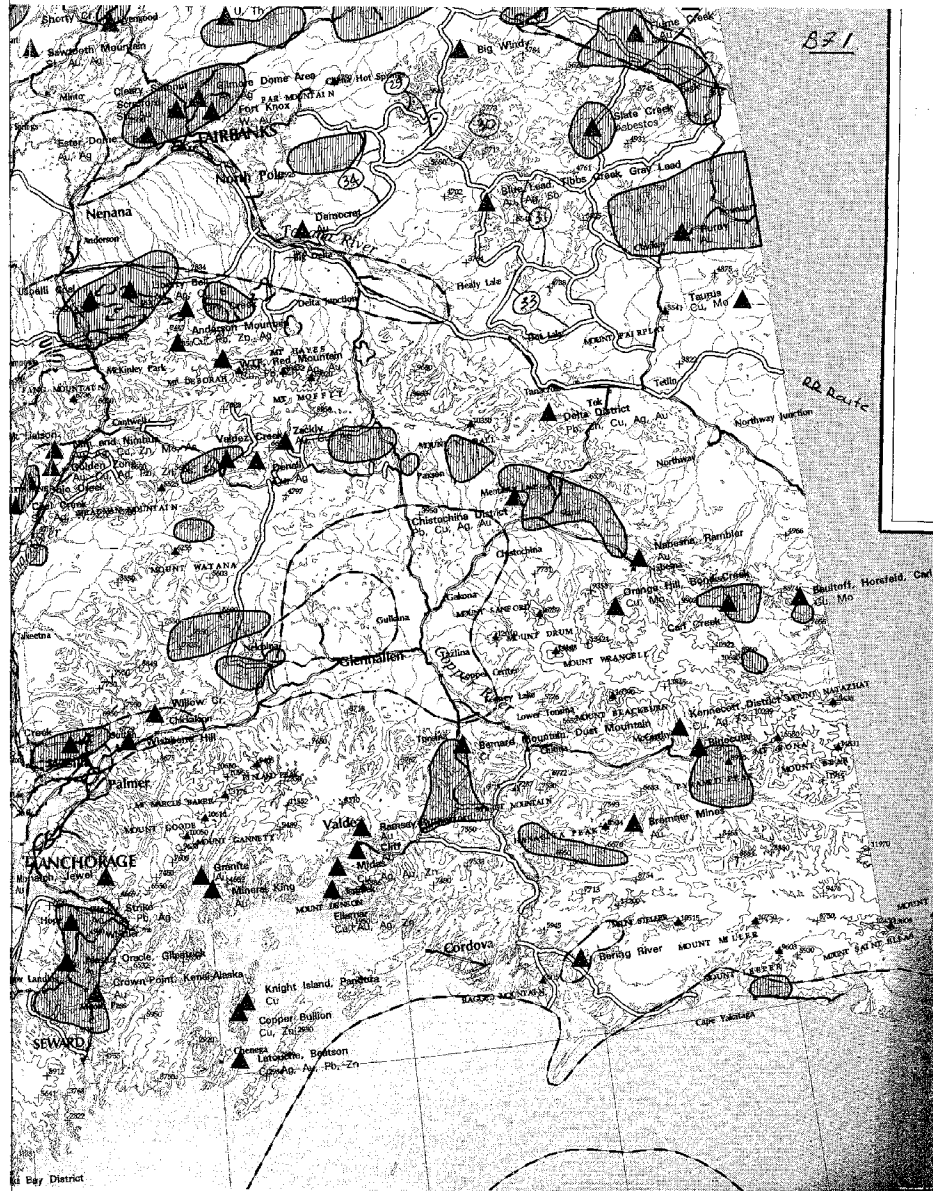
The attached maps show alignments and land status for the route. Involved land, broken down by ownership/management is as follows:

| Agency/Owner | Length (Miles) | Approx Acreage* |
|--------------------------------|----------------|-----------------|
| Selectable Federal | 12 | 20,000 |
| Fed Parks, Refuges, W&S Rivers | 0 | 0 |
| National Forest | 0 | 0 |
| Petroleum Reserve | 0 | 0 |
| State | 36 | 52,500 |
| Private | 0 | 0 |
| Other | 20 | 730 |

*Acreage on state land and on selectable federal land is based on whole sections involved by a mile-wide corridor. Acreage on the remaining categories of land is based on a 300' wide right of way.

Comments: Approximately 20 miles of the route is located within military reserve.

Right of Way Situation: Likely means of acquisition or certification.





September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-61

B71

Timeframe:

- Short Term (less than 10 years)
- Medium Term (10 to 50 years)
- Long Term (beyond 50 years)

Land Status:

The attached maps show alignments and land status for the route. Involved land, broken down by ownership/management is as follows:

| Agency/Owner | Length
(Miles) | Approx
Acreage* |
|--------------------------------|-------------------|--------------------|
| Selectable Federal | 0 | 0 |
| Fed Parks, Refuges, W&S Rivers | 0 | 0 |
| National Forest | 0 | 0 |
| Petroleum Reserve | 0 | 0 |
| State | 32 | 44,000 |
| Private | 0 | 0 |
| Other | 0 | 0 |

*Acreage on state land and on selectable federal land is based on whole sections involved by a mile-wide corridor. Acreage on the remaining categories of land is based on a 300' wide right of way.

B71

Right of Way Situation:

Likely means of acquisition or certification.

- 1 = Certain or Probable
- 2 = Possible
- 3 = Unlikely or Not Applicable

| | | | |
|---------------------|---|-------------------------------|---|
| ANILCA Title XI | 3 | ANILCA Authorized | 3 |
| CSU Boundary Change | 3 | Fed Title V (FLPMA) | 3 |
| Statehood Omnibus | 3 | Fed 44 LD 513 | 3 |
| Section Line | 2 | State Title 19 (Acquisition) | 3 |
| RS-2477 | 1 | State Title 38 (Public Lands) | 1 |
| Fee Selection | 3 | Fed Title 23 (FHWA) | 3 |
| Land Exchange | 3 | 1825 Treatv | 3 |

Comments: The entire route is on State TA'd land.

Approximately 8 miles of the route coincides with a possible RS-2477 right-of-way (State Trail #101-52).

Major Physical Constraints:

- Alignment alternatives are moderately constrained by hilly terrain.
- Standard attention will need to be given to minimizing effects on permafrost and wetland areas.

Major Social, Economic, Environmental Considerations:

New access provided by the facility may be controversial.

Recommendations:

- Select available land within the corridor.
- Prioritize conveyance of State select land in the corridor.
- Manage State land to accommodate future development of the route.
- Assert appropriate RS-2477

Applicable Current or Historical Studies:

None known.

USGS Quadrangles

Big Delta



September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-63

B71

Standard attention will need to be directed at minimizing impacts on wetlands and permafrost.

Major Social, Economic, Environmental Considerations:

Special attention will need to be given to effects on lifestyles and subsistence.

Recommendations:

- Prioritize conveyance of state selections in the corridor.
- Manage state land to accommodate future development

None Known

Applicable Current or Historical Studies:

Eagle, Mt. Hayes, Tanacross

USGS Quadrangles Involved:

B71

Date: June 15, 1992

Route Name: #34 Splits Link

Source: 1992 DNR/DOT&PF Corridor Update-Identification Project

Termini: Chena Hot Springs Road at the Chena River East Fork to the Richardson Highway at Shaw Creek.

Purpose:

- To provide surface access through a large block of State land.
- To provide access to an area of identified mineral potential.

Benefits:

- Would enhance the economic viability of mineral and timber resource development in the corridor area.
- Would access the recreational potential of the corridor area.

Description: From Chena Hot Springs Road the route heads east and south to the Salcha River. From there it heads south to the headwaters of Shaw Creek before following the north edge of the Shaw Creek Valley to the Richardson Highway.

The route is approximately **96** miles long.

Probable Modes:

- Highways
- Pipelines
- Railroads
- Utilities
- Other

Timeframe:

- Short Term (less than 10 years)
- Medium Term (10 to 50 years)
- Long Term (beyond 50 years)



September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-65

B72

I (PRINT YOUR NAME) Gail Olson FAVOR THE ALTERNATIVE
MANAGEMENT OPTION FOR THE POGO/TECH INC. MINE ROAD

POGO PROJECT

GOODPASTER ACCESS / NO CHANGE TO EXISTING ACCESS TO THE GOOD
PASTER RIVER

LIABILITY / THE POTENTIAL FOR LOOTING FROM PEOPLE WITH PRIVATE
PROPERTY IF THE ROAD IS OPEN TO THE PUBLIC

EXISTING SHAW CREEK ROAD/ BY NOT OPENING THE ROAD TO THE PUBLIC
THERE WILL NOT BE A LOT OF TRAFFIC ON THE SHAW CREEK ROAD OTHER
THEN MINING EQUIPMENT COMING AND GOING TO THE MINE

RECREATION/ BY NOT OPENING THE ROAD TO THE PUBLIC EXISTING
RECREATION IN THE AREA WOULD NOT BE AFFECTED, THAT AND THE
ALASKA DEPT. OF FISH AND GAME WOULD NOT MAKE THE AREA A SPIKE
FORK FIFTY AREA FOR MOOSE. WITCH WOULD BE A HARDSHIP ON THE
PEOPLE THAT DEPEND ON MOOSE MEAT TO FEED THEIR FAMILIES

SAFETY/ BY NOT OPENING ACCESS TO THE PUBLIC WOULD SAVE LIVES
AND HELP THE MINE RUN WITH OUT HAVING PEOPLE IN THE WAY

COMMERCIAL RECREATION/ ACCESS TO SHAW CREEK VALLEY WOULD
NOT BE AFFECTED BY KEEPING THE MINE ROAD CLOSED TO PUBLIC
ACCESS AND WOULD KEEP UNWANTED LOOTERS OUT OF THE AREA

TRAPPING / BY KEEPING THE MINE ROAD CLOSED TO PUBLIC ACCESS YOU
WOULD NOT HAVE ANY PROBLEMS WITH TRAPPERS, PEOPLE WOULD NOT
BE OUT THERE STEALING THE CATCH AND DESTROYING THEIR TRAP LINES

SUBSISTENCE/ IF THE MINE ROAD WAS OPENED YOU WOULD RUIN THE
HUNTING FOR A LOT OF PEOPLE BECAUSE THE ALASKA DEPT. OF FISH AND
GAME HAS ALL READY SAID THAT THEY WOULD MAKE THE AREA SPIKE
FORK FIFTY INSTEAD OF ANY BULL WITCH WOULD MAKE A HARD SHIP ON
PEOPLE THAT HUNT MOOSE TO FEED THERE FAMILIES

ORV USE OF THE SHAW CREEK VALLEY / WOULD NOT BE AFFECTED THEY
COULD STILL GO WHERE THEY GO KNOW BY LEAVING THE MINE ROAD
CLOSED TO THE PUBLIC, AND KEEP FROM HAVING A BIG SURGE OF PEOPLE
IN THE AREA

B72-1

B72

TIMBER / THE TIMBER IN THE AREA COULD BE LOGGED BY WORKING WITH
THE MINE TO USE TO ROAD FOR ACCESS TO THE TIMBER AND ANY ROADS
THE LOGGERS MAKE MUST BE RECLAIMED WHEN THEY ARE FINISHED
LOGGING

MANAGEMENT OF THE WHOLE ROAD BY THE TECH -POGO INC./ THE MINE
SHOULD MANAGE THE WHOLE ROAD AS FAR AS ACCESS FOR SAFETY SO
THERE IS NO ONE GETTING RUN OVER AND IN THE WAY OF MINING
TRUCKS AND EQUIPMENT, AND TO OF UNWANTED PEOPLE IN THE AREA
WHERE WE WILL HAVE PEOPLE STEALING AND LOOTING PRIVATE
PROPERTY IN THE AREA, AND WHEN THE MINE IS FINISHED IN THE AREA,
THEY RECLAIM THE ROAD BACK TO THE START OF IT AT THE FOWLER
DAIRY

B72-1
cont'd.

NAME: GAIL Olson Gail Olson
ADDRESS: PO Box 58420 Fairbanks AK 99711
PHONE: 907-488-9081
DATE: 4-30-03

COMMENT RESPONSE:

B72-1 Thank you for your comment.

Pogo Mine Project

Final Environmental Impact Statement

B73

TIMBER / THE TIMBER IN THE AREA COULD BE LOGGED BY WORKING WITH THE MINE TO USE TO ROAD FOR ACCESS TO THE TIMBER AND ANY ROADS THE LOGGERS MAKE MUST BE RECLAIMED WHEN THEY ARE FINISHED LOGGING

MANAGEMENT OF THE WHOLE ROAD BY THE TECH -POGO INC./ THE MINE SHOULD MANAGE THE WHOLE ROAD AS FAR AS ACCESS FOR SAFETY SO THERE IS NO ONE GETTING RUN OVER AND IN THE WAY OF MINING TRUCKS AND EQUIPMENT, AND TO OF UNWANTED PEOPLE IN THE AREA WHERE WE WILL HAVE PEOPLE STEALING AND LOOTING PRIVATE PROPERTY IN THE AREA, AND WHEN THE MINE IS FINISHED IN THE AREA, THEY RECLAIM THE ROAD BACK TO THE START OF IT AT THE FOWLER DAIRY

B73-1
Cont'd

NAME: *Lee Olser*
ADDRESS: *P.O. Box 58420 Fairbanks Ak. 99711*
PHONE: *488-9081*
DATE: *4/30/03*

COMMENT RESPONSE:
B73-1 Thank you for your comment.

B73

I (PRINT YOUR NAME) *Lee Olser* FAVOR THE ALTERNATIVE MANAGEMENT OPTION FOR THE POGO/TECH INC. MINE ROAD

POGO PROJECT

GOODPASTER ACCESS / NO CHANGE TO EXISTING ACCESS TO THE GOOD PASTER RIVER

LIABILITY / THE POTENTIAL FOR LOOTING FROM PEOPLE WITH PRIVATE PROPERTY IF THE ROAD IS OPEN TO THE PUBLIC

EXISTING SHAW CREEK ROAD/ BY NOT OPENING THE ROAD TO THE PUBLIC THERE WILL NOT BE A LOT OF TRAFFIC ON THE SHAW CREEK ROAD OTHER THEN MINING EQUIPMENT COMING AND GOING TO THE MINE

RECREATION/ BY NOT OPENING THE ROAD TO THE PUBLIC EXISTING RECREATION IN THE AREA WOULD NOT BE AFFECTED, THAT AND THE ALASKA DEPT. OF FISH AND GAME WOULD NOT MAKE THE AREA A SPIKE FORK FIFTY AREA FOR MOOSE. WITCH WOULD BE A HARDSHIP ON THE PEOPLE THAT DEPEND ON MOOSE MEAT TO FEED THEIR FAMILIES

SAFETY/ BY NOT OPENING ACCESS TO THE PUBLIC WOULD SAVE LIVES AND HELP THE MINE RUN WITH OUT HAVING PEOPLE IN THE WAY

B73-1

COMMERCIAL RECREATION/ ACCESS TO SHAW CREEK VALLEY WOULD NOT BE AFFECTED BY KEEPING THE MINE ROAD CLOSED TO PUBLIC ACCESS AND WOULD KEEP UNWANTED LOOTERS OUT OF THE AREA

TRAPPING / BY KEEPING THE MINE ROAD CLOSED TO PUBLIC ACCESS YOU WOULD NOT HAVE ANY PROBLEMS WITH TRAPPERS, PEOPLE WOULD NOT BE OUT THERE STEALING THE CATCH AND DESTROYING THEIR TRAP LINES

SUBSISTENCE/ IF THE MINE ROAD WAS OPENED YOU WOULD RUIN THE HUNTING FOR A LOT OF PEOPLE BECAUSE THE ALASKA DEPT. OF FISH AND GAME HAS ALL READY SAID THAT THEY WOULD MAKE THE AREA SPIKE FORK FIFTY INSTEAD OF ANY BULL WITCH WOULD MAKE A HARD SHIP ON PEOPLE THAT HUNT MOOSE TO FEED THERE FAMILIES

ORV USE OF THE SHAW CREEK VALLEY / WOULD NOT BE AFFECTED THEY COULD STILL GO WHERE THEY GO KNOW BY LEAVING THE MINE ROAD CLOSED TO THE PUBLIC, AND KEEP FROM HAVING A BIG SURGE OF PEOPLE IN THE AREA





September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-67



Thomas Paragi
<tparagi@hotmail.com>

05/12/2003 10:04 AM

To: Hanh Gold/R10/USEPA/US@EPA
cc:
Subject: POGO mine EIS comments--request acknowledgment of receipt

B74

10 May 2003<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

Mr. Hanh Gold
<?xml:namespace prefix = st1 ns = "urn:schemas-microsoft-com:office:smarttags" />U.S. EPA,
Region 10
1200 Sixth Avenue
Seattle, Washington 98101
gold.hanh@epa.gov

RE: comments on POGO mine EIS

Dear Mr. Gold:

I have flown over the Shaw Creek basin several times and traveled through it by snowmachine a couple times. My major concern with the proposed POGO mine is contamination of wetlands and riparian areas with sodium cyanide, which is highly toxic to aquatic life in the short term (*R. Eisler, D.R. Clark, S.N. Wiemeyer, and C.J. Henny. 1999. Sodium cyanide hazards to fish and other wildlife from gold mining operations. Pages 55-67 in J.M. Azcue, editor. Environmental impacts of mining activities: emphasis on mitigation and remedial measures.* The preferred hillside route crosses several creeks that feed into the Tanana River, so a cyanide spill from the Shaw Creek basin could affect salmon spawning and rearing habitats for many miles downstream, potentially as far downstream as the greater Fairbanks area with 85,000 people. Table 4.3-15 projects an average of 20 tons per week of sodium cyanide to be hauled into the mine overland.

B74-1

I also have concerns about disturbance of moose on wintering range in the Shaw Creek drainage that could be caused by eventual public traffic on the proposed "south ridge" access route. Thus, I concur with the proposed access (northern "hillside route") with three stipulations:

1) Access during the snow-free period should be by POGO traffic only for the duration of mine activity and not other commercial/industrial uses. This should minimize degradation of the road surface and traffic conflict, which both reduce chances of a sodium cyanide contamination if a truck accident occurs near one of the many creeks crossed by the proposed all-season hillside road.

B74-2

2) Access during winter conditions (12 inches of frost in ground and ice on all creeks) while the mine is in operation may also include commercial/industrial traffic. All non-POGO traffic should contain communication equipment for route coordination with POGO traffic to reduce accident potential. Frozen ground and ice would greatly enhance effectiveness of spill containment and presumably cyanide recovery, which would reduce contamination of wetlands

B74

and riparian areas the following spring.

3) No motor vehicle traffic by the public during active operations of the mine, either summer or winter.

B74-2
COUNT D.

I also recommend retention of the airstrip at the mine site upon completion of mining operations.

B74-3

Sincerely,

Tom Paragi
1271 Lowbush Lane
Fairbanks, AK 99709-6039

Help STOP SPAM with the new MSN 8 and get 2 months FREE*

COMMENT RESPONSE:

B74-1 Transportation and handling of hazardous materials such as sodium cyanide are strictly regulated by both federal and state agencies. Section 2.3.17 (Reagent Handling) briefly summarizes these processes. Section 4.3.4 (Water Quality, Alternative 2, Access, Route) discusses probability of spills.

B74-2 These suggestions will be addressed by ADNR in its final decision for issuance of the ROW, which will occur after publication of this FEIS.

B74-3 Thank you for your comment.

Pogo Mine Project

Final Environmental Impact Statement

B75

I (PRINT YOUR NAME) *George W. Pearson* FAVOR THE ALTERNATIVE MANAGEMENT OPTION FOR THE POGO/TECH INC. MINE ROAD

POGO PROJECT

GOODPASTER ACCESS / NO CHANGE TO EXISTING ACCESS TO THE GOOD PASTER RIVER

LIABILITY / THE POTENTIAL FOR LOOTING FROM PEOPLE WITH PRIVATE PROPERTY IF THE ROAD IS OPEN TO THE PUBLIC

EXISTING SHAW CREEK ROAD/ BY NOT OPENING THE ROAD TO THE PUBLIC THERE WILL NOT BE A LOT OF TRAFFIC ON THE SHAW CREEK ROAD OTHER THEN MINING EQUIPMENT COMING AND GOING TO THE MINE

RECREATION/ BY NOT OPENING THE ROAD TO THE PUBLIC EXISTING RECREATION IN THE AREA WOULD NOT BE AFFECTED, THAT AND THE ALASKA DEPT. OF FISH AND GAME WOULD NOT MAKE THE AREA A SPIKE FORK FIFTY AREA FOR MOOSE. WITCH WOULD BE A HARDSHIP ON THE PEOPLE THAT DEPEND ON MOOSE MEAT TO FEED THEIR FAMILIES

SAFETY/ BY NOT OPENING ACCESS TO THE PUBLIC WOULD SAVE LIVES AND HELP THE MINE RUN WITH OUT HAVING PEOPLE IN THE WAY

COMMERCIAL RECREATION/ ACCESS TO SHAW CREEK VALLEY WOULD NOT BE AFFECTED BY KEEPING THE MINE ROAD CLOSED TO PUBLIC ACCESS AND WOULD KEEP UNWANTED LOOTERS OUT OF THE AREA

TRAPPING / BY KEEPING THE MINE ROAD CLOSED TO PUBLIC ACCESS YOU WOULD NOT HAVE ANY PROBLEMS WITH TRAPPERS, PEOPLE WOULD NOT BE OUT THERE STEALING THE CATCH AND DESTROYING THEIR TRAP LINES

SUBSISTENCE/ IF THE MINE ROAD WAS OPENED YOU WOULD RUIN THE HUNTING FOR A LOT OF PEOPLE BECAUSE THE ALASKA DEPT. OF FISH AND GAME HAS ALL READY SAID THAT THEY WOULD MAKE THE AREA SPIKE FORK FIFTY INSTEAD OF ANY BULL WITCH WOULD MAKE A HARD SHIP ON PEOPLE THAT HUNT MOOSE TO FEED THERE FAMILIES

ORV USE OF THE SHAW CREEK VALLEY / WOULD NOT BE AFFECTED THEY COULD STILL GO WHERE THEY GO KNOW BY LEAVING THE MINE ROAD CLOSED TO THE PUBLIC, AND KEEP FROM HAVING A BIG SURGE OF PEOPLE IN THE AREA

B75-1

B75

TIMBER / THE TIMBER IN THE AREA COULD BE LOGGED BY WORKING WITH THE MINE TO USE TO ROAD FOR ACCESS TO THE TIMBER AND ANY ROADS THE LOGGERS MAKE MUST BE RECLAIMED WHEN THEY ARE FINISHED LOGGING

MANAGEMENT OF THE WHOLE ROAD BY THE TECH -POGO INC./ THE MINE SHOULD MANAGE THE WHOLE ROAD AS FAR AS ACCESS FOR SAFETY SO THERE IS NO ONE GETTING RUN OVER AND IN THE WAY OF MINING TRUCKS AND EQUIPMENT, AND TO OF UNWANTED PEOPLE IN THE AREA WHERE WE WILL HAVE PEOPLE STEALING AND LOOTING PRIVATE PROPERTY IN THE AREA, AND WHEN THE MINE IS FINISHED IN THE AREA, THEY RECLAIM THE ROAD BACK TO THE START OF IT AT THE FOWLER DAIRY

B75-1 CONT'D.

NAME: *George W. Pearson*
ADDRESS: *1103 THOMAS EDISON WAY*
PHONE: *NORTH POLE AK 99705*
DATE: *(907) 488 9236*
4-14-03

COMMENT RESPONSE:
B75-1 Thank you for your comment.

Kenneth R. Pohle
P.O. Box 10709
Fairbanks, AK 99710

B76

May 9, 2003

Mr. Ed Fogles, Pogo Project Manager
Alaska Department of Natural Resources
550 West 7th Avenue, Suite 900 D
Anchorage, AK 99501-3577

RE: Proposed management options of Shaw Creek Hillside right-of-way.

Dear Mr. Fogles,

I have reviewed the Pogo DEIS and the proposed permits and other required state actions. The agency personnel, company staff, and related contractors have studied the issues and masterfully laid them out in logical fashion for easy understanding. The proposed Pogo project is well thought-out and the DEIS makes a case for the "Agency Preferred Alternative."

However, I think the DNR proposal to allow the public on the first part of the Shaw Creek Hillside road needs to be reconsidered based upon the following observations:

- Having experience with the public around the Fairbanks area, any secondary road draws the public onto it for recreational purposes. The public is not particularly courteous in picking when and where they park, often restricting access or totally blocking the roads. During the summer, RV "land yachts" are found on all roads and create major obstructions. Also, the public is not always safety conscious when driving on any Alaska road.
- The proposed road is being built with a variable width travel way, no turnouts, single lane bridges--not a true two lane public road. The road design serves the capacity and safety needs of the timber industry and the mine, not the added public traffic.
- The truck drivers and bus drivers (occupants and cargo) operating on the road should not be subjected to the added safety hazard and risk of oncoming public traffic, lane obstructions, or just plain road blockage.
- The Pogo project should not be required to build a public access road when it does not serve the mine. Proposed company control of traffic and radio contact makes good safety policy during the life of the mine.
- The regulatory community should not force Teck into accepting increased risk and liability because completion of permitting the project might hang in the balance.

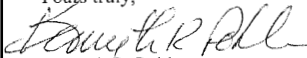
Please reconsider your "Agency Preferred Alternative" to allow the public on the first part of the road during the active life of the mine.

I request the State adopt the described "Alternative Management Option".

I strongly support the construction and operation of the Pogo mine and think it will be a positive industrial addition to the interior of Alaska.

Thank you for the opportunity to comment on the DEIS and related permit items.

Yours truly,


Kenneth R. Pohle

COMMENT RESPONSE:

B76-1 Thank you for your comment.

B76-2 Thank you for your comment.

B76 -1

B76 -2



Katharine Richardson
<katric@alaska.net>
05/12/2003 10:39 AM

To: Hanh Gold/R10/USEPA/US@EPA
cc:
Subject: Pogo Mine EIS Comments

B77

Comments on Pogo Mine EIS

I attended your Public Meeting on April 30, 2003 in Fairbanks and was impressed with all the positive comments made regarding the Pogo Gold Mine being developed near Delta.

I would like to address my comments specifically to the issue of the road. In October 2000 I sent you comments in favor of keeping the road open to the public after the mine eventually closes. As a result of information I heard at the meeting I have changed my opinion in certain ways. I agree that as Teck is financing and building the road it should certainly be closed to the public during the lifetime of the mine. However, due to the proximity to both Fairbanks and Delta, I am now concerned that if kept open after the mine closure, the road may be overused by the public. The question was also raised at the meeting of potential future mining companies who might want to use the same road.

I would like to suggest the following. If any large mines are open, the road should be closed to the public. If it is no longer needed for mining, a short portion - possibly 10 miles depending on the topography - could be turned over to the State. Then wherever the "end" is placed, I suggest the State develop a campground. Although there are several campgrounds between Fairbanks and Delta I think there is always a need for more and this might be a good location. Then I would prefer to see the rest of the road reclaimed and closed to the public. One of my main concerns is the impact on the habitat and wildlife if the area becomes too easily accessible to large numbers of people. If the mine were in a remote area I would stand by my original comments of 2000.

Thank you for this opportunity to comment on your mining project that I strongly support.

Katharine Richardson
Box 80766
Fairbanks, AK 99708

COMMENT RESPONSE:

B77-1 Thank you for your comment.

B77-2 Thank you for your comment.

B77-1

B77-2



September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-69

Pogo Mine Project

Final Environmental Impact Statement



B78

From Bill Ridder <bridder@wildak.net>
Date Wednesday, May 14, 2003 1:10 am
To "ed_fogels@dnr.state.ak.us" <ed_fogels@dnr.state.ak.us>
Cc "gold.hahn@epa.gov" <gold.hahn@epa.gov>

Subject DEIS comments

Ed,
So much for waiting till the last minute. It's still the 13th ADST and so it's legal and you better consider it.

As a 29 year resident of this state and a 25 year resident of the Shaw Creek area, I am going to offer you my two cents and comment on the state's draft permit decisions regarding the Pogo Mine. I do this as a private citizen of Alaska and Shaw Creek.

I am all for the Pogo Mine. Since we are all still procreating, we need economic development to support us. (Unfortunately. But that's something bigger than this project and I won't go into it.)

B78-1

The permittee, Teck-Pogo, has expressed a desire to do their development in the most environmentally conscious way. They focus their attention to the Goodpaster drainage where human development has created a political base. They have relegated the Shaw Creek drainage, a pristine environment compared to the Goodpaster, to an after thought. And the state has followed their lead. I commend Pogo-Teck, Teck-Pogo, whatever, their consideration of the environmental effects in their design to the Goodpaster drainage. However, their treatment of the Shaw Creek drainage and the people living within it, is less than the concern they feel for the Goodpaster "people".

The Pogo Mine should be developed but in keeping with Pogo-Teck's claim to proceed in the most environmentally, and socially, responsible way, they should revise their preferred access alternative as should the state of Alaska.

B78-2

Road Access.

The state should confine development to specific areas. In the 100 mile corridor between Delta and Fairbanks, the Shaw Creek drainage is the least impacted by human development. As such, it is unique, virtually pristine. In the future, such places close to human habitation will be at a premium. Whatever the Goodpaster Properties Assoc and the Tanana Basin Plan asserts, the Goodpaster is impacted by humans much more than Shaw Creek. Where should the state direct development? If there were 60+ owners within the Shaw Creek drainage politically connected as there are in the Goodpaster, would the state's determination be the same?

B78-3

After the mine's life span, or during it, the South Ridge route would be a boost to tourism. There would be tremendous views and wildlife viewing. This would persist long after resource extraction will have run its course.

B78-4

The logging road that you constantly refer as a "given" is anything but. The value of the timber in the Shaw Creel drainage, I suspect, does not pay for an all season road and its maintenance given any return to the state. From my experience, the DOF does a terrible job at maintaining the

B78

roads they have put in. A seasonal road would suffice for timber harvest.

B78-4
cont'd.

In summary, the South Ridge route would be the most environmentally benign and the most lucrative to the state in the long term of all the alternatives. However at present, socially, it is the near the bottom of the pile. The concerns of construction and safety of the South Ridge access are smoke screens. The most difficult construction and safety aspect of all alternatives is the 18 mile traverse of the divide between Shaw Creek and the Goodpaster.

B78-5

Shaw Creek egress.

Given the Shaw Creek hillside route, egress from the Rich Hwy should be via the Tenderfoot option. We are considering a 1.6 billion project here. An additional 2-3 million to construct a Tenderfoot egress is peanuts. Your rationale of construction difficulties, gulley's, grades, etc pales in comparison the traverse over the Shaw/Goodpaster divide. You base this claim on Pogo's assessment of the route. Pogo will save 3 million dollars using Shaw Creek road yet severely impact the few residents of Shaw Creek Road and cost the state millions in upgrades to the present road. This goes against their avowed claim of being environmentally conscious. (No political base in Shaw Creek, let's save money!)

B78-6

The only reason Shaw Creek Road is a state maintained road is because, back in the fifties, Fowler's Dairy Farm had kids that needed schooling. Three kids. This was not a pretext for an industrial road as is before us today. It was helping neighbors. Will we do this now?

B78-7

For safety sake, major upgrades will be needed on Shaw Creek Road. Will the state or Pogo pay for this? Believe me, the present Shaw Creek Road is not amenable to semi traffic.

B78-8

The Tenderfoot egress would follow DOF roads constructed in the mid 1990's. This egress would open more of the Tanana Valley state forest than the Shaw Creek road egress. Plus, it would not destroy the present characteristics of Shaw Creek Road.

B78-9

Staging area.

To minimize conflicts in any alternative, the staging area should be in the present Rich Hwy corridor. The selected area, south of the highway, is an active floodplain of the Tanana River. For optimum benefit, the staging area should be located in a high ground area closer to Delta Junction, say in the area near Quartz Lake Road. The preferred area in the draft permit is subject to erosion. Two gravel pits in the proposed staging area were excavated for the Ak Pipeline and have since have been reclaimed by the river.

B78-10

Access management.

To minimize impacts considering the design of the road, access should be limited to the mine and commercial logging for the life of the Pogo Mine and any other mine that may follow Pogo. Exceptions would be if opening the road will lead to positive impacts, ie opening the Prudhoe Bay haul Road to tourists. This latter scenario would only apply to the South Ridge

B78-11



B78

Route . No tourist benefits would accrue from the Shaw Creek route.

B78-11
CONT'D.

Material sites.

Develop sites with the long term objective of providing for fish stocking.

B78-12

Sincerely,
Bill Ridder
Mp 288 Old Rich Hwy

COMMENT RESPONSE:

B78-1 Thank you for your comment.

B78-2 The management intent for state lands in the project area was determined, after a public process, by the Tanana Basin Area Plan in 1985. Another public process further refined this management intent when the TBAP was updated in 1991. In addition, the 1988 TVSF Management Plan and its 2001 update also underwent a significant public process to determine management intent for these lands. These documents serve as the basis for land and resource management decisions within the Shaw Creek and Goodpaster River drainages.

Potential impacts to resources described in this document, including to residents of both the Shaw Creek and Goodpaster River valleys, are believed to fairly represent those that would occur from construction and operation of each surface access option.

B78-3 The reader is referred to Section 5.2.3.

B78-4 All-season access to the Shaw Creek Valley state forest units has been a longstanding high priority for the DOF. Construction of all-season timber access would have been authorized through a timber sale contract by this time if it were not for the Pogo Mine project application process and the anticipated construction of a road through the state forest for mine access purposes.

The initial easement across private lands at the end of Shaw Creek Road for all-season access to Unit 8 of the TVSF was acquired by ADNOR in the 1970s. The first timber sales in Unit 8, with all-season access provisions, went through the review process in 1995. The all-season access route has been through both public and agency review

in the 5-Year Timber Schedule annually since 1990. The DOF has been ready to offer sales in Unit 8, including construction of all-season access, for several years. In anticipation of sales in Unit 8, the DOF has already purchased bridges, culverts, and road fabric. To coordinate access routes and minimize impacts, the DOF decided to delay its road construction plans until the Pogo Mine permitting process was completed.

Because operating timber harvesting equipment on steep slopes in winter conditions poses significant safety and operational concerns, the steep topography on the north side of Shaw Creek Flats necessitates all-season access to properly manage the timber resources. In addition to the safety and operational concerns with winter-only logging, the short three-month window for winter harvest activities makes it very difficult to sustain a viable timber industry. A year-round supply of timber provides a stronger economic base for harvesters and sawmills. Delta's forestry industry cannot survive on winter only access. The DOF needs all-season access to timber sale areas because most of the Delta forestry area is currently accessible only during winter months. Even the Gerstle River area, one of the few areas traditionally accessible year around, has become accessible only during winter months in recent years due to flooding.

B78-5 Potential impacts to resources described in this document are believed to fairly represent those that would occur from construction and operation of each surface access option.

B78-6 The basis for selecting the Shaw Creek Road/Rosa option is described in Section 5.2.3. ADNOR has determined it would not be prudent to require the Applicant to spend millions of dollars to construct a road with more safety concerns and technical construction difficulties than the existing public Shaw Creek Road. ADOT/PF has determined that Shaw Creek Road can safely handle the increased traffic levels resulting from the Pogo project. DNR will take practicable measures to mitigate safety impacts from increased use in its final decision for issuance of the ROW, which will occur after publication of this FEIS.

B78-7 The existing Shaw Creek Road itself initially was developed for access to agriculture, and has a history of commercial traffic from the onset. Shaw Creek Road is a public road that provides access to a large block of state land managed for multiple concurrent use, including mineral, timber, and other industrial development. It would be unrealistic for the residents bordering on wide spreads of state land to expect that such land would not be developed at some point. This is especially true given that resource development for these state lands has been contemplated for many years, beginning with timber planning in the 1970s.

The State of Alaska will do everything practicable and prudent to mitigate the possible adverse impacts to the residents of Shaw Creek Road (specific mitigation measures are discussed in this document). There will



undoubtedly be some additional impacts on Shaw Creek Road residents, however, from increased traffic.

The management intent for these lands was determined, after a public process, by the Tanana Basin Area Plan in 1985. Another public process further refined this management intent when the TBAP was updated in 1991. In addition, the 1988 TVSF Management Plan and its 2001 update also underwent a significant public process to determine management intent for these lands.

DNR understands that regardless of mitigation measures, increased traffic on Shaw Creek Road will still impact residents to some degree. It would not be responsible, however, for DNR to prohibit all commercial uses of Shaw Creek Road and force resource development interests to construct separate access to bypass a public road. This would unnecessarily add costs to resource development projects and unnecessarily commit state lands for a duplicate function.

Every resident of Shaw Creek Road has either had ample opportunity to participate in these processes, or at least should have been aware of the State's management intent for these lands prior to purchasing property along the road.

B78-8 The Applicant would be responsible for maintenance of any segment of the road not open to public use. If a segment of the road were open to public use during mine operations, the State and the Applicant would develop a road maintenance agreement that would define the roles of both entities.

B78-9 The Tenderfoot route would open up a little more of the state forest than is currently accessed. It would be to the detriment of the forest industry, however, because the additional haul costs would be significantly higher due to the adverse grades and more miles of road that would need to be added. This would be magnified many times over when considering that the majority of the timber base is east of the TAPS ROW. The timber industry prefers the existing Shaw Creek route due to feasibility of future timber sales and safety of the relatively flat and straight road compared to the hilly Tenderfoot route.

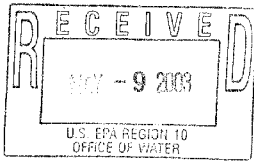
B78-10 On the basis of this, and similar comments, ADNR is working with the Applicant to identify potential gravel borrow sites not subject to flooding and erosion. This issue will be addressed by ADNR's in its final decision for issuance of the competitive land lease, which will occur after publication of this FEIS.

B78-11 Thank you for your comment.

B78-12 This suggestion will be addressed by ADNR's in its final decision for issuance of the competitive land lease, which will occur after publication of this FEIS.

B79

Robert B. Robinson
4424 Teel Court
Juneau, Alaska 99801
(907) 789-2700



Ms. Hahn Gold
NEPA Compliance Coordinator
USEPA
1200 6th Ave. OW-130
Seattle, WA 98101

May 5, 2003

Dear Ms. ~~Hahn~~ Gold:

Having read the Pogo DEIS, I would like to make a few comments regarding the road access and water discharge. I feel the Shaw Creek Hillside all-season road option is the best, and that it should be available to other industrial users such as logging and other mine development. When the Pogo operation is completed, I would prefer to see the road turned over to the state so that it will be available for recreational and subsistence use, as well as future resource production from the area. I feel it is important that no currently accessible public roadway be lost to the public because of the new mine access.

B79-1
B79-2

I think the best way to discharge industrial wastewater would be a treatment plant followed by discharge through injection wells. The additional filtering and dilution available in the subsurface could be less trouble-prone than discharge to a mixing zone.

B79-3

The Pogo mine will be a valuable economic asset to interior Alaska. I hope the EPA can do whatever possible to improve and expedite the development of the Pogo project.

B79-4

Sincerely,

Bob Robinson

Bob Robinson

COMMENT RESPONSE:

- B79-1 Thank you for your comment.
- B79-2 Thank you for your comment.
- B79-3 Thank you for your comment.
- B79-4 Thank you for your comment.



September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-73

B80

From: fncar [fncar@uaf.edu]
Sent: Friday, May 23, 2003 1:18 PM
To: ed_fogels@dnr.state.ak.us
Subject: pogo mine comments

Importance: High

Dear Ed

I have been following road access to the Pogo mine ever since I attended a meeting at Teck offices on the subject several years ago. With a couple of exceptions, I can support the preferred access options you have laid out in the EIS.

B80-1

While I personally support reclaiming the entire road when mining is completed, I believe that it is a fair trade-off to keep the portion which crosses the Tanana Valley State Forest open for forestry, personal wood use, hunting and other related activities. I believe reclaiming the remaining portion is crucial for protecting the Goodpaster River and, as a hunter, the high country which is in the range of the Fortymile caribou herd. I am pleased to see that you have listened to the public and included this in the draft plan.

B80-2

My major disagreement stems from the nature of the right-of-way through the state forest while the mine is active. I do not believe that the road should be opened to the general population during this time, only after the mine has closed. I support the Alternative Management Option.

B80-3

Secondly, I think the procedures laid out for authorizing additional uses of the section of the road past Gilles Creek should be strengthened so that such future decisions can not be made lightly. DNR should make it clear that these processes will be mandatory handset forth a framework that will assure a transparent, democratic process when such eventualities may arise.

B80-4

Thank you for the opportunity to comment and for incorporating our concerns into the draft document.

Sincerely,

Carl Roland

COMMENT RESPONSE:

- B80-1 Thank you for your comment.
- B80-2 Thank you for your comment.
- B80-3 Thank you for your comment.
- B80-4 This suggestion will be addressed in ADNR's final decision for issuance of the ROW, which will occur after publication of this FEIS.

May-11-03 18:46 From-

T-842 P.02/04 F-314

B81

21 of 3 Pogo Gold Mine Project

3 Issues

Public Comment on Draft EIS

Dean Seibold + Family

Resident Quartz Lake/Goodpaster R.

Mail Address: Box 1010, Delta Jct AK 99737

3 Issues

1.) Re: Public access on the "Pogo road".

There should be no public access on the road. because of safety reasons and to lessen the short term impact on the Shaw creek flats as well as the surrounding hills (Traplinses). However, the road will, in its own right change, and devastate the pristine quality of the area for current users (Noise). Current Cabin owners Reb Ferguson, and Jack Wisor should be given life time passess or access to the road. just as they have from Alyeska for the pipeline pad.

continued.....

Pogo Mine Project

Final Environmental Impact Statement

May-11-03 19:46 From T-842 P.03/04 F-314 B81

P.3 of 3. Not in the Tanana river, and have no impact on any fish bearing water stream or body. Office cabin + gravel pit at mile 283.5 Rich Hwy. - 160 acres.

B81-2 Cont'd.

3) Private land close to the Shaw Creek is also available for Maintaince and Staging facility. We own 1.5 miles of highway frontage along the Rich Hwy. and would welcome the buisness. We shouldn't have to compete with Alaska DNR for the buisness if the location is sutible for the project. AS 38.05.035, and AS 38.05.070

B81-3

COMMENT RESPONSE:
B81-1 Thank you for your comment.
B81-2 ADNR cannot mandate where the applicant would purchase its gravel. If there were a private source of gravel available, that would be a matter strictly between the owner of the gravel and the applicant. It is the State's policy, however, to make its natural resources available for public use, and ADNR routinely offers gravel for sale. Any gravel sold by ADNR must be sold for at least its fair market value; therefore, ADNR could not undercut private sector prices.
B81-3 Thank you for your comment.

May-11-03 19:46 From T-842 P.04/04 F-314 B81

02 of 3 continued... This will allow them better access or egress creating a safer enviornment for their trapline and Dogsled expeditions. a small concession that will help mitigate their loss of serenity and peace. (Noise), (lights).

B81-1 Cont'd.

AS 38.05.035 - AS 38.05.115
2) Material Sites on Rich Hwy.

The State of Alaska should not compete with private enterprize by Auctioning or selling material sites along the rich hwy. Material site #2 is in the Tanana riverbed. #2 will be costly and dangerous due to the river levels in late summer. There are private material sites for sale/lease along the Rich Hwy. across the road, close by that are Not in

B81-2

continued ->





September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-75

B82

The Shaw Family

452 Marshall Drive, Fairbanks, AK 99712 * (907) 455-6171

April 29, 2003

Hanh Gold
NEPA Compliance Coordinator
U.S. Environmental Protection Agency
1200 Sixth Avenue, OW-130
Seattle, WA 98101

Re: Pogo Project

Dear Hanh:

We are writing to voice our support for the timely resolution of permit process for the Pogo project.

| B82-1

We support the "Agency Preferred Alternative" identified in the Draft EIS, with the provision that that DNR adopt the "Alternative Management Option" for management of the access road.

| B82-2

We support the draft NPDES permit.

| B82-3

We support the draft DEC Waste Disposal permit.

| B82-4

Thank you for helping to grow Alaska's future by facilitating the development of mining.

Sincerely

Brian and Lorna Shaw

COMMENT RESPONSE:

- B82-1 Thank you for your comment.
- B82-2 Thank you for your comment.
- B82-3 Thank you for your comment.
- B82-4 Thank you for your comment.

B83

Wendell J. Shiffler, 929 Reindeer Dr., Fairbanks, Alaska 99709
Phone: 907-479-6104 Fax: 907-479-6121

May 1, 2003

Hanh Gold
Pogo EIS Project Manager
US Environmental Protection Agency
1200 Sixth Avenue (M/S-130)
Seattle, Washington 98101

RE: Public Testimony –DEIS Draft Permit Decisions

Tonights testimony was refreshing, in that it reflected the extreme amount of work that everyone has put into the process to make sure each voice is heard.

As a resident of Fairbanks for 35 years, a property owner on Quartz Lake, Alaska near Delta, and a teacher in the public school system for over a quarter of a century, I commend all those involved with this permitting process of the Pogo Mine.

I have received tons of information from the developers and the government in Alaska and the U.S., and have had the opportunity to have my voice heard all along the way. The process itself is a lesson in education, and a good example of how things can be done in the spirit of development and cooperation for the benefit of all.

So, lets get on with the process, grant the permits relating to the proposed routes and preferred development alternatives....and do the job as quickly as possible.

| B83-1

Thanks for coming to Fairbanks to receive input.

Sincerely,

Wendell J. Shiffler

COMMENT RESPONSE:

- B83-1 Thank you for your comment.

Pogo Mine Project

Final Environmental Impact Statement



B84

taiga ventures

2700 S. Cushman • Fairbanks, AK 99701 • Ph: (907) 452-6631 • Fax: (907) 451-8632 • taigaventures@compuserve.com

5/04/03

My name is Mike Tolbert and I am the president and owner of Taiga Ventures, remote logistics specialist, located at 2700 S. Cushman, Fairbanks, Alaska.

I would like to be on record as approving of the development of the Pogo Mine and the construction of an all season road using the Shaw Creek Hillside access.

B84-1

Mines are where one finds them. We have no choice on where the resources on earth are located. Since our life and the quality of it hinges on the discovery and development of minerals and resources, we should encourage and move toward making them accessible in the best and most modern and acceptable construction methods.

Mines make instant positive economic impact on areas they are near. Services companies, suppliers and workers all benefit. These well thought out mines are generally long term, ten to fifteen years, and open the area to even more development on the peripheral. Consider, for example, the huge positive impact of the Fort Knox mine and the awesome payrolls that have been generated for almost a decade. This, compared to the short impact of the Missile

B84-2

B84

Remote Logistics, Inc. dba

Defense Project, has much more added benefits over the long term.

B84-2
CONT'D.

As I wake up in the morning and brush my teeth, I appreciate the fact that there are 11 mined minerals in the toothpaste. There simply are very, very few things in our daily lives that are not, in some form or fashion, a product of resource discovery and development.

So, with this fact and appreciation for what nature provides us, I support the opening and operation of the Pogo Mine which in many ways will enhance our lives.

Further, I would like to give much of the credit for the forward and patient movement of the Pogo Project by TeckCominco to a dynamic local staff, spearheaded by a local product, Karl Hanneman. His dedication to and relationship with this Alaskan community has been incredible. At every opportunity, Karl has layed out the challenges and benefits of this incredibly interesting plan for the proper development of the Pogo Mine. Bravo!!

B84-3

COMMENT RESPONSE:

- B84-1 Thank you for your comment.
- B84-2 Thank you for your comment.
- B84-3 Thank you for your comment.



September 2003

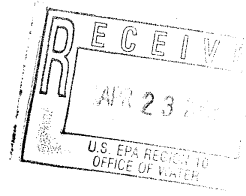
Appendix E Response to Comments on DEIS
B. Public Written Comments

B-77

B85

From the Desk of:

SCOTT THORSON
11161 BRIGGS COURT
ANCHORAGE, ALASKA 99516



April 19, 2003

Hanh Gold
NEPA Compliance Coordinator
U.S. Environmental Protection Agency
1200 Sixth Avenue, OW-130
Seattle, Washington 98101

Dear Hanh Gold:

This letter contains my comments on the EIS for Teck-Pogo, Inc's. proposed development of the underground Pogo Mine. I am only representing myself and I appreciate the opportunity to submit my comments to you.

It is my understanding of the proposed project that the mine would process 2,500 tons of ore per day and would produce approximately 375,000 ounces of gold annually, with a possibility of increasing production and expanding the mill to 3,500 tons per day and 500,000 annually. The project would require 25 to 33 months to construct and would have a life expectancy of 11 years, based on current ore reserves. The capital cost of the project is estimated at \$200 million to \$250 million. The mine would operate with an initial workforce of approximately 300.

Further, my understanding of this project is that it would include a mill and camp complex, a dry-stack tailings pile and recycle tailings pond, an airstrip, gravel pits and a local network of roads. An all-season 50-mile road would provide surface access to the mine. Power would be supplied from the regional grid through a powerline adjacent to the road.

I believe that this is a great project for Alaska and I strongly support it going forward into production. The EPA should provide timely resolution of the permitting process so that the Pogo Gold Mining Project can move forward. This project is a great example of a sound project that will help drive Alaska's economy into the future.

B85-1

I endorse the Preferred Alternative identified in the Draft Environmental Impact Statement, with the provision that the Alaska Department of Natural Resources adopts the Alternative Management Option for management of the Shaw Creek Hillside access road.

B85-2

B85

Teck-Pogo EIS Comments
April 19, 2003
Page 2

I believe that the Alternative Management Option for the Shaw Creek Hillside Road will result in increased safety for the public, reduced short term impacts to subsistence, trapping and commercial recreation, reduced short-term impacts to wetlands from ORV use and increased revenue to the State from right-of-way fees, material sales and timber sale receipts.

B85-2
OWT'D.

Furthermore, I believe that Teck-Pogo has designed an advanced operation that will minimize the project's footprint on the environment. The project has been designed to meet Alaska water quality standards and not degrade the water quality of the Goodpaster River.

B85-3

Thank you for the opportunity to comment.

Sincerely,

Scott Thorson

COMMENT RESPONSE:

- B85-1 Thank you for your comment.
- B85-2 Thank you for your comment.
- B85-3 Thank you for your comment.

Pogo Mine Project

Final Environmental Impact Statement



Usibelli Coal Mine, Inc.

Charlie Boddy
Vice-President of Governmental Relations

100 Cushman St. - Suite 210 • Fairbanks, Alaska 99701
Telephone (907) 452-2625 • Facsimile (907) 451-6543

B86

May 9th, 2003

Hanh Gold
NEPA Compliance Coordinator
U.S. Environmental Protection Agency
1200 Sixth Avenue, OW-130
Seattle, Washington 98101

Subject: Pogo Mine Draft Environmental Impact Statement (DEIS)

Ms. Hanh,

Usibelli Coal Mine Incorporated is writing you today to add their support for the Pogo gold mining project near Delta. The following comments are offered for your consideration.

B86-1

The Pogo Mine Project is viable, and would be an outstanding addition to other mining operations located in the interior of Alaska. This mine will provide a major boost to the local economy, and provide excellent near and long term employment opportunities.

B86-2

We urge you to approve the DEIS utilizing the "Alternate Management Option" for the Shaw Creek Hillside mine access road. Additionally we ask the associated permits currently receiving review and comment be issued on a timely basis. With best regards,

B86-3

Sincerely,

Cc: Mr. Karl Hanneman, Teck-Pogo Inc.
file

COMMENT RESPONSE:

- B86-1 Thank you for your comment.
- B86-2 Thank you for your comment.
- B86-3 Thank you for your comment.

B87



David van den Berg
<trips@arcticwild.com>

To: Hanh Gold/R10/USEPA/US@EPA
cc:
Subject: pogo EIS comments

05/13/2003 01:13 PM

Please include these comments in the official public record for the Draft Environmental Impact Statement for Pogo Gold Mine Project.

I was a member of the Fortymile Caribou Management Planning Team and have been a member of the Northern Alaska Environmental Center for 12 or 13 years. In both capacities, I have been most concerned with road access into pristine, presently remote areas. Whether these areas are on the fringe of critical wildlife habitat or right in the heart, my concern, proven throughout the north American continent, is that roads beget roads. The 49-mile road to the Pogo gold mine will be the longest road constructed in Alaska since 1973; indeed, the first 23 miles alone earn that distinction.

Roads subtly alter many facets of an area's ecology. Roads introduce activities that may compete with existing uses, degrade other resource values or complicate other management objectives. Roads fragment habitat for non-migratory species as well as the long-haulers like caribou. And they do it one road at a time.

B87-1

In my opinion, one of the the biggest long-term environmental consequences of permitting the Pogo gold mine is the construction of a new road. I am apparently joined in this view by the State of Alaska, Teck Cominco, and many, many members of the public.

The State's Proposed Decision on the Right of Way is nothing short of revolutionary. Not only does it recognize that the last 26 miles of the road should remain closed for the life of the mine, it also intends that that portion of the road be reclaimed, pending a public process, at the end of the Pogo mine's life. And Teck's Alternative Management Option (with respect to treatment of the road) is farther to the "left" than some conservation organizations.

B87-2

I support the Alternative Management Option. It improves on the excellent concept developed by the State by putting the first 23 miles of the Shaw Creek Hillside route "under glass" for the mine life. There will, of course, be other commercial users using the road (and creating their own roads radiating from the first 23 miles of road). These uses will be limited in scope, regulated and permitted as they are currently, etc. But at mine closure, what web of infrastructure has grown over the years will be knowable. And so the public and managing agencies can make a better plan for the area before the first 23 miles is fully opened. The Alternative Management Option is the most conservative approach to the birth of a new road.

At mine closure, when the question is finally ripe of whether or not to reclaim the last 26 miles of the Pogo access road, the bridge over Gilles Creek should be part of the reclamation proposal. Taking out key infrastructure (at Teck's expense) bespeaks a commitment to restoring the upper Shaw Creek valley to it's pre-Pogo condition while still providing full access to the Tanana Valley State Forest.

B87-3

The power line should be aligned within the road right of way as much as possible to make it easier and less impacting to construct and to reclaim.

B87-4



B87

Thank you for the opportunity to offer comment.

David van den Berg
PO Box 80433
Fairbanks, AK 99708
479-6829

September 2003

COMMENT RESPONSE:

- B87-1 Thank you for your comment.
- B87-2 Thank you for your comment.
- B87-3 Thank you for your comment.
- B87-4 As a result of this and two similar comments, the Applicant has decided to reroute the power line corridor out of the Sutton Creek drainage and follow the road alignment across the Shaw Creek and Goodpaster divide.

Appendix E Response to Comments on DEIS
B. Public Written Comments

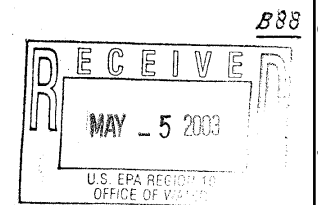
B-79



VECO ALASKA, INC.
6411 'A' Street
Anchorage, Alaska 99518

Phone: 907-550-8237

Fax: 907-550-8810



B88

April 28, 2003

VIA FAX (206) 552-0165

U.S. Environmental Protection Agency
1200 Sixth Avenue, OW-130
Seattle, WA 98101

Attention: Hanh Gold, NEPA Compliance Coordinator

Dear Ms. Gold:

My name is Wesley Nason, and I am employed by VECO Alaska, Inc. VECO is an Alaska-owned company engaged in engineering, construction, maintenance and operations of process and power facilities for the mining and hydrocarbon industries in Alaska. We support environmentally responsible development such as the POGO Gold Mining Project, and believe the EPA, Alaska's DNR, and the U.S. Army Corps of Engineers provide a vital role in our State's economic development by providing timely and reasonable resolution of permit applications.

We endorse the draft NPDES permit and the draft Alaska Department of Environmental Conservation waste disposal permit and believe the EPA and the Alaska Department of Natural Resources should provide expedited resolution of the permitting process for this important project. The Pogo Mine will provide major benefits to Interior Alaska and further diversification to the Alaskan economy. Mines provide local employment and build tax bases for support of local services. This improves the lives of those living near such developments, and decreases the burden placed on State spending to provide local services in areas without major private sector employers.

B88-1

B88-2

Pending receipt of the necessary permits, Teck-Pogo plans to invest \$250 Million in the construction of a new underground mine, surface process facilities, and infrastructure. This investment will create 500 jobs during the first two years of construction, and 300 permanent jobs during its operation.

Teck-Pogo has designed an advanced operation, which is described in the Draft Environmental Impact Statement (EIS). This design will meet Alaska water quality standards and will minimize environmental impact. Importantly, the water quality of the Goodpaster River will not be degraded.

We endorse the Preferred Alternative identified in the Draft EIS, with the provision that the Alaska Department of Natural Resources adopts the Alternative Management Option for management of the Shaw Creek Hillside Access Road.

B88-3

Pogo Mine Project

Final Environmental Impact Statement

B88

This Alternative Management Option preserves current public safety standards, reduces short term impacts to subsistence, trapping, and commercial recreation, prevents additional impacts to wetlands from ORV use, and provides increased revenues to the State from right-of-way fees, material sales, and timber sales.

B88-3
cont'd.

We urge the EPA and Alaska DNR to initiate the permits, which will allow production of Alaska's official mineral, gold, from the first major underground gold mine in Alaska since World War II. The State of Alaska currently has only one major gold mine in operation, or about one for every 600,000 square miles of land area. By comparison, Nevada, known as "the mining state" has about 17 major gold mining operations, or one for every 6,000 square miles. The average mining job in both Alaska and Nevada provides annual wages of about \$60,000, or double other industries. Alaska's economy needs the economic and social benefits, which flow from this type of responsible mineral development.

B88-4

Respectfully submitted,
VECO Alaska, Inc.

Wesley P. Nason
Mineral Sector Service Manager

| COMMENT RESPONSE: | |
|-------------------|-----------------------------|
| B88-1 | Thank you for your comment. |
| B88-2 | Thank you for your comment. |
| B88-3 | Thank you for your comment. |
| B88-4 | Thank you for your comment. |

B87

April 7, 2003

Allen Vezey
1216 Range View Road
North Pole, Alaska 99705-5389

Alaska Department of Natural Resources
550 W. 7th Ave
Anchorage Alaska 99501-3577

Attn Mr. Ed Fogels

Re: POGO Project
Draft Environmental Impact Statement
Management Options for Road

Dear Sir:

I am writing to comment on the management options for the road for the POGO Project. I own property on both sides of Shaw Creek Road. I am writing in support of the Alternate Management Plan which calls for a portion of the road to be opened to the public at the end of the mine life.

There are many reasons why the alternate management plans is superior to the recommended management plan.

1. It is the public policy of the State of Alaska to encourage development of our resources. To require that a private entity using private sources of capital should build a public use facility is a major disincentive to private investment. The issues are obvious and basic to the concept of private investment. To create a precedence of public use would be to create a long term disincentive to private development and is thus bad public policy.
2. The issue of risk management is totally different in the private sector as opposed to the public sector. The private sector is required to build temporary facilities to a standard that will provide for the safety of its employees, contractors, and service industry personnel. Adherence to a strict standard of safety is a condition of employment or an obligation that goes with a contract.

B87-1





September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-81

B89

VEZEY - DNR
POGO PROJECT
DRAFT ENVIRONMENT IMPACT STATEMENT
ROAD MANAGEMENT PLAN
4/7/2003
Page 2 of 3

While this standard of construction and maintenance is high it is nowhere near as high as the standard required for a public use road. The general public is not expected to act in a professional manner. This statement applies even more strongly to recreational vehicle operators. The proposed road is not an un-maintained trail or road and the courts do hold the party responsible for construction and maintenance liable. In addition the private entity doing the development has no control over the conduct of the general public. Nor is it likely that the state would enforce safety standards on this subject private road. Our public roads are already receiving minimum enforcement of safety regulations.

Employees and contractors have statutory limits on the limits of recovery they can obtain from an employer. There are no limits of liability to what the general public can allege to impose upon a private sector entity. To force a private entity to accept (and thus manage) this liability is a deterrent to private investment and development. One accident can and frequently does exceed a million dollars in tort claims and actual payments for damages. Not only would the private sector developer held responsible for the construction and the construction standards of the road; it is held liable for the maintenance or lack thereof. The state has not offered to provide maintenance for this privately funded and built road.

3. There is an inherent conflict between general public users and industrial users. If there is no general public use, the conflict is easily managed both from a safety and risk perspective and from the loss of or decrease in productivity. If there is public use then the additional risk due to liabilities or potential liabilities has to be managed. Normally this is done through expanded insurance coverage with a corresponding increase in premium costs. In addition the productivity gained from the privately

*B89-1
Cont'd.*

B89

VEZEY - DNR
POGO PROJECT
DRAFT ENVIRONMENT IMPACT STATEMENT
ROAD MANAGEMENT PLAN
4/7/2003
Page 3 of 3

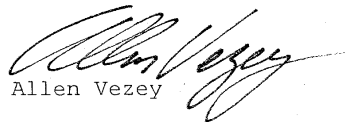
funded and built facility is diminished if general public use is allowed.

4. Allowing general public use of a mine development road would create a bad precedence. The Red Dog Mine has been a major economic engine for the Northwest Arctic. This project depends upon a road that connects it to the port facility. This road crosses both public and private lands and was built with private monies borrowed from the State of Alaska. Still it is a private road.

5. Even the Dalton Hwy was not open to the public until it became part of the federal highway system with authorization to spend federal funds on improvements and maintenance. Even when the state was providing maintenance of the road it, the majority of the road was closed to public use. At that time it was the official position of the state that it was not safe for the public use and that the state could not afford to provide needed public safety enforcement.

I encourage you to adopt the alternative management plan.

Sincerely,


Allen Vezey

Cc: POGO

*B89-1
Cont'd.*

COMMENT RESPONSE:

B89-1 Thank you for your comment.



B90

I (PRINT YOUR NAME) KIT R. WALKER FAVOR THE ALTERNATIVE
MANAGEMENT OPTION FOR THE POGO/TECH INC. MINE ROAD

POGO PROJECT

GOODPASTER ACCESS / NO CHANGE TO EXISTING ACCESS TO THE GOOD
PASTER RIVER

LIABILITY / THE POTENTIAL FOR LOOTING FROM PEOPLE WITH PRIVATE
PROPERTY IF THE ROAD IS OPEN TO THE PUBLIC

EXISTING SHAW CREEK ROAD/ BY NOT OPENING THE ROAD TO THE PUBLIC
THERE WILL NOT BE A LOT OF TRAFFIC ON THE SHAW CREEK ROAD OTHER
THEN MINING EQUIPMENT COMING AND GOING TO THE MINE

RECREATION/ BY NOT OPENING THE ROAD TO THE PUBLIC EXISTING
RECREATION IN THE AREA WOULD NOT BE AFFECTED, THAT AND THE
ALASKA DEPT. OF FISH AND GAME WOULD NOT MAKE THE AREA A SPIKE
FORK FIFTY AREA FOR MOOSE. WITCH WOULD BE A HARDSHIP ON THE
PEOPLE THAT DEPEND ON MOOSE MEAT TO FEED THEIR FAMILIES

SAFETY/ BY NOT OPENING ACCESS TO THE PUBLIC WOULD SAVE LIVES
AND HELP THE MINE RUN WITH OUT HAVING PEOPLE IN THE WAY

COMMERCIAL RECREATION/ ACCESS TO SHAW CREEK VALLEY WOULD
NOT BE AFFECTED BY KEEPING THE MINE ROAD CLOSED TO PUBLIC
ACCESS AND WOULD KEEP UNWANTED LOOTERS OUT OF THE AREA

TRAPPING / BY KEEPING THE MINE ROAD CLOSED TO PUBLIC ACCESS YOU
WOULD NOT HAVE ANY PROBLEMS WITH TRAPPERS, PEOPLE WOULD NOT
BE OUT THERE STEALING THE CATCH AND DESTROYING THEIR TRAP LINES

SUBSISTENCE/ IF THE MINE ROAD WAS OPENED YOU WOULD RUIN THE
HUNTING FOR A LOT OF PEOPLE BECAUSE THE ALASKA DEPT. OF FISH AND
GAME HAS ALL READY SAID THAT THEY WOULD MAKE THE AREA SPIKE
FORK FIFTY INSTEAD OF ANY BULL WITCH WOULD MAKE A HARD SHIP ON
PEOPLE THAT HUNT MOOSE TO FEED THERE FAMILIES

ORV USE OF THE SHAW CREEK VALLEY / WOULD NOT BE AFFECTED THEY
COULD STILL GO WHERE THEY GO KNOW BY LEAVING THE MINE ROAD
CLOSED TO THE PUBLIC, AND KEEP FROM HAVING A BIG SURGE OF PEOPLE
IN THE AREA

B90-1

B90

TIMBER / THE TIMBER IN THE AREA COULD BE LOGGED BY WORKING WITH
THE MINE TO USE TO ROAD FOR ACCESS TO THE TIMBER AND ANY ROADS
THE LOGGERS MAKE MUST BE RECLAIMED WHEN THEY ARE FINISHED
LOGGING

MANAGEMENT OF THE WHOLE ROAD BY THE TECH -POGO INC./ THE MINE
SHOULD MANAGE THE WHOLE ROAD AS FAR AS ACCESS FOR SAFETY SO
THERE IS NO ONE GETTING RUN OVER AND IN THE WAY OF MINING
TRUCKS AND EQUIPMENT, AND TO OF UNWANTED PEOPLE IN THE AREA
WHERE WE WILL HAVE PEOPLE STEALING AND LOOTING PRIVATE
PROPERTY IN THE AREA, AND WHEN THE MINE IS FINISHED IN THE AREA,
THEY RECLAIM THE ROAD BACK TO THE START OF IT AT THE FOWLER
DAIRY

B90-1
Cont'd.

NAME: Kit R Walker
ADDRESS: P.O. Box 57209, North Pole.
PHONE: 488 5864
DATE: 30 April 03

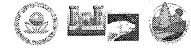
"In God we Trust"

COMMENT RESPONSE:

B90-1 Thank you for your comment.



B91



Please Comment on the Pogo Gold Mine Draft Environmental Impact Statement and Any of the Draft Permit Decisions contained in the DEIS document

I was born and raised on the Fowler homestead and dairy farm. I own part of that land and have a cabin there. I am supportive of Pogo-Teck and their mining adventure, I am against them using the section line easement that would cut right through the Fowler property. I support the alternative management option, but I would not like to see the road be public. I would like the road to be a private industrial road.

B91-1

B91-2

B91-3

YOUR NAME: Julenne Fowler-Walker

Please place your comments in the box at tonight's Draft EIS Open House, or send them no later than **May 13, 2003** to:

Hanh Gold
Pogo EIS Project Manager
US Environmental Protection Agency
1200 Sixth Avenue (M/S-130)
Seattle, WA 98101
Or Gold.Hanh@epa.gov

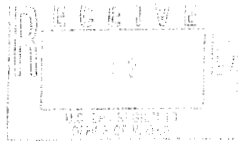
COMMENT RESPONSE:

- B91-1 Thank you for your comment.
- B91-2 This issue will be addressed in ADNR's final decision for issuance of the ROW, which will occur after publication of this FEIS.
- B91-3 Thank you for your comment.

September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-83



892

From: Jack Windsor, Box 21, Delta Jet AK 99737

I have lived in Delta Junction, Alaska and Trapped the Shaw Cr. and Salsha drainages for 29 years, which include much time spent in Shaw Creek during all seasons of the year. I talked with you at the Delta meeting 4-24-03.

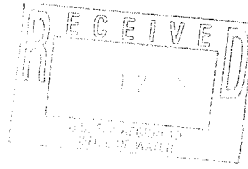
It is apparent that Teck-Pogo and the Alaska DNR are more interested in appeasing the Goodpaster River Landowners Assoc., AK Dept. of Forestry, and Delta Junction area economic interests than protecting the environment in their preference of access route to the Pogo Mine, i.e. Alternative 2 (Shaw Creek Hillside) over Alternative 3 (South Ridge Corridor).

More than 20 drainages (some streams with sensitive spawning runs) in the Shaw Cr. Valley must be crossed (6 must be bridged) using the Hillside Route, there are none on the South Ridge Route. Both bridge the Goodpaster River. With Alternative 2 the road and Powerline ROW (125') Traverse several miles of depressed wetlands disturbing nesting grounds and silting streams through runoff in the Shaw Cr drainage, While the South Ridge Route traverses none. With Alternative 2, public access via the road itself and especially all-terrain vehicles and snowmachines using the Powerline ROW will result in an enormous disturbance of this sensitive and fragile ecosystem. The South Ridge Corridor allows very limited access to sensitive areas while providing a tremendous viewing opportunity of the area.

The kill numbers of breeding age bull moose will increase dramatically in the upper shaw cr. drainage with the Hillside route (Alt. 2.) as this area is totally inaccessible currently except on foot, during the Sept. 1 - Sept. 15 hunting season. (38 miles of Powerline right-of-way will change that) this will have

892-1

892-2



892

Tragic consequences as these bulls travel to the heavily hunted Salsha and Goodpaster River drainages during the rut (late Sept. - Oct.) and replace the bulls taken there by hunters. Moose calving areas in the Shaw Cr valley will also be affected by increased disturbance - Trucks, ATVs ect.

Constructing a road into this area via Alternative 2 route and making it a public road as the Alaska DNR proposes is a death warrant for the pristine nature of this drainage and would turn it into the wildlife desert of other highway accessible land, i.e., no animals sensitive to human disturbances would remain there such as wolves, wolverine, Grizzly bear, loons, swans ect.

To keep this reasonably brief I am leaving a lot unsaid, and will try to write only enough to get the point across.

Conversations with Delta Area Fish and Game Biologists and reviewing of their data on Shaw Cr. and Goodpaster drainages revealed many contradictions to the POGO DEIS. The data of Baker Engineering in many cases concerning fish & wildlife of Shaw Cr Area is not even close to the years of verified data collected by ADF&G.

Contemporary subsistence use areas of upper Shaw Creek (p 3-137 and figure 3.18.1) I know personally and first hand to be false. These points and others have made it hard to accept the DEIS at face value and lowered its credibility even to the point of exhibiting bias towards Alternative 2 over all other Alternatives. Vague unsubstantiated statements embellishing higher big game habitat disturbances and high visual impact to the cabin owners on the lower Goodpaster River with the South Ridge route are very questionable at best.

892-2
Cont'D.

892-3

892-4

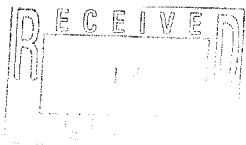
892-5



September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-85



3

872

The worst example of unresearched data being used is the TVSF management plan. Assuming the state Forestry will build a 23 mile road open to the public up Shaw Creek is ludicrous. Even Baker Engineering could only give it "a reasonable possibility rating." [page 5-21 DEIS Executive Summary]. The ASF has not completed 2 miles of all season road with their budget limitations in the last 10 years in the Shaw Cr basin, yet the possibility of this road being built was the deciding factor for which alternative route would cause the least Environmental impact. Evidently the AFS ran a bluff and got a free road, at least their preferred route has been approved by Pogo & DNR. *

892-6

Exaggerating the difficulty of pockets of ice rich soil and a talus slope of less than 1/2 mile on the south Ridge Route while not mentioning the stable gravelly ridgetop road construction conditions and minimizing the facts of no stream crossings or wet lands, nesting grounds ect; embellishing the windy drifting conditions on the Ridge top while claiming it won't be much of a maintenance factor on the Hillside Route, makes about as much sense as claiming the 4 or 5 miles with possible pockets of ice rich soils of the ridge route doesn't exist in 38 miles of road construction at the same elevation, in the same valley with 20+ marked drainages including 6 deep ravines with large streams. If 10 days a year of blowing snow, a few pockets of ice rich soil or talus slopes were insurmountable obstacles there would not be even one year-around road in Alaska.

892-7

The largest public objection to the South Ridge Route Alt:3 is coming from Goodpaster R. landowners, yet

892-8

4

872

the majority of them drive 2500 pound aluminum jet boats with noisy V8 engines. The few people with cabins on the upper river who might see a glimpse of a headlight or hear a truck at 5 or 10 miles distance drive by over 40 cabins with resultant wave-bank erosion and high noise levels and at all hours in summer light and in winter they travel with snowmachines with subsequent noise and headlights. Priorities seem questionable as per disturbance.

892-8 cont'd.

The Shaw Creek drainage is a small place as compared to the size of Alaska but with its salmon and greyling spawning grounds and virtually untouched wildlife and waterfowl habitat it does a great service to the surrounding area. What a shame it would be to put a road through it when there is a better and more viable route with so much less impact available.

892-9

Jack E. Windsor
Box 21
Delta Jet, AK 99737
907-895-4815

* The pockets of harvestable timber in the TVSF in Shaw Cr have been logged for over 15 years and are currently being logged by winter ice road access on the South side, The timber on the Hillside Route area was also logged until this year when those sales were canceled. They were also accessible by ice road-until this year-

892-6

to the safety and operational concerns with winter-only logging, the short three-month window for winter harvest activities makes it very difficult to sustain a viable timber industry. A year-round supply of timber provides a stronger economic base for harvesters and sawmills. Delta's forestry industry cannot survive on winter only access. The DOF needs all-season access to timber sale areas because most of the Delta forestry area is currently accessible only during winter months. Even the Gerstle River area, one of the few areas traditionally accessible year around, has become accessible only during winter months in recent years due to flooding.

- B92-7 The basis for selecting the Shaw Creek Hillside Road option is described in Section 5.2.3, and the technical feasibility of each route option is described in Section 4.18.4. Potential impacts described in this document are believed to fairly represent those that would occur from construction and operation of each surface access option.
- B92-8 Noise impacts for Alternative 3 (South Ridge route) may be found in Section 4.5.4. Noise impacts on residences along the Goodpaster River were considered to be low for this alternative, and were only a minor consideration in selection of the preferred access route.
- B92-9 Thank you for your comment.

COMMENT RESPONSE:

- B92-1 The basis for selecting the Shaw Creek Hillside Road option is described in Section 5.2.3. Potential impacts to resources described in this document are believed to fairly represent those that would occur from construction and operation of each surface access option.
- B92-2 Extending access into new areas can result in changes to game population levels. These changes, and management responses to them, would fall under the purview of the Alaska Board of Game and ADFG.
- B92-3 The wildlife baseline descriptions in Section 3.14, and potential impacts to wildlife discussed in Section 4.9, have been reviewed by ADFG, and changes have been made in those sections to reflect its comments. Those comments, and responses to them, may be found in this Appendix E at G11-1 through G11-25.
- B92-4 The contemporary subsistence use areas described in Section 3.18 have been reviewed by ADFG and are believed to fairly represent such use areas.
- B92-5 Potential impacts to resources described in this document are believed to fairly represent those that would occur from construction and operation of each surface access option.
- B92-6 All-season access to the Shaw Creek Valley state forest units has been a longstanding high priority for the DOF. Construction of all-season timber access would have been authorized through a timber sale contract by this time if it were not for the Pogo Mine project application process and the anticipated construction of a road through the state forest for mine access purposes.

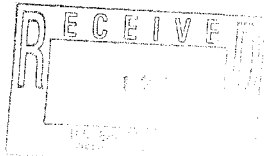
The initial easement across private lands at the end of Shaw Creek Road for all-season access to Unit 8 of the TVSF was acquired by ADNR in the 1970s. The first timber sales in Unit 8, with all-season access provisions, went through the review process in 1995. The all-season access route has been through both public and agency review in the 5-Year Timber Schedule annually since 1990. The DOF has been ready to offer sales in Unit 8, including construction of all-season access, for several years. In anticipation of sales in Unit 8, the DOF has already purchased bridges, culverts, and road fabric. To coordinate access routes and minimize impacts, the DOF decided to delay its road construction plans until the Pogo Mine permitting process was completed.

Because operating timber harvesting equipment on steep slopes in winter conditions poses significant safety and operational concerns, the steep topography on the north side of Shaw Creek Flats necessitates all-season access to properly manage the timber resources. In addition





B93



Please Comment on the Pogo Gold Mine Draft Environmental Impact Statement and Any of the Draft Permit Decisions contained in the DEIS document

After reviewing my comment I feel that not enough attention was given to the weight given the long-term Tonnana Valley State Forest Management Plan in determining which route option is preferred. This is only a plan and lists hundreds of miles of road options, including a road to the Keystone Cr drainage (approx 3 to 5 mi) within the next 5 years. Considering the DOE's track record for building roads this is very improbable. If they should accomplish this feat it would be at a rate of less than one mile per year on their schedule and budget. It would take a lot of imagination to foresee 23 mi of all-season road constructed by the DOE.

Please review paragraph 4, page 5-21 of the DEIS Executive Summary with an open mind and analyze this logic and consider its consequences.

B93-1

Thank You
Jack E Windsor

YOUR NAME: Jack E Windsor - 907 895 4815

Please place your comments in the box at tonight's Draft EIS Open House, or send them no later than **May 13, 2003** to:

Hanh Gold
 Pogo EIS Project Manager
 US Environmental Protection Agency
 1200 Sixth Avenue (M/S-130)
 Seattle, WA 98101
 Or Gold.Hanh@epa.gov

COMMENT RESPONSE:
 B93-1 Please refer to the response for comment No. B92-6 above.

B94

Subject: Pogo dEIS
Date: Tue, 13 May 2003 14:26:56 -0800
From: Phil & Jean Wildfang <philjean@alaska.net>
To: Ed_fogels@dnr.state.ak.us

Thank you for the opportunity to comment on the Draft Environmental Impact Statement and proposed permit decisions for the Pogo Mine Project.

I have been peripherally involved in this issue for several years and my concerns essentially fall into two categories, preservation of the pristine character of the Goodpaster drainage system and road access.

Clean Water

It seems to me that any mining activity contemplated in Alaska must meet the highest standards possible in protecting and safeguarding our beautiful and bountiful streams and rivers. An activity deemed to be "in compliance" with clean water standards is simply not sufficient in most areas of the state, but especially in this watershed. Tailings disposal and waste discharges that have even the slightest chance of fouling the waters of this area should be prohibited. This calls for a vigorous exploration of all alternatives for dealing with such byproducts. This should include long term disposition safeguards. Pogo appears to be a rich mineral site that has tremendous economic potential for Tech-Pogo Inc. and no expense should be viewed by the permitting agency as being too great to safeguard our water and wetlands.

B94-1

Road Access

I support Tech-Pogo in their desire to maintain a private access road and reject the State's proposal to open the first 23 miles to public use. Public use will only exacerbate the noise, dust and pollution impacting the residents of Shaw Creek and increase the possibility of accidents and spills. Additionally, public utilization will erode the wild character of the land and lead to ORV, ATV and other motorized uses serving to degrade and shred the habitat. Monitoring of such uses will likely be non-existent or minimal at best and abuses will occur. Development will quite likely occur along the road and state maintenance will be required to keep it open, further stretching limited Dept. of Transportation dollars. Lets strive to maintain what roads we have before opening new ones to the public.

Respectfully submitted,

B94-2

Phil Wildfang
 299 Hawk Rd.
 Fairbanks, AK 99712

COMMENT RESPONSE:
 B94-1 Thank you for your comment.
 B94-2 Thank you for your comment.

September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-87

Pogo Mine Project

Final Environmental Impact Statement

21
B95



Please Comment on the Pogo Gold Mine Draft Environmental Impact Statement and Any of the Draft Permit Decisions contained in the DEIS document

I am in favor of the the actions scheduled in the current draft of the Pogo Gold Mine Draft Environmental Impact Statement and advise the the permit option that keeps the area closed to public access during the working life of the mine.

I believe that this project should receive a permit to proceed with full scale development in accordance to stipulations included in the permit applications.

See journal near Redstone

Share local history option - at mine

Don't 33 more public (after mining)

YOUR NAME: *Milan Smith, PO Box 20022, Fairview, WA 98101*

B95-1
B95-2
B95-3
B95-4

COMMENT RESPONSE:

B95-1 Thank you for your comment.

B95-2 Thank you for your comment.

B95-3 Thank you for your comment.

B95-4 Thank you for your comment.

Please place your comments in the box at tonight's Draft EIS Open House, or send them no later than **May 13, 2003** to:

Hanh Gold
 Pogo EIS Project Manager
 US Environmental Protection Agency
 1200 Sixth Avenue (M/S-130)
 Seattle, WA 98101
 Or Gold.Hanh@epa.gov





B96



Please Comment on the Pogo Gold Mine Draft Environmental Impact Statement and Any of the Draft Permit Decisions contained in the DEIS document

I believe Pogo Tech is well aware of any problems they may encounter and have shown they will deal with them in a responsible manner.

YOUR NAME: Robin Wolf

B96-1

Please place your comments in the box at tonight's Draft EIS Open House, or send them no later than **May 13, 2003** to:

Hanh Gold
Pogo EIS Project Manager
US Environmental Protection Agency
1200 Sixth Avenue (M/S-130)
Seattle, WA 98101
Or Gold.Hanh@epa.gov

COMMENT RESPONSE:
B96-1 Thank you for your comment.

B97

I (PRINT YOUR NAME) LISA L. YANCEY FAVOR THE ALTERNATIVE MANAGEMENT OPTION FOR THE POGO/TECH INC. MINE ROAD

POGO PROJECT

GOODPASTER ACCESS / NO CHANGE TO EXISTING ACCESS TO THE GOOD PASTER RIVER

LIABILITY / THE POTENTIAL FOR LOOTING FROM PEOPLE WITH PRIVATE PROPERTY IF THE ROAD IS OPEN TO THE PUBLIC

EXISTING SHAW CREEK ROAD/ BY NOT OPENING THE ROAD TO THE PUBLIC THERE WILL NOT BE A LOT OF TRAFFIC ON THE SHAW CREEK ROAD OTHER THEN MINING EQUIPMENT COMING AND GOING TO THE MINE

RECREATION/ BY NOT OPENING THE ROAD TO THE PUBLIC EXISTING RECREATION IN THE AREA WOULD NOT BE AFFECTED, THAT AND THE ALASKA DEPT. OF FISH AND GAME WOULD NOT MAKE THE AREA A SPIKE FORK FIFTY AREA FOR MOOSE. WITCH WOULD BE A HARDSHIP ON THE PEOPLE THAT DEPEND ON MOOSE MEAT TO FEED THEIR FAMILIES

SAFETY/ BY NOT OPENING ACCESS TO THE PUBLIC WOULD SAVE LIVES AND HELP THE MINE RUN WITH OUT HAVING PEOPLE IN THE WAY

COMMERCIAL RECREATION/ ACCESS TO SHAW CREEK VALLEY WOULD NOT BE AFFECTED BY KEEPING THE MINE ROAD CLOSED TO PUBLIC ACCESS AND WOULD KEEP UNWANTED LOOTERS OUT OF THE AREA

TRAPPING / BY KEEPING THE MINE ROAD CLOSED TO PUBLIC ACCESS YOU WOULD NOT HAVE ANY PROBLEMS WITH TRAPPERS, PEOPLE WOULD NOT BE OUT THERE STEALING THE CATCH AND DESTROYING THEIR TRAP LINES

SUBSISTENCE/ IF THE MINE ROAD WAS OPENED YOU WOULD RUIN THE HUNTING FOR A LOT OF PEOPLE BECAUSE THE ALASKA DEPT. OF FISH AND GAME HAS ALL READY SAID THAT THEY WOULD MAKE THE AREA SPIKE FORK FIFTY INSTEAD OF ANY BULL WITCH WOULD MAKE A HARD SHIP ON PEOPLE THAT HUNT MOOSE TO FEED THERE FAMILIES

ORV USE OF THE SHAW CREEK VALLEY / WOULD NOT BE AFFECTED THEY COULD STILL GO WHERE THEY GO KNOW BY LEAVING THE MINE ROAD CLOSED TO THE PUBLIC, AND KEEP FROM HAVING A BIG SURGE OF PEOPLE IN THE AREA

B97-1

September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-89

Pogo Mine Project

Final Environmental Impact Statement



B99

Subject: Pogo Gold Mine Project
Date: Mon, 5 May 2003 14:44:08 -0800
From: "Zook, Mike" <Mike.Zook@asrcenergy.com>
To: <ed_fogels@dnr.state.ak.us>

Dear Sir,

I would like to make comments on the DEIS for the above referenced project. With the declining oil and fishing industries in Alaska, we must ensure the continued prosperity of the region with other enterprises. If we can develop these new industries, and still reasonably meet our environmental agenda, then we must do so.

I endorse the Preferred Alternative identified in the Draft Environmental Impact Statement, with the provision that the Alaska Department of Natural Resources adopts the Alternative Management Option for management of the Shaw Creek Hillside access road.

B99-1

The Alternative Management Option for the Shaw Creek Hillside Road will result in increased safety for the public, reduced short term impacts to subsistence, trapping and commercial recreation, reduced short-term impacts to wetlands from ORV use and increased revenue to the State from right-of-way fees, material sales and timber sale receipts.

The EPA and the Alaska Department of Natural Resources should provide timely resolution of the permitting process so that the Pogo Gold Mining Project can move forward.

I endorse the draft NPDES permit and the draft Alaska Department of Environmental Conservation waste disposal permit.

B99-2

The Pogo project will be of major benefit to Interior Alaska as it will boost economic activity at a time when the state is approaching an economic slow down.

The new mine will result in increased revenues to the state, as well as new opportunities for Alaska businesses and residents. Pogo will help sustain a healthy and growing mining industry in Alaska.

B99-3

Pending receipt of necessary permits, Teck-Pogo plans to invest \$250 million to begin construction on the underground mine. The Pogo Gold Mine will generate 500 new jobs during the first two years of construction and 300 permanent year-round jobs during its operational phase.

Teck-Pogo has designed an advanced operation that will minimize the project's footprint on the environment. The project has been designed to meet Alaska water quality standards and not degrade the water quality of the Goodpaster River.

B99-4

I wholeheartedly support the development of the Pogo Gold Mine, and feel that we should find a way to meet our environmental goals while allowing this important project to go forward.

Thank you,

Pogo Gold Mine Project

B99

Robert M. Zook
3721 Perenosa Circle
Anchorage, AK 99515

COMMENT RESPONSE:

- B99-1 Thank you for your comment.
- B99-2 Thank you for your comment.
- B99-3 Thank you for your comment.
- B99-4 Thank you for your comment.

September 2003

Appendix E Response to Comments on DEIS
B. Public Written Comments

B-91