

From: [Craig, Bill](#)
To: [Bellion, Tara](#); [Evans, Jessica](#)
Subject: FW: [EXTERNAL] Donlin Gold Draft EIS comment
Date: Wednesday, March 16, 2016 8:02:40 AM

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

From: donlingoldeis, POA [<mailto:POA.donlingoldeis@usace.army.mil>]
Sent: Monday, March 14, 2016 12:32 PM
To: Craig, Bill
Subject: FW: [EXTERNAL] Donlin Gold Draft EIS comment

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

From: Ryan Cross [<mailto:ryanscross@gmail.com>]
Sent: Thursday, March 10, 2016 11:16 AM
To: donlingoldeis, POA <POA.donlingoldeis@usace.army.mil>
Subject: [EXTERNAL] Donlin Gold Draft EIS comment

I support Alternative 2 of the Donlin Gold Draft EIS. I believe that the mine can be constructed and operated safely and will provide valuable economic support to the Alaska and the specifically the Kuskokwim River communities.

I am however concerned about the significant increase in barge traffic on the upper Kuskokwim River. I believe that for river operations to be performed safely there will need to be frequent and accurate monitoring of river conditions. Inland rivers in Alaska lack accurate charting that is common in navigable waterways of other states. The Kuskokwim River will require a detailed hydrographic survey using modern equipment such as multibeam sonar. Infact, Initial surveys should be performed on a regular basis (annual or biannual) to monitor changes in river shoaling. These surveys should be performed prior to the construction of the Donlin Gold mine.

To fully understand river dynamics and the changes in river bed morphology that are associated with discharge rates, current monitoring with stationary and profiling sensors should be performed in conjunction with the hydrographic surveys.

Stakeholders have expressed concerns about shoreline erosion. The best tool for accurate and detailed monitoring of shoreline erosion along the entire route will be a vessel based scanning LiDAR. This survey equipment can be used to document conditions and monitor change overtime.

Detailed data and an understanding of the dynamic river conditions will be our best tools for implementing risk mitigation associated with barge traffic on the Kuskokwim River.

--Ryan

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