

APPENDIX A

Coordination with State of Alaska Department of Natural Resources on Turnout Improvements

(Note: Station numbers may differ slightly from those in the EA as a result of minor design changes that occurred to avoid sensitive resources.)

APPENDIX A

Coordination with DNR on Turnout Improvements

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DNR Memorandum to DOT&PF on Preserve Pullouts

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities (ADOT&PF)
Design and Engineering Services – Southeast Region
Preconstruction / Preliminary Design & Environmental

TO: Arne Oydna
Project Manager

DATE: March 10, 2009

TELEPHONE NO: 465-4498

FAX NUMBER: 465-4414

FROM: Jim Scholl JS
Project Environmental
Coordinator

SUBJECT: 68606 Haines Highway: MP 3.5
to 25.3 / Pullouts for
Recreational Access

Reference: Plan Sheets 1
through 19 of the attached
Turnout/Recreation Facilities

Arne, A summary of our meeting with :

- Joel Telford, Alaska Department of Natural Resources, Parks Division (DNR Parks) and
- Mike Eberhart, DNR Parks and
- Arne Oydna, ADOT&PF, and
- Jim Heumann, ADOT&PF, and
- Jim Scholl, ADOT&PF is:

| Pullout Number | Recommendation / Notes |
|----------------|---|
| HNS1 | Accept design recommendation. |
| HNS2 | Accept design recommendation. |
| HNS3 | Change design recommendation to provide 1 approach rather than 2. |
| HNS4 | Accept design recommendation. Wayside / parking area is in the Borough; work with Borough to accept operations and maintenance. Clear area right of station 366 is a potential fill site. |
| HNS4 | Accept design recommendation with caveat to check driveway permit for driveway right of station 398+50. |
| HNS5 | Accept design recommendation. |
| HNS6 | Accept design recommendation. Wayside / parking area is in the Borough; work with Borough to maintenance. |
| HNS7 | Accept design recommendation. |
| HNS8 | Change design recommendation to provide 1 approach rather than 2. DNR Parks will need to discuss maintenance with Alaska Department of Fish and Game (ADF&G). |

| Pullout Number | Recommendation / Notes |
|-----------------------|--|
| HNS9 | Accept design recommendation. |
| HNS10 | Accept design recommendation to remove access only. |
| HNS11 | Accept design recommendation to remove access only. |
| HNS12 | Change design recommendation to provide 1 approach rather than 2. |
| HNS13 | Do not accept design recommendation. ADOT&PF will work with Joel Telford of DNR Parks on an acceptable approach. |
| HNS14 | Do not accept design recommendation. ADOT&PF will work with Joel Telford of DNR Parks on an acceptable approach. |
| HNS15 | Change design recommendation to provide 2 approaches rather than 1. DNR Parks will accept operations and maintenance. Limit parking to 10 vehicles and provide gravel surface. |
| HNS16 | Maintain existing access. |
| HNS17 | Change design recommendation to provide two aprons, only. DNR Parks will maintain the pullout. |
| HNS18 | Work with Joel Telford, DNR Parks, on a design recommendation. |
| HNS19 | No change to existing condition. |
| HNS20 | Accept design recommendation. |
| HNS21 | Accept design recommendation. Talk to ADOT&PF Maintenance and Operations about improving access for busses and improvements for snow removal activities. |
| HNS22 | Accept design recommendation. |
| HNS23 | Accept design recommendation. |
| HNS24 | Work with Joel Telford, DNR Parks, on pullout design. |
| HNS25 | Work with Joel Telford, DNR Parks, on pullout design. |
| HNS26 | Provide 1 approach rather than 2. Pullout not supported by Klukwan. |
| HNS27 | Work with Joel Telford, DNR Parks, on design recommendation. |

During the meeting we referenced the, “Haines Highway Corridor Partnership Plan”. This is a Haines Borough document prepared as part of the submission for National Scenic Byway designation for the Haines Highway.

CC: Joel Telford, DNR Parks,
Mike Eberhardt, DNR Parks,
Lori Stepansky, Haines Borough, Tourism Director
Kristen Hansen, DOWL Engineers
file

Enclosure: Haines Highway, Turnout/Recreation Facilities



HNS1 - STA. 198+80 & 202+60

EXISTING USES:
 CAMPING, SPORT FISHING, AND SUBSISTENCE FISHING - PRIME SUBSISTENCE FISHING AREA FOR THE HARVEST OF EULACHON - FISHING CAMPS

DNR RECOMMENDATION:
 ACCESS NEEDS TO BE PROVIDED

OWNERSHIP:
 DOT&PF ROW - ADJACENT LAND OWNER: DNR

DESIGN RECOMMENDATION:
 PROVIDE ACCESS WITH TWO 24-FOOT-WIDE ENTRANCES. PAVE TO CURVE RETURN. THIS AREA MAY BE USED AS A STAGING AREA DURING CONSTRUCTION. WORK ON O&M AGREEMENT WITH DNR.

HNS2 - STA. 202+60 TO 204+50

EXISTING USES:
 EULACHON SUBSISTENCE FISHING - FISH PROCESSING - SEVERAL PERMANENT STRUCTURES EXIST

DNR RECOMMENDATION:
 ACCESS MUST BE PROVIDED

OWNERSHIP:
 DOT&PF ROW - ADJACENT LAND OWNER: DNR

DESIGN RECOMMENDATION:
 PROVIDE A WIDENED SHOULDER FOR PARKING.

NEAREST MILEPOST: MP 4

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

T28/29/30S, R56/57/58/59E,
 Copper River Meridian, Alaska.



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
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DOT&PF Project No. 68606
 HAINES HIGHWAY
 MILEPOST 3.5 - 25.3

Haines, Alaska

DATE: JULY 2012

FIGURE SET B (1 of 19)

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NEAREST MILEPOST: MP 6

HNS3 - STA. 293+50

EXISTING USES:
 INFORMAL PARKING/CAMPING AREA - SPORT FISHING FOR SALMON
 - PRIVATE PROPERTY

DNR RECOMMENDATION:
 PROVIDE ACCESS

OWNERSHIP:
 DOT&PF ROW - ADJACENT LAND OWNER: PRIVATE

DESIGN RECOMMENDATION:
 PROVIDE ACCESS WITH ONE 24-FOOT-WIDE DRIVEWAY. PAVE TO CURVE RETURN. ELIMINATE SECOND DRIVEWAY.

**PROPOSED IMPROVED TURNOUTS
 (PULL-OUTS)**

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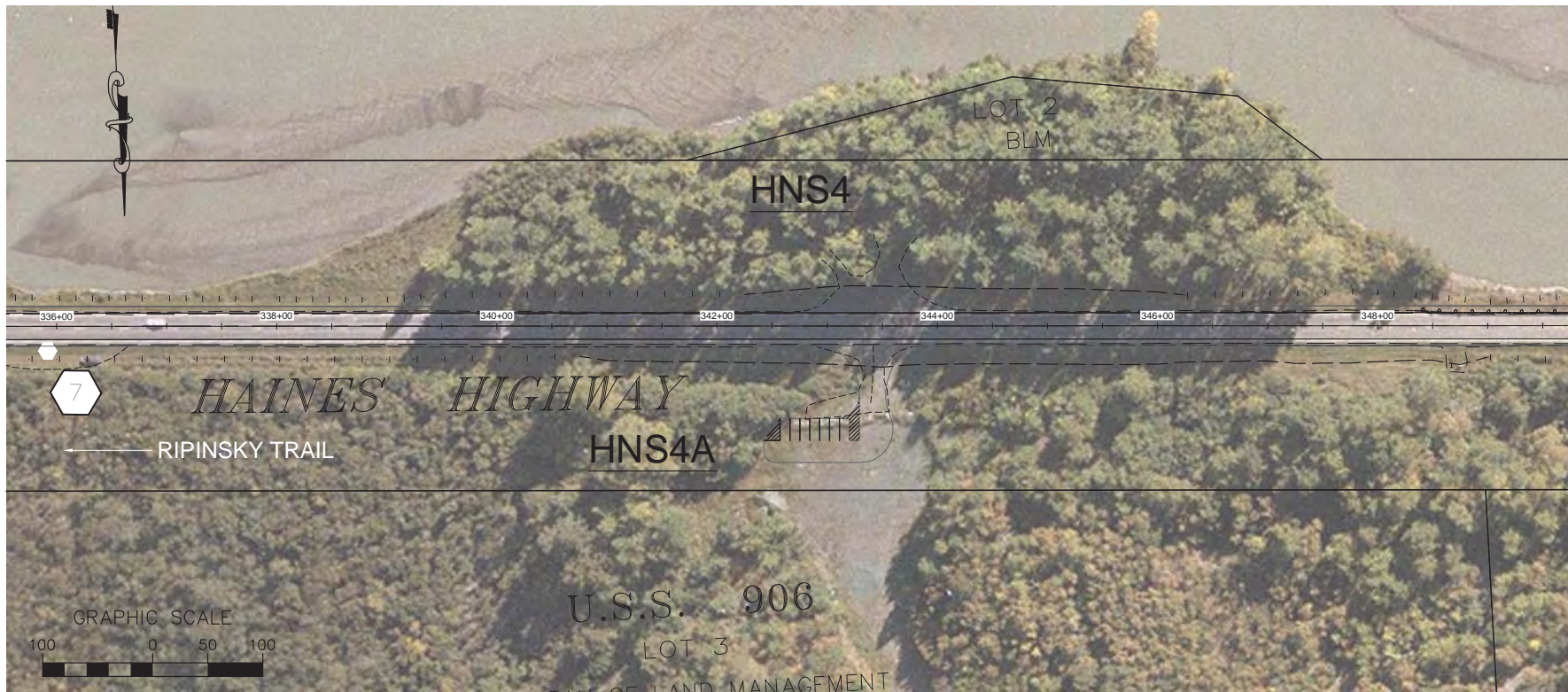
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FIGURE SET B (2 of 19)

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HNS4 - STA. 343+50

EXISTING USES:

CAMPING AREA (LONG AND SHORT TERM) - NO FACILITIES - PRIME SUBSISTENCE AREA FOR SALMON FISHERS (SHORT SET GILLNETS)

DNR RECOMMENDATION:

ACCESS NEEDS TO BE PROVIDED

OWNERSHIP:

DOT&PF ROW - ADJACENT LAND OWNER: BLM

DESIGN RECOMMENDATION:

PROVIDE ACCESS WITH ONE 24-FOOT-WIDE DRIVEWAY. CREATE PARKING ACROSS STREET FOR RIPINSKY TRAIL. SEE HNS4A.

HNS4A - NEW

PROPOSED USES:

RIPINSKY TRAIL PARKING. SUMMER AND WINTER USE.

DNR RECOMMENDATION:

PROVIDE PARKING NEAR TRAIL HEAD

OWNERSHIP:

DOT&PF ROW - ADJACENT LAND OWNER: BLM

DESIGN RECOMMENDATION:

CREATE PARKING AREA FOR RIPINSKY TRAIL. AREA IS ALREADY FILLED AND IS NOT WETLANDS.

NEAREST MILEPOST: MP 7

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

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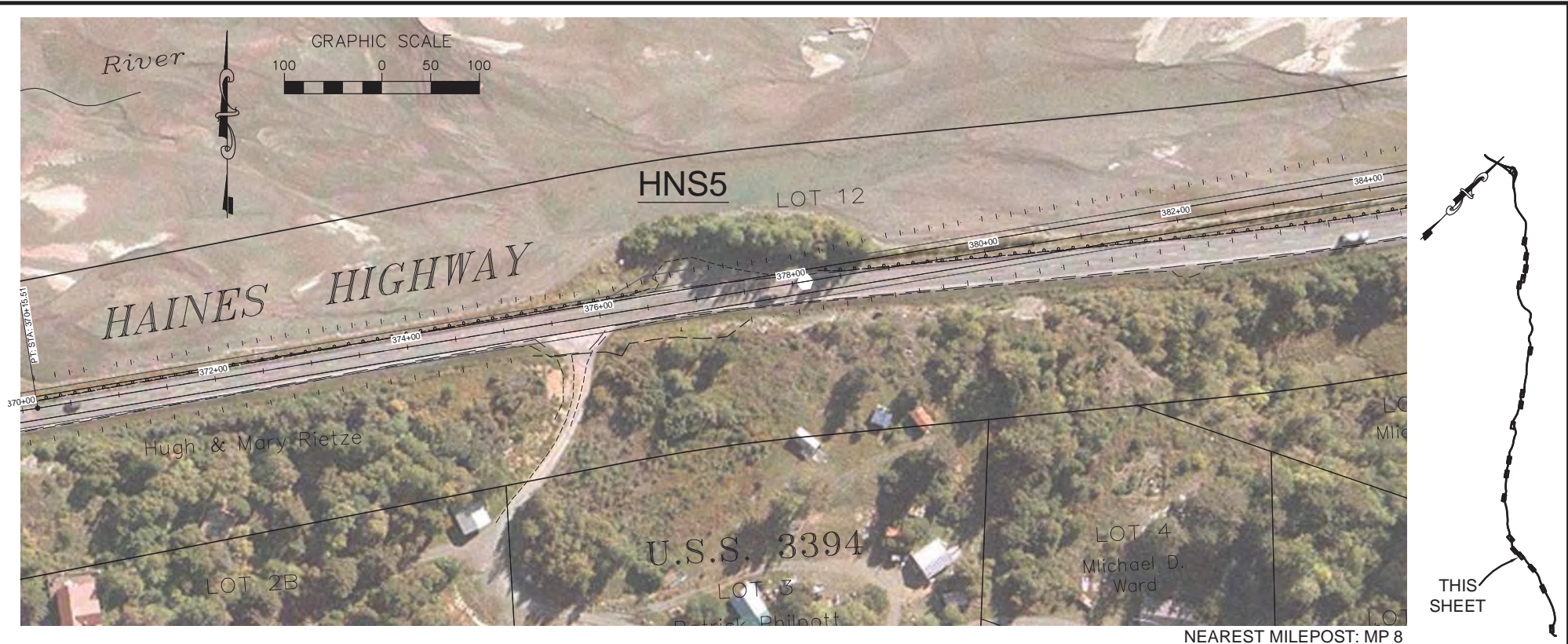
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FIGURE SET B (3 of 19)



HNS5 - STA. 376+00 TO 378+00

EXISTING USES:
RIVER FLATS ACCESS - BOAT LAUNCHING AT HIGH WATER

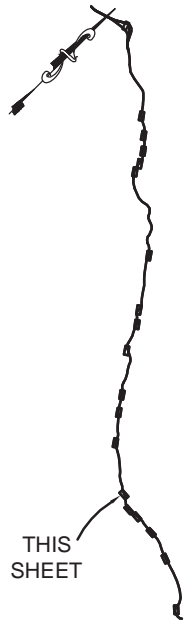
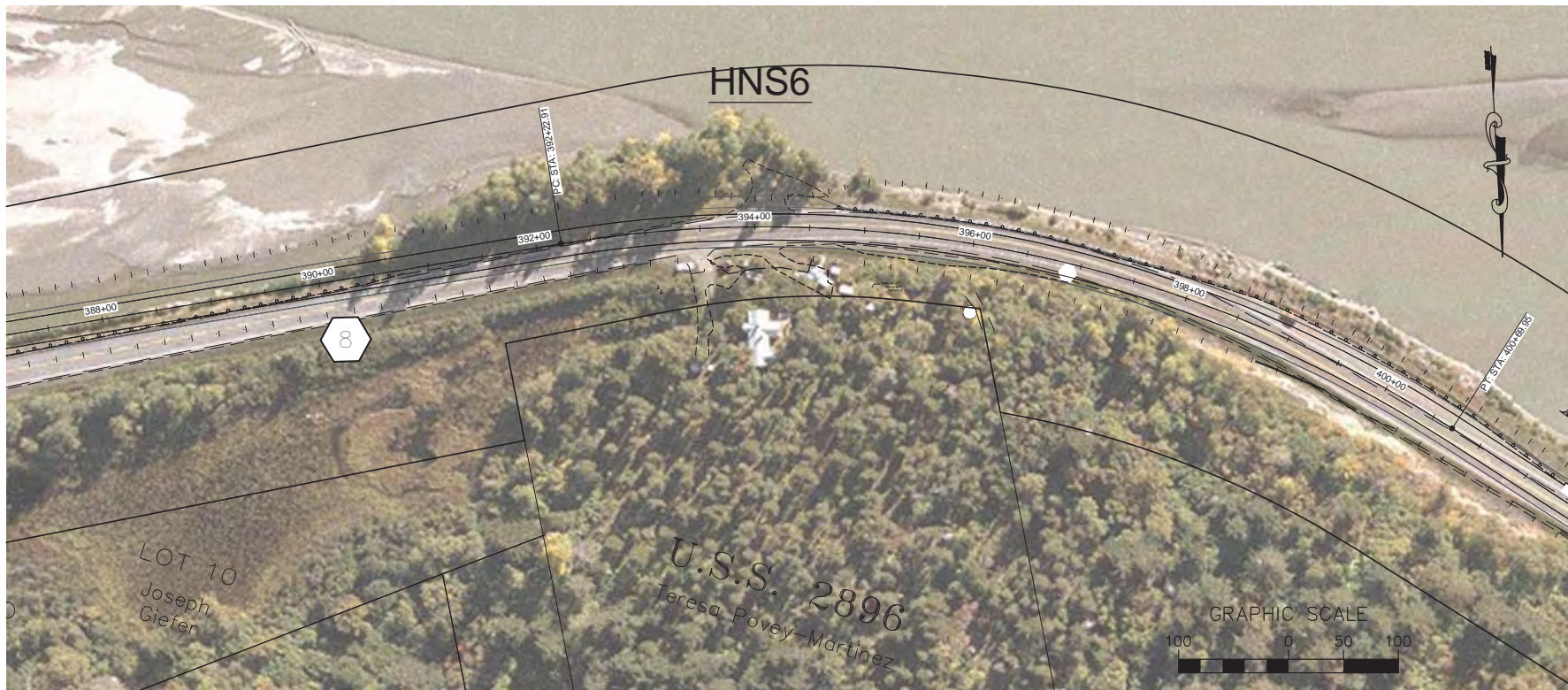
DNR RECOMMENDATION:
DO NOT PROVIDE ACCESS

OWNERSHIP:
DOT&PF ROW - ADJACENT LAND OWNER: DNR

DESIGN RECOMMENDATION:
PROVIDE WIDENED SHOULDER.

| | | |
|--|---|--|
| <p>PROPOSED IMPROVED TURNOUTS (PULL-OUTS)</p> <hr/> <p>T28/29/30S, R56/57/58/59E, Copper River Meridian, Alaska.</p> |  | <p>STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES</p> <p>DOT&PF Project No. 68606 HAINES HIGHWAY MILEPOST 3.5 - 25.3</p> <p>Haines, Alaska</p> |
| | | <p>DATE: JULY 2012</p> |
| | | <p>FIGURE SET B (4 of 19)</p> |

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NEAREST MILEPOST: MP 8

HNS6 - STA. 393+25 TO 394+80

- EXISTING USES:**
PARKING AREA FOR A SALMON SUBSISTENCE FISHING AREA
- DNR RECOMMENDATION:**
PROVIDE ACCESS
- OWNERSHIP:**
DOT&PF ROW - ADJACENT LAND OWNER: DNR
- DESIGN RECOMMENDATION:**
PROVIDE WIDENED SHOULDER

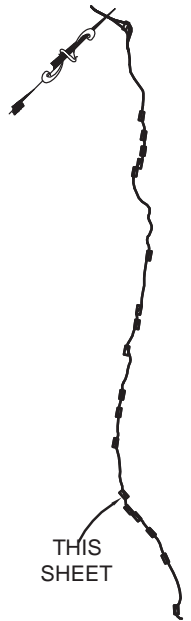
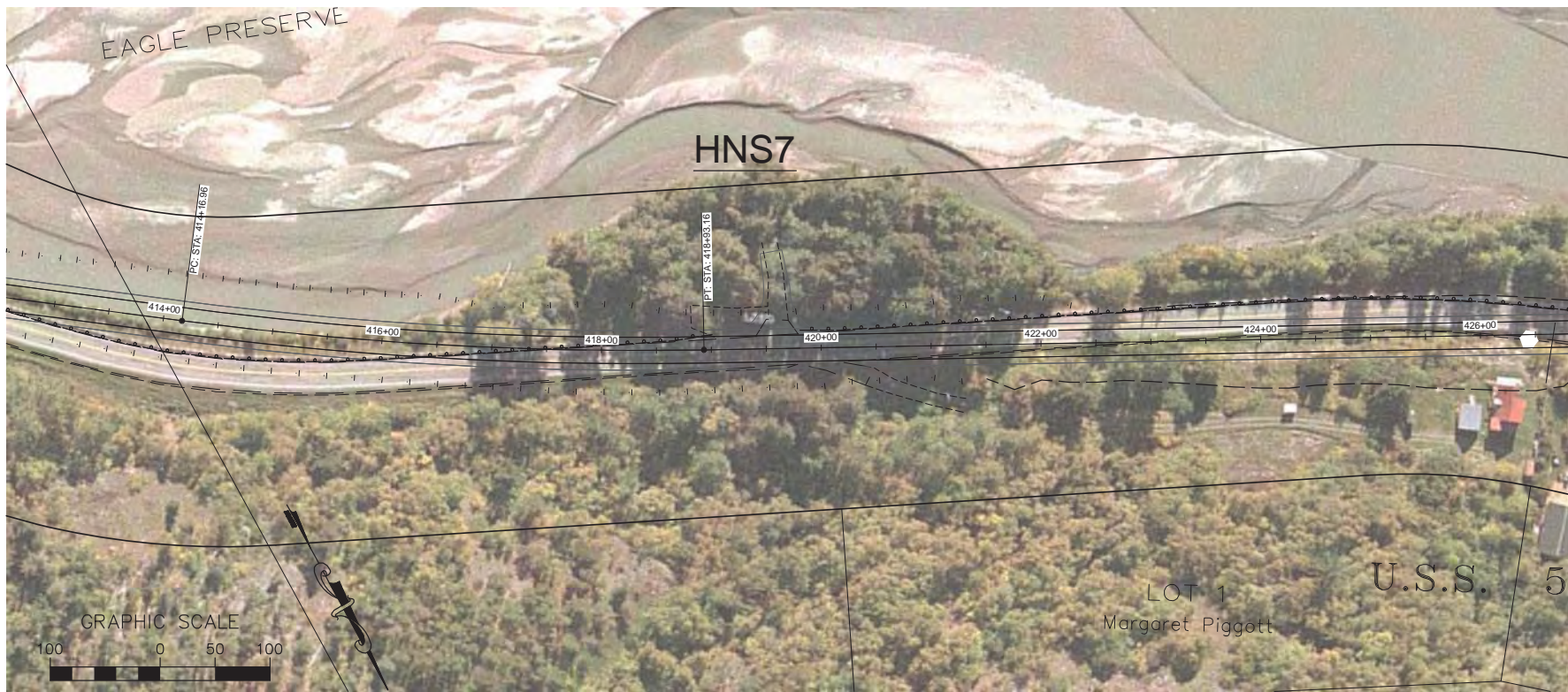
PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

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THIS SHEET

HNS7 - STA. 419+50

NEAREST MILEPOST: MP 8.5

EXISTING USES:

BOAT LAUNCH - THE ALASKA DEPT. OF FISH AND GAME (ADFG) ACCESS THEIR FISH WHEELS - MOOSE HUNTERS ACCESS THE KICKING HORSE RIVER - PARKING FOR BOATS AND TRAILERS

DNR RECOMMENDATION:

PROVIDE ACCESS AND PARKING

OWNERSHIP:

DOT&PF ROW - ADJACENT LAND OWNER: DNR- EAGLE PRESERVE

DESIGN RECOMMENDATION:

PROVIDE DRIVEWAY ON RIVER SIDE FOR BOAT LAUNCH ONLY

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

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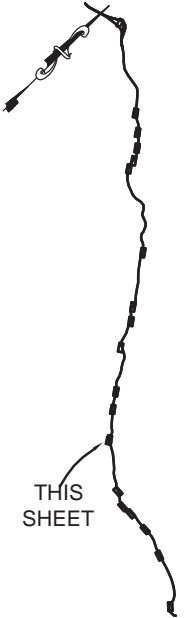
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NEAREST MILEPOST: MP 10

HNS8 - STA. 503+25

EXISTING USES:

BOAT LAUNCH - ADFG, MOOSE HUNTERS AND FISHERS - STORAGE FOR ADFG FISH WHEELS

DNR RECOMMENDATION:

PROVIDE ACCESS AND PARKING FOR BOAT TRAILERS

OWNERSHIP:

DOT&PF ROW - ADJACENT LAND OWNER: DNR

DESIGN RECOMMENDATION:

PROVIDE ACCESS WITH ONE 24-FOOT-WIDE APPROACH. DO NOT USE AS A CONSTRUCTION STAGING AREA.

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

T28/29/30S, R56/57/58/59E,
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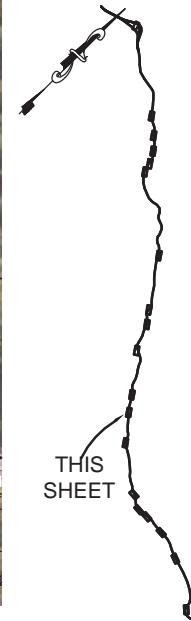
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HNS9 - STA. 550+50 TO 552+50

EXISTING USES:
TRASH DUMP

DNR RECOMMENDATION:
REMOVE BERM AND PULL-OUT

OWNERSHIP:
DOT&PF ROW - ADJACENT LAND OWNER: DNR

RECOMMENDED IMPROVEMENTS:
BERM HAS BEEN REMOVED. USE THIS FILL AREA FOR NEW PARKING FOR POND USE.

HNS10 & HNS11 - STA. 556+00 & 562+00

EXISTING USES:
POND ACCESS DURING WINTER

DNR RECOMMENDATION:
BOTH APPROACHES SHOULD BE CLOSED OFF. DEVELOP A PULL-OUT TO ALLOW ACCESS TO THE POND.

OWNERSHIP:
DOT&PF ROW - ADJACENT LAND OWNER: DNR

DESIGN RECOMMENDATION:
REMOVE ACCESS. DEVELOP HNS9 INTO PARKING AREA FOR POND USE.

NEAREST MILEPOST: MP 11

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

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NEAREST MILEPOST: MP 11.5

HNS12 - STA. 582+50 TO 584+25

EXISTING USES:
SPORT FISHERS - HUNTERS

DNR RECOMMENDATIONS:
PROVIDE ACCESS

OWNERSHIP:
DOT&PF ROW - ADJACENT LAND OWNER: DNR

DESIGN RECOMMENDATION:
PROVIDE WIDENED SHOULDER

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

T28/29/30S, R56/57/58/59E,
Copper River Meridian, Alaska.



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HAINES HIGHWAY
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FIGURE SET B (9 of 19)



HNS13 - STA. 655+75

EXISTING USES:

RIVER ACCESS - BOAT LAUNCHING - SPORT FISHERS - GARBAGE DUMP

DNR RECOMMENDATION:

PROVIDE NEW APPROACH AND BOAT LAUNCH AT HNS14 AND ABANDON HNS13 DUE TO STEEP ACCESS.

OWNERSHIP:

DOT&PF ROW - ADJACENT LAND OWNER: DNR

DESIGN RECOMMENDATION:

PROVIDE FILL TO REDUCE SLOPE AND RESURFACE HNS13 INSTEAD OF CREATING NEW ACCESS AT HNS14.

HNS14 - STA. 662+00

PROPOSED USE:

PROVIDE NEW BOAT LAUNCH TO REPLACE HNS13

DNR RECOMMENDATION:

SEE HNS13

OWNERSHIP:

DOT&PF ROW - ADJACENT LAND OWNER: DNR

DESIGN RECOMMENDATION:

SEE HNS13

NEAREST MILEPOST: MP 13

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

T28/29/30S, R56/57/58/59E,
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Haines, Alaska

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FIGURE SET B (10 of 19)



HNS15 - STA. 705+50 TO 707+75

EXISTING USES:
HIGH USE SALMON SUBSISTENCE FISHING

DNR RECOMMENDATION:
PROVIDE ACCESS AND EXPAND PARKING

OWNERSHIP:
DOT&PF ROW - ADJACENT LAND OWNER: DNR

DESIGN RECOMMENDATION:
PROVIDE ACCESS WITH TWO 24-FOOT-WIDE APPROACHES. PAVE TO CURVE RETURN. DNR WILL ACCEPT O&M. LIMIT PARKING TO 10 VEHICLES AND PROVIDE GRAVEL SURFACE.

HNS16 - STA. 708+00

EXISTING USES:
BOAT LAUNCH (NO COMMERCIAL OPERATORS) - SPORT FISHING

DNR RECOMMENDATION:
DO NOT IMPROVE

OWNERSHIP:
DOT&PF ROW

DESIGN RECOMMENDATION:
PROVIDE ACCESS. NO IMPROVEMENTS AT THIS TIME.

NEAREST MILEPOST: MP 14

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

T28/29/30S, R56/57/58/59E,
Copper River Meridian, Alaska.



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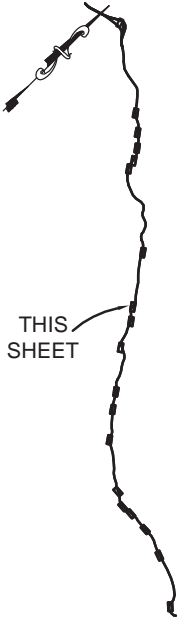
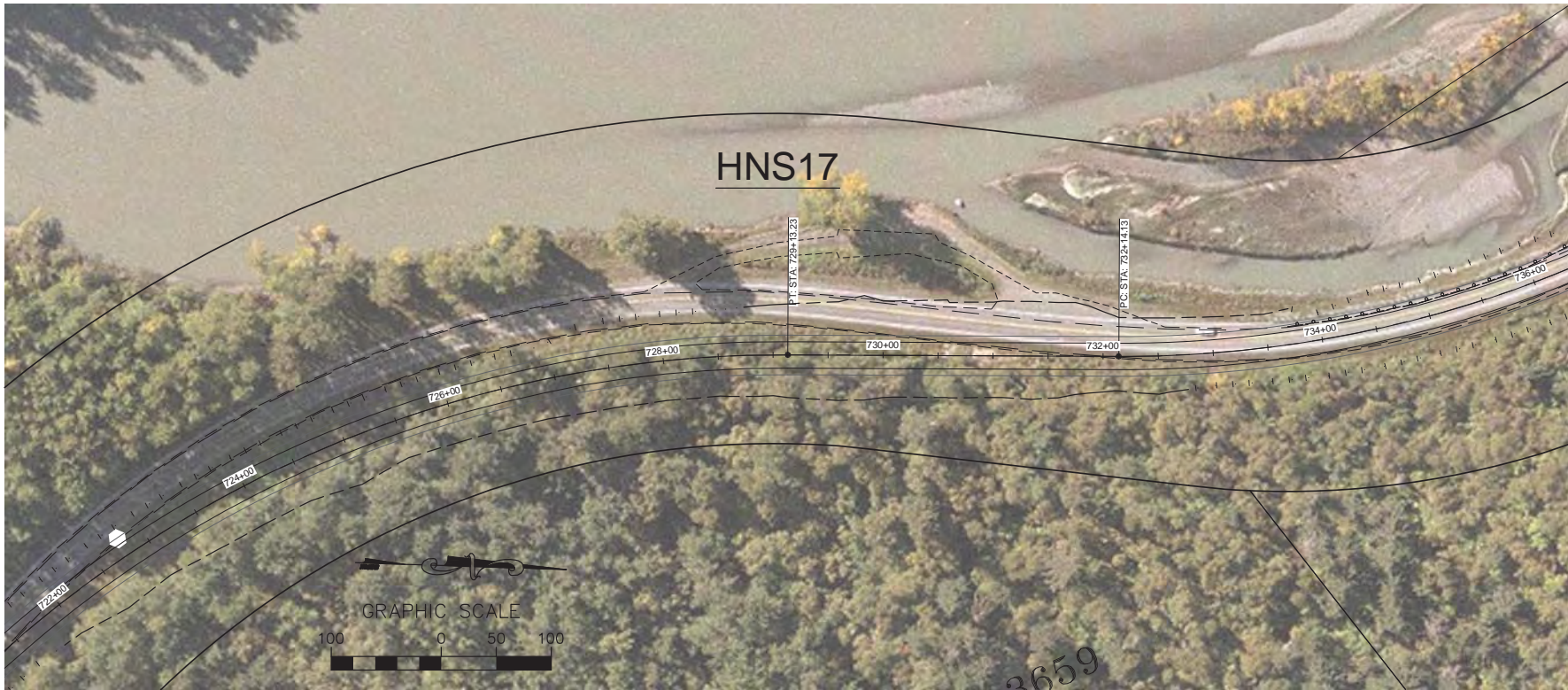
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NEAREST MILEPOST: MP 14

HNS17 - STA. 727+00 TO 732+00

EXISTING USES:
COMMERCIAL RAFTING OPERATIONS

DNR RECOMMENDATIONS:
DO NOT CHANGE THE GRADE OR DISTURB THE VEGETATED ISLAND. THE EXITS TO THE AREA NEED TO BE DESIGNED FOR BUS TRAFFIC. DNR WILL MAINTAIN.

OWNERSHIP:
DOT&PF ROW - ADJACENT LAND OWNER: DNR

DESIGN RECOMMENDATION:
PROVIDE WIDENED SHOULDER AND REGRADE FROM EDGE OF PAVEMENT TO EXISTING DRIVEWAY TO IMPROVE SLOPE FOR BUS TRAFFIC. OBLITERATE AND VEGETATE OLD HIGHWAY.

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

T28/29/30S, R56/57/58/59E,
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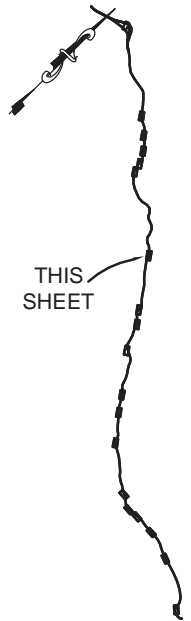
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NEAREST MILEPOST: MP 16

HNS18 - STA. 820+50

EXISTING USES:
PARTIES - GARBAGE DUMP

DNR RECOMENDATION:
CLOSE OFF WITH GUARDRAIL

OWNERSHIP:
DOT&PF ROW - ADJACENT LAND OWNER: DNR - EAGLE PRESERVE

DESIGN RECOMMENDATION:
DITCH ACROSS ACCESS DRIVEWAY TO REMOVE ACCESS.

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

T28/29/30S, R56/57/58/59E,
Copper River Meridian, Alaska.



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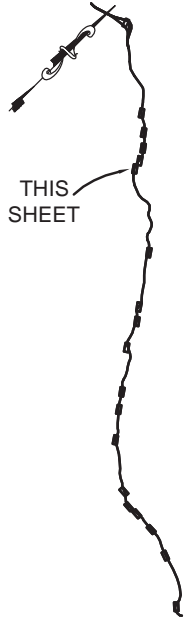
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HNS19 - STA. 966+00 TO 972+50

EXISTING USES:
EAGLE VIEWING

DNR RECOMMENDATION:
PROVIDE PARKING ALONG HIGHWAY AND PROVIDE ACCESS TO SLIDE AREA FOR MAINTENANCE

OWNERSHIP:
DOT&PF ROW - ADJACENT LAND OWNER: DNR - EAGLE PRESERVE

DESIGN RECOMMENDATION:
THE HIGHWAY WILL BE RAISED APPROXIMATELY 15 FEET THROUGH THIS AREA AND PARKING WILL BE PROVIDED ALONG THE HIGHWAY WITH A SERVICE DRIVE TO THE SLIDE AREA FOR MAINTENANCE.

NEAREST MILEPOST: MP 19

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

T28/29/30S, R56/57/58/59E,
Copper River Meridian, Alaska.



STATE OF ALASKA
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FIGURE SET B (14 of 19)



HNS20 - STA. 981+25

EXISTING USES:
COMMERCIAL RAFTING OPERATIONS - LAUNCH SITE

DNR RECOMMENDATION:
PROVIDE ACCESS. PROVIDE PARKING FOR ONE VAN WITH BOAT TRAILER AND ONE BUS. LAUNCH SITE DOES NOT NEED IMPROVEMENTS

OWNERSHIP:
DOT&PF ROW - ADJACENT LAND OWNER: DNR- EAGLE PRESERVE

DESIGN RECOMMENDATION:
PROVIDE ACCESS WITH ONE 24-FOOT-WIDE APPROACH. PAVE TO CURVE RETURN. THERE IS ROOM FOR PARKING ONE VAN WITH TRAILER AND ONE BUS ALONG THE EXISTING GRAVEL DRIVE.

HNS21 - STA. 986+40 TO 990+75

EXISTING USES:
SCENIC VIEW POINT PARKING AREA

DNR RECOMMENDATION:
IMPROVE DESIGN FOR SNOW PLOWING AND EXPAND VEGETATED ISLAND.

OWNERSHIP:
DOT&PF ROW - ADJACENT LAND OWNER: DNR

DESIGN RECOMMENDATION:
PROVIDE IMPROVED ACCESS WITH TWO 24-FOOT-WIDE PLOW FRIENDLY APPROACHES. PAVE TO CURVE RETURN. OBLITERATE AND VEGETATE EXISTING HIGHWAY.

NEAREST MILEPOST: MP 19.5

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

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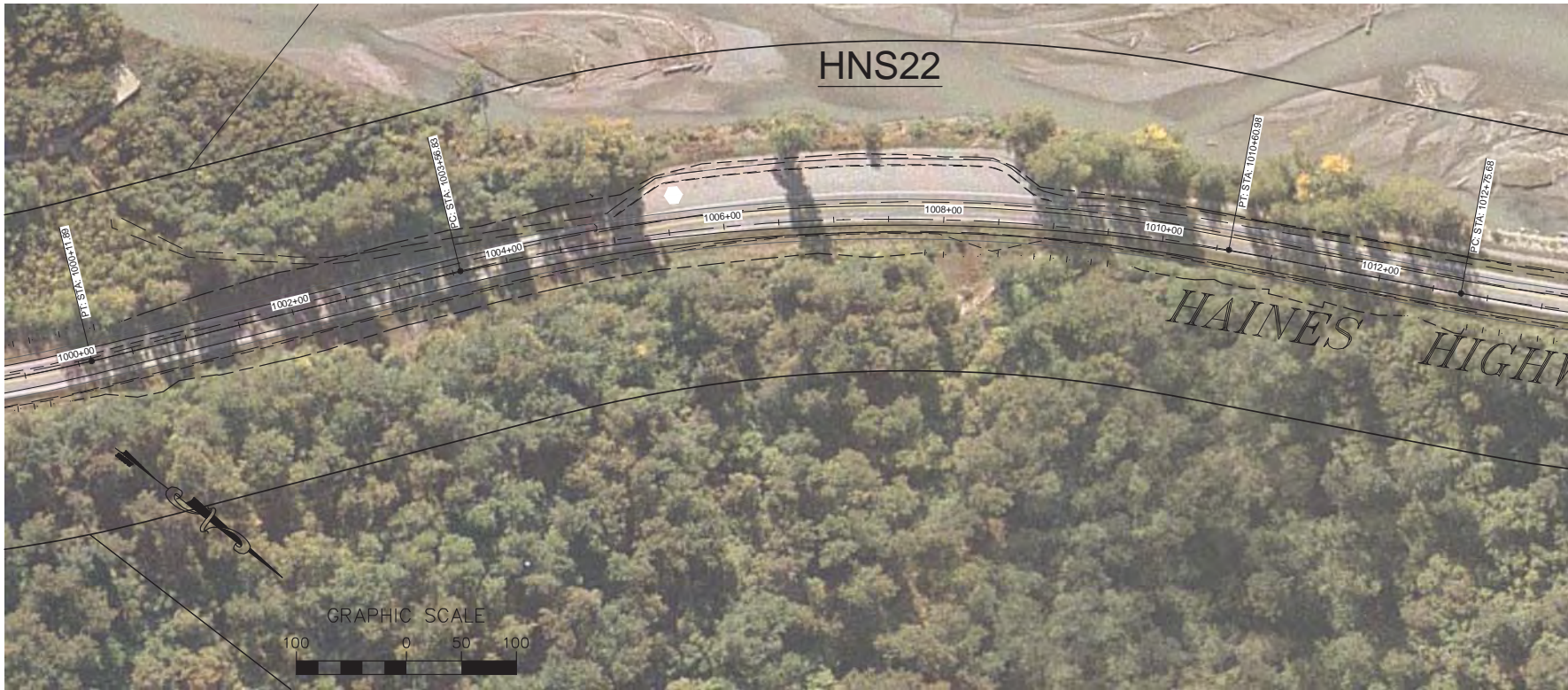
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FIGURE SET B (15 of 19)



NEAREST MILEPOST: MP 20

HNS22 - STA. 1004+75 TO 1008+75

EXISTING USES:
SCENIC VIEW POINT PARKING AREA

DNR RECOMMENDATIONS:
INCREASE PARKING IF POSSIBLE, DO NOT REDUCE PARKING AREA

OWNERSHIP:
DOT&PF ROW - ADJACENT LAND OWNER: DNR - EAGLE PRESERVE

DESIGN RECOMMENDATION:
PROVIDE ACCESS TO PULL-OUT

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

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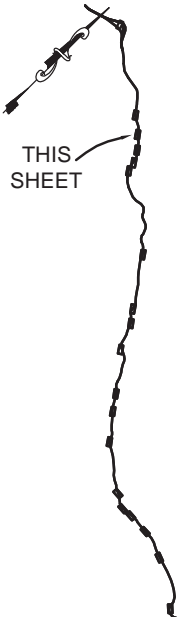
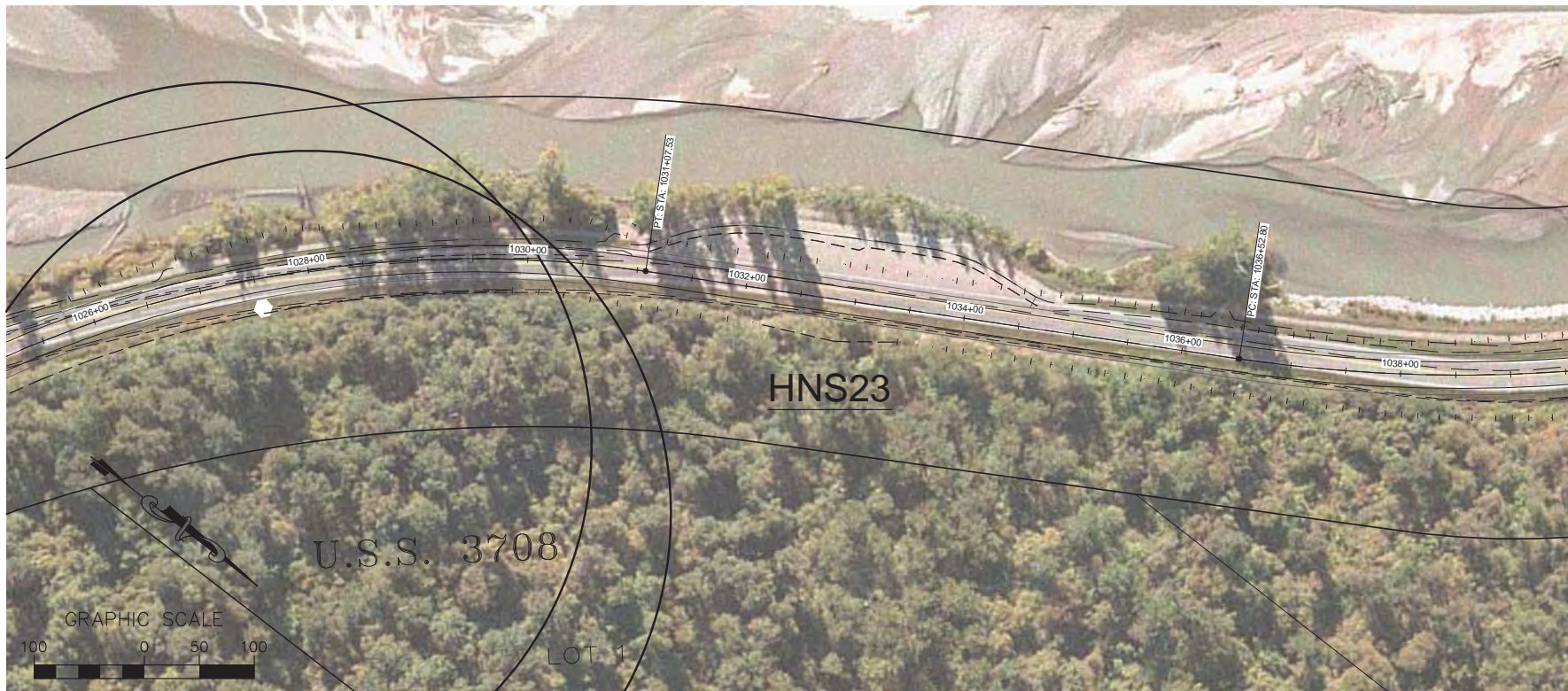
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

DOT&PF Project No. 68606
HAINES HIGHWAY
MILEPOST 3.5 - 25.3

Haines, Alaska

DATE: JULY 2012

FIGURE SET B (16 of 19)



NEAREST MILEPOST: MP 20

HNS23 - STA. 1030+75 TO 1034+40

EXISTING USES:
SCENIC VIEW POINT PARKING AREA

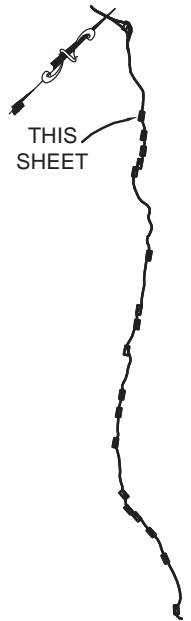
DNR RECOMMENDATION:
DO NOT REDUCE PARKING AREA, EXPAND IF POSSIBLE.

OWNERSHIP:
DOT&PF ROW - ADJACENT LAND OWNER: DNR - EAGLE PRESERVE

DESIGN RECOMMENDATION:
PROVIDE ACCESS TO PULL-OUT

| | | | |
|--|---|--|--------------------------------|
| <p>PROPOSED IMPROVED TURNOUTS (PULL-OUTS)</p> <hr/> <p>T28/29/30S, R56/57/58/59E, Copper River Meridian, Alaska.</p> |  | <p style="text-align: center;">STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES</p> <p style="text-align: center;">DOT&PF Project No. 68606 HAINES HIGHWAY MILEPOST 3.5 - 25.3</p> <p style="text-align: center;">Haines, Alaska</p> | |
| | | <p>DATE: JULY 2012</p> | <p>FIGURE SET B (17 of 19)</p> |

P:\projects\058119\ENV\ENV-PULLOUTS-2012.dwg 2012-7-2



HNS24 - STA. 1059+50

EXISTING USES:
BOAT LAUNCH - SALMON SUBSISTENCE - SPORT FISHING ACCESSED BY HNS25

DNR RECOMMENDATION:
DOES NOT NEED TO BE IMPROVED

OWNERSHIP:
DOT&PF ROW - ADJACENT LAND OWNER: DNR

DESIGN RECOMMENDATION:
NO MODIFICATIONS AT THIS TIME.

HNS25 - STA. 1059+00 TO 1062+50

EXISTING USES:
SCENIC VIEW POINT PARKING AREA

DNR RECOMMENDATION:
IMPROVE FOR SNOW PLOWING AND BUS ACCESS

OWNERSHIP:
DOT&PF ROW - ADJACENT LAND OWNER: DNR

DESIGN RECOMMENDATION:
PROVIDE ACCESS WITH TWO 24-FOOT-WIDE APPROACHES.
IMPROVE EXIT/ENTRANCE RETURN RADII TO BE SNOW PLOW FRIENDLY.

HNS26 - STA. 1062+50

EXISTING USES:
PULL-OUT (HEAVILY USED BY THE VILLAGE OF KLUKWAN) - SPORT FISHERS - BIRD WATCHERS - SALMON SUBSISTENCE FISHERS

DNR RECOMMENDATION:
AN ADDED PULL-OUT WOULD ALLOW ACCESS TO PROPOSED TRAIL EXTENSION.

OWNERSHIP:
DOT&PF ROW - ADJACENT LAND OWNER: DNR

DESIGN RECOMMENDATION:
PROVIDE ACCESS WITH ONE 24-FOOT-WIDE APPROACH.

NEAREST MILEPOST: MP 21

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

T28/29/30S, R56/57/58/59E,
Copper River Meridian, Alaska.



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

DOT&PF Project No. 68606
HAINES HIGHWAY
MILEPOST 3.5 - 25.3

Haines, Alaska

DATE: JULY 2012

FIGURE SET B (18 of 19)



NEAREST MILEPOST: MP 24

HNS27 - NA

EXISTING USES:

BOAT LAUNCH - HUNTER, FISHER AND ADFG

DNR RECOMMENDATION:

PROVIDE BOAT LAUNCH AT NEW BRIDGE SITE

OWNERSHIP:

DOT&PF ROW - ADJACENT LAND OWNER: DNR

DESIGN RECOMMENDATION:

NO IMPROVEMENTS AT THIS TIME

**PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)**

T28/29/30S, R56/57/58/59E,
Copper River Meridian, Alaska.



**STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**

**DOT&PF Project No. 68606
HAINES HIGHWAY
MILEPOST 3.5 - 25.3**

Haines, Alaska

DATE: JULY 2012

FIGURE SET B (19 of 19)

Interfluve Memorandum on Preserve Pullouts



APPLIED RIVER AND
WETLAND RESTORATION
FOUNDED 1983

January 17, 2006

Kristen Hansen
DOWL Engineers
Anchorage, Alaska 99503

Re: Haines Highway Improvements
Department of Natural Resources scoping comments

On January 9, 2006, I spent part of the day with Haines Park Ranger Joel Telford reviewing the issues raised in the December 22 scoping response letter from Michael Eberhardt, SE Area Park Superintendent. We conducted a field review of the specific pullout, launch and parking areas mentioned in the letter. As a result of this review, I have developed a list of 27 sites. I have marked these sites on the attached set of plans, provided you with a spreadsheet with the GPS locations of each of the sites, and discussed the sites individually below. It should be noted that I did not locate the possible boat launch/parking sites proposed by the bridge, at whichever site is chosen. However, I have written up my notes on the discussion with Joel concerning ideas for these sites.

The sites are organized by a labeling system common to this document, the spreadsheet and the annotated plan set. The sites are labeled HNS1 through HNS 27.

HNS1

This is a camping, sport fishing, and subsistence fishing area. Joel said that access needs to be maintained. In the spring this site is a prime subsistence fishing area for the harvest of eulachon. Fishing camps are set up for the eulachon run and perhaps the processing period. In the fall the site is utilized as a camping and sportfishing area for the chum and coho run.

HNS2

This is a site of eulachon subsistence fishing and also the rendering of the fish to oil. Several permanent structures exist and access must be maintained.

HNS3

This site functions as an informal parking/camping area. There may be some sport fishing for salmon. Maintain access.

HNS4

This site functions as a camping area, sometimes for long term. There are no facilities. The river bank is a prime subsistence area for salmon fishers. Short set gillnets are used for this fishing. Maintain access.

1020 Wasco Street, Suite I
Hood River, Oregon 97031
Fax 541.386.9241
www.interfluve.com
541.386.9003

HNS5

There is a road that leads down to the river flats at this site. The road currently provides vehicle access to the river flats. Boat launching would be possible only at high water. In the recent past, the Alaska Dept. of Transportation has tried to block off access to this site with the placement of a large boulder, but this was moved. Joel recommended that the site be closed off permanently.

HNS6

This small pullout serves as a parking area for a salmon subsistence fishing site operated just below the point. Maintain access.

HNS7

The short road at this site leads to a boat launch frequently used in the summer and fall. The Alaska Dept. of Fish and Game (ADFG) often uses this site on a daily basis to access their fish wheels. Moose hunters use the site to access the Kicking Horse River area. Parking for boats and trailers is provided on the river side of the highway, right adjacent to the highway shoulder. Maintain access and parking.

Fish Wheel sites

The ADFG fish wheels are commonly located between station 450+00 and 490+00, but the location varies with the movement of the river channels. Joel noted that the fish wheels are prime tourist attractions and nearby or adjacent parking areas should be provided if possible. The project manager for the fish wheel operation is Randy Bachman. He has expressed interest in working with the designers to establish more permanent fish wheel locations, if possible. He can be contacted at 766-2830, in Haines.

HNS8

This is a boat launch site used by ADFG, moose hunters and fishers. The ADFG fish wheels are stored on land in this area every winter. Parking needs to be provided for boat trailers. Maintain access.

HNS9

There is a pullout in this area that is bounded by a berm along the forest edge. The area is used as a trash dump, hiding their garbage behind the berm. Joel would like the berm and pullout removed.

HNS10 and HNS11

These two approaches lead to an old loop road that encircled the small pond adjacent to the highway. The old road has become so overgrown that it is no longer drivable. Joel said that both of these approaches should be closed off, which can be done by eliminating the gaps in the guardrail. Access to this area should not be encouraged. There is still some use of the pond by ice skaters, so the development of a pullout just to allow access to the pond should be considered.

HNS12

This pullout gets very little use, primarily by sport fishers launching canoes during the coho season. It may also be used by hunters. Maintain access.

HNS13 and HNS14

This is a very steep and unsafe approach that leads to a small road running out to the river. There is some boat launching that occurs in this area, but the recent river alignment changes have made this more difficult. Sport fishers utilize this area. There is some garbage dumping that occurs in the area. Joel said this area should remain open, but suggested that the access point could be moved up to site HNS14 and made safer.

HNS15

This is a high use salmon subsistence fishing site and access needs to be maintained. Joel said the parking area should be expanded, which should be possible if the alignment is moved towards the mountain.

HNS16

This is a boat launch site that is used sporadically by the public. DNR has prohibited the use of this site by commercial operators. The launch site feeds directly into a clear water pond fed by a tributary. This pond is often an area used for sport fishing. Joel said that the boat launching site at this area should not be improved. He suggested that the area could be closed off if the site at HNS14 was developed into a viable launch site.

HNS17

This site is heavily utilized by the commercial rafting operations running float trips through the Eagle Preserve. This is usually the end of the raft trip, so passengers are offloaded here and the rafts removed from the water. DNR has conducted some bank stabilization here and is planning to install a stairway down the bank. Parking in the area needs to be increased. Joel also suggested that the parking area could be hardened, but he does not want the grade raised at all. He wants the island of vegetation between the highway and the parking area maintained. The exits to the area need to be designed for the safe transit of bus traffic.

HNS18

This pullout leads to an area used for parties and the dumping of garbage. Joel wants it closed off with the use of guardrail if possible. The area floods at high water and wetlands are destroyed by the cars. Joel said the closure of this site may be controversial.

HNS19

The area of this pullout is currently heavily used by the public to view the preserve, especially during the fall/winter gathering of the eagles. The site is used for the annual eagle release during the eagle festival. Joel said the pullout is currently on a native allotment. He thought the designers could improve parking along the road in this area, perhaps providing a gravel pad. However, Joel said improvements should be limited. The important thing is to maintain access to the slide area.

HNS20

This area is a primary launch and retrieval site for commercial rafting operations in the Eagle Preserve. Parking area along the road needs to be assured for one van with a boat trailer and one bus. The launch site itself does not need improvements. Maintain access.

HNS21

This parking area needs to be redesigned with the input of DOT Maintenance to allow for the easy snow plowing of the parking area. Currently, the radius at the NE end of the island makes it very difficult to plow. If the new road alignment moves away from the parking area, Joel would like the island expanded. He also suggested that the idea of a turning lane leading into the parking area be explored. It is important that the entrance and exit be safe.

HNS22

Joel said this is a very functional and well used pullout. If it is necessary to replace the pullout he said the new site would need to be open in the same way and yet not require the clearing of eagle perching trees. This parking area is very well designed for the clearing of snow. Joel said that a net loss of parking area in this part of the Preserve was not preferred; in fact an increase would be best. Joel noted that the area adjacent to the South side of the highway just to the town side of this parking area was composed of critical eagle perching trees. These trees provide photo opportunities for the tourists that stop in the parking area.

HNS23

Like area HNS22, this is a well designed parking area that is very well used and well placed. Joel said that the parking area could possibly be expanded toward the river a bit, up to the line of existing trees. An area this size is necessary to provide parking at this location, or close to it.

HNS 24

This is a very steep boat launch site. Joel said it does not need to be improved or changed in any way. He said it would be better to focus on creating or improving boat launch sites near the Wells Bridge. There is a salmon subsistence site just downstream of this boat launch and the area is also used for sport fishing.

HNS25

This is a very well used parking area. The entrance and exit need to be improved to make them more usable by the snow plows. Large buses also need to be able to easily enter and exit this area.

HNS26

This is well used pullout owned by the Village of Klukwan. The area is used by sport fishers and bird watchers. It is also heavily used by salmon subsistence fishers. Joel suggested the addition of a pullout to allow access to the proposed trail extension in this area.

HNS27

This is an area of the Chilkat River bank that is used for boat launching. It is used by hunter, fishers and ADFG. The area is accessed by the means of a road that runs out on the floodplain of the Klehini River. If a better boat launch was built at the bridge it is unlikely that people would continue to use this site.

Chilkat River Bridge

At the old bridge site Joel suggested that a launch facility could be constructed on the east side of the river, downstream of the bridge. He suggested using the bridge abutments to construct a breakwater for this facility. He did note, however, that the east side of the river was currently an area of gravel deposition and would thus not be the preferred launching site. The west side is currently used by the adjacent landowner to launch and moor his boat, but would be a good site to develop a public launch facility.

Joel said that a boat launch could be built on either side of the river at the new bridge location. He said a public parking area and safe access would be required.

Trail extension at 21 mile

Joel and I looked at the narrow area just upstream of site HNS26. It will be difficult to fit a trail and road through this area without destroying many eagle perching trees or filling productive salmon spawning area. Joel suggested the possibility of building an elevated trail constructed on supports driven into the river bank.

Please contact me if there are questions concerning any of the information I have provided.

Mark Sogge
Haines

Haines Highway Improvements - Boat Launch, Pullouts and Parking Locations - January 2006

| garmin_id | altgrid | id | Latitude | Longitude | gps_comment |
|-----------|-----------------------------|-----|----------|------------|-----------------|
| HNS1 | 59 14' 57.6" -135 32' 31.0" | 94 | 59.24934 | -135.54195 | 09-JAN-06 13:23 |
| HNS2 | 59 15' 03.6" -135 32' 33.6" | 104 | 59.25101 | -135.54268 | 09-JAN-06 13:28 |
| HNS3 | 59 15' 45.0" -135 34' 49.9" | 113 | 59.26249 | -135.58052 | 09-JAN-06 13:36 |
| HNS4 | 59 16' 00.0" -135 36' 18.5" | 114 | 59.26656 | -135.60515 | 09-JAN-06 13:45 |
| HNS5 | 59 15' 59.3" -135 37' 21.5" | 115 | 59.26647 | -135.62265 | 09-JAN-06 13:49 |
| HNS6 | 59 15' 57.7" -135 37' 55.8" | 116 | 59.26603 | -135.63216 | 09-JAN-06 13:53 |
| HNS7 | 59 16' 10.5" -135 38' 37.8" | 117 | 59.26959 | -135.64383 | 09-JAN-06 13:56 |
| HNS8 | 59 16' 56.9" -135 40' 50.1" | 118 | 59.28248 | -135.68057 | 09-JAN-06 14:01 |
| HNS9 | 59 17' 33.7" -135 41' 46.9" | 119 | 59.2927 | -135.69637 | 09-JAN-06 14:06 |
| HNS10 | 59 17' 36.7" -135 41' 52.4" | 93 | 59.29353 | -135.69789 | 09-JAN-06 14:08 |
| HNS11 | 59 17' 42.0" -135 41' 59.4" | 95 | 59.29499 | -135.69982 | 09-JAN-06 14:11 |
| HNS12 | 59 18' 00.0" -135 42' 21.9" | 96 | 59.29994 | -135.70608 | 09-JAN-06 14:16 |
| HNS13 | 59 18' 51.0" -135 43' 45.1" | 97 | 59.31418 | -135.72919 | 09-JAN-06 14:21 |
| HNS14 | 59 18' 56.2" -135 43' 53.9" | 98 | 59.3156 | -135.73164 | 09-JAN-06 14:28 |
| HNS15 | 59 19' 33.1" -135 44' 23.0" | 99 | 59.32586 | -135.73973 | 09-JAN-06 14:36 |
| HNS16 | 59 19' 36.8" -135 44' 27.9" | 100 | 59.32689 | -135.74108 | 09-JAN-06 14:40 |
| HNS17 | 59 19' 52.4" -135 44' 52.2" | 101 | 59.33123 | -135.74782 | 09-JAN-06 14:46 |
| HNS18 | 59 21' 04.9" -135 46' 28.8" | 102 | 59.35136 | -135.77466 | 09-JAN-06 14:56 |
| HNS19 | 59 22' 24.1" -135 50' 06.8" | 103 | 59.37336 | -135.83523 | 09-JAN-06 15:05 |
| HNS20 | 59 22' 33.5" -135 50' 11.9" | 105 | 59.37597 | -135.83665 | 09-JAN-06 15:08 |
| HNS21 | 59 22' 40.8" -135 50' 15.9" | 106 | 59.378 | -135.83775 | 09-JAN-06 15:11 |
| HNS22 | 59 22' 54.9" -135 50' 33.5" | 107 | 59.38191 | -135.84265 | 09-JAN-06 15:14 |
| HNS23 | 59 23' 13.0" -135 51' 06.9" | 108 | 59.38695 | -135.85193 | 09-JAN-06 15:18 |
| HNS24 | 59 23' 28.0" -135 51' 47.7" | 109 | 59.39112 | -135.86326 | 09-JAN-06 15:22 |
| HNS25 | 59 23' 28.6" -135 51' 49.5" | 110 | 59.39128 | -135.86374 | 09-JAN-06 15:24 |
| HNS26 | 59 23' 35.5" -135 52' 00.6" | 111 | 59.3932 | -135.86683 | 09-JAN-06 15:30 |
| HNS27 | 59 24' 44.1" -135 55' 52.1" | 112 | 59.41224 | -135.93113 | 09-JAN-06 15:40 |

Note: This data was taken with a Garmin GPSmap 76S handheld GPS unit. The map datum used was WGS 84

Cooperative Agreement between DOT&PF and DNR

COOPERATIVE AGREEMENT
between the
ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
and the
ALASKA DEPARTMENT OF NATURAL RESOURCES

This cooperative agreement is designed to assist the agencies in cooperatively developing and managing the road system in and adjacent to the Alaska Chilkat Bald Eagle Preserve.

Whereas, the Alaska Department of Transportation and Public Facilities (DOT&PF) is mandated to manage the existing transportation corridor (the Haines Highway) within and adjacent to the Alaska Chilkat Bald Eagle Preserve; and

Whereas, both the Alaska Department of Natural Resources (ADNR) and DOT&PF have a mutual responsibility to efficiently and cooperatively manage their adjacent lands;

NOW, THEREFORE, the parties hereto agree as follows:

ALASKA DEPARTMENT OF NATURAL RESOURCES:

1. To recognize DOT&PF management authority for the right-of-way within and adjacent to the Alaska Chilkat Bald Eagle Preserve and work with DOT&PF to assure compatible management of the corridor.
2. To apply for necessary encroachment permits for any activity on DOT&PF right-of-ways.
3. To review projects that affect alignment of the Haines Highway within or adjacent to the Alaska Chilkat Bald Eagle Preserve and provide recommendations.
4. To review plans for the establishment of Haines Highway pullouts within or adjacent to the Alaska Chilkat Bald Eagle Preserve and approve the location, size, configuration, and contents where ADNR funds or maintenance responsibilities are involved.
5. To clean and maintain toilet and waste facilities, and provide for trash and sewage removal as needed at pullouts designated by ADNR located within or adjacent to the Alaska Chilkat Bald Eagle Preserve.
6. To assist DOT&PF in the enforcement of trespass and other violations within the Haines Highway right-of-way as requested by DOT&PF and/or the Alaska Department of Public Safety.

COOPERATIVE AGREEMENT

7. To review DOT&PF proposals for gravel permits and erosion control devices and to provide recommendations.
8. To review DOT&PF vegetation management practices for the Haines Highway Corridor adjacent to the Alaska Chilkat Bald Eagle Preserve.
9. To review DOT&PF proposals for placement of signs in the Haines Highway Corridor which are intended to facilitate use of the Alaska Chilkat Bald Eagle Preserve.
10. To apply to DOT&PF for any air space assignment determined necessary by ADNR.

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES:

1. To provide technical assistance to ADNR in the establishment and creation of pullouts along the Haines Highway within or adjacent to the Alaska Chilkat Bald Eagle Preserve.
2. To review highway pullout plans for the Haines Highway and approve the location, size, configuration, and contents.
3. To grade and provide replacement surfacing material and clear snow from designated highway pullouts as determined by DOT&PF and ADNR within or adjacent to the Alaska Chilkat Bald Eagle Preserve.
4. Remove and dispose of slide material as determined appropriate by DOT&PF. If disposal within the preserve is determined to be necessary, all appropriate permits must be obtained including an incompatible use permit from ADNR.
5. To provide ADNR a map showing widths of highway right-of-ways for the Haines Highway adjacent to the Alaska Chilkat Bald Eagle Preserve.
6. To assign ADNR the management responsibility for guides and outfitters for the Haines Highway Corridor adjacent to the Alaska Chilkat Bald Eagle Preserve.
7. To provide the location of survey markers to ADNR as needed for location of highway pullouts or highway alignment.
8. To apply for all necessary permits including incompatible use permits for the removal of gravel, rip rap, or other materials for road maintenance.

COOPERATIVE AGREEMENT

9. To submit to ADNR plans for any unpermitted gravel pits, or erosion control devices, and to obtain all necessary permits including incompatible use permits for work proposed within the Alaska Chilkat Bald Eagle Preserve.
10. To submit to ADNR for review vegetation management practices for the Haines Highway Corridor adjacent to Alaska Chilkat Bald Eagle Preserve.
11. To submit to ADNR for review signs proposed in the Haines Highway Corridor which are intended to facilitate use of the Alaska Chilkat Bald Eagle Preserve.

THE DEPARTMENT OF NATURAL RESOURCES AND
THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
MUTUALLY AGREE:

1. Nothing in the cooperative agreement shall obligate any party in expenditure of funds, or by future payments of money, in excess of appropriations authorized by law.
2. Each party agrees that it will be responsible for its own acts and the results thereof; and each party shall not be responsible for the acts of the other party; and each party agrees it will assume to self the risk and liability resulting in any manner under the agreement.
3. Each party will comply with all applicable laws, regulations, and executive orders relative to equal employment opportunity.
4. Nothing herein is intended to conflict with federal, state, or local laws or regulations. If there are conflicts, the laws and regulations shall prevail, and this agreement will be amended at first opportunity to bring it into conformance with conflicting laws or regulations.
5. Either the ADNR or DOT&PF may terminate its participation in this cooperative agreement by providing to the other party notice in writing sixty days in advance of the date on which its termination becomes effective.
6. Amendments to this agreement may be proposed by either agency and shall become effective upon approval of both parties.
7. The effective date of this agreement shall be from the date of final signatures.

COOPERATIVE AGREEMENT

The parties have executed this agreement as of:

10/27/87
Date

Mark S. Hickey
Mark S. Hickey
Commissioner
Alaska Department of Transportation
and Public Facilities

11/8/87
Date

Judith M. Brady
Judith M. Brady
Commissioner
Alaska Department of Natural Resources