APPENDIX H

Comments and Coordination

APPENDIX H

Comments and Coordination

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Tribal Coordination Phone Logs

2005-2006

PHONE LOG

DATE: November 10, 2005
AGENCY: Tom Crandall, President, Klukwan Inc.
FROM: Kris Benson, Environmental Coordinator, DOT&PF
SUBJECT: Meeting to Initiate Consultation

I told him the purpose of the meeting was for us to ask if there are any traditional and cultural properties near the highway project, and discuss how the road may or may not affect the lands that Sealaska selected due to traditional use. I said we could also take comments regarding what environmental issues should be evaluated, as we will do at the public meeting in Haines.

December 6 or 7 would probably work, the 7th is better. If we mail the package of drawings on the 21st, they likely won't see it until after Thanksgiving and thus have only one week to review it. He will invite the entire nine-member board and can't predict how many will attend. Some of the board members also sit on the other councils. It would help him if we send 10 copies of the package, as they have no way to make color copies. We could use the Board Room (in Haines) for the meeting, but the maximum capacity is 15.

He said that Klukwan Inc has 15 to 20 acres of land at Jones Point that they would lease for staging (other side of airport).

DATE: November 14, 2005
AGENCY: Dave Barry, Director Natural Resources, Chilkat Indian Village of Klukwan
FROM: Kris Benson, Environmental Coordinator, DOT&PF
SUBJECT: Meeting to initiate consultation

He would appreciate our holding a meeting to talk about cultural resources and the highway project. We could arrange to use (rent?) the ANS hall in the village (contact is Joann Spud at 767-5770). The hall holds 100 people, but can be downsized by arranging tables. December 7th works better for him than the 6th. 10 in the morning would work, their offices open at 9:00. He would like to receive two copies of the drawings (one for himself, one for Council).

PHONE LOG

DATE: November 14, 2005
AGENCY: Greg Stuckey, Administrator, Chilkoot Indian Ass'n of Haines
FROM: Kris Benson, Environmental Coordinator, DOT&PF
SUBJECT: Meeting to initiate consultation

He said it's a good idea to meet. He and the Director of Natural Resources are both available on the 6th or 7th. There is a Council meeting this Wednesday and he will describe the highway project and possible meeting. He would like to get a brief description of the project by e-mail before Wednesday to use at the meeting. He thinks a couple of Council members and a couple of elders would attend the meeting also. There is one member who has expressed concerns in the past about a dike in the river impacting fisheries resources and he will ask that individual to come to pose those questions (he doesn't know the dike location).

PHONE LOG

DATE: January 27, 2006
AGENCY: Desiree Duncan, Land and Resources, Central Council of Tlingit and Haida Indian Tribes of Alaska
FROM: Kris Benson, Environmental Coordinator, DOT&PF
SUBJECT: Consultation regarding Haines Highway Project 68606, MP 3.5 to 25.3

I asked her if she saw the letter that FHWA addressed to the President of CCTHITA, dated Dec. 2, 2005, initiating consultation regarding the Haines Highway improvement project. She said that they review project information, but most often decide not to reply, as the volume of state and federal projects that they receive information about is too large. She also said that the Council would not get involved when there is a local tribe, which is the case with this project.

I asked if she could fill out the Project Consultation Options form and return it, so that there is written documentation that CCTHITA will not be participating further in this project. She said she would, but it would be several weeks, as the President is out of town. I said I would fax the form to her.

Field Review with Tribal Groups

February 21, 2006

Original meeting notes not included because of information protected under Section 106 of the National Historic Preservation Act.

TRUNCATED
MEETING NOTES
FIELD REVIEW WITH TRIBAL GROUPS
HAINES HIGHWAY MILEPOST 3.5 TO 25.3
DOT&PF Project No. 68606

February 21, 2006

Participants:

Harriet Brouillette, Klukwan, Inc.
Joe Hotch, Chilkat Indian Village of Klukwan
Walter Hotch-Hill, Chilkat Indian Village of Klukwan
Michele Metz, Sealaska Corp.
Chris Schelb, Chilkoot Indian Association of Haines
Ryan Cook, Chilkoot Indian Association of Haines
Ed DeCleva, Federal Highway Administration, Juneau
Kris Benson, Alaska Dept. of Transportation and Public Facilities, Juneau
Steve Noble, DOWL Engineers, on behalf of DOT&PF, Anchorage
Dan Egolf, Alaska Nature Tours, driver

Introduction:

All of the participants drove the length of the proposed highway reconstruction project in a large van. The review started at the beginning of the project near the airport. Therefore, when these notes refer to the right or left side of the road, it is from the perspective of driving from Haines to Canada. The group looked at most of the proposed second phase geotechnical testing sites, with an emphasis on the test pit sites, as the footprint of disturbance of test borings and peat probes is much smaller. Most of the proposed test sites were located with numbered survey stakes.

Summary of Comments: Omitted because of information protected under Section 106 of the National Historic Preservation Act.

Agency Coordination Phone Logs

PHONE LOG

DATE: September 30, 2005
AGENCY: Tom Schumacher, Division of Wildlife Conservation, ADF&G
FROM: Kris Benson, ADOT&PF
SUBJECT: Chilkat River Critical Habitat Area

I asked Tom if he had a map showing the boundaries of the Chilkat River Critical Habitat Area. He referred me to the legal description, which is found at AS 1620.585.

PHONE LOG

DATE: March 21, 2006
AGENCY: Joel Telford, Chilkat Bald Eagle Preserve, DNR, Haines
FROM: Kris Benson, Project Environmental Coordinator, DOT&PF
SUBJECT: Participation in Mitigation IDT

Joel would like to participate in the IDT to consider stream and wetland mitigation. He said that he would defer to OHMP and ADF&G, but that he would like to hear how the project is developing and see how it might affect the Preserve.

Joel asked when the first meeting would be and said that he will be gone April 7 through 14. He would be available the next week (April 18 works). Meanwhile, he'll ask if his supervisor would sit in for the first meeting, but he doubts it.

PHONE LOG

DATE: August 21, 2006
AGENCY: Ben Kirkpatrick, ADF&G, Haines
FROM: Kris Benson, ADOT&PF
SUBJECT: Suggested mitigation for Haines Highway MP 3.5 to 25.3

At the July IDT meeting, Ben suggested putting logjams at two locations where DOT&PF placed riprap about 10 years ago. I asked Ben where these were.

He said that they are between MP 15 and the Klukwan turnoff. He said that since the riprap was placed, the paved path was installed and both locations are close to the path, but can be seen from the road. He thought that riprap was placed because the river was directed at the road. He thinks that John Palmes wrote the permits for the riprap. One of the locations has a culvert through the riprap.

He said the area is well used by juvenile and adult fish, so would be a good mitigation site. He said the riprap was placed adjacent (or close to) a chum spawning area.

PHONE LOG

DATE: May 7, 2013
AGENCY: Alaska DNR, State Historic Preservation Office, Shina Duvall
FROM: Jim Scholl, DOT&PF
SUBJECT: Haines Highway Project 68606, MP 3.5 to 25.3 / Gate Valve 4 of the Haines Fairbanks Pipeline

I called Shina (269-8720) to address a comment received from FHWA.

We discussed removing Gate Valve 4 from its concrete vault near the Chilkat River Bridge to a kiosk overlooking the Chilkat River Bridge for public display.

I asked Shina if we removed Gate Valve 4 and placed it in the kiosk would it retain enough integrity to convey significance. In other words, would it still be eligible for the National Register of Historic Places? Shina replied that it was irrelevant since the action was part of an MOA to resolve adverse effects to the Haines Fairbanks Pipeline District.

I told her that we were now preparing Section 4(f) documentation and we needed to develop an alternative that avoids an adverse effect to Gate Valve 4. Shina replied she didn't believe we would affect the integrity of the Gate Valve by moving it to the kiosk.

Agency Interdisciplinary Team (IDT) Meeting 1

April 18, 2006

IDT Contact List

Name	Affiliation	Address			Tel	E-mail
		Street	City	State		
Dan Miller	Inter-Fluve	1020 Wasco Street, Suite I	Hood River	OR 97031	(541) 386-9003	danmiller@interfluve.com
Tim Haugh	FHWA	PO Box 21648	Juneau	AK 99802-1648		tim.haugh@fhwa.dot.gov
Jackie Timothy / Carl Schrader	ADNR-OHMP	400 Willoughby Avenue, 4th Floor	Juneau	AK 99801-1796	465-4105	jackie_timothy@dnr.state.ak.us; carl_schrader@dnr.state.ak.us
Joel Telford	Chilkat Bald Eagle Preserve	PO Box 430	Haines	AK 99827	766-2292	joel_telford@dnr.state.ak.us
Kris Benson	DOT&PF	P.O. Box 112506	Juneau	AK 99811-2506	465-4509	kris_benson@dot.state.ak.us
Russ Kraemer	DOT&PF	P.O. Box 112506	Juneau	AK 99811-2506	465-4443	Russell_Kraemer@dot.state.ak.us
Kristen Hansen	DOWL	4041 B Street	Anchorage	AK 99503	562-2000	khansen@dowl.com
Randy Ericksen	ADF&G	P.O. Box 330	Haines	AK 99827-0330	766-3638	randy_ericksen@fishgame.state.ak.us
Linda Shaw	NMFS	P.O. Box 21668	Juneau	AK 99802-1668	586-7510	linda.shaw@noaa.gov
Mark Sogge	Inter-Fluve	Box 696	Haines	AK 99827	766-2943	marksogge@aptalaska.net
Randy Vigil	USACE	8800 Glacier Highway, suite 106	Juneau	AK 99801-8079	790-4490	randal.p.vigil@poa02.usace.army.mil
Richard Enriquez	USF&WS	3000 Vintage Blvd # 202	Juneau	AK 99801	780-1162	Richard_Enriquez@fws.gov

Neil Stichert	USF&WS	3000 Vintage Blvd # 202	Juneau	AK 99801	780-1160	Neil_Stichert@fws.gov
Robert Venables, Manager	Haines Borough	P.O. Box 1209	Haines	AK 99827	766-2231	rvenables@haines.ak.us
Tim Shields	Takshanuk Watershed Council	P.O. Box 1029	Haines	AK 99827	766-3542	takshanuk@yahoo.com

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CF ☐ RF ☐

Date: 4-11-06 | **W.O. #:** D59119B

To: Haines Highway MP 3.5 - 25.3 Mitigation Interdisciplinary Team Members

Attention:

Regarding: First IDT Meeting Scheduled for April 18, 2006

We are sending you ☑ Attached ☐ Under Separate Cover Via the following items:

☐ Shop drawings	☐ Prints	☐ Plans	☐ Specifications
☐ Copy of letter	☐ Change order	☐ Other	☐ Samples

Copies	Date	No.	Description
1	April '06		Draft Wetland and River Impact Figures (Sheets 1-10c)
1	April '06		Proposed Stream Mitigation Concepts (Draft) (Sheets 1-9)
1	April '06		Wetland and River Impacts Inventory
1	April '06		Table of Potential Wetland Creation Sites
1	April '06		Stream Impacts Inventory

These are transmitted as indicated below:

☐	For approval	☐	Approved as submitted	☐	Resubmit	____	copies for approval
☐	For your use	☐	Approved as noted	☐	Submit	____	copies for distribution
☐	As requested	☐	Returned for corrections	☐	Return	____	corrected prints
☑	For review & comment	☐					
☐	Bids due			☐	Prints returned after loan to us		

Remarks: Dear IDT Members,

The first IDT meeting is scheduled for Tuesday, April 18th at 1:00 p.m. in the Regional DOT&PF Office, downstairs conference room (6860 Glacier Highway), with Tim, Joel, and Mark joining us from Haines via teleconference. Enclosed is a packet of information summarizing current calculations of impacts to wetlands, the Chilkat River and adjacent tributaries, as well as conceptual mitigation ideas that the project team has developed. Please note that these calculations are based on preliminary design information, and are subject to change as the project progresses and the design details are fine-tuned.

Please feel free to call Kris or myself with any questions.

Copy to:

Typed Name: Kristen J. Hansen
Signature:

VERBAL COMMUNICATION RECORD

DATE: 3-29-06

WITH: Agency Members Invited to Participate in Haines IDT Meetings

NOTED BY: Kristen Hansen

PROJECT: Haines Highway MP 3.5 – 25.3

SUBJECT: IDT Participation and Availability

WORK ORDER: D59119B (ADOT&PF No. 68606)

☐ **Meeting** **Time** _____ **Place** _____

☒ **Phone** **Phone No.** see below

Linda Shaw, NMFS (586-7510) - I called Linda to confirm her availability for an IDT meeting the week of April 17th. She indicated any time on Mon., Tues, Wed., or Thurs. would work for her.

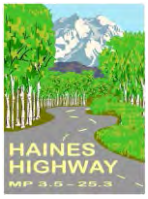
Randy Vigil, USACE (790-4490) – Randy indicated that he thinks he will participate in the IDT, although he still needs to run it up the chain and get approval from management at the Corps. He said he might be in Haines the week of the 17th, and I explained that if he was, he could join in with the Haines group (Tim, Joel, Robert, and Mark). He said anytime that week (except Monday) should be fine then.

Richard Enriquez, USFWS (780-1162) – I left a voicemail for Richard asking if he received the letter from Kris, whether he planned to participate in the IDT, and if so, whether the 18th or 19th would work for him.

Jackie Timothy, ADNR-OHMP (465-4275) – Jackie indicated that she had already sent Kris a note stating that they do not plan to participate in the IDT because they don't think it's necessary. She said that OHMP believes the culvert replacements should be mitigation enough for this project. She further stated that the IDT should not discuss stream impacts and mitigation, since that is something that OHMP permits. I asked whether she would like to receive the information on the stream and river impacts, and she indicated yes, we should send that directly to her.

Robert Venables, Haines Borough Manager (766-2231 ext. 29) - I left a voicemail for Robert asking if he received the letter from Kris, whether he planned to participate in the IDT, and if so, whether the 18th or 19th would work for him.

Joel Telford, Chilkat Bald Eagle Preserve (766-2292) – I called Joel on Friday, March 31st to confirm his availability on April 18th for the IDT meeting. He said that would work for him. I asked Joel whether he had a conference room that the 3 or 4 Haines participants could use. He said they could use his office, but that Robert Venables has a better conference room at the Borough Office, if he is planning to participate. (Robert still hasn't returned my phone call, so I'm not sure whether he will be participating. We will plan to use Joel's office, unless Robert does decide to participate.)



Haines Highway Improvements
MP 3.5 to 25.3

DOT&PF Project 68606/SHAK-095-6(28)

Mitigation Interdisciplinary Team Meeting
April 18, 2006, 1:00 p.m.
ADOT&PF Main Conference Room – 6860 Glacier Hwy

Agenda

The goal of this meeting is to review the preliminary impact calculations and discuss conceptual mitigation ideas.

1. Welcome / Introductions
2. Project Overview
3. Wetland and River Impacts
4. Stream Impacts
5. Proposed Stream Mitigation Concepts and Wetland Creation Sites
6. Open Discussion re: Mitigation Concepts

HAINES HIGHWAY MP 3.5 TO 25.3

PROJECT NUMBER 68606/SHAK-095-6(28)

MITIGATION INTERDISCIPLINARY TEAM (IDT) MEETING NO. 1

APRIL 18, 2006

Meeting Record

Attendees:
Randal Vigil – USACE
Linda Shaw – NMFS
Neil Stichert – USFWS
Carl Schrader – ADNR-OHMP
Kris Benson, Project Environmental Coordinator – DOT&PF
Pete Bednarowicz, Engineering Manager (outgoing)– DOT&PF
Russ Kraemer, Engineering Manager (new) – DOT&PF
Stewart Osgood, Project Manager – DOWL Engineers
Steve Noble, Design Engineer – DOWL Engineers
Kristen Hansen, Environmental Task Leader – DOWL Engineers
Maria Kampsen, Geotechnical Task Leader – DOWL Engineers
Dan Miller, Inter-Fluve

Via Teleconference from Haines:
Randy Ericksen – ADF&G, Division of Sport Fish
Joel Telford – ADNR-DPOR
Mark Sogge, Inter-Fluve
Tim Shields, Takshanuk Watershed Council

Kristen Hansen began the meeting with introductions and noted that the main reason for today's meeting was to review the wetland, river and stream impact calculations, and to discuss the conceptual mitigation ideas that the project team has developed. Kris Benson briefly summarized the purpose of the Interdisciplinary Team (IDT), which is to discuss and assist with the development of a mitigation plan for the Haines Highway Improvements Project. She emphasized that participation in this IDT would probably require much less time than the last Haines Highway project IDT required.

Stewart Osgood presented a brief overview of the main design aspects of the project. He explained where curves would be straightened to meet current design standards, and noted that there had not yet been a decision as to whether the Wells Bridge would be relocated downstream. Currently, the design team is working on advancing the design enough to prepare a Preliminary Engineering Report later this summer, which will provide additional design details for the environmental document that is being prepared on behalf of FHWA.

Carl Schrader asked whether, with the exception of the bridge, the alignment was pretty much finalized. Stewart noted that the proposed alignment meets the design criteria, and they don't anticipate major changes from what is being shown, at this point.

Kristen reviewed the wetland and river impacts (depicted on the maps and tables that were distributed to IDT members prior to this meeting), noting the reduction in wetland and river fill that resulted from incorporation of guardrail into the design, which allows the slopes to be 2:1, rather than 4:1. Under the current design, the project would result in approximately 18.8 acres of wetlands fill and 4,780 linear feet (1.3 acres) of fill in the Chilkat River. It was clarified that guardrail is actually considered to be an obstruction, and that the optimum design from a safety perspective is to have

recoverable (4:1) slopes and appropriate clear zones. Guardrail was only added to the design where it was warranted due to inadequate space for proper recoverable slopes and clear zones. Inadequate clear zones generally exist where the river is adjacent to the road, which is why incorporation of the guardrail resulted in a significant reduction (approximately 2,500 linear feet) in the amount of river fill. Linda Shaw stated that they would not advocate incorporating guardrail just to save a small amount of wetlands, if that was going to compromise roadway safety. It was clarified that guardrail had not been included in the design solely as a means of avoiding wetland impacts. Randy Vigil noted that this safety issue should be explained in the avoidance and minimization discussion of the Corps permit application.

It was clarified that the information on the river impact table indicates the existing bank type, not the proposed new bank type. Neil Stichert asked about bank treatment for the newly constructed roadway slopes that extend out into the Chilkat River. Dan Miller referred to a cross-section figure that is included in the Draft Hydrologic and Hydraulics (H&H) report, noting that they are proposing a launchable rock (riprap) toe to be combined with a vegetated upper bank. Large woody debris is proposed to be incorporated into the riprap at the toe. The middle bank would also be riprap, but interspersed with live plant cuttings of woody vegetation suitable to this area. (This H&H report is still under review at DOT&PF, but should be available for IDT members to review in the next 3-4 weeks.) Neil emphasized that this information needs to be included in the construction specifications, because this type of environmental mitigation is often overlooked or improperly implemented during construction.

Neil asked how many anadromous streams there are in the project corridor, noting an apparent discrepancy in the scoping documents. Dan clarified that there are 24 fish streams identified in the project Stream Habitat and Inventory, but only 12 of these streams are cataloged by ADF&G. The scoping documents only noted the cataloged fish streams. Kris added that OHMP is planning to do some fish trapping this summer, and additional streams may be nominated for inclusion in the ADF&G catalog.

Neil asked how the decision will be made as to whether the fish stream culverts will be done to Tier 1, Tier 2, or Tier 3 standards, in terms of the DOT&PF / ADF&G agreement on the design of fish stream culverts. Kris indicated that DOT&PF will look at each site and make a decision based on the quality of habitat as well as cost. Carl noted that it sometimes depends on how much upstream habitat is available. It was agreed that Carl and Randy Ericksen would meet with Mark Sogge prior to OHMP's fieldwork (on May 9th or 10th) to discuss which streams are likely to be the most difficult to meet Tier 1 requirements. That way, they can take a closer look at how much valuable habitat is upstream of those culverts.

Dan Miller reviewed the stream impacts and conceptual mitigation ideas that have been developed by the project team (shown on the maps and tables that were distributed to IDT members prior to this meeting), emphasizing that these are preliminary plans only.

At Station 240-246, Dan noted that there appears to be an opportunity to move the stream further away from the road to reduce indirect impacts (i.e. road runoff, snow plowing, etc.). Randy Vigil indicated that he had been wondering whether DOT&PF could look into moving some of these streams further away from the road. He thought this was a good idea. Linda Shaw asked whether there would be more ground-truthing to further refine the design of these stream realignments. Mark noted that there would be, although he has a pretty good idea of the terrain out in these areas.

Linda asked how much mitigation DOT&PF was looking for on this project. Kris noted that the mitigation should be commensurate with the level of impacts from the project. Based on the current design, about 19 acres of wetland impacts will occur, and there does not appear to be opportunity to create that much wetland acreage. So DOT&PF recognizes that there will be some additional mitigation. However, with these stream realignments, right-of-way and access issues will have to be considered, as well as utility conflicts. Joel Telford noted that from the Preserve's perspective, stream realignments that extend onto Preserve land would not be considered an issue. Carl noted that we should keep options open. It was discussed that it may be acceptable to mitigate wetland impacts through stream mitigation.

Randy Ericksen noted that on Sheet 3 of 9 (approximately Station 256) there are a number of rearing ponds that were created by Southeast Road Builders. There is probably another culvert crossing near that location. Mark indicated that they did not find a culvert at that location during their initial fieldwork, but that they would look again during their upcoming fieldwork.

Neil asked how many culvert extensions and how many culvert replacements are planned. Dan noted that this decision has yet to be made, and Kris indicated that of the 24 pipes being evaluated in the H&H report, it appears approximately 2 out of 3 need to be replaced. This information should be available by the next IDT meeting.

Randy Vigil asked whether the utilities would need to be relocated in areas where the road is planned for realignment. Steve noted that we don't really know yet. Pete indicated that it's possible the road could be built over the utilities. They haven't had this discussion yet with the utility companies. Stewart noted that it would depend upon the final grade of the road and the depth of the utilities, neither of which are known at this time. This information should be available by the next IDT meeting.

Linda asked whether the old roadbed would be left in place in areas of proposed road realignment. Kris indicated that has not yet been determined.

Because of the utility pipeline, it was noted that DOT&PF may not be able to create contiguous wetlands in some of these areas. The utility pipeline is the conduit for electric and communication cables. Neil asked whether the pipeline could be built up on piers to resolve this. Russ noted that it's safer to have it buried, as above-ground pipelines tend to get vandalized.

Kris pointed out that the presence of native allotments is another issue that has not been fully investigated to determine the feasibility of the proposed wetland creation areas and stream realignments.

At Station 680, Joel stated it would be OK to shut off access to the existing road, which is in bad shape and create a new access. He said that the existing road may wash out anyway, as the river changes.

At Station 757, Mark explained the need to design this area to maintain flow in the channel, since it is a rafting company take-out location. The concept would be to keep the side slough width along the road and possibly expand other channels to mitigate for loss of good spawning area. He indicated he is looking for input from the IDT members for this area.

At Station 887, Mark noted that there appears to be a good opportunity to replace the stream in this spring-fed area. The original stream construction tapped into the spring-fed stream system. Mark thinks the incubation boxes are far enough away that they won't be affected by the road construction. There was some discussion about whether the groundwater that's feeding this stream would be available at the relocated location. Mark indicated he thought it would be. He noted that we may be able to locate where the springs are coming out, and then design a collection system and a cross-drain culvert.

At Station 921, Mark stated that the existing habitat use is for pink migration and that DOT&PF would maintain the migration and give a rearing opportunity. He said that during high river flows, the slough and stream run silty, depending on the amount of mountain stream flow. Neil asked if DOT&PF would daylight the existing culvert. Pete responded that we must first check if there is an opportunity for land development along the existing highway. Neil said it would be a mitigation opportunity to remove the culvert.

Linda asked what the current thinking is on the bridge relocation. Stewart explained that regardless of which option is chosen, the bridge will be replaced because it does not meet current design standards. The bridge is too narrow and doesn't meet load capacity requirements. The options that are currently under consideration include:

1) Leave road alignment and bridge in current configuration (shown on Figure 10a). This option would not meet design standards for curve radii, and would require a 3-span bridge to be constructed adjacent to the current bridge.
2) Move approach to the north, and reconstruct bridge adjacent to its existing location (shown on Figure 10b). This option would meet the design standards for curve radii, but would require a major cut through the hill, and a 3-span bridge, both of which would substantially increase the cost.
3) Move approach to the south, and reconstruct bridge downstream (shown on Figure 10c). This option would meet the design standards for curve radii, and would require a much shorter bridge (approximately 100-ft shorter than either of the other options and possibly one less span).

Kris noted that there are many issues to consider in making a decision regarding the bridge, including right-of-way and resource issues. Pete noted that the adjacent property owner is in favor of relocating the bridge downstream, as he thinks

this might reduce scour and erosion that currently affects his property. DOT&PF will be consulting with FHWA soon regarding this matter. Carl said that keeping the abutments away from the river edge is good for wildlife.

Linda asked what would happen to the old bridge. Russ indicated that it depends on whether there is a need for continued access in that location. Pete noted that it also depends on whether the utility pipeline could feasibly be relocated. That would be DOT&PF's preference, but there are still a lot of things to investigate that will determine the feasibility.

Linda said that she would like to see further stream enhancement ideas, more elaborate streams and wetland creation areas with a function in mind (such as runoff treatment or stream support).

Neil noted that in terms of mitigation, the road currently acts as a dike for the most part, so his preference for on-site mitigation would be to open up the wetland hydraulic connection of this road prism while the opportunity is there. And to use Tier I culvert design where there is a fish benefit.

Randy Ericksen noted additional mitigation opportunities may include construction of enhancement features such as log jams in the Chilkat. He thinks there are good opportunities for this from MP 13 – MP 16 or 17. Neil asked in areas of impact or fish concentration? Randy replied it should be where there is year-round flow as some places where riprap is going are sometimes dry.

Neil added that there are plenty of off-site mitigation opportunities as well, if needed (i.e. 1-Mile Creek on Mud Bay Road). Randy Ericksen agreed that would be a good off-site mitigation project, and he indicated he has a list of mitigation projects, if this project needs off-site mitigation.

Linda added that she would like to see the existing road removed at realignments, where possible, to open up the hydrologic connectivity. And where it is possible, she would like to see creation of contiguous wetlands.

Tim asked about compensatory mitigation requirements. Kris noted that in Southeast, they have 3 levels of fee-in-lieu (low value, medium value, and high value wetlands).

Randy Vigil noted that he would like to see utility and right-of-way issues in relation to wetland creation and stream mitigation fleshed out a bit more. The Corps' preference is on-site, in kind mitigation, if possible.

It was agreed that the project team would try to have additional information regarding the following issues by the next IDT meeting:

- Determine whether utilities, ROW, or access issues would preclude any of the proposed mitigation concepts,
- Determine fate of existing road where realignments are being proposed,
- Provide specific culvert information (i.e. which would be extended, and which would be replaced),
- Determine extent of upstream habitat (and qualitative description) to aid in determination of Tier 1 or Tier 2 culvert design,
- Provide additional stream survey information, where needed, and
- Determine whether there are opportunities to relocate streams further away from road.

Carl asked about places where tributaries enter the Chilkat and the river migrates away. Dan said there are a number of pipes that are perched, but the inlet maintains the water at a channel or wetland. There is seasonal fish passage when the river is high. Carl said he will look at the upstream habitat.

Stewart asked whether the stream mitigation would count toward the compensatory mitigation that will be required to offset the wetland impacts. Carl indicated that stream and riverine wetlands are generally the highest value wetlands, so he thought this type of mitigation would count toward offsetting the overall wetland impacts. Linda said a stream/wetland complex is best. Neil indicated that he would want to evaluate the creation ratios and will look at fish passage improvements to offset wetland impacts. Randy Vigil noted that there is not a standard formula or ratio used in Alaska to determine compensatory mitigation requirements. Some districts have set ratios, but we don't have that here. He noted that the Corps has issued new mitigation rule (nationwide), however, he is not sure how it will be implemented in Alaska. Randy further noted that the Corps prefers to analyze impacts and mitigation on a functional basis, and the goal should be to replace the functions at least at a 1:1 ratio or higher. The Corps prefers on-site mitigation over fee-in-lieu.

Carl noted that DNR thinks that stream enhancements go a long way towards wetland mitigation. However, wetland creation or stream enhancements will only work if you have the proper hydrology, so he would not be interested in seeing on-site mitigation that doesn't make sense from a hydrologic perspective.

Neil asked about the riprap design. Dan noted that there is a cross-section in the back of the H&H report (which will be available in the next several weeks for agency review) that shows the proposed bank treatment. They are not proposing anything steeper than 2:1, and they're trying to take into account site-specific conditions on this project to come up with a better approach than what was done on the last Haines Highway project.

The meeting adjourned at approximately 4:00 p.m. followed by informal discussion. The next IDT meeting is anticipated to occur sometime in August.

Public Information Flyer

May, 2006

PROJECT DEVELOPMENT SCHEDULE

Public Involvement – Communication with local residents familiar with the project area began in December 2005. Through meetings with the general public, Chilkat Bald Eagle Preserve Council, and members of the Klukwan village, project managers solicited comments, information, and concerns from the public.

Technical Environmental Studies – The project team is working to complete the technical studies by Fall 2006 so the environmental document can be drafted and distributed for public review by early 2007.

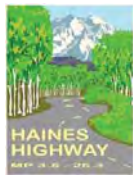
Project Design – The design team is currently preparing a Preliminary Engineering Report, which will include additional design details for inclusion in the environmental document.

Construction - The current schedule shows construction to begin late in 2007, with completion expected in 2009.

PROJECT SCHEDULE	*2005*	*2006*	*2007*	*2008*	*2009*
Public Involvement					
Technical Environmental Studies					
Project Design					
Construction					

HAINES HIGHWAY
MP 3.5 – 25.3

Kris Benson, DOT&PF
6860 Glacier Highway
Juneau, AK 99801



HAINES HIGHWAY
MILEPOST 3.5-25.3

PROPOSED PROJECT

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in partnership with the Federal Highway Administration (FHWA), is proposing a project to upgrade the Haines Highway to current standards from Milepost 3.5 to 25.3. The Haines Highway, a designated Scenic Byway, connects the communities of Haines, Alaska and Haines Junction, Yukon Territory. This highway is one of two major highways out of the Southeast Alaska region, and is also an important international transportation system, as it connects the Alaska Marine Highway System in Haines with Canada.

COMMENTS & CONCERNS

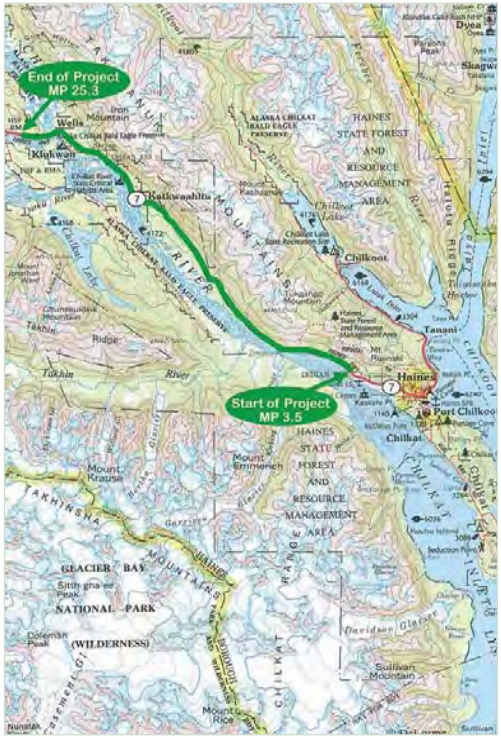
Although the official scoping comment period closed on December 23, 2005, we encourage the public to continue to provide their comments and concerns throughout the entire project. You can use one of the several available methods to submit comments on this project, which are also listed on the project website. Your comments will be reviewed and considered during the environmental documentation process.

You can submit your comments as follows:

Project Website Comment Form:
www.dot.alaska.gov/haineshighway

Email: ***kris_benson@dot.state.ak.us***

Kris Benson, DOT&PF
P.O. Box 112506
6860 Glacier Highway
Juneau, AK 99811-2506



PURPOSE & NEED

The goal of this project is to bring the last portion of the Haines Highway up to National Highway System standards for design speed 55 mph by realigning, widening and straightening portions of the roadway. These upgrades will provide a safer and more consistent roadway. DOT&PF is also considering reconstruction and, possible relocation of the existing Chilkat River Bridge, and potential long-term solutions to debris flow problems near mileposts 19 and 23.

WHAT HAS BEEN DONE TO DATE?

DOT&PF has initiated public involvement activities and has been working on compiling project information for use in the design and environmental documentation efforts. This work has included the following:

Project Information

- Completed baseline survey and developed base project maps and final alignment report
- Defined existing right-of-way
- Gathered geotechnical and soils information for the project length
- Evaluated wetlands in the project area
- Completed an Environmental Site Assessment
- Initiated a Cultural Resources Reconnaissance Survey
- Analyzed fish habitat, hydrology, and bald eagle nests in the area

Public Involvement to Date

- Public Scoping Meeting in Haines, December 6, 2005
- Agency Scoping Meeting in Juneau, December 5, 2005
- Tribal Consultation Meeting in Klukwan, December 7, 2005
- Chilkat Bald Eagle Preserve Advisory Council Meeting in Haines, December 6, 2005
- Scoping Summary Report March 2006
- Project Website (www.dot.alaska.gov/haineshighway)
- ***The next Public Meeting will be held in early 2007 during the environmental documentation and public review period.***

TECHNICAL STUDIES STATUS REPORT

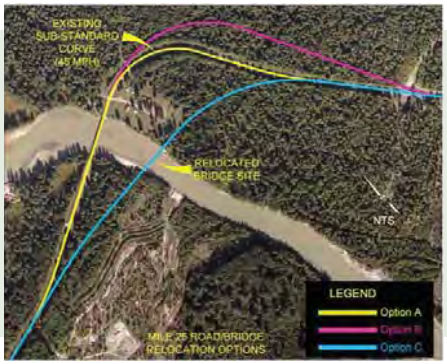
Study	Field Work Status
Wetlands Mapping Function and Values Assessment	Complete
Cultural Resources Evaluation	In Progress
Phase 1 Environmental Site Assessment	Complete
Bald Eagle Nest Survey	Complete
Fish Habitat Assessment	In Progress
Hydrology and Hydraulics Analysis	Complete

HOW ARE THE TECHNICAL/ENVIRONMENTAL ISSUES BEING ADDRESSED?

The National Environmental Policy Act (NEPA) process ensures that pertinent technical and environmental studies be completed as part of project planning. The studies previous listed are to be completed for inclusion in the final NEPA documentation, scheduled for public review by early 2007. The project team is also working with a group of resource agency representatives to assist in analyzing and determining appropriate mitigation for the project. This Interdisciplinary Team met in April 2006 and will meet again in the summer and fall.

WHAT HAVE WE HEARD DURING THE SCOPING PROCESS?

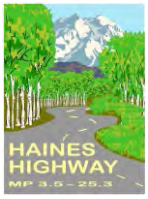
To date, we have received 100 comments from the public and resource agencies. Below is a select list of summarized questions and comments that have been submitted for this project. Complete verbatim comments are available on the project web site for your review: *www.dot.alaska.gov/haineshighway*. The Scoping Summary Report is also posted to the website.



Issue	Select list of Summarized Comments and Questions raised by Residents and Agency Members
Bridge Replacement	General comments about the potential cost, need, and height impacts of the new bridge, and comments both for and against relocating the bridge downstream.
Highway Improvements	Identified safety concerns of the existing highway and locations that require special attention. Also identified the need for trail, shoulder, and pull-out improvements, as well as potential new boat launch areas.
Property Impacts	Potential impacts from construction to adjacent private property were identified, including impacts to a private airstrip and potential ROW acquisition.
Natural Resources	Comments emphasizing the need to minimize the project's impact on the area's natural resources. Emphasis that the project should protect bald eagles and their nests, salmon habitat, wetlands, and scenic values.
Subsistence & Sport Fishing	Residents identified subsistence resources and areas for sport fishing where access should be maintained and could potentially be improved, and impacts should be avoided.
Cultural Resources	The project area has high potential for encountering cultural resources. Provision for an archeologist to monitor excavation was requested.
Streams, Fish Habitat & Culverts	Outlined opportunities for improved fish passage and the need to protect fish habitat. The status of existing culverts was described as well as the need for new culverts to improve drainage.
Economic Impacts	Residents said the project would provide much needed jobs and that phased construction would enhance the local economy and promote local hire.
Storm Water Runoff	Concerns were expressed about additional storm water runoff from the proposed improvements and potential water quality impacts on streams.
Research Needs	Raised questions about: vacated road areas; stream crossings; fish habitat; new bridge necessity; Chilkat River spawning areas; Chilkat River gravel mining; existing bridge demolition; bald eagle management; timing windows; culvert locations and size; legal and illegal river access; cost analysis and permits.
Slide Areas	General comments and questions about how the slide areas will be addressed.

Agency IDT Meeting 2

July 17, 2006



Haines Highway Improvements
MP 3.5 to 25.3

DOT&PF Project 68606/SHAK-095-6(28)

Mitigation Interdisciplinary Team Meeting No. 2
July 17, 2006, 1:00 p.m.
ADOT&PF Commissioner's Office – 3132 Channel Drive

Agenda

The goal of this meeting is to continue discussions regarding the feasibility of conceptual mitigation ideas that have been developed by the project team.

1. Welcome / Introductions
2. Overview of Stream & Habitat Inventory – Final Report
3. Update on Conceptual Mitigation Ideas & Opportunities
4. Specific Culvert Plans
5. Additional Pull-Out Improvements Under Consideration
    a. ADNR Recommendations
    b. Mt. Ripinsky Trailhead Pull-Out
6. Open Discussion re: Mitigation Ideas & Opportunities
    a. Level of design necessary for permitting
7. Next IDT Meeting – late Fall or early Winter

HAINES HIGHWAY MP 3.5 TO 25.3

PROJECT NUMBER 68606/SHAK-095-6(28)

MITIGATION INTERDISCIPLINARY TEAM (IDT) MEETING NO. 2

JULY 17, 2006

Meeting Record

Attendees: Randy Vigil – USACE
Linda Shaw – NMFS
Neil Stichert – USFWS
Carl Schrader – ADNR-OHMP
Kate Kanouse – ADNR-OHMP
Randy Ericksen – ADF&G
Kris Benson, Project Environmental Coordinator – DOT&PF
Russ Kraemer, Engineering Manager – DOT&PF
Stewart Osgood, Project Manager – DOWL Engineers
Steve Noble, Design Engineer – DOWL Engineers
Kristen Hansen, Environmental Task Leader – DOWL Engineers
Dan Miller – Inter-Fluve

Via Teleconference from Haines:
Tim Shields – Takshanuk Watershed Council
Robert Venables – Haines Borough Manager
Ben Kirkpatrick – ADF&G

Kristen Hansen began the meeting with introductions and a brief summary of the agency coordination that's been completed to date. She noted that the design team is continuing work on advancing the design enough to prepare a Preliminary Engineering Report later this fall, which will provide additional design details for the environmental document and permit applications.

Kristen reviewed the agenda and distributed the hand-outs that would be used for discussion purposes during the meeting. She explained that the main reason for getting together today was to provide the agency members with an update on the progress of the project, including:

- an overview of the final Stream & Habitat Inventory (copies were distributed),
- an update on the conceptual mitigation ideas that have been developed by the project team (conceptual drawings and updated tables were distributed),
- an overview of specific culvert plans (a table summarizing Interfluve's recommendations was distributed), and
- a brief description of the proposed pull-out improvements planned as part of this project.

Stream and Habitat Inventory

Dan Miller provided a brief overview of the S&HI, noting that the information collected during OHMP's field effort last month had been incorporated into the report, and that it also addressed the scoping comments from OHMP that had been submitted last December. Neil asked whether the streams shown on the S&HI are limited to DOT&PF right-of-way. Dan explained that the intent was to show all streams within DOT's right-of-way, at a minimum, and they tried to map what they could (based on fieldwork and aerial photos), beyond the right-of-way. Carl added that most of the streams get steep.

Mitigation Concepts

Dan reviewed the latest conceptual mitigation opportunities (Sheets 1-15) that have been developed for this project. He emphasized that these are just preliminary ideas, and that no cost estimates or detailed survey work has been done yet to determine actual feasibility. For example, groundwater elevation has not yet been determined for the wetland creation sites, which is key to the success of a constructed wetland. Stewart and Russ also noted that utility conflicts could make many of these small wetland creation sites infeasible, from a cost perspective. While we have an idea of where the utilities are (based on as-builts, valve locations, etc.), we do not have precise utility locates yet, so we haven't been able to go through each of these one by one to determine their feasibility yet.

Carl Schrader asked whether the utilities would absolutely have to be relocated, or could they be left in place? Would they require road access? Stewart and Russ noted that this needed to be determined on a case-by-case basis, and gave a couple of examples (referring to the conceptual mitigation drawings) of where the utilities would probably need to be relocated. As one example, on Sheet 14 the utilities could probably stay on the same alignment, but then they would need to be run underneath the creek, if the culvert was pulled out. Neil indicated that assuming the utilities are on top of the existing culvert he was thinking a box culvert (using the minimum width needed for utility corridor access) might work well in this situation. Stewart and Russ noted again that each mitigation site will have to be evaluated on a case-by-case basis to determine the feasibility of leaving the utilities in place. If utilities have to be relocated, some of these mitigation concepts will not be feasible, from a cost perspective.

Following is a summary of the comments and discussion that occurred as the group reviewed the conceptual mitigation opportunities.

- Randy Ericksen asked how many linear feet of stream / river impacts will result from this project. Kristen reviewed the numbers from the last IDT meeting, but noted that these numbers need to be updated with the current design. The estimates that were presented at the April IDT meeting were: about 2200 feet of stream impact, 1.3 acres of river impact and 19 acres of wetland impact. These preliminary estimates will need to be updated as the design progresses.

- Carl Schrader asked whether the bridge relocation is the preferred alignment. Russ indicated that it is definitely the engineering preferred alignment, from a design standards perspective.

- Neil asked whether the project team had considered removing the fill that had been placed in the palustrine wetland on the Floreske property near Station 525-530. Randy Vigil noted that this started as a violation, and has a long history. Ben Kirkpatrick indicated that these wetlands are actually pretty dry. Carl Schrader agreed, noting that he could walk across the wetlands in May.

- Randy Ericksen asked whether the red hatching shown on the S&HI sheets, denoting the vegetated riprap, were to scale with regard to width of bank impact. Dan explained that they are not to scale, and that they'd just used a standard width that could easily be seen on the S&HI sheets.

- Ben Kirkpatrick noted that it appears most of the stream realignments will simply offset the direct impacts from the project. Kris agreed that is generally the case, but pointed out a couple of places where there isn't necessarily a direct impact, but the stream will be relatively close to the new toe of slope, so DOT&PF is considering moving the stream channel a little further from the roadway, if mitigation credit could be provided for this type of effort.

- Randy Vigil noted that since the cost of utility relocations may make some of the wetland creation sites infeasible, that he likes the idea of looking at other mitigation ideas, including potentially looking at off-site mitigation, if that makes sense. Kris asked whether Randy had anything in particular in mind for off-site mitigation. Tim noted that the watershed council might have some ideas, and offered to work with the Borough to come up with a list of potential off-site mitigation for this project. Carl agreed that a larger off-site stream mitigation project might make more sense than a bunch of smaller mitigation efforts along the project corridor, indicating we don't necessarily want to make wetlands just for the sake of making wetlands. Neil agreed that looking at off-site mitigation might make sense, but only if on-site mitigation is determined not to be feasible. He still thought it might be worthwhile to look at some of these road obliteration sites, especially in floodplain channels, noting specifically that the conceptual mitigation shown on Sheet 14 looked like it might be worthwhile. Carl said if utilities are in the road it is not a good location for wetland creation and not worth further investigation. Neil said that DO&PF needs to develop a currency for net impact and translate to higher value habitat. Linda said there would be some functional restoration if the obliterated road is replanted with grass. Neil said that cross-drains to get hydrology could be placed where appropriate.

- Randy Ericksen noted that engineered log jam in the Chilkat may be another good mitigation opportunity for this project. Ben agreed, noting that two possible locations would be where riprap was installed about 10 years ago by DOT&PF (note – these are between MP 15 and the Klukwan turnoff). The riprap could be left in place, but a logjam could be constructed outboard of it.

- Ben noted that one other on-site mitigation idea would be to do something at the clear water stream at Station 731, where people launching their boats have trampled the vegetation and the stream banks there. The launch could be moved out of the clear water habitat and re-vegetated. Ben said between Stations 750 and 755 might be an alternative launch site. Carl agreed this might be a good opportunity for on-site mitigation. Kris noted that this was one of the pull-outs that Joel Telford had recommended closing off if an alternative site was developed nearby. Carl agreed that would be a good idea.

- Randy Ericksen asked if anyone has contacted the Northern Southeast Regional Aquaculture Association (NSRAA) yet about the impacts to their incubation boxes. Kris indicated that yes, she has discussed this with Todd Buxton, and he understands that NSRAA will be responsible for relocating the incubation boxes, since they are in DOT&PF's right-of-way.

- Randy Vigil asked whether the utility work by AP&T will need to be re-done as a result of this project. Kris said she wasn't sure, but that she would check with the DOT&PF utility section to find out.

- Randy Ericksen noted that it appears there is a proposed realignment in the ADF&G Critical Habitat area, and stressed the importance of avoiding cutting down important roosting trees next to the river. Steve Noble indicated that this was taken into consideration during the development of the preliminary design, and that wherever possible, the realignments were toward the mountains in order to avoid taking nesting or roosting trees next to the river. Randy noted that some important roosting and nesting trees also occur on the other side of the road. Stewart noted that we conducted an eagle nest aerial survey with USFWS and that we did realign the road in one location to avoid an eagle nest. Kris also noted that we realigned in another area near the private airstrip to avoid designated critical habitat, and that at this point, it appears we are not doing any work within the critical habitat boundaries.

Culverts

Dan explained Interfluve's culvert recommendations and reviewed the summary table that had been distributed. He explained that a Tier 1 design (per the MOA between ADF&G and DOT&PF) essentially simulates the natural stream channel, where a Tier 2 design is based more on the swimming capabilities of the design fish and the hydraulics of the stream. A Tier 2 design generally results in a smaller culvert. He indicated that in general, Interfluve's recommendations for Tier 1 vs. Tier 2 were based on the quality, extent, and fish use of upstream habitat. If the upstream habitat is good to excellent, they recommended Tier 1, if limited, they recommended Tier 2, and if minimal or poor, they're looking for input as to whether fish passage will be required. Dan went through the culverts one by one, but the discussion focused on those culverts where Interfluve was recommending a Tier 2 design or questioning whether fish passage should even be required.

- For the culvert at Station 316+00, the agencies agreed that there was limited fish habitat upstream, but they still recommended designing for fish passage (using a Tier 2 design). The design fish should be an adult coho. Russ pointed out that if the culvert will be longer than 100-ft, DOT&PF standards require a 36" culvert.

- At Station 337+70, the consensus was that fish passage should be provided (using a Tier 2 design). The design fish should be an adult coho.

- At Station 391+90, OHMP noted that the pond upstream of the culvert had completely filled in with sediment during the last storm, and the consensus was that fish passage does not need to be provided for this culvert.

- At Station 405+00, it was agreed that a Tier 2 design would probably be necessary.

- At Station 443+00, there was discussion about whether to use juvenile coho or steelhead as the design fish for the Tier 2 analysis. It was decided that juvenile coho should be used.

- At Station 630+00, if a Tier 2 design is necessary, it was agreed that the design fish should be either juvenile coho or juvenile cutthroat (whichever is the weaker swimmer).

- At Station 670+00 there was discussion of possibly needing a bridge to accommodate the debris flow if the highway is realigned as shown. The design team noted that this realignment may be shifted, due to concerns that have recently come up in this area as a result of the archaeological survey.

- At Station 877+90, it was agreed that designing this culvert to accommodate flood conveyance would be sufficient, since there is no upstream habitat.

- At Station 886+00, Carl noted we should focus on this area for mitigation, as it seems there is a nice opportunity here to improve the existing condition.

Pullouts

Kristen explained briefly that ADNR (Joel Telford) had made recommendations in terms of pull-outs along this section of the highway. Joel and Mark Sogge drove the project corridor earlier this year and looked at 24 pull-outs and Joel recommended maintenance of 19 of them, and closure of access to 5. Joel also recommended potential expansion and/or redesign of 5 of the pull-outs, relocation of 1 (near MP 13), and construction of 3 new pull-outs. Some of these pull-out improvements may result in minor additional wetland impacts. DOT&PF is currently considering ADNR's recommendations, and we plan to have more definitive information available at the next IDT meeting.

Wrap-up

Kristen explained that based upon the input received today, and more detailed information regarding cost and feasibility of the mitigation concepts, the project team plans to make some decisions in terms of which mitigation options to pursue. Based on the discussions today, most likely, some of the smaller mitigation concepts will be eliminated from further consideration, and we will focus more on those that will provide the best bang for our buck. We will evaluate the list of potential off-site mitigation opportunities from Tim, and will develop a "do-able" mitigation proposal for the IDT members to consider at the next meeting, which we anticipate to be scheduled for late fall or early winter.

The meeting adjourned at approximately 4:00 p.m.

DOT&PF Request to FHWA for Class of Action

July 23, 2006

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Southeast Region Preconstruction
Preliminary Design and Environmental Services

TO: Tim Haugh
Environment and Right of Way
Alaska Division
Federal Highway Administration

DATE: July 23, 2006

FILE NO: 68606, Haines Highway MP 3.5 to MP 25.3

TELEPHONE NO: 465-4509

FROM: Kris Benson
Project Environmental Coordinator

SUBJECT: Class of Action

I sent you and Ed DeCleva a copy of the Scoping Summary Report for the Haines Highway Improvement project for Milepost 3.5 to 25.3 on March 28, 2006. We met with both of you on April 21, 2006 to discuss the project in order to facilitate your decision on the class of action. At that meeting you posed some questions. This memo responds to those questions and describes the potential issues a little further. A companion memo sent separately today also provides you with a preliminary Determination of Applicability of Section 4(f). We look forward to hearing your decisions on both the class of action for the environmental document and the applicability of 4(f). If you need any further information, please feel free to call me.

Operating Speed

You asked what the current operating speed is in the proposed project area. The average operating speed over the length of the project is about 60 miles/hour. The most recent data that we have indicate the 85th percentile is 60 mph at MP 15.2 (2002 data collection); 61 mph at the Chilkat River Bridge (1996 data collection); and 58 mph near MP 8 (1996 data collection).

Impacts on the ADF&G Critical Habitat Area

Since our April meeting, the designer moved the alignment about 30 feet upslope to avoid any impact within the ADF&G Chilkat River State Critical Habitat Area.

Impacts on the State Parks Chilkat Bald Eagle Preserve

The Chilkat Bald Eagle Preserve boundaries cover approximately 49,000 acres of land, according to the Preserve Management Plan (September 2002). The project would impact approximately 13 acres. This estimate of impact includes the proposed new right of way at realignments, which was assumed to be 300 feet wide. The acreage estimate does not include additional small portions of the Preserve land that DOT&PF would need to gain right of entry to in order to construct stream channels, but would not need to acquire as new right-of-way. This Preserve impact estimate also assumes that the alignment would incorporate the engineering-preferred route which relocates the Wells Bridge about 820 feet downstream of the existing bridge (Option C). If during the analysis, the route that maintains the bridge in about the same location but cuts into the hillside to decrease the curve were adopted (Option B), then the total Preserve impacts would be decreased to approximately four acres.

Subsistence

We have done a literature search to obtain available information regarding subsistence. The summary of the literature search is attached. The search identified a few data gaps. We are going to interview selected Klukwan residents to fill the data gaps so that the environmental document can identify whether the highway project would impact subsistence resources, and if so, describe the nature and extent of the effect. We don't expect that any of the subsistence impacts would be significant.

Archeology

We have done a literature search to produce a description of known archeological and historic sites in the project vicinity. The report of the literature search is attached. A field survey was conducted recently and a report detailing which properties are within the Area of Potential Effect is forthcoming. To summarize the field findings:

- There are five sites which were selected by Sealaska Corporation under Section 14(h)(1) of the Alaska Native Claims Settlement Act for their archeological resources. In most of these locations, the area to be impacted has previously been disturbed either by utility installation or camping in pull-offs. In one case, the project footprint does not impact the property, but the broader APE (a 25-foot buffer outside the project footprint) does include cultural features.
- The Haines-Fairbanks Pipeline runs along the highway throughout the project area, usually under the pavement or in the shoulder. It currently is used as conduit for power and telephone utilities. It will need to be relocated in some places. It is listed on the AHRS, but has not been evaluated for eligibility to the National Register of Historic Places.
- There are some cabins within the APE that will need to be evaluated for eligibility.
- There is a stone house that needs to be evaluated for eligibility. The project would not affect the house, but it would impact the garage.
- There is a village site and cabin within a realignment. DOT&PF will consider staying on the current alignment to avoid it, but must analyze how much the speed would have to be posted down for the substandard curve.
- The realignment for the new bridge site crosses a wagon road that has not yet been evaluated for eligibility.
- A log structure is not within the footprint, but is inside the larger APE and has not yet been evaluated for eligibility.

Native Allotments

To date, we have worked cooperatively with the Chilkat Indian Village of Klukwan and the Bureau of Indian Affairs to obtain right of entry to the Native Allotments for the geotechnical survey and the archeological survey. The project would impact a total of 17.4 acres of Native Allotment land, if the relocation of the bridge is selected as the preferred alternative (Option C). If the bridge is not relocated, but the realignment into the hillside goes forward (Option B), then 14.5 acres of Native Allotment land would be impacted. Both estimates assume that we would acquire 60' on each side of the new centerline. In the case of the no action alternative, we would clear the cloud on the title where the Native Allotment patents do not reserve right-of-way for the existing highway. We would need to clear 20.3 acres for the existing highway right-of-way. This acreage estimate also assumes that we would acquire 60' from the centerline on each side.

Resource Agency Coordination

DOT&PF formed an interdisciplinary team of resource agency biologists to assist us in developing a mitigation plan for stream, Chilkat River and wetland impacts. The IDT met twice so that DOT&PF could provide background information regarding the estimated impacts of the project and request preliminary feedback regarding our initial concepts for mitigation. The meeting notes of the first meeting are attached. The second meeting was just last week so meeting notes have not yet been prepared. However, agencies supported the concept of proposing out-of-kind and/or off-site mitigation for wetland impacts, since wetland creation proposals at the current highway location at realignments are confounded by the utilities that are in the road. In general, the agency representatives seemed pleased with the preliminary mitigation concepts. Further study is ongoing to develop mitigation concepts further. The next meeting is planned for late fall.

Attachments:

Subsistence Resources literature review
Reconnaissance archeological survey report and list of known sites
IDT Meeting No. 1 Notes

cc: Russ Kraemer, Engineering Manager
Van Sundberg, Environmental Coordinator
Jim Evensen, Preliminary Design and Environmental Group Chief
Stewart Osgood, DOWL Engineers

FHWA Reply to DOT&PF Regarding Class of Action

August 11, 2006

Lindh, Hilary

From: Kristine Benson <kris_benson@dot.state.ak.us>
Sent: Friday, August 11, 2006 11:03 AM
To: Kraemer, Russell P (DOT); Osgood, Stewart; Hansen, Kristen
Subject: FW: Haines Hwy MP 3.5 to 25.3

Here is FHWA's decision on the level of environmental document.

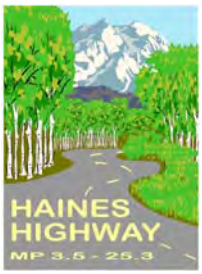
From: Haugh, Tim [mailto:Tim.Haugh@fhwa.dot.gov]
Sent: Friday, August 11, 2006 9:44 AM
To: Kristine Benson
Cc: Douglas Van Sundberg; Lohrey, John
Subject: Haines Hwy MP 3.5 to 25.3

Kris, I have reviewed the package you delivered on July 24, 2006 providing back up documentation on the project and requesting a class of action call. Based on the current information available, FHWA has determined that an Environmental Assessment is the appropriate level of documentation for this project. Thanks for all you effort gathering the information we requested. I look forward to working with you during the further development of the project.

Agency IDT Meeting 3

March 3, 2009

Agency	Name	Title	Address	Phone	Fax	Email
Alaska Department of Fish & Game (ADFG)	Kate Kanouse	Habitat Biologist	PO Box 240020 Douglas AK 99811-0024	907-465-4290		kate.kanouse@alaska.gov
ADFG/Division of Habitat	Jackie Timothy	Habitat Division Regional Supervisor	802 3rd St./PO Box 110024 Juneau/Douglas AK 99811-0024	907 465-4275		Jackie.timothy@alaska.gov
Haines Ranger Station - Division of Forestry	Joel Telford or Kevin Murphy	Manager	PO Box 430, Haines AK 99782	907-766-2120	907-766-2284	joel.telford@alaska.gov or Kevin.Murphy@alaska.gov
Alaska Department of Natural Resources - Division of Parks and Outdoor Recreation, SE Region	Mike Eberhardt	Parks Superintendent	400 Willoughby Avenue Ste 400 P.O. Box 111020 Juneau AK 99811	(907) 465-2481		mike.eberhardt@alaska.gov
National Marine Fisheries Service (NMFS) Habitat Conservation Division (HCD)	Robert Mecum	Deputy Administrator	P.O. Box 21668 Juneau AK 99802	(907) 586-7221		doug.mecum@noaa.gov
NMFS HCD	Mary Good	Administrator - Permitting	P.O. Box 21668 Juneau AK 99802	(907) 587-7636		mary.good@noaa.gov
NMFS HCD	Chiska Derr	Habitat Biologist Haines/Skagway	P.O. Box 21668 709 West 9th Street Juneau AK 99802	(907) 586-7345		Chiska.Derr@noaa.gov
United States Fish and Wildlife Service (USFWS)	Neil Stichert	Habitat Restoration Biologist	2999 Vintage Blvd Suite 201 Juneau AK 99801-8079	907-780-1180		neil_stichert@fws.gov
USFWS	Bill Hanson	Field Supervisor	2999 Vintage Blvd Suite 201 Juneau AK 99801-8079	907-780-1177		bill_hanson@fws.gov
U.S. Army Corps of Engineers, Alaska District	Randy Vigil	Regulatory Agent	8800 Glacier Highway Suite 106 Juneau AK 99801-8079	790-4490		randal.p.vigil@usace.army.mil



DOWL HKM

HAINES HIGHWAY MP 3.5 TO 25.3

PROJECT NUMBER 68606/SHAK-095-6(28)

MITIGATION INTERDISCIPLINARY TEAM MEETING

AGENDA NO. 3

March 3, 2009 at 2:00 p.m.

MEETING AGENDA

The goal of this meeting is to provide a project update and continue discussions regarding the feasibility of conceptual mitigation ideas that have been developed by the project team.

1. Welcome / Introductions (KJH)
2. Overview of Project (SKN)
    a. Updated schedule for permitting and EA
3. Summary of Previous IDT Meeting Discussions (KJH)
    a. Stream and Habitat Inventory
    b. Previous Wetland and River Impact Estimates
    c. Specific Culvert Plans
    d. Additional Pull-Out Improvements Under Consideration
        i. DNR Recommendations
4. Update on Proposed Alignment Changes (SKN)
5. Update on Conceptual Mitigation Opportunities (DM)
6. Open Discussion
7. Next IDT Meeting – Summer

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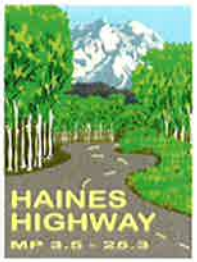

HAINES HIGHWAY
MILEPOST 3.5-25.3

SIGN IN SHEET • March 3, 2009
IDT Meeting

Please sign in

PRINTED NAME	ORGANIZATION	ADDRESS	E-MAIL	TELEPHONE
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Michela Spitz	Dowl HKM	4041 B St, Anchorage	mlspitz@dowlhkm.com	562-2000
ARNE OYDNA	DOT & PF	7-MILE	ARNE.OYDNA@ALASKA.COM	& 465-4496
Steve Noble	DOWL HKM	4041 B St.	snoble@dowlhkm.com	562-2000
Jim Scholl	DOT • PF	7-MILE	Jim.scholl@alaska.com	465 4498
NEIL STICHERT	USFWS	3000 VINTAGE BLVD SUITE 201	neil_stichert@fws.gov	780-1180
Dan Miller	Inter-fluve	1020 Wasco St Ste I, Hood River OR	danmiller@interfluve.com	541-386-9003
LANA DAVIS	DOWLHKM	4041 B St. Anchorage, AK	LLDavis@dowlhkm.com	562-2000
Kate Kanouse	ADF&G/Habitat	POB 110024 Juneau	Kate.Kanouse@alaska.gov	465-4290
CHISKA DERR	NOAA-NMFS	POB 21668, JNU 99802	CHISKA.DERR@NOAA.GOV	586-7345
Randal Vigil	USACE	8800 Glacier Hwy, 99801	randal.p.vigil@usace.army.mil	790-4490
Matt LaCroix	EPA	Anchorage		
Tracy	"	"		
Richard Chappell				
Richard ENRIQUEZ	USFWS	3000 Vintage Blvd #201	Richard_ENRIQUEZ@fws.gov	780-1162
Carl Schrader	DOT&PF	7-mile Juneau AK	carl.schrader@alaska.gov	465-45-44

HAINES HIGHWAY MP 3.5 TO 25.3
PROJECT NUMBER 68606/SHAK-095-6(28)
MITIGATION INTERDISCIPLINARY TEAM MEETING
MEETING NO. 3
MARCH 3, 2009 2:00 P.M.
MEETING NOTES

The goal of this meeting was to provide a project update and continue discussions regarding the feasibility of conceptual mitigation ideas that have been developed by the project team.

Kristen Hansen (DOWL HKM) and Steve Noble (DOWL HKM) gave an overview of the project. Steve stated that this is a 3-R project (Resurfacing, Restoration and Rehabilitation) and the goal is to identify safety upgrades as many curves do not meet current safety and sight distance criteria. He noted changes that have been made to the proposed alignment since the last IDT meeting, including several curves where design exceptions will be made, and the alignment will remain closer to what it is today, in order to cut back on project costs. Jim Heumann (DOT&PF) noted that this 20-mile-long project will likely be built in 3 to 4 phases, starting near the Wells Bridge, which is the last narrow bridge in the corridor. He stated that if the gas pipeline goes through, this will likely be one of the main corridors for shipping pipe materials, so DOT&PF considers this to be a relatively high priority project to bring this last section of the Haines Highway up to current standards.

Kristen noted that the main intent of forming the IDT back in 2006 was to discuss mitigation opportunities with the agencies. She noted some of the things that had been discussed during the first two IDT meetings. There had been discussion about potential on-site wetland creation opportunities within the project corridor, but after discussion, the project team and IDT members decided that there were a number of potential concerns with these wetland creation sites, and that it would be best to focus on the proposed stream mitigation. If additional mitigation is needed above and beyond the proposed stream mitigation, there may be off-site opportunities through the Takshanuk Watershed Council. Culvert plans and fish passage issues were also discussed at the last Interdisciplinary Team **(**IDT) meeting. Pull-out improvements recommended by DNR were also briefly discussed at the last IDT meeting, however, DOT&PF has not yet made a decision on which of these recommendations will be included in the project.

Steve then outlined the updated alignment study and pointed out the two areas where alignment alternatives still exist.

Neil Stichert – United States Fish and Wildlife Service (USFWS) asked if guard rail had been looked at to avoid encroachment into the river. Steve stated that guardrail still needed to be incorporated into the project design to further reduce impacts to the river. This will be done as part of the Preliminary Engineering Report, which is the next phase of design.

Randy Vigil – United States Army Corps of Engineers (USACE) said that the USACE would like to see all the information on the alternatives analysis as it relates to the 404(b)1 analysis requirements to first avoid and minimize wetland impacts in the project design, and then compensate for unavoidable wetland impacts.

Chiska Derr – National Marine Fisheries Service (NOAA-NMFS) asked about the new Alaska Regulatory Guidance Letter that the USACE just put out regarding mitigation for lost functions and values of waters and wetlands.

Randy stated due to the new rule that he would need to see a wetland functional assessment and monitoring. These elements would specifically need to be in the permit application's mitigation plan, which is now required under the new rule.

Richard Enriquez (USFWS) stated he had a concern about using eagle nest data from 2006, and suggested that DOT get updated nest data.

Dan Miller (Inter-Fluve) gave an overview of Inter-Fluve's 2006 hydrology and hydraulic (H&H) study. He stated that Inter-Fluve performed a rapid assessment in every culvert; he stated any culvert on fish bearing streams will provide adequate fish passage. He stated that Appendix 3 of the H&H report shows culvert and stream cross sections that meet fish passage criteria. These will be upgraded and looked at in more detail during the design phase. He said that they also looked at areas where the road was near the main stem and side channels of the Chilkat River and looked at scour depths. He stated that banks requiring erosion control are proposed to have vegetated riprap with a bioengineered vegetated upper bank above the riprap. Stream bank stabilization scenarios of river energy and scour depths are shown on sheet two of Appendix 3 of the H&H report.

Dan stated that Inter-Fluve's fisheries biologists performed a Stream and Habitat Inventory (SHI) in 2006. Dan used the 36 sheet SHI to lead the group through the project corridor page by page to describe areas of mitigation opportunities. These mitigation opportunities were shown in a separate 14 sheet plan set of preliminary concepts. Mitigation opportunities were primarily at areas where the stream crossed the highway and flowed along the toe of the maintained embankment or where the river came near the road embankment. Dan stated that with the mitigation concepts they were looking at ways to enhance or create better habitat conditions. Dan outlined preliminary concepts for mitigation opportunities and also noted that land ownership consent needs to be determined in many of the areas to determine the feasibility of these concepts. Dan stated that they felt if streams along the toe of the road embankments could be distanced from the road then they would be improving the riparian function and overall habitat complexity and quality. Dan outlined the ways the channels could be constructed but stated that the final details would be fleshed out during the design. He noted that in some areas, the stream will need to be moved and these would be rejoined to the existing stream creating riparian habitat.

On sheet 3 of the mitigation plan set Neil Stichert asked if the red hatched areas on the plan view would become wetlands (Dan stated this could be possible) and if future stream beds would be composed of in-situ native gravel. Dan stated that details such as this would be determined during design.

Kate Kanouse - Alaska Department of Fish and Game (ADF&G) questioned the width of the channel in some areas and Dan stated that they were using the existing channel as a reference for the widths in some areas.

On Sheets 8 and 9 of the mitigation concepts Dan stated they saw a good opportunity to excavate a new channel and move it away from the road – Jim Heumann said bear cubs had been killed in this area a few years ago. Dan felt that by moving the stream away this would create a riparian buffer benefiting the stream and wildlife.

Dan noted that on sheet 11 of the mitigation concepts, the alignment shown was based on the 2006 study and is being updated to follow the existing roadway.

Dan described the pond complex and incubation boxes on sheet 13 of the mitigation concepts. He stated that depending on what happens with the boxes, the potential mitigation will change.

There was a discussion about the area near to the airstrip. For the alignment option closely following the existing road, Dan stated the plan would be to push the channel away from the toe of the road embankment into the forest. Jim Heumann stated that this is the second area where they are concerned with getting the stream away from the road to reduce the incidences of wildlife in the road.

Neil asked if the alignment was chosen or still proposed. Jim Heumann stated that they had decided to keep two alignment concepts in this area due to the airstrip; one option would mean taking some of the eagle preserve or the airstrip. Jim Scholl stated that they need to discuss this with the owner as they may be willing to give up some of their property. If the alternate alignment is selected the stream enhancement would include excavating the road embankment and vegetating the new grade. The existing stream could be left at its current location.

Neil recalled that there had been a discussion that if the segment of roadway was abandoned then they would remove the old road bed and culvert in this area.

Richard Chapell (ADF&G) asked if the utilities underground would be moved as there would be fewer disturbances if they were brought above ground.

Jim Heumann stated that there is buried conduit and fiber optic in this area there were not planned to be moved above ground and so part of the roadway would need to be left to maintain access to utilities and driveways and so it would probably become a spur road.

Chiska Derr asked if anyone had looked at how toxic the utility corridor was. Kristen stated that a Phase 1 Environmental Site Assessment had been conducted for the project, which identified petroleum spills and leaks from the pipeline corridor. The USACE is primarily responsible for cleaning up these contaminated areas related to the pipeline.

Dan stated with the mitigation concepts they would be looking at about 4,900 feet of new channel and roughly $820,000 for construction.

Kristen noted that the current plan is to submit permit applications late this year, or early in 2010. We would like to meet again later this summer, after additional stream mitigation design work has been completed by Inter-Fluve. Kristen reiterated that the main intent of getting together again with the IDT members was to provide a project update, since the project has been on hold for about a year and a half, and also to make sure that new IDT members are up to speed on previous discussions. The current mitigation plan has been narrowed down to 9 stream mitigation sites. Kristen noted that the intent is that the stream mitigation will hopefully offset all of the wetland and river fill impacts, however, there is still some work to be done in terms of quantifying the impacts and the proposed mitigation, from a functions and values perspective, as required by the new USACE Mitigation Rule. If additional mitigation is needed, DOT&PF will look at other opportunities, such as the Takshanuk Watershed Council's list of off-site mitigation projects, or an in-lieu-fee. However, they would prefer to focus the mitigation on-site, if possible.

Randy said that the permit application will have to explain how the mitigation proposed will make up for the impacts to the wetland and river functions and values that will be filled by the roadway improvements.

Carl Schrader (DOT&PF) asked how this would be calculated when you are not replacing wetlands functions with the stream mitigation, but he also noted that stream habitat is generally higher in value than wetland habitat.

Randy stated that you would have to address the stream crossings and wetland fill areas, and judge each one on its merits as to whether there are ways to address it onsite. Also he stated that the report should address minimization and avoidance measures.

Neil pointed out that some of the streams are being moved to get them out of the way of the road and so they should not be counted as mitigation as they have to be moved anyway. Kristen noted that the mitigation plan will be written in such a way that it is clear which stream mitigation is being done to simply move it out of the way of the project, versus proposed mitigation that is solely intended to improve the habitat, and thus should provide some credits to offset wetland fill impacts.

Neil also stated he noticed vegetative riprap in the proposal. He stated he had not seen it used much and wanted to know how it would be constructed.

Jim Heumann stated there is an example at Gold Creek and pockets of soil and burlap were used to make the vegetation and through aggressive maintenance it now functions with riparian habitat.

Dan stated there are a number of details we have to be careful of in the design of the mitigation concepts and there is still work that needs to be performed and details that need to be worked out before construction.

Jim Heumann stated that part of minimizing the environmental impacts is compromising between the road design (design speed) and the environment.

Dan stated that it will be challenging to perform the in-water construction work. Biodegradable hydraulic fluids for the machinery are an option to reduce environmental risks.

In summary, Kristen stated that updated wetland and river impact data and proposed mitigation would be offered in a table or matrix format for the next meeting. Randy thought this would be helpful so he could compare the habitats, functions, and values.

Neil requested that if possible, a plans-in-hand, on site review would be beneficial, maybe in June/July.

Kristen agreed that this would be a good idea and thanked everyone for their participation.

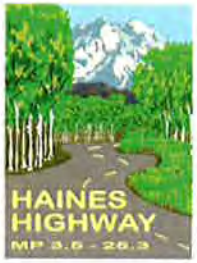
D59119.Mitigation Interdisciplinary Mtg. Notes.030309.MLS.033109.tla

Comment No.	Comment Source	Date / Communication	Issue / Impact	Comment or Question	Response/Resolution
1	Neil Stichert - United State Fish and Wildlife Service (USFWS)	3-03-2009 IDT Meeting	Chilkat River Mitigation Efforts	Has guard rail been looked at to avoid encroachment into the river?	Guardrail will still need to be incorporated into the project design to further reduce impacts to the river. This will be done as part of the Preliminary Engineering Report.
6	Kate Kanouse - Alaska Department of Fish and Game (ADF&G)	3-03-2009 IDT Meeting		What about the width of the channel?	Dan stated they were using the existing channel as a reference for the widths in some areas.
11	Neil Stichert - USFWS	3-03-2009 IDT Meeting		Neil noted that some of the streams are being moved to get them out of the way of the roadway and so they should not be counted as mitigation as they have to be moved anyway.	The mitigation plan will be written in such a way that it is clear which stream mitigation is being done to simply move it out of the way of the project, versus proposed mitigation that is solely intended to improve the habitat, and thus should provide some credits to offset wetland fill impacts.
12	Neil Stichert - USFWS	3-03-2009 IDT Meeting		Neil noted that vegetated riprap was addressed in the proposal and has not seen it used much. How will it be constructed?	Jim Heumann stated that there is an example at Gold Creek and pockets of soil and burlap were used to make the vegetation and through aggressive maintenance, it now functions with riparian habitat.
13	Dan Miller - Inter-Fluve	3-03-2009 IDT Meeting		There are a number of details to be careful of in the design of the mitigation concepts and there is still work that needs to be completed and details to be worked out before construction	Jim Heumann stated that part of minimizing the environmental impacts is compromising between the road design (design speed) and the environment.
16	Chiska Derr - NOAA-NMFS	3-03-2009 IDT Meeting	Mitigation Efforts	What types of guidelines do the new Alaska Regulatory Guidance Letter that the USACE just put out regarding mitigation for lost functions and values of waters and wetlands?	Randy stated that the USACE will need to see a wetland functional assessment and monitoring.
17	Randy Vigil - USACE	3-03-2009 IDT Meeting	Permitting	Permit applications will have to explain how the mitigation proposed will make up for the impacts to the wetland and river functions and values that will be filled by the roadway improvements.	
18	Neil Stichert - USFWS	3-03-2009 IDT Meeting	Review	Neil noted that if possible, a plans-in-hand, on-site review would be beneficial in the summer.	Noted.

Comment No.	Comment Source	Date / Communication	Issue / Impact	Comment or Question	Response/Resolution
18	Neil Stichert - USFWS	3-03-2009 IDT Meeting		Has the alignment been chosen?	Jim Heumann stated they had decided to keep two alignment concepts in this area due to the airstrip. One option would mean taking some of the eagle preserve or the airstrip. The alternative option would require the excavation of the road embankment and vegetating the new grade with the stream being left at its current location.
21	Richard Chapell (ADF&G)	3-03-2009 IDT Meeting	Utilities	Will the underground utilities be moved as there would be fewer disturbance if they were brought above ground?	Jim Heumann stated that there is buried conduit and fiber optic in the area and they were not planned to be moved above ground. Par tof the roadway would need to be left to maintain access to utilities and driveways, so there would possibly be a spur road.
22	Chiska Derr - NOAA-NMFS	3-03-2009 IDT Meeting		Has anyone looked at how toxic the utility corridor was?	The Phase I Environmental Site Assessment had been conducted for the project, which identified petroleum spills and leaks from the pipeline corridor. The USACE is primarily responsible for cleaning up these contaminated areas related to the pipeline.
23	Randy Vigil - United States Army Corps of Engineers (USACE)	3-03-2009 IDT Meeting	Wetlands	USACE would like to see all information on the alternatives analysis as it relates to the 404(b)1 analysis requirements to first avoid and minimize wetland impacts in the project design, and then compensate for unavoidable wetlands impacts.	
24	Neil Stichert - USFWS	3-03-2009 IDT Meeting		Will the red hatched areas on Sheet 3 of the plan view become wetlands?	Dan stated that details such as this would be determined during design.
25	Carl Schrader - Department of Transportation and Facilities (DOT&PF)	3-03-2009 IDT Meeting		How will values be calculated when you are not replacing wetlands functions with the stream mitigation? Carl also noted that stream habitat is generally higher in value than wetland habitat.	Randy stated that you would have to address the stream crossings and wetland fill areas, and judge each one on its merits as to whether there are ways to address it onsite. The report should also address minimization and avoidance measures.
26	Richard Enriquez (USFWS)	3-03-2009 IDT Meeting	Wildlife	Richard stated he had a concern about using eagle nest data from 2006, and suggested that DOT&PF obtain updated data.	

Chilkat Bald Eagle Advisory Council Meeting

March 4, 2009



HAINES HIGHWAY
MILEPOST 3.5-25.3

SIGN IN SHEET • March 4, 2009
Meeting with the Chilkat Bald Eagle Advisory Council

Please sign in

PRINTED NAME	ORGANIZATION	ADDRESS	E-MAIL	TELEPHONE
Donna Hess		P.O. Box 125		766 2695
Gary E. Hess	Bald Eagle Advisory	P.O. Box 125		766-2095
Scott CAREY	Lynn Canal Conservation	Box 883	—	—
Richard Chapell	ADF&G/sport fish	Box 330	richard.chapell@alaska.gov	766-3638
Roy Josephson	DNR-Forestry	Box 263	Roy.Josephson@alaska.gov	2120

HAINES HIGHWAY MP 3.5 TO 25.3
PROJECT NUMBER 68606/SHAK-095-6(28)
CHILKAT BALD EAGLE ADVISORY COUNCIL MEETING NOTES

SUBJECT: Haines Highway MP 3.5 TO 25.3

DATE: March 4, 2009

TIME: 1:30 p.m.

LOCATION: Assembly Chambers, Haines, Alaska

PROJECT TEAM ATTENDEES:

State of Alaska Department of Transportation and Public Facilities (DOT&PF)

Jim Scholl
Jim Heumann
Carl Schrader
Arne Oydna

DOWL HKM

Steve Noble
Kristen Hansen
Lana Davis
Michela Spitz

Inter-Fluve

Dan Miller

A meeting for the Haines Highway Improvements was held for the Chilkat Bald Eagle Advisory board on March 4, 2009 at the Assembly Chambers in Haines, Alaska. The meeting included additional information related to project, work completed to date, environmental data and the project schedule.

Steve Noble (DOWL HKM) gave an overview of the project. He stated that this is a 3-R project (Resurfacing, Restoration and Rehabilitation) with the goal of identifying safety upgrades and curves that do not presently meet safety and sight distance criteria. Steve outlined the alignment study and pointed out the two areas where alternatives still exist. Kristen Hansen (DOWL HKM) then gave an overview of the environmental work and the reports and data that have been compiled up to now.

Below is a summary of questions and comments that were raised during the presentation. Staff responses are in italics.

Will the upgrades to the road take into account the weight of the pipeline structures and trucks?

Steve stated that the upgrades would take into account future projects such as the pipeline and part the reason for the roadway upgrades, was due to the potential for those future projects.

Have the alignments changed from those shown previously?

Steve stated that the changes were pretty subtle. He stated that two areas still have two options that are under consideration; the areas near the airstrip and the bridge. He noted that issues are still being worked through, but generally the alignments are pretty similar to those presented three years ago. Steve said that the project team is trying to balance the roadway reconstruction, the costs, and the environmental impacts, and we are tweaking some the alignments for these reasons.

Who makes the determination if the study will be an Environmental Assessment or an Environmental Impact Statement?

Kristen responded that the decision is made by the lead Federal agency – in this case the Federal Highway Administration (FHWA). After scoping, the FHWA decided that they did not see any significant impacts and so decided that an EA would be the appropriate level of study. Kristen noted that this does not mean there are no impacts as a result of the project, but that they can be mitigated, and are not anticipated to be significant. FHWA will review the EA, and if they determine that the project is not anticipated to result in significant impacts, then they sign a decision document that is called a Finding of No Significant Impact (FONSI). If it is determined at any time during the EA process that there may actually be significant impacts, then the FHWA can decide that an EIS is necessary.

Is there any money available for construction, and if money is not available, will the study have to be redone when money is made available?

Jim Scholl – Department of Transportation and Public Facilities (DOT&PF) stated that currently there is no money for construction but that the study would not have to be redone once the construction is funded unless the project changes significantly. He noted that the project will probably be split into segments for construction purposes.

Jim Heumann (DOT&PF) added that the first segment would probably be near the bridge as the width of the bridge limits the traffic on the roadway and it is the last bridge along the Haines Highway to be brought up to current standards.

What is your plan for the slide areas?

Steve said that several options have been evaluated, and the plan is to raise the elevation of the road to decrease the probability of the slides engulfing the road. In addition, wider culverts will be installed that can accommodate a dozer to clean out the area. He also noted, however, that without bridges, there will always be maintenance issues in the slide areas.

Are there any plans to put in a new parking lot at the trail heads?

Steve stated that several locations have been looked at to upgrade pull-outs, and the roadway is currently being evaluated to decide the extent to which the pull-outs will be upgraded and improved.

Jim Heumann added that DOT&PF has to commit to maintaining any parking lots it constructs, so they would have to obtain an agreement with the Department of Natural Resources (DNR) Parks Division; they are planning to meet with them to discuss these issues.

What will happen to property in DOT&PF right-of-way?

Jim Heumann noted that it would have to be cleaned up. DOT&PF will follow the federal guidelines for right-of-way acquisition. Encroachments will have to be cleaned up before construction can proceed

There are issues at mile 13/14. There is a culvert blocking the stream and people use the area as a boat ramp and have trashed the river bank.

Jim Scholl stated that DOT&PF is looking into these issues. Jim Heumann said that he would bring it up when they meet with the parks department.

It would be better to have one good boat ramp rather than people just launching anywhere, as it kills the vegetation. There is not a decent public boat ramp on the whole river.

What determines the decision about the bridge?

Steve stated that many things will affect the decision to replace the bridge. These include property ownership, access to the bridge, environmental impacts to side channels and fish spawning areas, subsistence issues, and eagle nests. He noted that there are pros and cons to both bridge options and this is why both were still being evaluated.

Jim Scholl noted that it would not be an easy decision to make.

Steve mentioned that the project team is also evaluating two alternatives near the airstrip and that one would shorten the runway.

Can the alignment be moved nearer the river so it would not impact the airstip?

Steve stated that this would move the alignment into preserve area and critical habitat.

Jim Scholl stated that they need to meet with the property owner to discuss the options.

How many lanes will the road be?

Steve stated that it is planned to be a two-lane road, with an increased speed limit in many areas and more places to pass.

D59119.Chilkat Bald Eagle AC Mtg Notes.030409.MLS.033109.tla

Public Meeting 2

March 4, 2009

First	Last	Title	Group	Address	City	State	Zip
Mehmet	Eece			Ln	Lafayette	CA	94549
Col. Franklin P	Flatten			101 Thomas Edison Dr	Schertz	TX	78154
Dan	Miller		Inter-Fluve	1020 Wasco Valley Rd	Hood River	OR	97031
Margaret	Dawson			SE	Olalla	WA	98359
Tom	Bolen		Haines Borough Manager	103 Third Ave	Haines	AK	99827
kathy	Eggen			Ct	Sitka	AK	99835
Kay F.	Mclaughlin			108 39th St	Missoula	MT	59803
		Superintende	Canadian Customs	110-300 Mair	Whitehorse	YT Canada	Y1A 2B5
Thomas	Hall			W.Roland Dr.	Littleton	CO	80127
Adam	Paulick			St	Douglas	AK	99824
Norman & Barbara	Masten			1140 NE Yucca Ave	Redmond	OR	97756
Thomas	Bones			Run	Camden	DE	19934
Wayne W.	Hooker			Rainbow Ave	Anchorage	AK	99516
Shirley	Young			1200 Leisure	Walnut Creek	CA	94595
Dennis V.	Kida			Kame Terrace Ct	Sherwood	OR	97140
Erik	Sommers			Pebble Beach Dr	Crescent City	CA	95531
Donna	Donohoe			Sawmill Creek Rd	Sitka	AK	99835
Baha'is of ak.				13501 Brayton Dr	Anchorage	AK	99516
Glen Jr. & Deana	Dillehay			1360 W Lil Ben Trl	Flagstaff	AZ	86001
Katherine	Traeger			1390 Fritz Cove Rd	Juneau	AK	99801
Ethel D.	Henderson			Winding Woods Ct	Centreville	VA	20120
Tom & Marilyn	Huitger			Fahlander Dr S	Columbus	OH	43229
Donald H.	Lokke			Branchcrest Cir	Dallas	TX	75248
Phillip	Perisich			1602 Papago Dr	Chino Valley	AZ	86323
Tommy	Baxter			16260 Lost Horizon Dr	Anchorage	AK	99516
George	Davidson			Lena Loop Rd	Juneau	AK	99801
Gary	Halsey			16587 W 53rd Way	Golden	CO	80403
Arnold & Jane	Albrecht			1661 Pee Rd # 17	Koloa	HI	96756
Ronald R.	Huitger			Smokey Point Blvd	Arlington	WA	98223
John & Nina	Kinney			Evergreen Ave	Juneau	AK	99801
Estate	John Stanley			18 Oenoke P	Stamford	CT	o6907
Stanley & Anita	Dale			1805 Cedar Springs Ln	Anacortes	WA	98221
Richard & Mary	Stone liv.trust			Wickersham Ave	Juneau	AK	99801
Dennis	Nottingham			2107 Sorbus Way	Anchorage	AK	99508
C/o	Davis			Althea St	Wasilla	AK	99654
George J.	Poysky III			153rd St # 258	Burien	WA	98166
Mary Ann	Knarreborg			23710 SE 253rd Pl	Maple Valley	WA	98038
Robert E.	Nyman			Ct	Juneau	AK	99801
Moira	Smith			2513 Kona Ln	Anchorage	AK	99517
Richard P.	Dowling			2550 Denali St Ste 1000	Anchorage	AK	99503
Richard	Morelli			Juniper Bay Dr	Wesley Chapel	FL	33544
Darcy	Steck			Channel Dr	Juneau	AK	99801
Arlen	Lanz			Engineers Cutoff Rd	Juneau	AK	99801
Melvin	Lofftus			2866 Echo Valley Rd	Jamul	CA	91935

Jay Warren	Stevens			295 Martha Dr	Winchester	OR	97495
Gute	Gruening			Ave	Juneau	AK	99801
Neil	Stichert		USF&WS	3000 Vintage	Juneau	AK	99801
Steve	Brockmann	Acting Field Supervisor	United States Fish and Wildlife Service	Vintage Blvd, Suite	Juneau	AK	99801
Bill	Hanson	Field Supervisor	United States Fish and Wildlife Service	Vintage Blvd, Suite	Juneau	AK	99801
Daniel	Lehfeldt			3034 E Alpine Dr	Bellingham	WA	98226
Thomas R.	Hogan, Jr.			3041 Arlington Dr	Aptos	CA	95003
Samuel E.	Downey			30701 Koinonia Rd	Eugene	OR	97405
Family Trust-	Anderson			3095 Deer Run Ave S	Salem	OR	97302
John & Mary	Jennings			17th St	Redmond	OR	97756
Betty	Michael			St	Juneau	AK	99801
Alexander	Clark			3228 SE 59th Ave	Portland	OR	97206
David	Palmer			3317 Park Pl	Juneau	AK	99801
Richard t.	Myren			3320 Fritz Cove Rd	Juneau	AK	99801
Ellen	Simpson	Habitat Biologist	Alaska Department of Fish & Game	Raspberry Road	Anchorage	AK	99518
Lewis & Nora	Polizzi			Sequim Bay Rd	Sequim	WA	98382
Andrew D.	Shaw			3360 Timberlake Dr	Commerce Township	MI	48390
Teddy W.	Baxter			344 Scenic Hills Ct	Fairbanks	AK	99712
Donald & Diane	Highsmith			350 Cavalla St	Henderson	NV	89074
Gretchen	Schumacher			Columbus Ave Apt 1A	New York	NY	10024
Vernis	Lanz			371 Eklutna St	Anchorage	AK	99504
Steven & Pat	Deitemeyer			3724 Union Ct	Wheat Ridge	CO	80033
Charles V.	Brophy			Ln	Dallas	TX	75229
C.H. (Hank)	Schombel			394 Mayers St. Apt. #5	Edge Hill Cairns		04870
Joseph	Giefer			400 East St.	Juneau	AK	99801
David L.	Kelley	SE Regional Land manager	Alaska Department of Natural Resources, SERO, Land office DMLW	400 Willoughby Avenue, Ste	Juneau	AK	99801-1020
Michela	Spitz			4041 B Stree	Anchorage		99503
Steve	Noble		DOWL HKM	4041 B Stree	Anchorage	AK	99503
Vincent L.	Demuth			411 H St	Douglas	AK	99824
		The Nature Conservanc y of Alaska	Nature Conservancy	416 Harris St	Juneau	AK	99801
Ruth	Blackwell			4240 Lake Shore Dr	Juneau	AK	99801
Bayard & Rebecca	Harris			4455 Royal Oak Dr SW	Roanoke	VA	24018
Teresa	Hura			Way	Juneau	AK	99801
Ernest	Kelm, Jr.			Swanmere Dr	Canton	MI	48187
David	Phegley			47716 Interlake Dr	Kenai	AK	99611
Roger Alan	Ramsey			5329 NE Corral Ct	Hillsboro	OR	97124
C/o:	Chorba			Roads Mnr NW	Atlanta	GA	30327
Donna L.	Peel trust			St	Juneau	AK	99801
William	Aston	Environment al Specialist	Alaska Department of Environmental Conservation - Division of	555 Cordova Street,	Anchorage	AK	99501
David R.	Bolton			555 Zelma Stewart Rd	Sparta	TN	38583
Thomas	Monroe			583 Nordale Rd	North Pole	AK	99705
Marcia L.	Lofftus Carlisle			605 Saddlemoun tain Rd	Colorado Springs	CO	80919

Brenda Lee	Gustafson			630 Roberts Roost Rd	Fairbanks	AK	99712
Trust				Rd	Florence	WI	54121
Kerry& Susan	Badger			66842 Oak Ridge Dr	Lawton	MI	49065
W.D. & Suzanne	Gross			Ave NE Apt 762	Redmond	WA	98052
Daryl C.	Case			683 Taylor Way	S Lake Tahoe	CA	96150
Jim	Heumann, PE	DOT&PF Engineering Manager	Alaska Department of Transportation and Public Facilities	6860 Glacier Hwy P.O. Box 112506	Juneau	AK	99811-2506
Jim	Scholl	Environmental Impact Analyst	Alaska Department of Transportation and Public Facilities	6860 Glacier Hwy P.O. Box 112506	Juneau	AK	99811-2506
Charles	Schrader	Environmental Impact Analyst	Alaska Department of Transportation and Public Facilities	6860 Glacier Hwy P.O. Box 112506	Juneau	AK	99811-2506
Scott D.	Brylinsky			St	Sitka	AK	99835
Mark & Angela	Schnurstein			709 NW Stratford Ct	Ankeny	IA	50023
Chris	Meade	Environmental Specialist	U.S. Environmental Protect	709 W. 9th S	Juneau	AK	99801
Michael	Ganey	Port Manage	Alaska Marine Lines/Lynde	758 Union St	Haines	AK	99827
Elizabeth	Steele			78 Dodge Rd	Edgecomb	ME	04556
Jackie	Timothy	Habitat Division Regional	Alaska Department of Fish	802 3rd St.P	Juneau/Douglas	AK	99811-0024
Edward & Maureen	Cahill			811 S 9th St	Mount Vernon	WA	98274
Bruce Lloyd	Haar			Douglas Hwy	Juneau	AK	99801
C/o:	Regan			Ave	Juneau	AK	99801
Eugene	Wiley			Rd	Juneau	AK	99801
Ed	Ezzre			Blvd	Juneau	AK	99801
Wings of alaska				Livingston Way	Juneau	AK	99801
Robert N.	Jacobsen			Ave	Juneau	AK	99801
Christopher	Fenn			Pl	Juneau	AK	99801
John	Leeds	Field Officer - Juneau	U.S. Army Corps of Engineers, Alaska District	8800 Glacier Highway	Juneau	AK	99801-8079
Randy	Vigil	Regulatory A	USACE	8800 Glacier	Juneau	AK	99801
Fred	Gray	Facilities Mar	Delta Western	900 Main Stre	Haines	AK	99827
Michael	Weaver			Glacierwood Dr	Juneau	AK	99801
Joel	Weber			9239 Kedvale Ave	Skokie	IL	60076
Vivian	Bearden			9249 Gee St	Juneau	AK	99801
William	Eberhardt			9362 Lee Smith Dr	Juneau	AK	99801
Elmer	Landingham			Rae Rd Unit 5	Juneau	AK	99801
William & Cheryl	Yankee			Moraine Way	Juneau	AK	99801
Harold	Laughlin			Ct	Juneau	AK	99801
Denise	Lyons			Ave	Ventura	CA	93004
Douglas	Gibbs			Box 1027	Haines	AK	99827
Mark	Mitchelltree			Box 1036	Haines	AK	99827
Stewart	Adams			Box 1121	Haines	AK	99827
Sean	Gaffney			Box 1206	Haines	AK	99827
Marcus	Miller			Box 1218	Haines	AK	99827
John	Floreske			Box 1223	Haines	AK	99827
Albert	Gilliam			Box 124	Haines	AK	99827
Michael	Ward			Box 1309	Haines	AK	99827
Scott	Ramsey			Box 1521	Haines	AK	99827
Leslie	Ross			Box 1646	Haines	AK	99827
Warren	Morrison			Box 1695	Haines	AK	99827
Patrick	Philpott			Box 188	Haines	AK	99827
Thomas	Monroe			Box 206	Haines	AK	99827
Frances	Perry			Box 216	Haines	AK	99827
Roger	Ramsey			Box 21925	Juneau	AK	99802
David	Keirstead			Box 270	Haines	AK	99827
James	Marquardt			Box 34106	Juneau	AK	99803
James	Cox			Box 354	Haines	AK	99827
Hugh	Rietze			Box 381	Haines	AK	99827

Teresa	Povey-Martinez			Box 44	Haines	AK	99827
William	Egolf			Box 491	Haines	AK	99827
Dennis	Miles			Box 513	Haines	AK	99827
Paul	Swift			Box 564	Haines	AK	99827
Marsha	Wilson			Box 592	Haines	AK	99827
Tyler	Scovill			Box 763	Haines	AK	99827
Keith	Houlberg			Box 797	Haines	AK	99827
Daniel	Turner			Box 826	Haines	AK	99827
Richard	Boyce			Box 84	Haines	AK	99827
Crispian J.	Smith			Evergreen Ave.	Juneau	AK	99801
Kimothy	Dorsey			Delivery	Haines	AK	99827
Peter B.	Speight			0240	Haines	AK	99827
Jeanne	Beck			2560	Haines	AK	99827
Sally	Reno			2626	Haines	AK	99827
Shelley	True			3409	Haines	AK	99827
Carolyn	Weishahn			3977	Haines	AK	99827
Port Director			U.S. Customs	HC 60 Box 4(	Haines	AK	99827
Roger	Schnabel		Southeast Road Builders, I	HC 60 Box 4{	Haines	AK	99827
Manager			Northern Timber Corp.	HC 60 Box 4{	Haines	AK	99827
Roger	Schnabel			4800	Haines	AK	99827
Estates				4800	Haines	AK	99827
John & Terry	Shaw			5470	Haines	AK	99827
Margaret	Piggott			8502	Haines	AK	99827
Bill	Valentine			HC 60 PO Box 2553	Haines	AK	99827
Edward	Stewart			HC 60, Box 1	Haines	AK	99827
Thomas	True			HC 60, Box 3	Haines	AK	99827
Tim	Shields	Executive Dir	Takshanuk Watershed Cou	P.O. Box 102	Haines	AK	99827
Claire	Batac	Natural Resource Specialist	Alaska Coastal Management Program - Division of Coastal and	P.O. Box 111	Juneau	AK	99811-1030
Carrie	Bohan	Project Review Coordinator	Alaska Coastal Management Program - Division of Coastal and	P.O. Box 111	Juneau	AK	99811-1030
Mike	Eberhardt	Parks Superintendent	Alaska Department of Natural Resources - Division of Parks and Outdoor Recreation, SE	P.O. Box 111071	Juneau	AK	99811
Manager			Highland Estates	P.O. Box 112	Haines	AK	99827
Julie	Cozzi	Borough Cler	Haines Borough	P.O. Box 120	Haines	AK	99827
Jan	Hill	Mayor	Haines Borough	P.O. Box 120	Haines	AK	99827
Peter	Lapham	Borough Ass	Haines Borough	P.O. Box 120	Haines	AK	99827
Jerry	Lapp	Borough Ass	Haines Borough	P.O. Box 120	Haines	AK	99827
Doug	Olerud	Borough Ass	Haines Borough	P.O. Box 120	Haines	AK	99827
Scott	Rossman	Borough Ass	Haines Borough	P.O. Box 120	Haines	AK	99827
Norm	Smith	Borough Ass	Haines Borough	P.O. Box 120	Haines	AK	99827
Steve	Vick	Borough Ass	Haines Borough	P.O. Box 120	Haines	AK	99827
Gary	Hess	Chairman	Upper Lynn Canal Fish and	P.O. Box 125	Haines	AK	99827
Todd	Buxton	Project Leade	Northern Southeast Region	P.O. Box 126	Haines	AK	99827
Toni	Dotson			P.O. Box 126	Haines	AK	99827
Director			Hard Rock, Inc.	P.O. Box 129	Haines	AK	99827
Joan	Carlson	Office Manag	Haines Chamber of Comme	P.O. Box 144	Haines	AK	99827
Manager			Chilkat Guides	P.O. Box 170	Haines	AK	99827
President			Klukwan Incorporated	P.O. Box 209	Haines	AK	99827
Kimberley A.	Strong	President	Chilkat Indian Village of Klu	P.O. Box 210	Haines	AK	99827
Dale	Lewis	Transportation Program Manager - Southeast	U.S. Federal Highway Administration	P.O. Box 21648	Juneau	AK	99802-1648
Robert	Mecum	Acting Administrator	National Marine Fisheries Service - Habitat Conservation Division	P.O. Box 21668	Juneau	AK	99802
Chiska	Derr	Habitat Biologist Haines/Skag	National Marine Fisheries Service - Habitat Conservation Division	P.O. Box 21668, 709 West 9th	Juneau	AK	99802
Terrance	Pardee			P.O. Box 296	Haines	AK	99827
Larry	Geise			298	Haines	AK	99827
Manager			Alaska Power and Telepho	P.O. Box 30 2	Haines	AK	99827
Richard	Chapell	Division of Sport Fish	Alaska Department of Fish & Game	P.O. Box 330	Haines	AK	99827
Manager			Klehini Land Co.	P.O. Box 343	Juneau	AK	99803
Manager			Silver Eagle Transport	P.O. Box 388	Haines	ALASKA	99827
Dave	Olerud	Executive T	American Bald Eagle Foun	P.O. Box 49	Haines	AK	99827
Duane B.	Wilson	President	Chilkoot Indian Association	P.O. Box 490	Haines	AK	99827
Manager			Alaska Nature Tours	P.O. Box 491	Haines	AK	99827

Robert	Venables			P.O. Box 50	Haines	AK	99827
Manager			River Adventures	P.O. Box 556	Haines	AK	99827
Tim	June			P.O. Box 672	Haines	AK	99827
Terminal manager			Haines Ferry Terminal - Ala	P.O. Box 791	Haines	AK	99827
Thomas	Ely	Owner/Manag	Sockeye Cycle Co.	P.O. Box 829	Haines	ALASKA	99827
Issues coordinator			Lynn Canal Conservation	P.O. Box 964	Haines	AK	99827
Bill	Thomas, Jr.	Representati	Alaska Legislature	P.O. Box 993	Haines	AK	99827
Dirk	estate			PO Box 1	Haines	AK	99827
Interested	Party			PO Box 1002	Haines	AK	99827
Sue	Libenson			PO Box 1014	Haines	AK	99827
Mark	Mitchelltree			1036	Haines	AK	99827
Shane D.	Martin			1056	Haines	AK	99827
Brent J.	Crowe			1098	Haines	AK	99827
Vivian	Menaker			PO Box 118	Haines	AK	99827
Doris	Bell			1189	Haines	AK	99827
Sean M.	Gaffney			1206	Haines	AK	99827
Steve	Ritzinger	Planning and Zoning	Haines Borough	PO Box 1209	Haines	AK	99827
Jon & Mary	Cummins			1215	Haines	AK	99827
Victoria	Floreske, Jr.			1223	Haines	AK	99827
Gregory	Goodman			1254	Haines	AK	99827
David & Diana	Owens			PO Box 1260	Three Forks	MT	59752
Toni	Dewitt			PO Box 128	Haines	AK	99827
Michael	Byer	Superintende	Haines Borough School Dis	PO Box 1289	Haines	AK	99827
Roger	Schnabel			PO Box 129	Haines	AK	99827
William F.	Wacker			1292	Haines	AK	99827
Ann	Quinlan			PO Box 130	Haines	AK	99827
Bengie	Stuart			PO Box 130	Haines	AK	99827
David & Inez	Gross			1308	Haines	AK	99827
Michael D.	Ward			1309	Haines	AK	99827
Scott	Duffy			1331	Haines	AK	99827
Daniel E.	Wackerman			1333	Haines	AK	99827
James	Shoemaker			PO Box 1345	Ward Cove	AK	99928
Judith	Weir			PO Box 137	Haines	AK	99827
J.B.	Axsom			1372	Haines	AK	99827
Mark	Allen			1373	Haines	AK	99827
Paul	Swanstrom			1404	Haines	AK	99827
Greg	Stuckey	President	Haines Chamber of Comme	PO Box 1449	Haines	AK	99827
Andrew M.	Hedden			1455	Haines	AK	99827
Tyler	Ferrin			1471	Haines	AK	99827
Helen B.	Tengs			PO Box 148	Haines	AK	99827
Sarah	Roark			1493	Haines	AK	99827
Mandy	Ramsey			1521	Haines	AK	99827
Interested	Party			1548	Haines	AK	99827
Gary& Cathy	Keller			1564	Haines	AK	99827
Dennis	Jones			PO Box 1602	Deer Park	WA	99006
Carol	Meismer			1609	Haines	AK	99827
Elizabeth	Carter			1617	Haines	AK	99827
Kelly John	Jessup			1634	Haines	AK	99827
Leslie	Ross			1646	Haines	AK	99827
Paul	Erny			PO Box 1654	Haines	AK	99827
Paul & Gina	Erny			1654	Haines	AK	99827
Joseph	Rosinski			PO Box 167	Haines	AK	99827
Timothy	Ward			1677	Haines	AK	99827
Diana	Netherland			PO Box 1678	Ward Cove	AK	99928
Vanessa	Salmon			1703	Haines	AK	99827
Dale	Hansen			PO Box 171	Yakutat	AK	99689
Michael	Gaede			PO Box 176	Entiat	WA	98822
Ronald	Rusher			PO Box 18161	Coffman Cove	AK	99918
Patrick	Philpott			PO Box 188	Haines	AK	99827
Christine	Tengs			PO Box 190	Haines	AK	99827
Barnet	Freedman			PO Box 19233	Thorne Bay	AK	99919
Robert	Truffee			1971	Elma	WA	98541
Sandra	Vaisvil			PO Box 198	Eagle	AK	99738
Sharon Joy	Ennis			2068	Pahoa	HI	96778
Harvey	Hildre			20729	Juneau	AK	99802
Marjorie	Ward			PO Box 208	Haines	AK	99827
Donald B.	Bedford			210111	Auke Bay	AK	99821
Richard R.	Straty			210211	Auke Bay	AK	99821

Karen	Waldrip			210555	Auke Bay	AK	99821
Lynette	Campbell			210732	Auke Bay	AK	99821
Michael	Knauss			PO Box 211	Sitka	AK	99835
Jenisse Ann	Markham			211131	Auke Bay	AK	99821
Sharon	Mallinger			211308	Auke Bay	AK	99821
Martin J.	Myers			21923	Juneau	AK	99802
John	Fox			22718	Juneau	AK	99802
Wayne	Selmer			PO Box 234	Haines	AK	99827
Kate	Kanouse		ADF&G	PO Box 2400	Douglas	AK	99824
Margaret M. & Nicholas	Germain			PO Box 240144	Douglas	AK	99824
Thomas S.	Water			240276	Douglas	AK	99824
Rae Ann	Galasso			PO Box 241	Haines	AK	99827
David F.	Maxwell			2496	Kilgore	TX	75663
Janis	Horton			PO Box 250	Haines	AK	99827
Orman Ray	Willey			2547	Vashon	WA	98070
Interested	Party			PO Box 261	Haines	AK	99827
Charles M.	Jurasz			PO Box 263	Faro	YT	Y0B 1K0
Lulu Belle	Pittard			2697	Palmer	AK	99645
Linda	Keirstead			PO Box 270	Haines	AK	99827
Layton	Bennett			PO Box 272	Haines	AK	99827
Mark E.	Albertson			298568	Wasilla	AK	99629
James	Schnabel			PO Box 303	Haines	AK	99827
Lawrence	Coonjohn			PO Box 306	Larkspur	CA	94977
Marjorie	Haynes			PO Box 313	Haines	AK	99827
Michael S.	Stenerson			32535	Juneau	AK	99803
Leif	Lie			32861	Juneau	AK	99803
Elizabeth	Lehrbach			33512	Juneau	AK	99803
Donald C.	Madsen			33679	Juneau	AK	99803
Carlton	Smith			33765	Juneau	AK	99803
Jeanie	Allison			33817	Juneau	AK	99803
Tuula	Marquardt			34106	Juneau	AK	99803
Kathleen	Jones			PO Box 343	Haines	AK	99827
David L.	Hunt			34403	Juneau	AK	99803
Barbara	Cox			PO Box 354	Haines	AK	99827
Melanie	Hess			PO Box 374	Haines	AK	99827
Charles	Brouillette			PO Box 375	Haines	AK	99827
Daniel	Lisenbury			PO Box 381	Delta Junction	AK	99737
Hugh	Rietze			PO Box 381	Haines	AK	99827
Kenneth & Sandra	Dorman trust			PO Box 382	Petersburg	AK	99833
Drake	Olson			PO Box 411	Haines	AK	99827
James	Szymanski			PO Box 418	Haines	AK	99827
Dana	Davies			PO Box 422	Urbanna	VA	23175
Ramona	Martin			PO Box 429	Haines	AK	99827
Joel	Telford	Manager	Haines Ranger Station	PO Box 430	Haines	AK	99827
Pamela	Long			PO Box 431	Cordova	AK	99574
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Teresa	Martinez			PO Box 44	Haines	AK	99827
Colleen	Jensen			PO Box 477	Haines	AK	99827
Thomas Guy	Monroe, III			PO Box 482	Haines	AK	99827
Raymond & Connie	Staska			PO Box 486	Haines	AK	99827
C/o: John	Floreske			PO Box 489	Haines	AK	99827
Joanna	Egolf			PO Box 491	Haines	AK	99827
Dennis T.	Miles			PO Box 513	Haines	AK	99827
Lawrence	Jurgeleit			PO Box 515	Haines	AK	99827
Michael	Zartman			PO Box 517	Haines	AK	99827
Phyllis	Martin			PO Box 526	Haines	AK	99827
Terry A.	Sele			PO Box 53	Haines	AK	99827
Don & Karen	Hess			PO Box 556	Haines	AK	99827
Karla	Rallo			PO Box 56	Tok	AK	99780
Paul	Swift			PO Box 564	Haines	AK	99827
Gary	Congleton			PO Box 571	Haines	AK	99827
Marsha D.	Wilson			PO Box 582	Haines	AK	99827
Sally	Nelson-Scott			PO Box 595	Tekoa	WA	99033
Allie	Cordes			PO Box 609	Haines	AK	99827
Roger	Schnabel			PO Box 609	Haines	AK	99827
Richard	Loverne			PO Box 613622	Watersound	FL	32461
Steve	Cunningham			PO Box 614	Haines	AK	99827
John	Fain			PO Box 636	Etna	CA	96027
Daniel	Humphrey			PO Box 637	Haines	AK	99827

Marilyn	Josephson			Haines, Public List	PO Box 662	Haines	AK	99827
Tony	Ward				PO Box 667	Haines	AK	99827
Susan	Hall				670245	Chugiak	AK	99567
John	Stefanski				PO Box 6720	Chugiak	AK	99567
Henry	Chatoney				PO Box 683	Haines	AK	99827
Dave	Strickler				685	Haines	AK	99827
Mark M.	Sogge				PO Box 696	Haines	AK	99827
David R.	Pahl				PO Box 702	Haines	AK	99827
Kathleen	Lake				PO Box 726	Haines	AK	99827
Tyler	Scovill				PO Box 763	Haines	AK	99827
Henry C.	Williams				PO Box 770189	Eagle River	AK	99577
Kathryn M. & Charles	Carl				PO Box 774	Haines	AK	99827
Kathleen	Menke				PO Box 781	Haines	AK	99827
Robin	Vanderford				PO Box 790	Haines	AK	99827
Western					79018	Seattle	WA	98119
Darsie	Culbeck				PO Box 805	Haines	AK	99827
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Mark	Kistler				PO Box 827	Haines	AK	99827
Yevette	Lancaster				PO Box 82871	Fairbanks	AK	99708
Richard	Boyce				PO Box 84	Haines	AK	99827
Chris	Denker				PO Box 842	Haines	AK	99827
Don	Turner				PO Box 85	Haines	AK	99827
Jeanene	Bucaria				870298	Wasilla	AK	99687
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Susie	Hodnik				PO Box 876	Haines	AK	99827
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Jackie	Smith				PO Box 906	Haines	AK	99827
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John	Carlson				PO Box 95	Haines	AK	99827
Nancy	Berland				PO Box 952	Haines	AK	99827
June	Haas				PO Box 97	Haines	AK	99827
Gordon	Whitermore				PO Box 991	Haines	AK	99827
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Anna	Wahlund				Eriksgatan 93, I	113 32 Stockholm	-	SWEDEN
Albert	Kookesh	Senator	Alaska Legislature		State Capitol,	Juneau	AK	99801-1182
John	Wurst	Lands Manager /	Haines Borough			Haines	AK	99827

HOW DO I SUBMIT COMMENTS OR CONCERNS?

Although the scoping comment period closed on December 23, 2005, we strongly encourage you to continue to provide your comments and concerns. We want to hear from you. You can use one of the following methods to submit comments on this project or submit written comments during the public meeting. Your comments will be reviewed and considered during the EA preparation.

Via the Project Website: ***www.dot.alaska.gov/haineshighway***

Environmental Comments by mail or e-mail to:

Jim Scholl
6860 Glacier Highway
PO Box 112506
Juneau, AK 99811-2506
jim.scholl@alaska.gov
(907) 465-4498
Fax: (907) 465-3506

Other inquiries by mail or e-mail to:

DOT&PF Engineering Manager
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6860 Glacier Highway
P.O. Box 112506
Juneau, AK 99811-2506
jim.heumann@alaska.gov
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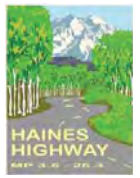
Fax: (907) 465-4414

HAINES HIGHWAY
MP 3.5 – 25.3

Jim Heumann, P.E.
DOT&PF
6860 Glacier Highway
P.O. Box 112506
Juneau, AK 99811-2506



HAINES HIGHWAY IMPROVEMENTS

MILEPOST 3.5-25.3

NOTICE OF PUBLIC MEETING
ENVIRONMENTAL EVALUATION AND POTENTIAL WETLANDS AND FLOODPLAIN INVOLVEMENT

PUBLIC MEETING SCHEDULED

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend a public meeting on the Haines Highway Improvements (Mile Post 3.5 – 25.3). The meeting will give an update on the project, present the revised alignment analysis, and report progress on the environmental analysis and documentation. It will also give you the opportunity to discuss the project one-on-one with the project team.

DATE, TIME AND LOCATION

Wednesday, March 4, 2009

6:00 - 7:00 p.m. Open House
7:00 - 7:30 p.m. Presentation and Q&A
7:30 - 8:30 p.m. Open House

Chilkat Center - Theatre Drive, Haines, Alaska

The public meeting will be held in an open house format from 6:00 - 7:00 p.m. A short presentation will be given by the project team promptly at 7:00 p.m. The presentation will be followed by a question and answer period. Project personnel will be available to answer your questions and take your comments. This is an excellent time to review the project and provide meaningful guidance to the designers and planners that are designing the improvements.

"This project is being developed in compliance with the Executive Orders on wetlands (E.O. 11990), floodplains (E.O. 11988), and Environmental Justice (E.O. 12898), as well as Section 106 of the National Historic Preservation Act, Section 4(f) of the Department of Transportation Act, and the Endangered Species Act."

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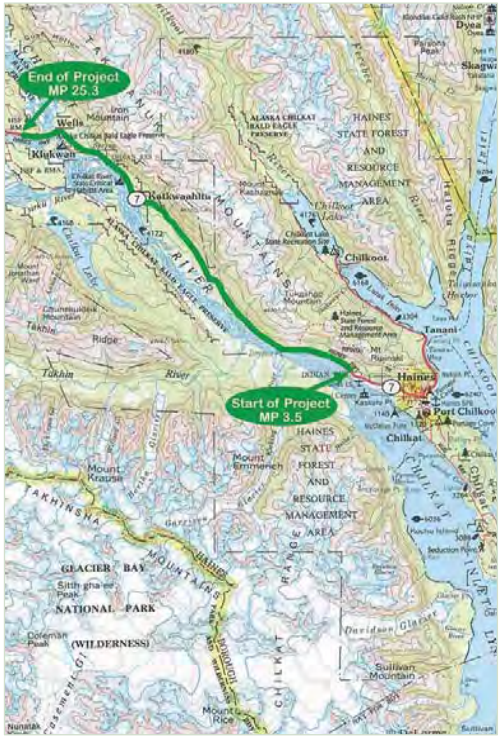

PROJECT WEBSITE

www.dot.alaska.gov/haineshighway

PROJECT DESCRIPTION

DOT&PF, in partnership with the Federal Highway Administration (FHWA), is proposing to upgrade the Haines Highway from Milepost 3.5 to 25.3. The Haines Highway, a designated Scenic Byway, connects the communities of Haines, Alaska and Haines Junction, Yukon Territory. This highway is one of two major highways out of the Southeast Alaska region, and is an important international transportation system connecting the Alaska Marine Highway System in Haines with Canada.

The proposed improvements include straightening curves, widening the roadway to add shoulders, improving sight distances, and generally upgrading the two-lane roadway to current 55-mph design standards. Some curves may be posted down to lower speeds if the environmental impacts and/or cost of straightening the curves are determined to be prohibitive. Also under consideration is the relocation/replacement of the bridge across the Chilkat River at Mile Post 23.8, and improvements at two debris flow areas (Mile Posts 19 and 23) where intensive maintenance is a concern. DOT&PF and the FHWA will evaluate the social, economic, historic preservation, and environmental impacts of this project in accordance with the National Environmental Policy Act (NEPA) process.

WHY WAS THIS PROJECT PUT ON HOLD?

The preliminary engineering and environmental activities for the project began in August 2005 but were subsequently suspended in September 2006 due to shortfalls in state transportation funding. The work was restarted in November 2008 and is currently scheduled for completion in March 2010. The project team is now updating and finalizing their alignment analysis and continuing on the environmental analyses and documentation. The draft Environmental Assessment (EA) report is scheduled for public review in early 2010.

WHAT HAS BEEN DONE TO DATE?

The DOT&PF has been working on gathering project information for the design and environmental documentation efforts. This work has included the following:

Project Information/Research

- Completed baseline survey and developed project base maps
- Defined existing right-of-way
- Gathered geotechnical and soils information
- Evaluated wetlands and mapped vegetation communities
- Completed an environmental site assessment
- Analyzed fish habitat, hydrology, Bald Eagle nests and archeological resources
- Submitted Conceptual Mitigation Plan
- Submitted Alignment Study Report

Public Involvement

- Public Scoping Meeting - December 6, 2005
- Agency Scoping Meeting - December 5, 2005
- Tribal Consultation Meeting - December 7, 2005
- Chilkat Bald Eagle Preserve Advisory Council Meeting - December 6, 2005
- Summary Scoping Report - March 2006
- Project Website ***www.dot.alaska.gov/haineshighway***

PROJECT SCHEDULE

Public Involvement – Discussions with local residents familiar with the area began in December 2005. The next public meeting is scheduled for March 4, 2009. Project managers will present information to and solicit comments from the public at that meeting.

Technical/Environmental Studies - The project team is working to complete studies by September 2009, so the environmental document can be out for public review by early 2010.

Project Design - The design team is currently updating the alignment analysis and preparing a Preliminary Engineering Report, which will include additional design details the environmental document.

Final Design and Construction - Final design and construction can begin after completion of the environmental process. Construction is expected to occur in three or more stages and is not included in the current Statewide Transportation Improvement Plan (STIP). Final design and construction cannot begin until funding is identified.

Updated Alignment Study to DOT&PF for Review	Spring 2009
Final Alignment Study	Spring 2009
Public and Agency Meetings (Project Update)	March 2009
Finalize Cultural Resources Report	Spring 2009
Draft Detailed Mitigation Plan – Spring	Summer 2009
Draft EA and Permits to DOT&PF for Preliminary Review	Fall 2009
Revised Draft EA to DOT&PF	Fall 2009
EA and Revisions to FHWA for Review	Fall - Winter 2009
Release Draft EA to Public	Winter 2009 - Spring 2010
EA Open House	Spring 2010
EA/Finding Of No Significant Impact (FONSI)	Spring - Summer 2010
Permitting - Fall 09	Spring 2010

CHILKAT VALLEY NEWS
AFFIDAVIT OF PUBLICATION

State of Alaska, First Division, before me, the undersigned, a notary public this day personally appeared Bonnie Hedrick, who being first duly sworn, according to law, says that she is the publisher of the Chilkat Valley News published at Haines, Alaska, in said Division One and State of Alaska and that the advertisement, of which the annexed is a true copy, was published in said publication on

Feb. 19 & 26, 2009

Bonnie Hedrick

Subscribed and sworn to before me this 26th day of July, 2010

Elaine Brummett

My commission expires WITH OFFICE

ELAINE BRUMMETT
NOTARY PUBLIC
STATE OF ALASKA

HAINES, AK 99827
JUL 2 8 2010
USPS

ALASKA DOT & PF
SOUTHEAST REGION
JUL 2 8 2010
PRELIMINARY DESIGN & ENVIRONMENTAL

Notice of Public Meeting, Environmental Evaluation and Potential Wetlands and Floodplain Involvement
State Project #68606

Haines Highway Improvements
(MP 3.5 – 25.3)

Wednesday, March 4, 2009 ▪ 6:00 to 8:30 p.m.
Chilkat Center - Theatre Drive, Haines, Alaska

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By mail : 6860 Glacier Highway • PO Box 112506
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You may also view the project website at:
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Individuals with a hearing impairment may contact DOT&PF at text phone (907) 465-4647. DOT&PF is able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

Affidavit of Publication

United States of America
State of Alaska
First Division

Ad #: 116640
Ref #: AO-680000-1
Legal #:

I, Barbara Gabler, being first duly sworn, oath, depose, and say that I am the Principle Clerk of the JUNEAU EMPIRE, a newspaper of general circulation, published in the city of Juneau, State of Alaska; that the publication was published in said newspaper on the 20th day of February 2009 and thereafter for Ø additional day(s), the last date of publication being February 20th, 2009.

Barbara Gabler

Subscribed and sworn to before me this 4th day of March 2010.

STATE OF ALASKA
OFFICIAL SEAL
Michelle Ridle
NOTARY PUBLIC
My Commission Expires 03/01/2012

M. Ridle

Notary Public in and for the State of Alaska.

United States steps up pressure on UBS in bank secrets case

Bank agrees to pay $780 million to resolve criminal fraud charges

By DEVLIN BARRETT
THE ASSOCIATED PRESS

WASHINGTON — A government lawsuit Thursday seeks the identities of tens of thousands of possible U.S. tax cheats who hid billions of dollars in assets at the Swiss-based bank UBS AG. A defiant Swiss president pledged to maintain his country's bank secrecy laws.

In the suit filed in Miami, the Obama administration wants UBS to turn over information on as many as 52,000 U.S. customers who concealed their accounts from the U.S. government in violation of tax laws.

"At a time when millions of Americans are losing their jobs, their homes, and their health care, it is appalling that more than 50,000 of the wealthiest among us have actively sought to evade their civil and legal duty to pay taxes," the acting assistant attorney general, John DiCicco, said in a statement.

A deal announced Wednesday provides access to about 250 to 300 UBS customers who used Swiss bank secrecy laws to hide assets.

To avoid prosecution, UBS agreed to pay $780 million, which Justice Department officials said was the largest ever in a criminal tax case.

The bank's chairman, Peter Kurer, said UBS accepted "full responsibility" for helping its U.S. clients conceal assets from the Internal Revenue Service.

But that does not mean the bank is about to fork over information on thousands of accounts.

On Wednesday, the government claimed in court papers there were close to 20,000 U.S. clients who hid assets through the UBS program. A day later, the number had climbed to 52,000. U.S. officials offered no immediate explanation for the revised estimate, but it was another sign they are raising the pressure on the Swiss bank.

"This shows the big fight is yet to come," said George Clarke, a tax lawyer based in Washington who is not involved in the UBS case.

For one, UBS said that except for the 250 to 300 U.S. customers, it will fight to keep all others names private, arguing Swiss secrecy laws shield them.

Hours before the new suit, Switzerland's president, Hans-Rudolf Merz, said his country will not relent in defending its treasured tradition of confidential bank accounts.

"Banking secrecy, ladies and gentlemen, remains intact," Merz told reporters.

Merz said Swiss authorities handed over the files on the 250 to 300 American clients of who are suspected of tax fraud. The transfer took place in the middle of the night in the Swiss capital, Bern, just ahead of a U.S. deadline for Swiss cooperation, he said.

But U.S. officials want much more. According to Thursday's filing, the thousands of accounts in question held about $14.8 billion in assets in the past decade.

Merz, UBS and Switzerland's financial regulator insist that Thursday's handover was not a retreat from the principle of banking secrecy because it involved only a small number of files linked to tax fraud — and not tax evasion.

Under a 75-year-old law, Swiss banking secrecy can only be lifted when individuals are deemed to have deliberately defrauded tax authorities, as opposed to failing to declare all assets. That is a distinction only Switzerland and other tax havens make.

Experts said the decision to bypass the courts and give up customers before exhausting all legal options seriously endangers a pillar of the banking industry that helped transform Switzerland into one of the world's richest countries.

PETER KLAUNZER / THE ASSOCIATED PRESS

On the spot: Swiss federal President and finance minister Hans-Rudolf Merz looks on during a press conference about UBS and Swiss banker's secrecy on Thursday in Berne, Switzerland.

CRAIG RUTTLE / THE ASSOCIATED PRESS

In line: Hundreds of job seekers stand in line at a National Career Fairs job fair Wednesday at the Radisson Martinique on Broadway Hotel. The Labor Department says new applications for benefits totaled 627,000 last week, the same as the previous week. But that was still more than the 620,000 claims, economists expected.

February could be the worst month yet for jobless claims

Surge of claims totals 6.54 million, plus 1.5 million people who are getting extended benefits

By MARTIN CRUTSINGER
THE ASSOCIATED PRESS

WASHINGTON — February is shaping up to be another brutal month of job losses. The number of laid-off workers receiving unemployment benefits hit an all-time high of nearly 5 million and new jobless claims are at levels not seen since the early 1980s.

The Labor Department reported Thursday that the number of people receiving regular unemployment benefits rose by 370,000 to 4.99 million for the week ending Feb. 7, marking the fourth straight week continuing claims have hit a record.

The surge in joblessness has pushed those claims far above the 2.77 million people getting benefits a year ago. The number totals 6.54 million with the inclusion of an additional 1.5 million people who are getting extended benefits under a program passed by Congress last summer.

And those numbers are sure to climb higher, based on the flood of newly laid-off workers seeking benefits.

The government reported Thursday that new jobless claims for last week totaled 627,000, the same level as the previous week but higher than economists expected. It also was near the recent high of 631,000 hit three weeks ago, which was the most new weekly claims since 1982 when the country was in another severe recession. The three straight weeks of seasonally adjusted claims above 600,000 also is the longest stretch in more than 26 years.

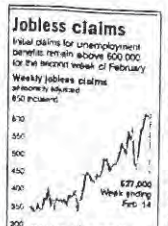
"The labor market is in disarray," said Mark Zandi, chief economist at Moody's Economy.com. "We are seeing job losses across nearly every industry and every region of the country."

Based on current trends, net job losses for February could well top 700,000, Zandi said. That would surpass the 598,000 jobs lost in January, which had been the biggest total since 1974.

Worries about the economy dragged the Dow Jones Industrial average down nearly 90 points Thursday to close at 7465.95, its lowest level in more than six years. The Standard & Poor's 500 index and the technology-heavy Nasdaq composite index also fell.

Even with approval of a $787 billion economic stimulus package this week, economists are warning that any recovery may not take hold until late this year at the earliest, given that the housing market is still deteriorating, the financial market has yet to stabilize and job losses are mounting.

Dennis Lockhart, president of the Federal Reserve Bank of Atlanta, said in a speech Thursday that the economy faces obstacles for the next several quarters that would work against a strong recovery.



FBI tracks down Texas financier in fraud case

By DEVLIN BARRETT
THE ASSOCIATED PRESS

WASHINGTON — Texas financier R. Allen Stanford was tracked down Thursday in Virginia, where FBI agents served him with legal papers in a multi-billion-dollar fraud case.

FBI agents, acting at the request of the Securities and Exchange Commission, served Stanford court orders and other documents the FBI and the SEC said.

Stanford is not under arrest and is not in custody.

In a civil complaint Tuesday, the SEC accused Stanford, two other executives and three of his companies with committing an $8 billion fraud that lured investors with promises of improbable and unsubstantiated high returns on certificates of deposit and other investments. It's not clear how much of the $8 billion was lost and how much investors might recover.

Until regulators got help Thursday from the FBI, the SEC had not been able to find Stanford.

A law enforcement official, speaking on condition of anonymity, said the billionaire was served Thursday afternoon by an agent who had staked out a location in Fredericksburg, Va.

Around 1:45 p.m., the agent spotted Stanford in a car driven by Stanford's girlfriend. The agent spoke to Stanford, who was riding in the passenger side, the official said. The agent handed Stanford the SEC complaint, a federal court order freezing Stanford's assets and another order naming a receiver.

Stanford told the agent he understood and would make arrangements to surrender his passport, the official said.

Stanford has not been charged with any crime, though federal agents continue to investigate the case.

The fallout from the fraud case is already rattling around the global financial system.

Venezuela on Thursday seized a failed bank controlled by Stanford after a run on deposits there, while clients were prevented from withdrawing their money from Stanford International Bank and its affiliates in a half-dozen other countries.

Stanford's father, James, 81, told The Associated Press in Mexia, Texas, on Thursday that he hopes the allegations aren't true. "I have no earthly knowledge of it," said the elder Stanford, listed as chairman emeritus and a director for Stanford Financial Group. "I would be totally surprised if there would be truth to it. And disappointed, heartbroken."

Public Service Announcement - Haines Highway Improvements (MP 3.5 to 25.3)

Notice of Public Meeting, Environmental Evaluation and Potential Wetlands and Floodplain Involvement

Project Description
The State of Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend a public meeting at 6:00 p.m. on Wednesday, March 4, 2009 at the Chilkat Center in Haines, and requests public comments on the Haines Highway Improvements (Mile Post 3.5 to 25.3). The proposed project would include straightening of curves, widening the roadway to add shoulders, improving sight distances, and generally upgrading the two-lane roadway to current 55-mph design standards. Some curves may be posted down to lower speeds if the environmental impacts and/or cost of straightening the curves are determined to be prohibitive. Also under consideration is the relocation/replacement of the bridge across the Chilkat River at Mile Post 23.8. DOT&PF and the FHWA will evaluate the social, economic, historic preservation, and environmental impacts of this project in accordance with the National Environmental Policy Act (NEPA) process.

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Why was this project put on hold?
The preliminary engineering and environmental activities for the project began in August 2005 but were subsequently suspended in September 2006 due to shortfalls in state transportation funding. The work was restarted in November 2008 and is currently scheduled for completion in March 2010. The project team is now updating and finalizing their alignment analysis and continuing on the environmental analyses and documentation. The draft Environmental Assessment (EA) report is scheduled for public review in early 2010.

Public Meeting Scheduled
The meeting will give an update on the project, present the revised alignment analysis, and report progress on the environmental analysis and documentation. It will also give you the opportunity to discuss the project one-on-one with the project team.

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Time: 6:00 – 7:00 p.m. Open House
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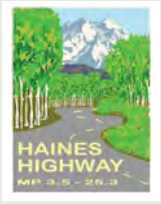

Haines Highway Improvements

(MP 3.5 – 25.3)

NOTICE OF PUBLIC MEETING
ENVIRONMENTAL EVALUATION AND POTENTIAL WETLANDS AND FLOODPLAIN INVOLVEMENT

WEDNESDAY, MARCH 4, 2009
6:00 – 8:30 P.M.
Chilkat Center - Theatre Drive, Haines, Alaska

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Public Service Announcement
Haines Highway Improvement Project (MP 3.5 to 25.3)

Notice of Public Meeting, Environmental Evaluation and Potential Wetlands and Floodplain Involvement
State Project #68606

Project Description

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Other inquiries by mail or email to:

DOT&PF Engineering Manager
Jim Heumann, P.E.
6860 Glacier Highway
P.O.Box 112506
Juneau, AK 99811-2506
jim.heumann@alaska.gov
(907) 465-4456 Fax: (907) 465-4414

For more information or to make comments please visit: **www.dot.alaska.gov/haineshighway**

##########

Submitted by: Michela Spitz, DOWL HKM. Please display this until March 5, 2009.

HAINES HIGHWAY
MILEPOST 3.5-25.3

SIGN IN SHEET • March 4, 2009
Public Meeting

Please sign in

PRINTED NAME	ORGANIZATION	ADDRESS	E-MAIL	TELEPHONE
Ralph Vigilante	SE Roadbuilders	P.O. Box 1388 Haines AK 99827	VigilanteKrew@AOL.Com	766 2770
Jim Scholl	ADOT&PF			465 4498
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Danny Gance	Alaska Power & Telephone	P.O. Box 30 99827	danny.g@aptalaska.com	766-6500
Bill Kurz	—	Bx 1363	wckurz@yahoo.com	766-2324
Libby Kurz	—	" "		
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Ron → [illegible]	Citizen	Box 1322 99827		766-3116
Pete & Diana Lapham	Assembly wife	Box 503. 99827.	lapham@aptalaska.net	766-2503
Eric Kocher		Box 802 " "	ekmail@aptalaska.net	766 3602
Scott Rossman	Hns Bor. Assembly	Box 1411 " "		766-3321
IVAN TABLER	—	Box 1647 " "	vtabler@hotmail.com	767 5507
JACK WENNER	— SELF —	Box 1614 " "	—	766-3566
DAN EGOLF	RESIDENT 25.3 Mi	BOX 491 99827	autops@mac.com	766-2876
Michael Ahmuty	Resident	PO Box 1423 Haines 99827	michaelahmuty@chilkatguides.com	

DOWL HKM

HAINES HIGHWAY
MILEPOST 3.5-25.3

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PRINTED NAME	ORGANIZATION	ADDRESS	E-MAIL	TELEPHONE
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Cindy Jones	Chilkat Valley Hist. Soc.	Box 692 Hns		766.2018
Ray Briggs	B&D Lumber	25 mi Haines Hwy		314-6313
Barbara C. Lewis	AK Native Sisterhood	Box 1467 Haines		766-3413
Mandy Ramsey	self	Box 1521 Haines	MBKIND@yahoo.com	766-3697
Burl Stewart	self	HC 60 Box 1759	StewartHT)APT Alaska	767-5630
Alan Traut	self	P.O. Box 882 Haines	elysium@aptalaska.net	766-2814
TIM SHIELDS	TAKSHANUK WATERSHED COUNCIL	PO BOX 1029 HAINES	takshanuk@gmail.com	766-3542
Paul Carlson		PO Box 464 Haines AK		
Jessica Edwards	Chilkat Valley News		jedwards.news@yahoo.com	7662688
~~Debra Schnabel~~	~~Resident Hard~~	~~PO BOX 129 HNS~~	~~debrask@aptalaska.net~~	~~766-2827~~
(20) Sarah Roark	resident	HC 60 BOX 18300	sroark73@hotmail.com	767-5404
Debra Schnabel	Hard Rock, Inc.	PO BOX 129 HNS	debrask@aptalaska.net	7662827

↳ 6 mile - culvert issue.

DOWL HKM

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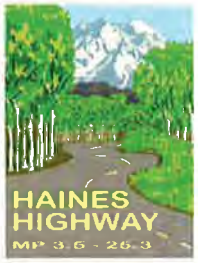

HAINES HIGHWAY
MILEPOST 3.5-25.3

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Public Meeting

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Jerry + Gina Ernx	US	" " 1654 "	ernx60@aptalaska.net	766-2066
CAROL & BOB DUIS	SRS	Box 836	DUISJR@YAHOO.com	764-3813
Roger Schnabel	Contractor	HC60 Box 4800	rogers@eroad.com	766-2833
LORI STEPANSKY	HAINES CVB	BOX 530 Haines	lstepansky@haines.ak.us	766-2234
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Jim Mock	None	Box 655 Hns	jimmock@usa.net	766-3329
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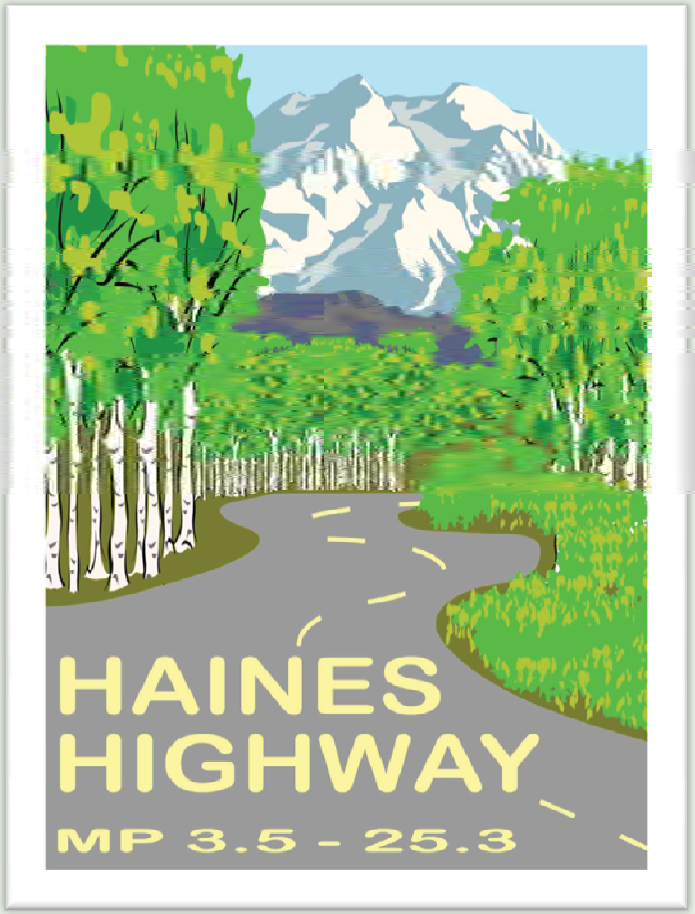
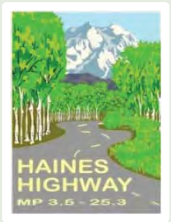
Cathy Stern	-	PO Box 696 Haines		766 2943
D. Wenn	"	635 "		762 5471
ERWIN HERTZ	Klukwan Electric	PO Box 110 Haines		766-2380
BART HENDERSON	Chilkat Guides	Box 170 HNS		766 2491
ANDY HEDDEN	Chilkat Guides	Box 455 HNS		766-2491
Kerry Town	Canal Marine	PO 1569	canalmarine@aptalaska.net	766-2437
Joyce Town	"	"	"	"
AnneMarie Palmieri	ADEC	POBox 1542	AnneMarie.Palmieri@alaska.gov	766-3184
MARK & JULIE COZZI	Haines Borough	Box 701, Haines	mjcozzi@aptalaska.net	766-2992
Steve Fitzinger	H. Borough	Box 1209, Haines, AK	sfitzinger@haines.ak.us	
Scott Ramsey	N/A	Box 1521	Scottakguide@hotmail	766 3697



HAINES HIGHWAY IMPROVEMENTS

MILEPOST 3.5-25.3

March 2009



About the Project

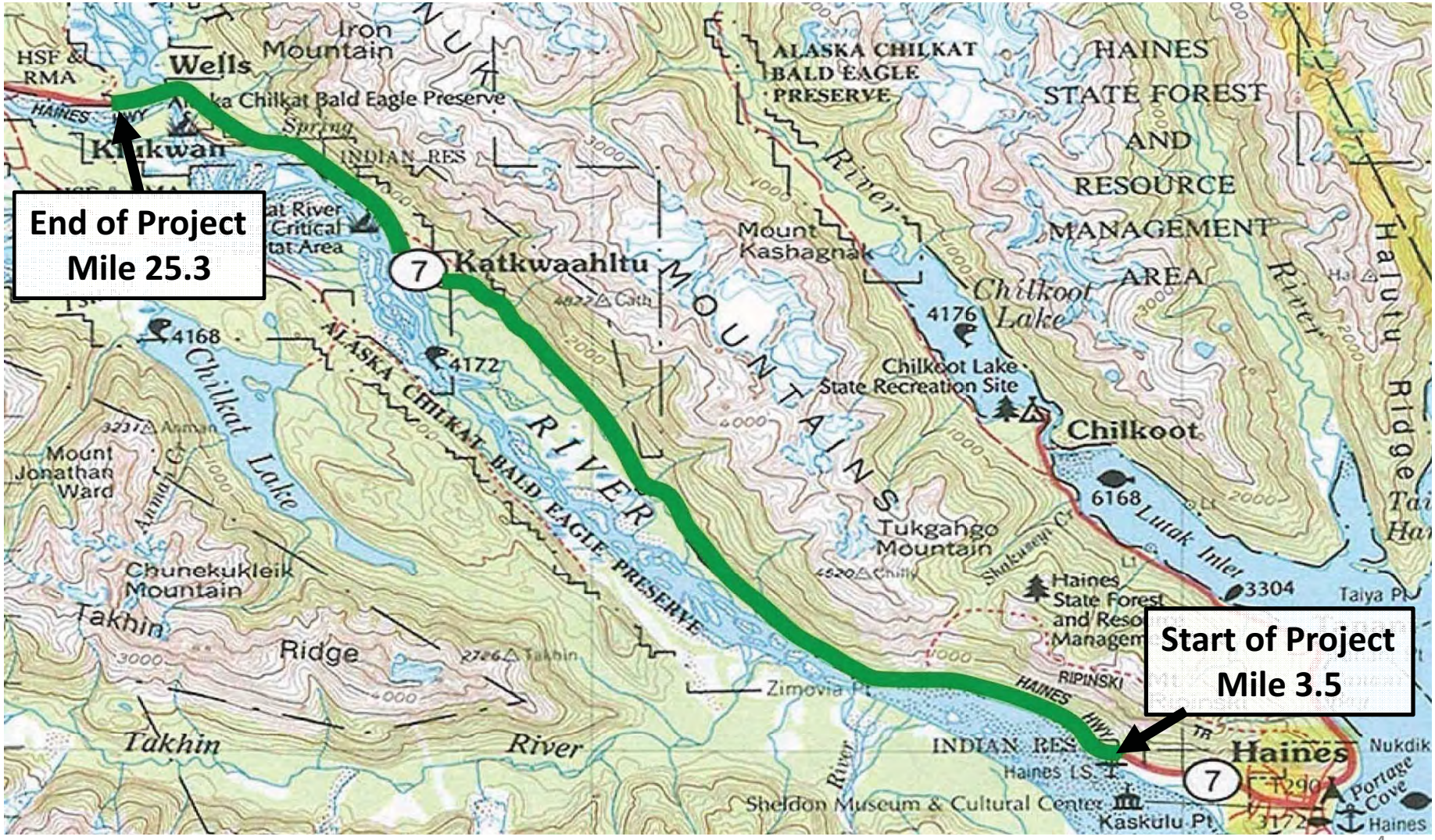
- DOT&PF & FHWA are proposing to upgrade Haines Highway from milepost 3.5 to 25.3.
- MP 25 to the Canadian border (MP 40) has already been upgraded between 1994 and 2001.
- Goal of the project is to bring the last portion of the Haines Highway up to National Highway System standards for design speed 55 mph.
- Improvements will provide a safe, consistent and efficient roadway.

About the Project

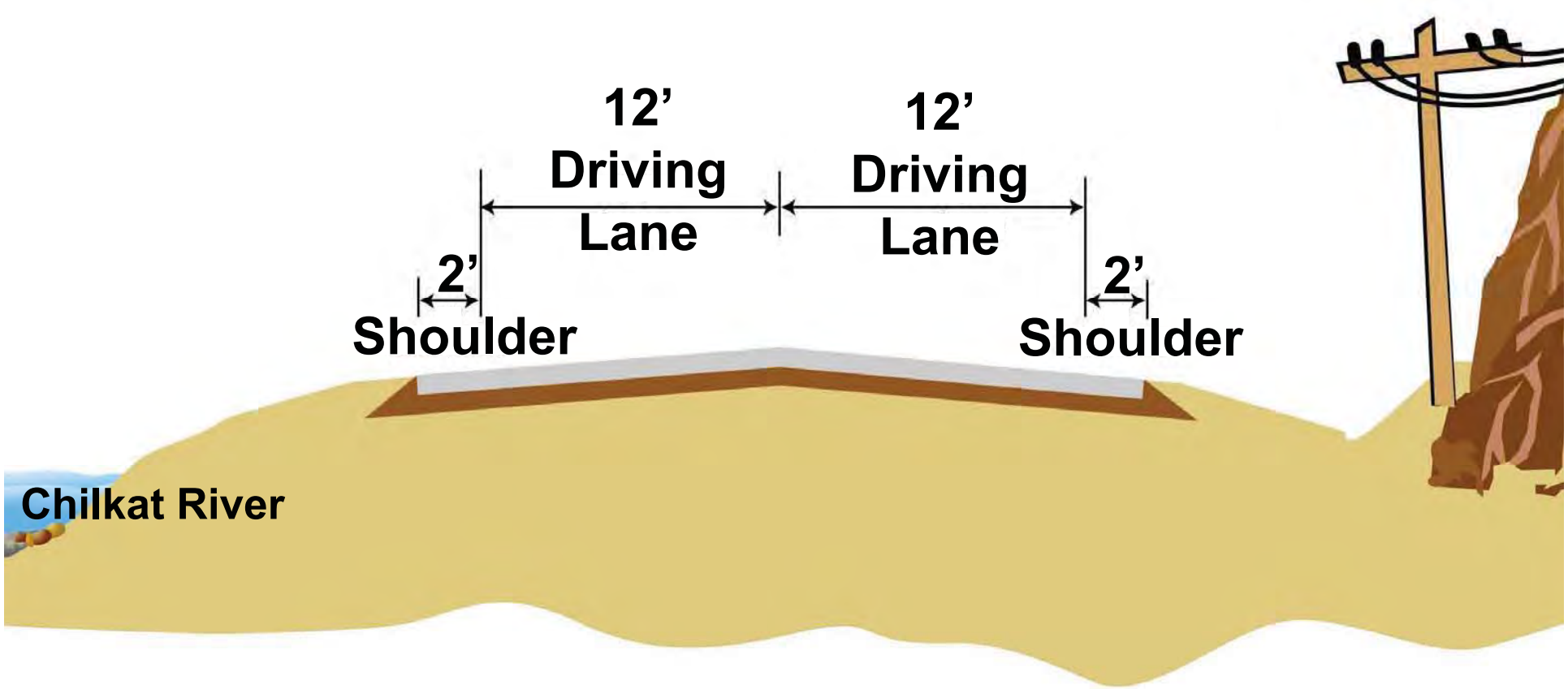
Improvements being considered:

- Straightening curves
- Adding shoulders
- Sight distances
- Upgrading road to 55mph design standards
- Relocation/replacement of the bridge over the Chilkat River at milepost 23.8
- Potential long-term solutions to debris flow problems near mileposts 19 and 23

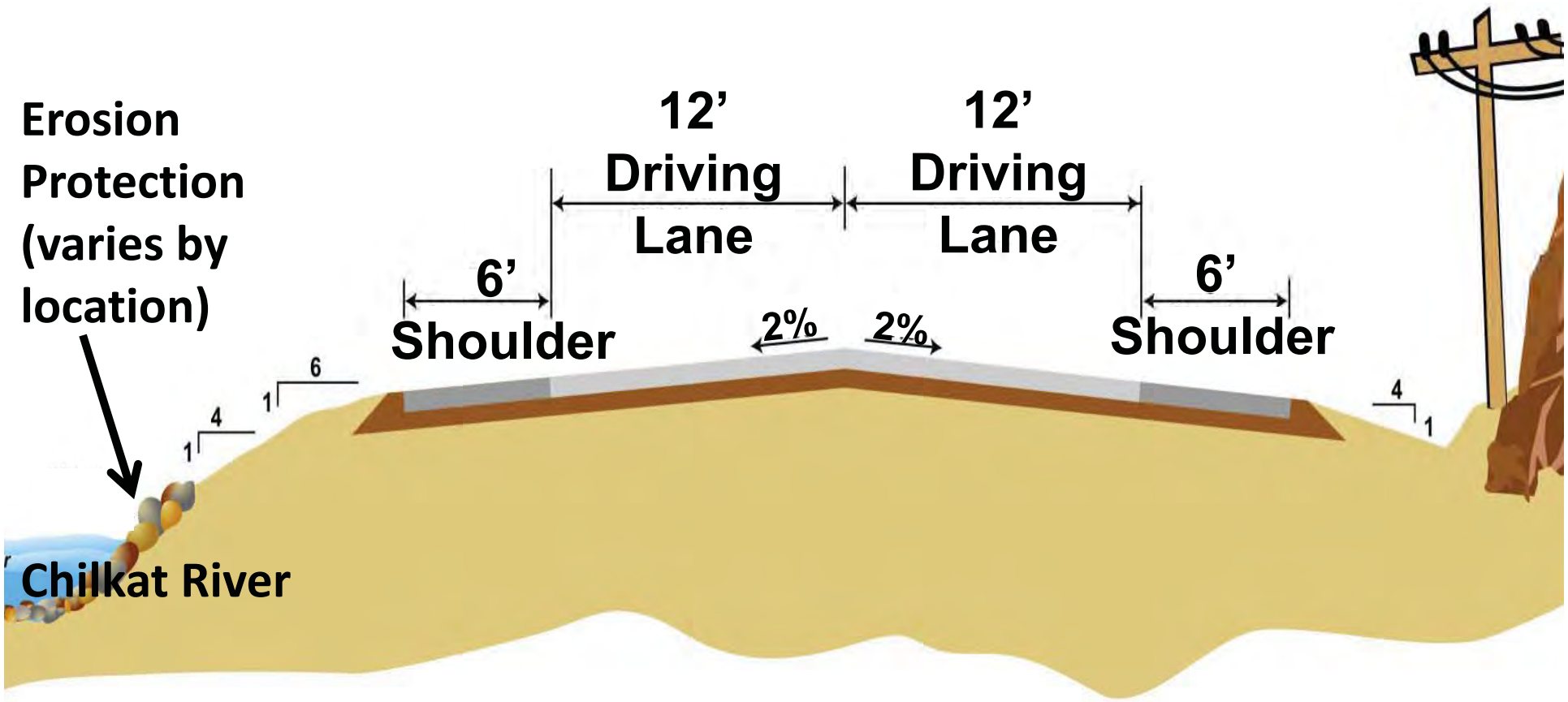
Project Location Map

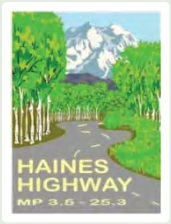


Existing Roadway Cross Section



Proposed Roadway Cross Section



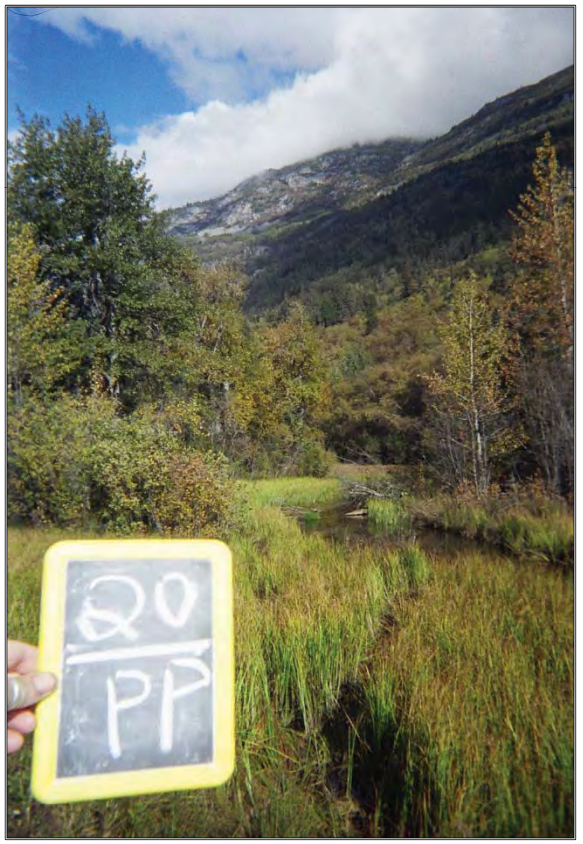


Project History

- Preliminary engineering and environmental activities began in August 2005.
- Public and Agency Scoping meetings held in December 2005.
- Two additional agency meetings held in 2006 to discuss stream and wetland mitigation options for the project.
- Scoping Summary Report , Geotechnical Report, Hydrologic & Hydraulic Analysis, and draft Alignment Report submitted in 2006.

Environmental Documentation to Date

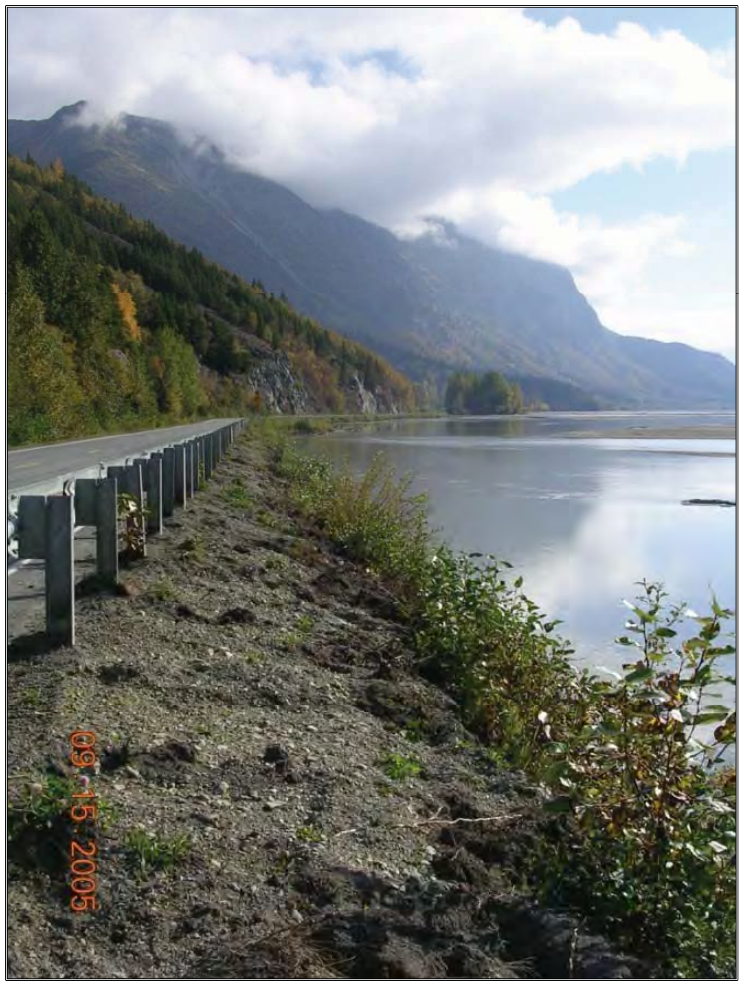
- Wetlands, Stream, and Vegetation Mapping
- Phase I Environmental Site Assessment
- Fish Stream Habitat Analysis
- Bald Eagle Nest Survey



Environmental Documentation to Date

- Cultural / Archaeological Resources Survey
- Subsistence Use Survey
- Initial Consultation with tribal organizations
- Conceptual Mitigation Plan

What' s happened since 2006?



- Project was put on hold in September 2006 due to shortfalls in state transportation funding
- Project was restarted in November 2008

What's happening now?

- **Project team is updating and finalizing the alignment analysis.**

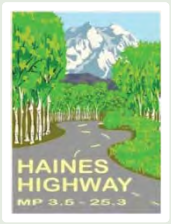
- **Working on updating and finalizing environmental documentation, based on new alignment:**

  -updated wetland / stream impacts

  -updated mitigation plan

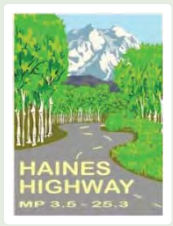
  -permit applications

  -Draft EA



Project Schedule

- 2nd round of Public & Agency meetings - March 2009
- Draft EA to DOT&PF & FHWA - Fall-Winter 2009
- EA scheduled for public and agency review - early 2010
- Permit applications submitted to agencies - early 2010
- EA open house public meeting - Spring 2010
- Schedule for construction dependent upon funding



Contact Us

We want to hear from you. Your comments will be reviewed and considered during the EA preparation.

Environmental Comments by email or phone to:

DOT&PF Environmental Analyst, Jim Scholl

***jim.scholl@alaska.gov* ● (907) 465-4498 ● Fax: (907) 465-3506**

Other inquiries email or phone to:

DOT&PF Engineer, Arne Oydna, P.E.

***arne.oydna@alaska.gov* ● (907) 465-4496 ● Fax: (907) 465-4414**

Contact Us

By mail to:

6860 Glacier Highway ● PO Box 112506 ●

Juneau, AK 99811-2506

You may also submit comments and review the project website at:

www.dot.alaska.gov/haineshighway

HAINES HIGHWAY MP 3.5 TO 25.3
PROJECT NUMBER 68606/SHAK-095-6(28)
PUBLIC MEETING NOTES

SUBJECT: Haines Highway MP 3.5 TO 25.3

DATE: March 4, 2000

TIME: 6:00 p.m. to 8:30 p.m.

LOCATION: Chilkat Center, Haines

PROJECT TEAM ATTENDEES:

State of Alaska Department of Transportation and Public Facilities (DOT&PF)

Jim Scholl
Jim Heumann
Carl Schrader
Arne Oydna

DOWL HKM

Steve Noble
Kristen Hansen
Lana Davis
Michela Spitz

Inter-Fluve

Dan Miller

Southeast Strategies

Linda Snow

A second public meeting for the Haines Highway Improvements was held on March 4, 2009 at the Chilkat Center in Haines, Alaska.

A newsletter announcing the workshop was mailed on February 16, 2009 to all property owners whose property is adjacent to the alignment alternative and all interested parties in the project database. The workshop was advertised in the Juneau Empire on February 18, 2009 and the Chilkat Valley News on February 19, 2009. Public Service Announcements were transmitted to the DOT&PF, and the local radio and cable stations in Haines on February 23, 2009.

The meeting was conducted in an "open house" format from 6:00 p.m. to 6:30 p.m. with formal presentation at 6:30 p.m. and 7:00 p.m. The open house then continued until 8:30 p.m. Project information was displayed around the room for the public to review. The meeting presented a summary of the project to date, analysis of the project corridor, information about the project

alternatives remaining and environmental data. Representatives from the project team were on hand at the meeting to answer questions and discuss the project with the public.

The public was provided with comment forms in order to have their opinions recorded as part of the project record.

Steve Noble (DOWL HKM) opened the presentation by welcoming the attendees; he then introduced DOT&PF personal and the consultant team. He then presented an overview of the project including the project schedule, efforts environmental analysis and funding. To conclude, Steve explained the steps taken in the public involvement process and ways the public could get involved and keep up to date, including using the project website and being added to the mailing list. He then opened up the meeting to questions.

Below is a summary of questions and comments that were raised during the presentations. Staff responses are in italics.

Public Meeting Presentation #1

What is the "conceptual mitigation plan" that was mentioned?

Kristen Hansen (DOWL HKM) answered that the conceptual mitigation plan is a draft plan to minimize/compensate/create or rehabilitate the fish habitat impacts that are related to the project.

When will construction happen?

Steve stated that currently there is no funding identified for construction. However, if money were to be allocated to this project, construction would be unlikely to occur before 2011 due to the work that still has to be completed

The last two meetings were in December when people are not in town or have trouble getting into town for meetings. Maybe meetings could be held in spring or summer?

Steve answered that the timing of meetings is generally dictated by the project schedule.

Who is the contact for the cultural report?

Jim Scholl (DOT&PF) is the contact for the environmental and cultural portions of the study.

Is this project affiliated with the Scenic Byways project? It would be good if they could work together.

Jim Heumann (DOT&PF) answered that he is familiar with the project and will coordinate with those who are putting together the Corridor Management Plan for the Scenic Byways and All American Roads designation.

Are you looking into Right-of-way encroachments?

Steve stated that encroachments into the right-of-way are indentified during the project but they will not be resolved until after the EA is completed. That is why there will be time between the completion of the EA and construction. Jim Heumann expounded that there is a linear process for projects required under federal regulation. That is why final design occurs after the EA is completed.

Many of the properties are surveyed from the highway centerline. As the road is realigned, will surveys need to be redone? Will DOT&PF pay for the new surveys?

Steve answered that every property along the project corridor will be surveyed and impacts resolved. The right-of-way will be clear of issues before construction commences. A right-of-way map will be created that will identify boundaries and any property that is required for the project will be added to the mapping.

How will property be acquired?

Steve stated that if the roadway alignment extends outside of DOT&PF right-of-way then the next step would be to identify the owner the needed space and follow the federal procedures for right-of-way acquisition.

Once construction starts, how long will it continue?

Steve answered that the project will probably be constructed in phases. The timing of the phases will depend on funding but the bridge will probably be part of the first phase.

If funding is available, how long will construction take?

Steve stated that DOT&PF will probably try to have one contractor working on the corridor at a time, and that each phase would possibly take one or two seasons.

The project is about 20 miles long with an extra 8 feet on each side. Could they construct pieces that have few or no environmental issues first? If they did the areas that were not as challenging first, they could maybe be finished sooner,

Steve stated that design and construction cannot begin until the environmental assessment for the entire corridor is complete. The anticipated phasing is speculative, and depends on funding.

Could they break up the EA into smaller sections?

Jim Heumann stated that the Federal Highway Administration (FHWA) does not want to break up the EA into pieces, this will ensure that there is one unified plan for the roadway.

Will there be bike lanes, and if not, how can the community work to get bike lanes?

Steve answered that the shoulders will be widened from 2 to 6 feet. They will not be striped as bike lanes, but will be useable for bikes and pedestrians.

In Alaska bike lanes along the highway usually don't work so well – used for snow storage, etc. Would like to see a separated bike path if possible, from the airport to Klukwan at least.

Steve stated that separated bike lanes are not part of the scope for this project, but that the community could work on this issue with their elected officials to identify funding.

<u>Presentation #2</u>

What will be the protocol for replacing the bridge? Will you remove the old bridge?

Steve stated that this has not been decided yet. If the bridge was constructed adjacent to the existing one, then it could be used for staging and then removed. If the bridge were built in the downstream location, the old bridge would be removed after the new one was finished.

Will the road be built to handle support for the gas pipeline project?

Steve answered that yes, it would be able to handle traffic generated due to the pipeline, and that this was part of the purpose and need for the project. However, the project was planned before the pipeline project was developed.

Could the current road handle the support for the pipeline project? (Had heard some of the pipes are 90-foot lengths – would you need to straighten some of the curves?)

Steve answered that the current road has been upgraded from the Canadian border to mile 25 and the design criteria we are using will accommodate the large loads. However, the existing bridge is not rated for the loads needed for the pipeline and needs replacing..

Miles 18 to 21 have critical habitat with eagle roosting trees on both sides of the road. What do you plan to do in these areas?

Steve stated that the project will try and avoid impacts to roosting trees, but if they have to choose one side to widen the road, they will try to impact the mountain side of the road (away from the river) to protect the roosting trees between the road and the river.

If you are widening the road by 8 feet, will you have to cut trees in some areas?

Steve answered that some trees may have to be removed for construction and to improve site distance. However, this is not a full blown roadway reconstruction project and so there will be fewer impacts to the surrounding areas.

The #1 reason for eagle fatality is getting hit by cars. The State park keeps track of eagle mortality.

DOWL HKM indicated that they would try to track down available eagle/vehicle collision data in the corridor.

Written Comments Received from the Meeting

Comment: I have already commented at earlier meetings pertaining to un-attached sidewalks that could be used for seasons and give a meaningful connection with Klukwan and other border communities as equivalent (if not more than) pedestrian parallel roads. My other concern furthering our economic assets work could, address and accomplish very important preliminary and comprehensive joint FAA (Federal Aviation Administration), DOT&PF transportation product; air traffic facility. Projected airport (seaplane/road surface) runway is a necessary allocation within the byway corridor. Such an asset could be located with byway right-of-way assets (vacate assets), (old river bridge 24.5 mile), other land assets exist towards airport facility acquisition encompassing comprehensively safe; air/land and water-ambulance capable transportation systems that are normal facilities similar in scope (forethought) as most other communities serviced by your agencies. Egress of major transportation to the Chilkat Valley Bio system should be accomplished in entirety once (or as seldom as is possible) so as to have to do mitigation work efficiently.

Comment: In particular, moving the road into the river where vital salmon exists is risky at best. At 8 mile the road necks down near the "stone house." There is a necking down of the river. The current design will put the road and riprap into the river. After fishing there for 14 years and know that this is an important spot for the salmon nothing is worth losing salmon. Not even federal funding.

Comment: Why even do this project? Not to sound like a greenie but this project has the potential to disrupt subsistence fishing holes, affect residents along the highway, disrupt salmon spawning habitat- The river has a life of its own and is not unpredictable. Your pictures do not reflect the current proximity of the river to the road. How will you work with right-of-way with residents? How will you respect salmon habitat and wetlands? How will you not have a negative impact?

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Table 1 – Public Comments received in 2009

COMMENT SOURCE	DATE / COMMUNICATION	ISSUE / IMPACT	COMMENT OR QUESTION	RESPONSE/RESOLUTION
Sally Burratin, Klukwan Tribal Council Member	3-05-09 Comment Form	Bridge	What makes you think there won't be log jams even when you raise the bridge.	The bridge design was selected to increase clearance during high water periods; additionally, there will be fewer in-water pier structures, spaced further apart than existing.
Ed Warren, Klukwan Elder	3-05-09 Comment Form	MP 19	Use this parking area that is available during the spring, summer and fall summer seasons.	Acknowledged.
Ed Warren, Klukwan Elder	3-05-09 Comment Form	MP 19	If the entrance drive way "needs to be widened" by reconstructing so a DOT&PF plow can clean the parking area, we will never be able to use the parking area and the rest room in the winter season.	DNR Parks is responsible for maintaining most of these pull-outs along the highway, and they just do not have enough resources for snow removal along all of these pull-outs. Most government organizations have limited money for maintenance.
Sally Burratin, Klukwan Tribal Council Member	3-05-09 Comment Form	MP 23	When was there an accident at 23 mile curve?	There have been accidents along the whole corridor and we have more than 10 years of accident data.
Scott Ramsey	3-04-09 Comment Form	MP 8	At 8 mile the road necks down near the "stone house." There is a necking down of the river. The current design will put the road and riprap into the river. After fishing there for 14 years and know that this is an important spot for the salmon nothing is worth losing salmon.	Acknowledged.
Sally Burratin, Klukwan Tribal Council Member	3-05-09 Comment Form	Other	Stated location of two Shaman graves (full comment omitted because of information protected under Section 106 of the National Historic Preservation Act)	Acknowledged.
Mark Allen	3-04-09 Comment Form	Pedestrian Facilities	I have already commented at earlier meetings pertaining to un-attached sidewalks that could be used for seasons and give a meaningful connection with Klukwan and other border communities as equivalent pedestrian parallel roads.	Due to limited right-of-way along the corridor, pedestrian facilities are not included in the project. However, six-foot shoulders have been included in the design on both sides of the roadway.

Table 1 – Public Comments Received in 2009 Matrix (cont'd)

COMMENT SOURCE	DATE / COMMUNICATION	ISSUE / IMPACT	COMMENT OR QUESTION	RESPONSE/RESOLUTION
Don Highsmith	3-02-09 Comment	Project Timing	Please try and expedite this project, we need this road upgraded ASAP.	Acknowledged.
Resident	3-04-09 Comment Form	Property Impacts	This project has the potential to affect residents along the highway.	Acknowledged.
Mark Allen	3-04-09 Comment Form	Proposed Runway	Projected airport (seaplane/road surface) runway is a necessary allocation within the byway corridor. Such an asset could be located with right of way assets (vacate the assets), old river bridge 24.5 mi. Other land assets exist towards airport facility acquisition encompassing comprehensively safe air, land and water-ambulance capable transportation systems that are normal facilities similar in scope as most other communities serviced by your agencies.	Acknowledged.
Sally Burratin, Klukwan Tribal Council Member	3-05-09 Comment Form	Slide Areas	There are 2 slide area on the hill one right on top of hill, the other at the bottom near 21 mile.	Acknowledged.
Resident	3-04-09 Comment Form	Subsistence Issues	This project has the potential to disrupt subsistence fishing holes. How will you respect salmon habitat and wetlands? How will you not have a negative impact?	Impacts to fishing, habitat and wetlands are being assessed as part of the EA.
Resident	3-04-09 Comment Form	Subsistence Issues	This project has the potential to disrupt salmon spawning habitat	Acknowledged.
Scott Ramsey	3-04-09 Comment Form	Subsistence Issues	In particular, moving the road into the river where vital salmon exists is risky at best.	Acknowledged.

Table 1 – Public Comments Received in 2009 Matrix (cont'd)

COMMENT SOURCE	DATE / COMMUNICATION	ISSUE / IMPACT	COMMENT OR QUESTION	RESPONSE/RESOLUTION
Mark Allen	3-04-09 Comment Form	Mitigation	Egress of major transportation to the Chilkat Valley Bio system should be accomplished in entirety once (or as seldom as is possible) so as to have to do mitigation work efficiently.	Acknowledged.
Andrew D. Shaw	4-28-09 via website	Pedestrian Facilities	Hello, I own property on Chilkat Lake and enjoy biking and hiking. Please include a bike/hike path with any improvements. Of course, since peak oil is already here, its only a matter of time until the entire road becomes a hike/bike path.	Due to limited right-of-way along the corridor, pedestrian facilities are not included in the project. However, six-foot shoulders have been included in the design on both sides of the roadway.

Community Informational Meeting, Klukwan

March 5, 2009

Meeting notes not included because of information protected under Section 106 of the National Historic Preservation Act.

HAINES HIGHWAY
MILEPOST 3.5-25.3

SIGN IN SHEET • March 5, 2009
Klukwan Tribal Council Meeting

Please sign in

PRINTED NAME	ORGANIZATION	ADDRESS	E-MAIL	TELEPHONE
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Arne Oydna	AK DOT & PF	6860 Glacier Hwy	Arne.Oydna@alaska.gov	465-4496
Patricia Warren	C/V	Box 210, Klukwan, AK	patricia@chilkatindianvillage.org	767-5505
[illegible] T Warren II	Village Elder	PO B 255 Haines	Kaaguwaantaan wolf	767-5539
Sally Buratten	fish advisory	HR	[illegible]@yahoo.com	907-767-5425
Valentino Burattin	A C	2216 Klukwan	ValBur123@Yahoo.com	907-767-5425
Jeff Klanott	CIV	Box 808 Hns, AK		767-5560
Lana Davis	DOWLHKM	4041 B St	LLDavis@DowlHKM	562-2000
Carl Schrader	DOT&PF	6860 Glacier Hwy, Juneau	carl.schrader@alaska.gov	465-4544
Dan Miller	Inter-Fluve	1020 Wasco St, Ste I, Hood River OR	danmiller@interfluve.com	541-386-9003
Kristen Hansen	DOWL HKM	4041 B St., Anchorage	Khansen@dowlhkm.com	562-2000
Jim Scholl	ADOT&PF	6860 Glacier Hwy Juneau	jim.scholl@alaska.gov	465-4498
John Brower	Chilkat Ind Vilg	Box 210, Klukwan 99827	jbrower@chilkatindianvillage.org	767 5505
Steve Noble	DOWL HKM	4041 B St.	snoble@dowlhkm.com	562-2000
James Hotch Sr (Mark)	F&G A B	Box 693 Hns. AK.		767-5581
Brian Willard	CIV	Box 210	brianwillard@chilkatindianvillage.org	767-5505
Tom Stevens	Resident			
Lani Hotch	F&G Adv. Com	Box 693 Haines AK	lanihotch@aptalaska.net	767-5581

DOWL HKM • 4041 B Street • Anchorage, Alaska 99503 • 562-2000

DOT&PF Klukwan Trip and Meeting

October 10, 2011

Trip report not included because of information protected under Section 106 of the National Historic Preservation Act.

Government-to-Government
Chilkat Indian Village of Klukwan

October 25, 2011

Meeting notes not included because of information protected under Section 106 of the National Historic Preservation Act.

*This information is **voluntary** and **confidential**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

Figure 3 – Public Meeting Sign-In Form

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

PUBLIC MEETING SIGN IN SHEET

PROJECT NAME Haines Hwy 3.5 - 25.3 **DATE** 10/25/11

NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Christopher Hotch	Chotch@chilkat-nsn.gov	767-5505	M	AN
Anastasia Wiley	wileycoyote@SRSCORP.net	714-602-0718 cell 766-3513	F	W
Matt Van Alstine	matthew.vanalstine@alaska.gov	465-4456	M	W
Jeffery Klanott	Box 808 Hns, AK	767-5560	M	AN
HAKAN SEBCIOGLU	hakan@visitklukwan.com	767-5797	M	W
Brian Willard	bwillard@chilkat-nsn.gov	767-5505	M	AN

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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

1892

*This information is **voluntary** and **confidential**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

PROJECT NAME Haines Hwy 3.5 -25.3 **DATE** 10/25/11

NAME (PLEASE PRINT)	**ADDRESS or EMAIL**	**PHONE**	***GENDER** (M/F)	***RACE** (W, AN, N, B, H, A, P, O)
Jim Scholl DOT&PF	JUNEAU	465-4498	M	W
Alex Vitesi FHWA	Juneau	586-7544	M	W
John Brower	~~Box~~ HC60 Box 2207 Klukwan	767-5505	M	W
Kimberley Strong, CIJ Pres	HC 60, Box 2207, Klukwan	907 767 5567	F	AN
Jane Gendron	jane.gendron@alaska.gov	907 465-4499	F	W
Tom STEVENS	MG60 2211	—	M	AN

39

***RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)**

2 of 2

Agency Meeting to Review
Essential Fish Habitat Assessment

February 16, 2012

AGENCY MEETING -
HAINES HIGHWAY MP 3.5 - 25.3

February 16, 2012

SIGN-IN SHEET

Printed Name	Signature	Representing	Telephone No.
CHISKA DERR	Chiska Derr	NMFS	9586-7345
Tess Quinn	Tess Quinn	ADF&G	465-1635
Kate Kanouse	Kate Kan	ADFG	465-4290
NEIL STICHART		USFWS	780-1180
Hilary Lindh	Hilary Lindh	DOWL HKM	780-3533
Scott Tickey		USFWS	780-1184
Jim Scholl		DOT&PF	465-4498
Dan Miller		Inter Fluve	541-399-0979
		by GoTo Web Mtg	

MEETING NOTES

Date:	February 16, 2012
Project:	Haines Highway MP 3.5 to 23.5
Subject:	EFH Assessment
Job Number:	DOWL HKM 1124.59119.10 DOT&PF PROJECT NUMBER 68606/SHAK-095-6(28)
Attendees:	Jim Scholl, Department of Transportation and Public Facilities (DOT&PF), Chiska Derr, National Marine Fisheries Service (NMFS), Neil Stichert and Scott Frickey, US Fish and Wildlife Service (USFWS), Kate Kanouse and Tess Quinn, Department of Fish and Game (ADF&G), Dan Miller, Inter-Fluve, and Hilary Lindh, DOWL HKM
Noted by:	Hilary Lindh

The purpose of this meeting is to present the draft Essential Fish Habitat (EFH) assessment to NMFS and other agency representatives and to receive feedback. DOT&PF wants to provide information on the intent of each of 10 stream enhancement sites. The next IDT meeting will be scheduled to coincide with the availability of the EA to the public later this spring or early summer.

There was a general discussion of the current project management at DOT&PF and where we are in the EA process. Jim Scholl (DOT&PF) noted that while project management has changed over the years, the Purpose and Need of the project have remained the same: to improve safety and mobility of the section of the Haines Highway from MP 3.5 to 25.3 by bringing the highway up to 55 mph design standards and provide wider shoulders.

Chilkat River Fill

There was a review of all the locations with proposed fill to the Chilkat River. Neil Stichert (USFWS) requested that the EFH report provide, in tabulated form, the locations of and justifications for all river fill locations. For the fill proposed for the relatively straight section after MP 13, Chiska Derr (NMFS) asked whether widening the highway here was simply to increase speed. Jim Scholl replied safety would be enhanced by widening shoulders. Two substandard curves would remain so the posted speed of 45 MPH would remain. The Preliminary Engineering Report (PER) was consulted to determine rationale for the fill and it was noted that upslope portions of the road are steep slopes that would require large cuts if the highway were shifted in that direction. An archaeological resource also serves as a constraint at this location.

Neil would like to know why the 12,213 linear feet of river bank erosion control is placed under a section on Proposed Conservation Measures in the report. Jim answered that the rip rap would

provide enhanced fish habitat relative to the existing bank. Neil and Chiska disagree with this characterization. They would also like to see justifications for all Chilkat River fill placement, and design modifications to avoid placing fill in the river if possible. Avoidance of lateral fill should be a priority of DOT&PF. They would like to have a better understanding of the cumulative fill impacts before commenting on adequacy of mitigation and enhancement measures. Jim noted that both DOWL HKM and DOT&PF engineers have looked at the hydrology along this stretch and believe the current alignment to be the best solution for now; it's not yet final.

Culvert Replacements

There was a discussion of the culvert replacements and the table presenting that information in the report. Neil asked how much the table had changed since the last IDT meeting and if there had been any change to DOT&PF's commitment to design approach regarding use of Tier 1 and Tier 2 culverts; Jim responded not much. The exact placement of culverts won't be known until final design. Dan Miller (Inter-Fluve) noted that consensus between the agencies on the culverts had been reached previously, and there have been no changes to the design since. Jim also noted that two debris flow locations at MP 19 and MP 23 are still being modeled, but that it looked like additional large box culverts would be added to increase porosity of the road. This is not a fish habitat issue.

Kate Kanouse (ADF&G) indicated that Tess Quinn (ADF&G) had just completed cataloging the anadromous fish status of the tributary channels along the highway. Tess provided Hilary Lindh (DOWL HKM) with the data, which will be incorporated into the EFH report.

Wetlands Impacts

Neil asked what other notable impacts there are beside lateral fill in river. Jim replied that there will be overall filling of wetlands regardless of road alignment because wetlands exist in numerous locations along the project corridor.

Stream Enhancement Sites

Dan gave an overview of the 10 stream enhancement sites. During earlier meetings of the IDT, the entire corridor had been combed to look for enhancement opportunities. There is already very good stream habitat in the corridor. In general, streams that are currently running tight against the toe of highway slope and are likely to be affected by highway runoff or undermine the road integrity provide opportunities for improving habitat. By moving these channels away from the highway, the amount of riparian fringe will be doubled along them (because one side that was previously highway slope would be vegetated). Jim also noted that by moving browse away from the highway, driver collisions with moose should be reduced. DOT&PF brushing machines have a 10 to 12 foot reach, and brushing road shoulders to increase sight distance and reduce moose browse would not affect the riparian fringe of new enhancement channels.

At Station 240+38, the segment of stream up against the highway will be moved away from the highway for a length of 200 feet. This will improve habitat by increasing the riparian fringe to both sides of the stream and reducing and filtering discharge from highway runoff.

STA 319, a 100 foot segment of stream up against the highway will be moved away from the highway. There is some risk here that the new channel would be taken out by the main Chilkat River.

STA 512+24 (MP 10). There is a wide slough near the road that will be moved away from the road. Some fill will be required to ensure proper flows; approximately 1000 feet of channel will be enhanced because riparian fringe will be on both sides of channel.

STA 530+70 will likewise be moved away from the road.

STA 647+20 (MP13). Flooding has changed flow such that the existing culvert is dewatered. The water that collects up against the upslope side of the highway will be collected and re-routed through the culvert and a long, sinuous channel created on the down-slope side of the highway. The creek goes from high gradient to low gradient in a short distance, so some woody debris will be added at the transition to help take some of the sediment load. There are already a lot of juvenile salmonids using this watercourse.

STA 736+83 At this location that requires lateral fill into a chum spawning side channel of the Chilkat River, a riparian bank will be added where the habitat is up against the highway (not just rip rap). A linear stepped pool system will be created on the upslope side of the highway, and the new culvert will not be perched. Neil asked about constraints at this site and why lateral fill of spawning habitat is necessary. Jim and Dan talked about the upslope rock wall and steep slopes that would require big cuts. Kate Kanouse (ADF&G) asked about the existing culvert that's perched; would the new culvert be perched or baffled. Dan was not sure. Jim clarified that final design of the culvert would comply with the MOA between DOT&PF and ADF&G and would allow for fish passage.

STA 865+88, Egg Incubation boxes. In order to retain the egg incubation boxes, the existing (perched) culvert will be removed and replaced with a fish passage culvert at 870+00; 500 feet of new channel would be created with riffle-pool morphology.

STA 887+60 This is a section of highway that will be realigned; the old alignment will be abandoned but will continue to be paved for portions providing existing access to private property. The majority of the road bed would be excavated down to the floodplain elevation except for a small portion to retain the buried Haines Fairbanks Pipeline. The habitat already supports a lot of pink salmon here, so the channel should not be modified much. There is room to improve the riparian habitat.

Neil noted that some enhancement sites previously discussed were no longer in the plan. Jim confirmed that two sites had been removed because they were outside of the ROW and a conservation easement from the property owner would not be granted. Neil asked about the possibility of DOT&PF offering to purchase the portions of the properties, and Jim replied that an in-lieu-fee agent could do that, but not DOT&PF directly. Neil noted that DOT&PF purchased and/or traded parcels or allotments at other locations in this alignment for other purposes and did not see the distinction in where DOT&PF could or could not acquire property

for required project elements. Jim replied that all acquisitions must reserve the right to construct transportation facilities.

Overall Readability and Report Format
Chiska had several suggestions for improving the readability of the document. The report would be improved by the following revisions:

- Separate out whether conservation measures are avoidance, minimization, enhancement, or mitigation.
- Provide MP markers on all figures in the EFH report for ease of finding sites referenced in the text.
- Present habitat loss and gain information in a table for each of the 10 enhancement sites. There would also be one table per sheet to show numerical values of impacts versus enhancement (loss vs. gain) which would be cross referenced by sheet in the master table.
- Include definitions of Tier 1 and Tier 2 culverts for fish passage in the report. Jim will send Chiska the DOT&PF's Memorandum of Agreement with ADF&G on these culverts.
- Include a table of acronyms

Timeline for EA, Construction, Permitting
Kate asked how certain the EA schedule is. Jim replied that all potential show stoppers have been addressed and there's high probability the schedule will be met.

Jim explained that the project would be permitted and constructed in segments, starting with construction from MP 20 to 23.5 in 2014. Chiska asked whether the US Army Corps of Engineers (ACOE) was in agreement on that. Jim replied the Corps had indicated that each segment needs independent utility, meaning each project will serve a substantial purpose on its own even if a second or third related project is not built. There will be one NEPA document covering all segments, but since the project may take place over 10 years and the hydrology of the area is so dynamic, it doesn't make sense to permit and agree to specific mitigation measures that may need to be changed in the future.

Enhancement versus Required Mitigation
Regarding the long construction timeline and the plan to break up permitting into segments, Chiska was concerned with accounting of impacts in one segment if compensated for with mitigation in another segment at some undetermined point in the future. (Jim notes that each permit would have restoration mitigation elements discussed that are within the permitted segment of the road. For example, if we have a permit from MP 13 to MP 20, we would construct the mitigation sites from MP 13 to MP 20). Jim explained that the 10 stream enhancement sites are project related costs and are part of the compensatory mitigation; however they will only cover a small part of the total mitigation for the USACE permit. The majority of the compensatory mitigation measures DOT&PF will be required to take will be through in-lieu-fee payments. He also noted that culvert replacements are required and don't count toward compensation credits for purposes of the USACE permit. The compensatory mitigation payments will be calculated based on the functions and values assessment that was completed using the Adamus WET method. Neil mentioned that Adamus has recently completed a wetlands functional assessment tool specifically for Southeast Alaska called WESPAK-SE and

that this tool will be useful for mitigation calculations on future projects. (Neil commented later that *I understand ADOT used what was available at the time (WET) to support the functional analysis of the polygons identified in the alignment and off-ROW improvement sites. From what we were shown of the appendix of the draft EA, it was a significant effort. I do not see fairness or value in requiring re-analysis using the recently derived 'beta' version of WESPAK-SE method at this time).*

Other Opportunities for On-Site Mitigation
Two sites were discussed that might provide on-site mitigation opportunities. Neil mentioned the illegally placed fill at MP 10 that could be improved by removal of fill. Jim discussed the additional opportunities near the abandoned section of highway near STA 887+60. Jim has had conversations with the new property owner who is open to the idea of additional fish habitat improvements to his property. Jim noted that in both of these cases, the opportunities would be acted on by an in-lieu fee restoration agent with fees paid by DOT&PF, rather than directly by DOT&PF.

EFH Assessment Process
Neil asked about EFH assessment process. Jim proposes that the report will be revised based on comments received at the meeting including:

- revisions for clarity,
- a breakdown of which Proposed Conservation Measures constituted avoidance and which were minimization measures,
- locations and justifications for fill in the Chilkat River,
- design modifications to reduce or eliminate fill in the Chilkat, and
- reconciliation of the fish culvert table with new anadromous fish stream information provided by ADF&G.

He will then submit to NMFS for concurrence. Federal Highways has agreed to review a draft of the EA before the EFH Assessment is finalized.

Bald Eagle Nest Update
Scott Frickey (USFWS) provided an update on bald eagle nests along highway corridor. There are 51 historical nests identified; however, in 2010 just 17 were active. USFWS will require a nest survey prior to each segment construction and information to be included with the permit applications should include blasting areas and timing windows. He noted a new USFWS policy applied to permit applications that involve multiple nests; they agency would like to see on site mitigation, which could include revegetation of road beds, enhancement of fish habitat, relinquishment of ROW, and bringing aerial utility lines up to avian execution standards. Jim said DOT&PF may provide a baseline survey of eagle nests in the project corridor. He discussed the measures that DOT&PF was already taking that would count as on site mitigation. Scott will provide Jim an email with the USFWS requirements for the consultation record.

CBEP Meeting Notes

April 2012

Minutes from
Chilkat Bald Eagle Preserve Advisory Council
Meeting 4/12/2012

The meeting took place at the Haines Borough Assembly.

Council members present:

Stephanie Scott	Mayor Haines Borough (co-chair)
Mike Eberhardt	DPOR Superintendant (co-chair)
Steve Vick	Borough Assembly
Ben Kirkpatrick	Conservation
Dean Risley	Fish and Game Board
Paul P	State Forestry
Rich Chapell	ADF&G
Della Brouillette	Chilkoot Indian Association
Evangeline Willard-Hoy	Business and Industry)
Steve Lewis	USF&W(phone in ~ 9:20)

09:00 Call to Order:

Motion to approve agenda – Stephanie Scott requested to add under new business one item: Jim Stanford requests giving a presentation for the creation of a Haines Memorial Winter Recreation Area at 25 mile. Motion approved 9:04

Jim displayed a map of the 25 mile area. Indicated support from various community groups for establishing a portion of the preserve at 25 mile as the Haines Memorial Winter Recreation Area which should be added to the borough parks and rec plan. Discussion ensued with Dean voicing concern over creating a designated use area that may limit use elsewhere on the preserve. Ben K. would like to see recreational use specifically included in the next management plan revision. Mike E states the preserve would still be managed as is and maybe management rules could be added as needed. Steve V questions maint needs. Jim explains that the newly acquired state parks snow grooming equipment would continue to be utilized to set track.
Motion approved unanimously.

Minutes approved from 2/18/2012
Old Business

Proposed Sheep Canyon Lk Channel restoration project

Discussion ensued. Mike E. states that there is an unofficial inquiry with ADF&G Habitat. No response to date. Project is not to occur till Habitat approves permit. Ben K. voices that this needs to happen soon as low water is needed to accomplish this project.

River Adventure's proposal for SCL access

Discussion ensued. Mike E. states that the swan biologist with ADF&G indicates that SCL is a swan breeding area so no boats should be allowed into the lake. Steve L. reiterates that surveys show the lake as a breeding area for swans. Dean supports allowing RA access into SCL.

Public Comment:

Duck Hess states that he has been running his tours long before the current increase in the swan population and the population continues to increase in areas he operates in.

River Adventures proposal of sale to the state

Public Comment:

Karen Hess clarifies the sale as property and buildings excluding equipment and understands that the proposal begins with a recommendation from the council before proceeding on to the state legislature.

Discussion ensued with Greg and Mike clarify that if an acquisition should occur the inholding would transfer to the managing agency. No additional benefit from a state acquisition. Greg P would like to see the property continue as the current business. Dean supports the proposal. Rich has no preference either way.

New Business

Anniversary celebration update

Evangeline has spoken with various supporters. Event to be held at the Village Hospitality House in Klukwan during SE Alaska State Fair July 26-29. Stephanie Scott inquired if the preserve has an official logo. Mike indicated no. Preston mentions that Franklin Mint may be able to help out as they have done business with the preserve.

Haines Hwy. realignment information .

Mike explains handout on road realignment to bring up to fed highway stds. Some curves removed taking preserve land, other land added to compensate comes to the std 2:1 swap Steve V motions to approve the land exchange Dean seconds. Discussion ensued. Mario(public) believes the realignment will increase highway speed and increase bird mortalities. Ben K agrees and questions if spawning habitat will be affected. Mario alleged that DOT fell a tree last year that had an eagle nest and will make the lat/long available. Dean clarifies that DOT cleared the right away corridor. Steve L. explains that DOT will be applying for the necessary permits through the preserve. Ben K. believes that the preserve could gain a better deal than the std 2:1 land swap, maybe some pullout improvements, trails. Stephanie S. Indicates that a list of preserve improvements should be developed for just such a situation. Evangeline supports the swap. Motion approved 8 for 1 opposed(BenK.) 9:50

ADF&G update

Rich mentions a 12-21 mile juvie- King tagging in progress with a coded wire to track where the fish range during harvest.

State Forestry update

Greg P mentions public comment continues on the 13 mile sale. No other updates. Mario(public) asks about goshawk sign. Greg indicates none during is walks through the unit but has not gridded.

Parks Update:

Mike E. states deferred maintenance budget looks good. No budget cuts. Preston is still planning on installing a portable steel grate for raft takeouts and fishing at 14 mile. Ben wants data on launch sights gathered by ADF&G. Preston clarifies that the ADF&G biologist who visited the area was not gathering data but becoming familiar with the sites and is now transitioning to another position. There is no data document. Ben believes that launch sites need to be addresses in the next mgmt plan. Greg P Volunteers to generate maps of existing launch sites well before the Oct 11 meeting. Bart(public) mentions that launch sites are ever changing as the river changes so future planning needs to consider this and be flexible.

Preston sums up grooming season with groomed out at 25 mile 4/5 times and scouted other locations in the valley. Groomed the Chilkoot State Park. Also currently playing phone tag with DOT on litter signage along the highway. Scott(public) states committee should have a DOT planner at a meeting when highway realignment project draws closer.

Next Meeting:

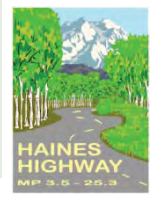
Council set an approximate date and time of Oct 11, 2012 at 09:00 A.M.

Meeting Adjourned at 10:55 A.M.

Minutes by R. Marek

Public Postcard Distribution

February-March 2012



Haines Highway Improvements

(MP 3.5 – 25.3)

Project Number 68606/SHAK-095-6(28)

DOT&PF, in partnership with the Federal Highway Administration (FHWA), is proposing to improve the Haines Highway from Milepost 3.5 to 25.3.

OVERVIEW AND GOALS

This project would upgrade the highway to current design standards and provide a road section consistent with the entire Haines Highway. Safety and mobility would be improved by straightening curves, improving sight distances, providing wider shoulders and providing a standard road section. An Environmental Assessment (EA) is being prepared and will be distributed for public review and comment in Summer of 2012.

PROJECT SCHEDULE AND HISTORY

Public availability of the EA	Late May/Early June, 2012
Public meeting in Haines	June, 2012
Revised EA/Decision Document	August, 2012
Begin Construction	2014

www.dot.alaska.gov/haineshighway

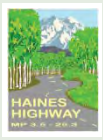
ID number

Postage

Haines Highway Improvements

Attn: Erin Gora, Public Involvement Planner

DOWL HKM
4041 B Street
Anchorage, Alaska 99503



Haines Highway Improvements

Jim Scholl DOT&PF Project Environmental Coordinator

www.dot.alaska.gov/haineshighway

Are you still interested in receiving information about the Haines Highway project?

- ❑ Yes, continue to send me project updates
  Please provide us with updated contact information (below) or
- ❑ Check here if there is no change to your contact information.
- ❑ No, thank you. Please remove me from your mailing list

NOTE: If we do not hear from you, we will assume that you no longer wish to be included in the mailing list to receive project information.

Name: _____

Email:_____

Address: _____

_____

For more information go to the project website at:
www.dot.alaska.gov/haineshighway

ID Number	First	Last	Title	Group	Address	City	State	Zip	E-mail
1	Mehmet	Eece	none	none	1 Springhill Ln	Lafayette	CA	94549	
2	Col. Franklin P	Flatten	none	none	101 Thomas Edison Dr	Schertz	TX	78154	
3	Dan	Miller	none	Inter-Fluve	1020 Wasco Street, Suite I	Hood River	OR	97031	danmiller@interfluve.com
4	Margaret	Dawson	none	none	10258 Olalla Valley Rd SE	Olalla	WA	98359	
5	Mark	Earnest	none	Haines Borough Manager	103 Third Avenue S.	Haines	AK	99827	mearnest@haines.ak.us
6	Andy & Kathy	Eggen	none	none	105 Kiksadi Ct	Sitka	AK	99835	
7	Kay F.	Mclaughlin	none	none	108 39th St	Missoula	MT	59803	
8	none	none	Superintendent	Canadian Customs	110-300 Main Street	Whitehorse	YT Canada	Y1A 2B5	
9	Thomas	Hall	none	none	11063 W.Roland Dr.	Littleton	CO	80127	
10	Adam & Katherine	Paulick	none	none	PO Box 4137	Palmer	AK	99645	apaulick@gmail.com
11	Norman & Barbara	Masten	none	none	1140 NE Yucca Ave	Redmond	OR	97756	
12	Thomas	Bones	none	none	119 Vining Run	Camden	DE	19934	
13	Wayne W.	Hooker	none	none	11900 Rainbow Ave	Anchorage	AK	99516	
14	Shirley	Young	none	none	1200 Leisure Lane #1	Walnut Creek	CA	94595	
15	Dennis V.	Kida	none	none	12480 SW Kame Terrace Ct	Sherwood	OR	97140	
16	Erik	Sommers	none	none	1311 S Pebble Beach Dr	Crescent City	CA	95531	
17	Donna	Donohoe	none	none	1315 Sawmill Creek Rd	Sitka	AK	99835	
18	Baha'is of AK	none	none	none	13501 Brayton Dr	Anchorage	AK	99516	
19	Glen Jr. & Deana	Dillehay	none	none	1360 W Lil Ben Trl	Flagstaff	AZ	86001	
20	Katherine	Traeger	none	none	1390 Fritz Cove Rd	Juneau	AK	99801	
21	Ethel D.	Henderson	none	none	14344 Winding Woods Ct	Centreville	VA	20120	
22	Tom & Marilyn	Huitger	none	none	1446 Fahlander Dr S	Columbus	OH	43229	
23	Donald H.	Lokke	none	none	15535 Branchcrest Cir	Dallas	TX	75248	virginialokke@yahoo.com
24	Phillip	Perisich	none	none	1602 Papago Dr	Chino Valley	AZ	86323	
25	Tommy	Baxter	none	none	16260 Lost Horizon Dr	Anchorage	AK	99516	
26	George	Davidson	none	none	16305 Point Lena Loop Rd	Juneau	AK	99801	
27	Gary	Halsey	none	none	16587 W 53rd Way	Golden	CO	80403	
28	Arnold & Jane	Albrecht	none	none	1661 Pee Rd # 17	Koloa	HI	96756	ajalbrecht9@hawaii.rr.com
29	Ronald R.	Huitger	none	none	16720 Smokey Point Blvd	Arlington	WA	98223	
30	John & Nina	Kinney	none	none	1751 Evergreen Ave	Juneau	AK	99801	
31	Estate	John Stanley	none	none	18 Oenoke Pl. #5	Stamford	CT	o6907	
32	Stanley & Anita	Dale	none	none	1805 Cedar Springs Ln	Anacortes	WA	98221	
33	Richard & Mary	Stone liv.trust	none	none	1904 Wickersham Ave	Juneau	AK	99801	
34	Dennis	Nottingham	none	none	2107 Sorbus Way	Anchorage	AK	99508	
35	C/o	Davis	none	none	2200 S Althea St	Wasilla	AK	99654	
36	George J.	Poysky III	none	none	221 SW 153rd St # 258	Burien	WA	98166	
37	Mary Ann	Knarreborg	none	none	23710 SE 253rd Pl	Maple Valley	WA	98038	
38	Robert E.	Nyman	none	none	2395 Aurora Ct	Juneau	AK	99801	
39	Moira	Smith	none	none	2513 Kona Ln	Anchorage	AK	99517	
40	Richard P.	Dowling	none	none	2550 Denali St Ste 1000	Anchorage	AK	99503	
41	Richard	Morelli	none	none	26942 Juniper Bay Dr	Wesley Chapel	FL	33544	
42	Kevin & Darcy	Steck	none	none	2697 Channel Dr	Juneau	AK	99801	
43	Arlen	Lanz	none	none	2711 Engineers Cutoff Rd	Juneau	AK	99801	
44	Melvin	Lofftus	none	none	2866 Echo Valley Rd	Jamul	CA	91935	
45	Jay Warren	Stevens	none	none	295 Martha Dr	Winchester	OR	97495	
46	Rosemary Gute	Gruening	none	none	2982 Foster Ave	Juneau	AK	99801	
47	none	none	none	US F&WS	3000 Vintage Blvd #202	Juneau	AK	99801	
48	none	none	Acting Field Supervisor	US F&WS	3000 Vintage Blvd, Suite 201	Juneau	AK	99801	
49	none	none	Field Supervisor	US F&WS	3000 Vintage Blvd, Suite 201	Juneau	AK	99801	
50	Daniel	Lehfeldt	none	none	3034 E Alpine Dr	Bellingham	WA	98226	
51	Thomas R.	Hogan, Jr.	none	none	3041 Arlington Dr	Aptos	CA	95003	

52	Samuel E.	Downey	none	none	30701 Koinonia Rd	Eugene	OR	97405	
~~53~~	~~Family Trust~~	~~Anderson~~	~~none~~	~~none~~	~~3095 Deer Run Ave S~~	~~Salem~~	~~OR~~	~~97302~~	
54	John & Mary	Jennings	none	none	3213 NE 17th St	Redmond	OR	97756	
55	George & Betty	Michael	none	none	3220 Bresee St	Juneau	AK	99801	
56	Alexander	Clark	none	none	3228 SE 59th Ave	Portland	OR	97206	
57	David	Palmer	none	none	3317 Park Pl	Juneau	AK	99801	
58	Richard t.	Myren	none	none	3320 Fritz Cove Rd	Juneau	AK	99801	
59	none	none	Habitat Biologist	ADF&G	333 Raspberry Road	Anchorage	AK	99518	
60	Lewis & Nora	Polizzi	none	none	3345 W Sequim Bay Rd	Sequim	WA	98382	
61	Andrew D.	Shaw	none	none	3360 Timberlake Dr	Commerce Township	MI	48390	
62	Teddy W.	Baxter	none	none	344 Scenic Hills Ct	Fairbanks	AK	99712	lynandted@gmail.com
63	Donald & Diane	Highsmith	none	none	PO Box 1497	Haines	AK	99827	
64	Gretchen	Schumacher	none	none	370 Columbus Ave Apt 1A	New York	NY	10024	gretchens@earthlink.net
65	Resident	none	none	none	371 Eklutna St	Anchorage	AK	99504	
66	Steven & Pat	Deitemeyer	none	none	3724 Union Ct	Wheat Ridge	CO	80033	
67	Charles V.	Brophy	none	none	3839 Royal Ln	Dallas	TX	75229	karenbrophy@sbcglobal.cet
68	C.H. (Hank)	Schombel	none	none	394 Mayers St. Apt. #5	Edge Hill Cairns		04870	
69	Joseph	Giefer	none	none	400 East St.	Juneau	AK	99801	
70	none	none	SE Regional Land manager	Alaska Department of Natural Resources	400 Willoughby Avenue, Ste 400, PO Box 111020	Juneau	AK	99801-1020	
71	Erin	Gora	none	DOWL HKM	4041 B Street	Anchorage	AK	99503	
72	Vincent L.	Demuth	none	none	411 H St	Douglas	AK	99824	
73	none	none	none	The Nature Conservancy of Alaska	416 Harris Street, Suite 300	Juneau	AK	99801	
74	Ruth	Blackwell	none	none	4240 Lake Shore Dr	Juneau	AK	99801	
75	Bayard & Rebecca	Harris	none	none	4455 Royal Oak Dr SW	Roanoke	VA	24018	
76	Larry & Teresa	Hura	none	none	4489 Abby Way	Juneau	AK	99801	
77	Ernest	Kelm, Jr.	none	none	46421 Swanmere Dr	Canton	MI	48187	
78	David	Phegley	none	none	47716 Interlake Dr	Kenai	AK	99611	
79	Roger Alan	Ramsey	none	none	5329 NE Corral Ct	Hillsboro	OR	97124	
80	C/o:	Chorba	none	none	5360 Cross Roads Mnr NW	Atlanta	GA	30327	
81	Donna L.	Peel trust	none	none	537 Nelson St	Juneau	AK	99801	
82	none	none	Environmental Specialist	Alaska Department of Environmental Conservation - Division of Water	555 Cordova Street,	Anchorage	AK	99501	
83	David R.	Bolton	none	none	555 Zelma Stewart Rd	Sparta	TN	38583	
84	Thomas	Monroe	none	none	583 Nordale Rd	North Pole	AK	99705	
85	Marcia L.	Lofftus Carlisle	none	none	605 Saddlemountain Rd	Colorado Springs	CO	80919	
86	Brenda Lee	Gustafson	none	none	630 Roberts Roost Rd	Fairbanks	AK	99712	
87	Worple Trust	none	none	none	6381 Karle Rd	Florence	WI	54121	
88	Kerry& Susan	Badger	none	none	66842 Oak Ridge Dr	Lawton	MI	49065	
89	W.D. & Suzanne	Gross	none	none	6702 139th Ave NE Apt 762	Redmond	WA	98052	
90	Daryl C.	Case	none	none	683 Taylor Way	S Lake Tahoe	CA	96150	
91	Jim	Heumann, PE	DOT&PF Engineering Manager	DOT&PF	6860 Glacier Hwy P.O. Box 112506	Juneau	AK	99811-2506	
92	Jim	Scholl	Environmental Impact Analyst	DOT&PF	6860 Glacier Hwy P.O. Box 112506	Juneau	AK	99811-2506	
93	Charles	Schrader	Environmental Impact Analyst	DOT&PF	6860 Glacier Hwy P.O. Box 112506	Juneau	AK	99811-2506	
94	Scott D.	Brylinsky	none	none	709 Biorka St	Sitka	AK	99835	
95	Mark & Angela	Schnurstein	none	none	709 NW Stratford Ct	Ankeny	IA	50023	schnurstein68@yahoo.com
96	Chris	Meade	Environmental Specialist	EPA	709 W. 9th Street Mail Code: AOC	Juneau	AK	99801	

97	Michael	Ganey	Port Manager	Alaska Marine Lines/Lynden Transport	758 Union Street P.O. Box 769	Haines	AK	99827	
98	Elizabeth	Steele	none	none	78 Dodge Rd	Edgecomb	ME	04556	
99	none	none	Habitat Division Regional Supervisor	ADF&G	802 3rd St.PO Box 110024	Juneau/Douglas	AK	99811-0024	
100	Edward & Maureen	Cahill	none	none	811 S 9th St	Mount Vernon	WA	98274	
101	Bruce Lloyd	Haar	none	none	8223 N Douglas Hwy	Juneau	AK	99801	
102	C/o:	Regan	none	none	825 Goldbelt Ave	Juneau	AK	99801	
103	Fred Eugene	Wiley	none	none	831 Basin Rd	Juneau	AK	99801	
104	Ed	Ezzre	none	none	8421 Decoy Blvd	Juneau	AK	99801	
105	Wings of Alaska	none	none	none	8421 Livingston Way	Juneau	AK	99801	
106	Robert N.	Jacobsen	none	none	845 Goldbelt Ave	Juneau	AK	99801	
107	Christopher	Fenn	none	none	8546 Steep Pl	Juneau	AK	99801	
~~108~~	~~John~~	~~Leeds~~	~~Field Officer – Juneau Office~~	~~USACE~~	~~8800 Glacier Highway~~	~~Juneau~~	~~AK~~	~~99801-8079~~	
109	Randy	Vigil	Regulatory Agent	USACE	8800 Glacier Highway Suite 106	Juneau	AK	99801	
110	Fred	Gray	Facilities Manager	Delta Western	900 Main Street, PO Box 1369	Haines	AK	99827	fredg@deltawestern.com
111	Michael	Weaver	none	none	9155 Glacierwood Dr	Juneau	AK	99801	
112	Joel	Weber	none	none	9239 Kedvale Ave	Skokie	IL	60076	
113	Thomas & Vivian	Bearden	none	none	9249 Gee St	Juneau	AK	99801	
114	William	Eberhardt	none	none	9362 Lee Smith Dr	Juneau	AK	99801	
115	Elmer	Landingham	none	none	9450 Del Rae Rd Unit 5	Juneau	AK	99801	
116	William & Cheryl	Yankee	none	none	9590 Moraine Way	Juneau	AK	99801	
117	Harold	Laughlin	none	none	9604 Kelly Ct	Juneau	AK	99801	
118	Bennett & Denise	Lyons	none	none	980 Olympia Ave	Ventura	CA	93004	
119	Douglas	Gibbs	none	none	PO Box 1027	Haines	AK	99827	
120	Mark	Mitchelltree	none	none	PO Box 1036	Haines	AK	99827	
121	Stewart	Adams	none	none	PO Box 1121	Haines	AK	99827	
122	Sean	Gaffney	none	none	PO Box 1206	Haines	AK	99827	
123	Marcus	Miller	none	none	PO Box 1218	Haines	AK	99827	
124	John	Floreske	none	none	PO Box 1223	Haines	AK	99827	
125	Albert	Gilliam	none	none	PO Box 124	Haines	AK	99827	
126	Michael	Ward	none	none	PO Box 1309	Haines	AK	99827	
127	Scott	Ramsey	none	none	PO Box 1521	Haines	AK	99827	
128	Leslie	Ross	none	none	PO Box 1646	Haines	AK	99827	
129	Warren	Morrison	none	none	PO Box 1695	Haines	AK	99827	
130	Patrick	Philpott	none	none	PO Box 188	Haines	AK	99827	
131	Thomas	Monroe	none	none	PO Box 206	Haines	AK	99827	
132	Frances	Perry	none	none	PO Box 216	Haines	AK	99827	flap@aptalaska.net
133	Roger	Ramsey	none	none	PO Box 21925	Juneau	AK	99802	
134	David	Keirstead	none	none	PO Box 270	Haines	AK	99827	
135	James	Marquardt	none	none	PO Box 34106	Juneau	AK	99803	
136	James	Cox	none	none	PO Box 354	Haines	AK	99827	
137	Hugh	Rietze	none	none	PO Box 381	Haines	AK	99827	
138	Teresa	Povey-Martinez	none	none	PO Box 44	Haines	AK	99827	
139	William	Egolf	none	none	PO Box 491	Haines	AK	99827	
140	Dennis	Miles	none	none	PO Box 513	Haines	AK	99827	
141	Paul & Anne	Swift/Boyce	none	none	PO Box 564	Haines	AK	99827	
142	Marsha	Wilson	none	none	PO Box 592	Haines	AK	99827	
143	Tyler	Scovill	none	none	PO Box 763	Haines	AK	99827	
144	Keith	Houlberg	none	none	PO Box 797	Haines	AK	99827	
145	Daniel	Turner	none	none	PO Box 826	Haines	AK	99827	
146	Richard	Boyce	none	none	PO Box 84	Haines	AK	99827	
147	Crispian J.	Smith	none	none	C/O 1782 Evergreen Ave.	Juneau	AK	99801	
148	Kimothy	Dorsey	none	none	General Delivery	Haines	AK	99827	

149	Peter B.	Speight	none	none	HC 60 Box 0240	Haines	AK	99827	
150	Jeanne	Beck	none	none	HC 60 Box 2560	Haines	AK	99827	
151	Sally	Reno	none	none	HC 60 Box 2626	Haines	AK	99827	
152	Thomas & Shelley	True	none	none	HC 60 Box 3409	Haines	AK	99827	
153	Ron & Carolyn	Weishahn	none	none	HC 60 Box 3977	Haines	AK	99827	
154	Port Director	none	none	U.S. Customs	HC 60 Box 4000	Haines	AK	99827	
155	Roger	Schnabel	none	Southeast Road Builders, Inc.	HC 60 Box 480	Haines	AK	99827	
156	Manager	none	none	Northern Timber Corp.	HC 60 Box 480	Haines	AK	99827	
157	Highland Estates	none	none	none	HC 60 Box 4800	Haines	AK	99827	
158	John & Terry	Shaw	none	none	HC 60 Box 5470	Haines	AK	99827	
159	Margaret	Piggott	none	none	HC 60 Box 8502	Haines	AK	99827	megshp@aptalaska.net
160	Bill & Mary Jane	Valentine	none	none	HC 60 PO Box 2553	Haines	AK	99827	
161	Edward	Stewart	none	none	HC 60, Box 1759	Haines	AK	99827	
162	Thomas	True	none	none	HC 60, Box 3409	Haines	AK	99827	
163	Tim	Shields	Executive Director	Takshanuk Watershed Council	PO Box 1029	Haines	AK	99827	
164	Mike	Eberhardt	Parks Superintendent	Alaska Department of Natural Resources - Division of Parks and Outdoor Recreation, SE Region	PO Box 111071	Juneau	AK	99811	mike.eberhardt@alaska.gov
165	Manager	none	none	Highland Estates	PO Box 1129	Haines	AK	99827	
166	Julie	Cozzi	Borough Clerk	Haines Borough	PO Box 1209	Haines	AK	99827	bflippers@aptalaska.net
167	Stephanie	Scott	Mayor	Haines Borough	PO Box 1209	Haines	AK	99827	sscott@haines.ak.us
168	Daymond	Hoffman	Borough Assembly	Haines Borough	PO Box 1209	Haines	AK	99827	
169	Jerry	Lapp	Borough Assembly	Haines Borough	PO Box 1209	Haines	AK	99827	
170	Debra	Schanabel	Borough Assembly	Haines Borough	PO Box 1209	Haines	AK	99827	
171	Joanne	Waterman	Borough Assembly	Haines Borough	PO Box 1209	Haines	AK	99827	
172	Norm	Smith	Borough Assembly	Haines Borough	PO Box 1209	Haines	AK	99827	
173	Steve	Vick	Borough Assembly	Haines Borough	PO Box 1209	Haines	AK	99827	
174	Gary	Hess	Chairman	Upper Lynn Canal Fish and Game Adv	PO Box 125	Haines	AK	99827	gdhess@aptalaska.net
175	Scott	Wagner	Project Leader/Col	Northern Southeast Regional Aquacult	1308 Saw Mill Creek Road	Sitka	AK	99835	scott_wagner@nsraa.org
176	Toni	Dotson	none	none	PO Box 1264	Haines	AK	99827	
177	Director	none	none	Hard Rock, Inc.	PO Box 129	Haines	AK	99827	
178	Joan	Carlson	Office Manager	Haines Chamber of Commerce	PO Box 1449	Haines	AK	99827	
179	Manager	none	none	Chilkat Guides	PO Box 170	Haines	AK	99827	
180	none	none	President	Klukwan Incorporated	PO Box 209	Haines	AK	99827	
181	Kimberley A.	Strong	President	Chilkat Indian Village of Klukwan	PO Box 210	Haines	AK	99827	chilkatkim@gmial.com
182	Dale	Lewis	Transportation Program Manager - Southeast Region	U.S. Federal Highway Administration	PO Box 21648	Juneau	AK	99802-1648	
183	Robert	Mecum	Acting Administrator	National Marine Fisheries Service - Habitat Conservation Division	PO Box 21668	Juneau	AK	99802	
184	Chiska	Derr	Habitat Biologist Haines/Skagway	National Marine Fisheries Service - Habitat Conservation Division	PO Box 21668, 709 West 9th Street	Juneau	AK	99802	Chiska.Derr@noaa.gov
185	Terrance	Pardee	none	none	PO Box 296	Haines	AK	99827	
186	Linda and Larry	Geise	none	none	PO Box 298	Haines	AK	99827	
187	Daniel	Gonce	Manager	Alaska Power and Telephone	PO Box 30 205 Main Street	Haines	AK	99827	danny.g@aptalaska.net
188	none	none	Division of Sport Fish	ADF&G	PO Box 330	Haines	AK	99827	
189	Manager	none	none	Klehini Land Co.	PO Box 34338	Juneau	AK	99803	
190	Manager	none	none	Silver Eagle Transport	PO Box 388	Haines	ALASKA	99827	
191	Dave	Olerud	Executive Trustees	American Bald Eagle Foundation	PO Box 49, 113 Haines Highway	Haines	AK	99827	info@baldeagles.org
192	Duane B.	Wilson	President	Chilkoot Indian Association of Haines	PO Box 490	Haines	AK	99827	
193	Manager	none	none	Alaska Nature Tours	PO Box 491	Haines	AK	99827	

194	Robert	Venables	none	none	PO Box 50	Haines	AK	99827	venables@aptalaska.net
195	Manager	none	none	River Adventures	PO Box 556	Haines	AK	99827	
196	Tim	June	none	none	PO Box 672	Haines	AK	99827	
197	Terminal manager	none	none	Haines Ferry Terminal - Alaska Marine	PO Box 791	Haines	AK	99827	
198	Thomas	Ely	Owner/Manager	Sockeye Cycle Co.	PO Box 829	Haines	AK	99827	sockeye@cyclealaska.com
199	Issues coordinator	none	none	Lynn Canal Conservation	PO Box 964	Haines	AK	99827	
200	Bill	Thomas, Jr.	Representative	Alaska Legislature	PO Box 993	Haines	AK	99827	representative_billthomas@legis.state.ak.us
201	Bill	Thomas, Jr.	Representative	Alaska Legislature	State Capitol Room 205	Juneau	AK	99801-1182	
202	Dirk	Hinman estate	none	none	PO Box 1	Haines	AK	99827	
203	Orren	Barber	none	none	PO Box 1002	Haines	AK	99827	buddbarber@yahoo.com
204	Sue	Libenson	none	none	PO Box 1014	Haines	AK	99827	
205	Mark	Mitchelltree	none	none	PO Box 1036	Haines	AK	99827	
206	Shane D.	Martin	none	none	PO Box 1056	Haines	AK	99827	
207	Brent J.	Crowe	none	none	PO Box 1098	Haines	AK	99827	
208	Vivian	Menaker	none	none	PO Box 118	Haines	AK	99827	
209	Clyde & Doris	Bell	none	none	PO Box 1189	Haines	AK	99827	
210	Sean M.	Gaffney	none	none	PO Box 1206	Haines	AK	99827	
211	Steve	Ritzinger	Planning and Zoning	Haines Borough	PO Box 1209	Haines	AK	99827	
212	Jon & Mary	Cummins	none	none	PO Box 1215	Haines	AK	99827	
213	John & Victoria	Floreske, Jr.	none	none	PO Box 1223	Haines	AK	99827	
214	Gregory	Goodman	none	none	PO Box 1254	Haines	AK	99827	
215	David & Diana	Owens	none	none	PO Box 1260	Three Forks	MT	59752	
216	Charles & Toni	Dewitt	none	none	PO Box 128	Haines	AK	99827	
217	Michael	Byer	Superintendent	Haines Borough School District	PO Box 1289	Haines	AK	99827	
218	Debra & Roger	Schnabel	none	none	PO Box 129	Haines	AK	99827	
219	William F.	Wacker	none	none	PO Box 1292	Haines	AK	99827	
220	Thomas & Ann	Quinlan	none	none	PO Box 130	Haines	AK	99827	
221	Raleigh & Bengie	Stuart	none	none	PO Box 130	Haines	AK	99827	
222	David & Inez	Gross	none	none	PO Box 1308	Haines	AK	99827	
223	Michael D.	Ward	none	none	PO Box 1309	Haines	AK	99827	igasupermarket@aptalaska.net
224	Scott	Duffy	none	none	PO Box 1331	Haines	AK	99827	
225	Daniel E.	Wackerman	none	none	PO Box 1333	Haines	AK	99827	
226	James	Shoemaker	none	none	PO Box 1345	Ward Cove	AK	99928	
227	William & Judith	Weir	none	none	PO Box 137	Haines	AK	99827	
228	J.B.	Axsom	none	none	PO Box 1372	Haines	AK	99827	
229	Mark	Allen	none	none	PO Box 1373	Haines	AK	99827	
230	Paul	Swanstrom	none	none	PO Box 1404	Haines	AK	99827	
231	Ned	Rozbicki	President	Haines Chamber of Commerce	PO Box 1449	Haines	AK	99827	
232	Brenda	Jones	Vic-President	Haines Chamber of Commerce	PO Box 1449	Haines	AK	99827	
233	Andrew M.	Hedden	none	none	PO Box 1455	Haines	AK	99827	
234	Tyler	Ferrin	none	none	PO Box 1471	Haines	AK	99827	
235	Helen B.	Tengs	none	none	PO Box 148	Haines	AK	99827	
236	Sarah	Roark	none	none	PO Box 1493	Haines	AK	99827	
237	Scott & Mandy	Ramsey	none	none	PO Box 1521	Haines	AK	99827	
238	Interested	Party	none	none	PO Box 1548	Haines	AK	99827	
239	Gary& Cathy	Keller	none	none	PO Box 1564	Haines	AK	99827	
240	Dennis	Jones	none	none	PO Box 1602	Deer Park	WA	99006	
241	Thomas & Carol	Meismer	none	none	PO Box 1609	Haines	AK	99827	n741m@hughes.net
242	Elizabeth	Carter	none	none	185A Hiolani Street	Makawao	HI	96768	warren@aptalaska.net
243	Kelly John	Jessup	none	none	PO Box 1634	Haines	AK	99827	kellyj62@live.com
244	Leslie	Ross	none	none	PO Box 1646	Haines	AK	99827	
245	Paul & Gina	Erny	none	none	PO Box 1654	Haines	AK	99827	mrserny60@aptalaska.net
246	Joseph	Rosinski	none	none	PO Box 167	Haines	AK	99827	
247	Timothy	Ward	none	none	PO Box 1677	Haines	AK	99827	

248	Diana	Netherland	none	none	PO Box 1678	Ward Cove	AK	99928	
249	Ryan & Vanessa	Salmon	none	none	PO Box 1703	Haines	AK	99827	
250	Dale	Hansen	none	none	PO Box 171	Yakutat	AK	99689	
251	Michael	Gaede	none	none	PO Box 176	Entiat	WA	98822	
252	Ronald	Rusher	none	none	PO Box 18161	Coffman Cove	AK	99918	
253	Patrick	Philpott	none	none	PO Box 188	Haines	AK	99827	
254	Christine	Tengs	none	none	PO Box 190	Haines	AK	99827	
255	Barnet	Freedman	none	none	PO Box 19233	Thorne Bay	AK	99919	
256	Robert	Truffee	none	none	PO Box 1971	Elma	WA	98541	
257	Sandra	Vaisvil	none	none	PO Box 198	Eagle	AK	99738	
258	~~Sharon Joy~~	~~Ennis~~	~~none~~	~~none~~	~~PO Box 2068~~	~~Pahoa~~	~~HI~~	~~96778~~	
259	Harvey	Hildre	none	none	PO Box 20729	Juneau	AK	99802	garwood@gci.net
260	Marjorie	Ward	none	none	PO Box 208	Haines	AK	99827	
261	Donald B.	Bedford	none	none	PO Box 210111	Auke Bay	AK	99821	
262	Richard R.	Straty	none	none	PO Box 210211	Auke Bay	AK	99821	
263	Edwin & Karen	Waldrip	none	none	PO Box 210555	Auke Bay	AK	99821	
264	George & Lynette	Campbell	none	none	PO Box 210732	Auke Bay	AK	99821	outback@alaska.net; lynette55@alaksa.net
265	Michael	Knauss	none	none	PO Box 211	Sitka	AK	99835	
266	Jenisse Ann	Markham	none	none	PO Box 211131	Auke Bay	AK	99821	
267	John & Sharon	Mallinger	none	none	PO Box 211308	Auke Bay	AK	99821	
268	Martin J.	Myers	none	none	PO Box 21923	Juneau	AK	99802	
269	John	Fox	none	none	PO Box 22718	Juneau	AK	99802	
270	~~Wayne~~	~~Selmer~~	~~none~~	~~none~~	~~PO Box 234~~	~~Haines~~	~~AK~~	~~99827~~	
271	none	none	none	ADF&G	PO Box 240020	Douglas	AK	99824	
272	Margaret M. & Nicholas	Germain	none	none	PO Box 240144	Douglas	AK	99824	
273	Thomas S.	Van De Water	none	none	PO Box 240276	Douglas	AK	99824	
274	Rae Ann	Galasso	none	none	PO Box 241	Haines	AK	99827	
275	David F.	Maxwell	none	none	PO Box 2496	Kilgore	TX	75663	
276	Shane& Janis	Horton	none	none	PO Box 250	Haines	AK	99827	
277	Orman Ray	Willey	none	none	PO Box 2547	Vashon	WA	98070	katekay@hughes.net
278	Interested	Party	none	none	PO Box 261	Haines	AK	99827	
279	Charles M.	Jurasz	none	none	PO Box 263	Faro	YT	Y0B 1K0	
280	Lulu Belle	Pittard	none	none	PO Box 2697	Palmer	AK	99645	
281	David & Linda	Keirstead	none	none	PO Box 270	Haines	AK	99827	davidfk@aptalaska.net
282	Layton	Bennett	none	none	PO Box 272	Haines	AK	99827	
283	Mark E.	Albertson	none	none	PO Box 298568	Wasilla	AK	99629	
284	James	Schnabel	none	none	PO Box 303	Haines	AK	99827	
285	Lawrence	Coonjohn	none	none	PO Box 306	Larkspur	CA	94977	
286	Evan & Marjorie	Haynes	none	none	PO Box 313	Haines	AK	99827	
287	Michael S.	Stenerson	none	none	PO Box 32535	Juneau	AK	99803	
288	Leif	Lie	none	none	PO Box 32861	Juneau	AK	99803	
289	Elizabeth	Lehrbach	none	none	PO Box 33512	Juneau	AK	99803	
290	Donald C.	Madsen	none	none	PO Box 33679	Juneau	AK	99803	
291	Carlton	Smith	none	none	PO Box 33765	Juneau	AK	99803	
292	David & Jeanie	Allison	none	none	PO Box 33817	Juneau	AK	99803	
293	James & Tuula	Marquardt	none	none	PO Box 34106	Juneau	AK	99803	
294	Kathleen	Pardee-Jones	none	none	PO Box 343	Haines	AK	99827	
295	David L.	Hunt	none	none	PO Box 34403	Juneau	AK	99803	
296	James & Barbara	Cox	none	none	PO Box 354	Haines	AK	99827	
297	Melanie	Hess	none	none	PO Box 374	Haines	AK	99827	
298	Charles	Brouillette	none	none	PO Box 375	Haines	AK	99827	
299	Daniel	Lisenbury	none	none	PO Box 381	Delta Junction	AK	99737	
300	Hugh	Rietze	none	none	PO Box 381	Haines	AK	99827	
301	Kenneth & Sandra	Dorman Trust	none	none	PO Box 382	Petersburg	AK	99833	
302	Drake	Olson	none	none	PO Box 411	Haines	AK	99827	

303	James	Szymanski	none	none	PO Box 418	Haines	AK	99827	
304	Dana	Davies	none	none	PO Box 422	Urbanna	VA	23175	
305	Ramona	Martin	none	none	PO Box 429	Haines	AK	99827	
306	Preston	Kroes	Manager	Haines Ranger Station	PO Box 430	Haines	AK	99827	preston.kroes@alaska.gov
307	Terry & Pamela	Long	none	none	PO Box 431	Cordova	AK	99574	
308	Owen M.	Schafer	none	none	PO Box 4399	Walnut Creek	CA	94596	
309	Robert & Colleen	Jensen	none	none	PO Box 477	Haines	AK	99827	
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313	William & Joanna	Egolf	none	none	PO Box 491	Haines	AK	99827	
314	Dennis T.	Miles	none	none	PO Box 513	Haines	AK	99827	
315	Lawrence	Jurgeleit	none	none	PO Box 515	Haines	AK	99827	
316	Gordon Michael	Zartman	none	none	PO Box 517	Haines	AK	99827	
317	Ronald & Phyllis	Martin	none	none	PO Box 526	Haines	AK	99827	
318	Terry A.	Sele	none	none	PO Box 53	Haines	AK	99827	
319	Don & Karen	Hess	none	none	PO Box 556	Haines	AK	99827	
320	Karla	Rallo	none	none	PO Box 56	Tok	AK	99780	
321	Paul	Swift	none	none	PO Box 564	Haines	AK	99827	
322	Gary	Congleton	none	none	PO Box 571	Haines	AK	99827	
323	Marsha D.	Wilson	none	none	PO Box 582	Haines	AK	99827	
324	Sally	Nelson-Scott	none	none	PO Box 595	Tekoa	WA	99033	
325	Allie	Cordes	none	none	PO Box 609	Haines	AK	99827	
326	Roger	Schnabel	none	none	PO Box 609	Haines	AK	99827	
327	Richard	Loverne	none	none	PO Box 613622	Watersound	FL	32461	
328	Steve	Cunningham	none	none	PO Box 614	Haines	AK	99827	
329	John	Fain	none	none	PO Box 636	Etna	CA	96027	jfain@sisqtel.net
330	Susan & Daniel	Humphrey	none	none	PO Box 637	Haines	AK	99827	
331	Roy & Marilyn	Josephson	none	none	PO Box 662	Haines	AK	99827	
332	David C. & Tony	Ward	none	none	PO Box 667	Haines	AK	99827	
333	Susan	Hall	none	none	PO Box 670245	Chugiak	AK	99567	
334	John	Stefanski	none	none	PO Box 672027	Chugiak	AK	99567	
335	Henry	Chatoney	none	none	PO Box 683	Haines	AK	99827	
336	Dave	Strickler	none	none	PO BOX 685	Haines	AK	99827	
337	Mark M.	Sogge	none	none	PO Box 696	Haines	AK	99827	
338	David R.	Pahl	none	none	PO Box 702	Haines	AK	99827	
339	Kathleen	Lake	none	none	PO Box 726	Haines	AK	99827	
340	Henry C.	Williams	none	none	PO Box 770189	Eagle River	AK	99577	
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344	Delta Western	none	none	none	PO Box 79018	Seattle	WA	98119	
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346	Dan & Christine	Turner	none	none	PO Box 826	Haines	AK	99827	
347	Mark	Kistler	none	none	PO Box 827	Haines	AK	99827	
348	Yevette	Lancaster	none	none	PO Box 82871	Fairbanks	AK	99708	
349	Richard	Boyce	none	none	PO Box 84	Haines	AK	99827	
350	Chris	Denker	none	none	PO Box 842	Haines	AK	99827	
351	Don	Turner	none	none	PO Box 85	Haines	AK	99827	
352	Garvan & Jeanene	Bucaria	none	none	PO Box 870298	Wasilla	AK	99687	
353	James & Anna	Jurgeleit	none	none	PO Box 872	Haines	AK	99827	
354	Raymond & Susan	Willard	none	none	PO Box 875910-236	Wasilla	AK	99687	
355	Jack & Susie	Hodnik	none	none	PO Box 876	Haines	AK	99827	
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364	Nancy	Berland	none	none	PO Box 952	Haines	AK	99827	
365	June	Haas	none	none	PO Box 97	Haines	AK	99827	
366	Gordon	Whitermore	none	none	PO Box 991	Haines	AK	99827	
367	Roman S.	Keleske	none	none	PO Box Ppv	Ketchikan	AK	99950	
368	David	Maxwell	none	none	Route 4, Box 216K	Kilgore	TX	75662	
369	Ralph & Elaine	Blakeslee	none	none	RR 1 Box 170	Union	WV	24983	
370	Anna	Wahlund	none	none	St. Eriksgatan 93, I	113 32 Stockholm	-	SWEDEN	
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372	John	Wurst	Lands Manager / Assessor	Haines Borough		Haines	AK	99827	
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382	none	none	none	Juneau Public Library	292 Marine Way	Juneau	AK	99801	
383	none	none	none	Juneau Public Library	Mendenhall Mall	Juneau	AK	99801	
384	none	none	none	Juneau Public Library	1016 3rd Street	Douglas	AK	99824	
385	none	none	none	Skagway Public Library	PO Box 394	Skagway	AK	99840	
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400	Mark	Allen	none	none	PO Box 1323	Haines	AK	99827	
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402	Cindy	Jones	none	Chilkat Valley Historic Society	PO Box 692	Haines	AK	99827	
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405	Carol & Bob	Duis	none	SRS	PO Box 836	Haines	AK	99827	duisjr@yahoo.com
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408	Patty	Campbell	none	none	PO Box 37	Haines	AK	99827	
409	Bart	Henderson	none	Chilkat Guides	PO Box 170	Haines	AK	99827	
410	Kerry	Town	none	Canal Marine	PO Box 1569	Haines	AK	99827	
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417	Teresa	Povey	none	none	PO Box 44	Haines	AK	99827	
418	Jon &	Kurland	Director	National Marine Fisheries Service - Habitat Conservation Division	PO Box 21668	Juneau	AK	99802	Jon.Kurland@noaa.gov
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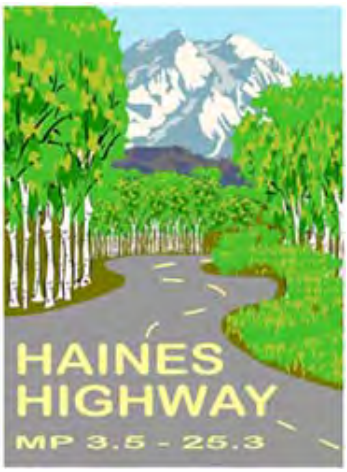
423	Karen	Dearborn		USACE					Karen.D.Dearborn@usace.army.mil

Project Website Updates

Alaska Department of Transportation & Public Facilities/ Southeast Region

Haines Highway Improvements
Milepost 3.5 to 25.3 (Airport to Bluffs)



The Alaska Department of Transportation and Public Facilities (DOT&PF), in partnership with the Federal Highway Administration (FHWA), is proposing a project to upgrade the Haines Highway to current standards from Milepost 3.5 to 25.3. The Haines Highway, a designated Scenic Byway, connects the communities of Haines, Alaska and Haines Junction, Yukon Territory. This highway is one of two major highways out of the Southeast Alaska region, and is also an important international transportation system, as it connects the Alaska Marine Highway System in Haines with Canada.

The road, which was originally constructed in 1943, has been periodically upgraded over the years, with the portion from the Bluffs (Milepost 25.3) to the Canadian border (Milepost 40) being the most recently completed. During this last project, the design speed for Haines Highway was designated as 55 mph in order to make the U.S. and Canadian highways compatible.

The goal of this project is to bring the last portion of the Haines Highway up to National Highway System standards for design speed 55 mph by realigning, widening and straightening portions of the roadway. These upgrades will provide a safe, consistent and efficient roadway. DOT&PF is also planning to replace the existing Chilkat River Bridge, and is developing long-term solutions to debris flow problems near Mileposts 19 and 23.

The first stage of this project, which began in August 2005, includes preliminary alignment analysis, scoping, and environmental review. The first stage was suspended in September 2006 due to shortfalls in state transportation funding. Work was restarted in November 2008 and is now scheduled for completion in August 2012. The project team has finalized the alignment analysis and is nearing completion of the environmental analyses and documentation.

• Funding for final design and construction of the first stage, Milepost 21 to 25.3 including replacement of the Chilkat River Bridge, is shown during Federal Fiscal Years 2012 through 2013 in the 2012-2015 Statewide Transportation Improvement Program.

Department of Transportation
& Public Facilities
PO Box 112500
3132 Channel Drive
Juneau, Alaska 99811-2500
Phone: 907-465-3900 || 907-586-8365 (FAX)

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- Contact

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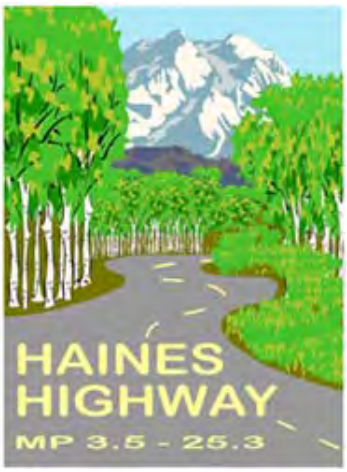
- SE Region AsBuilts
- SE Region Survey Plats
- SE Region Contacts

Alaska Department of Transportation & Public Facilities/ Southeast Region

Haines Highway Improvements Contact



Send environmental comments to:

Environmental

Jim Scholl

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Phone: 907-465-4498
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All other inquiries should be sent to:

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Matt Van Alstine
Project Manager

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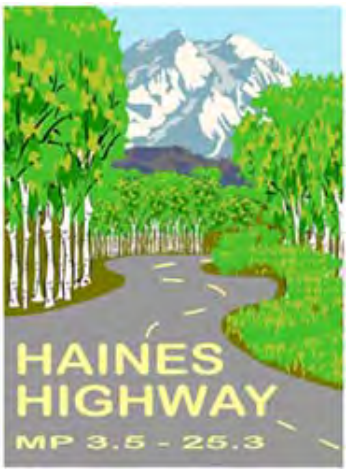
Alaska Department of Transportation & Public Facilities/ Southeast Region

Haines Highway Improvements Documents



Please note: You must have Acrobat Reader to open any documents on this page. If you do not have Acrobat Reader, click to download the FREE software.

Public Meetings

December 5, 2009

Agency Meeting Notes (29.6 KB)

March 4, 2009

Public Meeting Presentation (1.2 MB)

Public Meeting Notes (37.7 KB)

Chilkat Bald Eagle Advisory Board Notes, March 4, 2009 (32.4 KB)

March 5, 2009

Chilkat Indian Village Information Meeting Notes (48.4 KB)

October 12, 2011

Chilkat Indian Village Government-to-Government Meeting Notes

Environmental Assessment March 2012

Environmental Assessment (Full Report) (15 MB)

App. A - Coordination with state of Alaska DNR on Turnout Improvements (5.63 MB)

App.B - Stream Habitat Mitigation Plan (5.5 MB)

App.C - Preliminary Engineering Report (50.4 MB)

App.D - Chilkat River Bridge Alternatives (849 KB)

App.E - Section 4(f) Documentation (52.7 MB)

App.F - Section 106 Consultation (260 KB)

App.G - Environmental Site Assessment (9.12 MB)

App.H - Hydrology & Hydraulics Report (20.2 MB)

App.I - Coordination with USCG Regarding Chilkat River Bridge Cnstruction (7.94 KB)

App.J - Wetlands Delineation Report (86.9 MB)

App.K - USACE Jurisdictional Determination (1.0 MB)

App.L - Wetland & Stream Functiona & Values Assessment (26.5 MB)

App.M - Essential Fish Habitat Assessment (52.9 MB)

App.N - Bald Eagle Conservation Measures (4.84 MB)

App.O - Scoping Summary Report (11.3 MB)

App.P - Additional Comments & Coordination (36 KB)

Other Documents

Phase I Environmental Site Assessment March 2006 (6.7 MB)

Public Involvement Plan (44.21 KB)

Scoping Plan (48.6 KB)

Haines Highway Improvements Newsletter - March 2009 (379.64 KB)

Final PER with Updated Appendix J (197 MB)

Department of Transportation
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PO Box 112500
3132 Channel Drive
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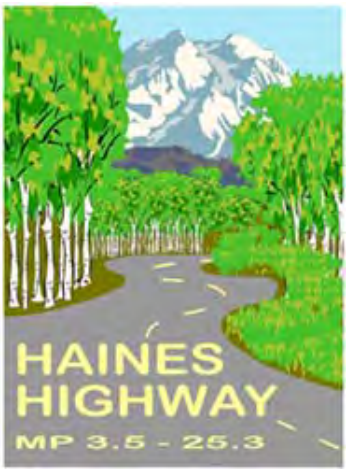
Alaska Department of Transportation & Public Facilities/ Southeast Region

Haines Highway Improvements Public Involvement



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Past Public Involvement

December 2005	Public Scoping Meeting
March 2009	Public Meetings
October 2011	Chilkat Indian Village Government-to-Government Meeting

Upcoming Public Involvement

Summer 2012 Late May/Early June	Release EA for public review and comments
June 2012	Public Meeting
August 2012	Revised EA/Decision Document
Summer 2014	Begining Construction

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Community Information Meeting, Klukwan

June 14, 2012

Meeting notes not included because of information protected under Section 106 of the National Historic Preservation Act.

ADF&G MP 7 Stream Mitigation

MEMORANDUM

State of Alaska

Department of Fish and Game
Division of Habitat

TO:	Jim Scholl Environmental Impact Analyst ADOT&PF	DATE:	June 29, 2012
THRU:	Jackie Timothy Southeast Regional Supervisor	SUBJECT:	Boyce Property Mile 7 Haines Hwy
FROM:	Gordon Willson-Naranjo GWN Habitat Biologist	TELEPHONE:	(907) 465-6646

On May 30th, 2012 Habitat Biologists Jackie Timothy, Kate Kanouse and I met with Jim Scholl, Environmental Impact Analyst with the Department of Transportation and Public Facilities (ADOT&PF), and land owner Richard Boyce. DOT&PF is proposing a realignment for the Haines Highway project that will move a section of highway and an anadromous stream (Stream No. 115-32-10250-2016-3020, COr) that bisects Mr. Boyce's property toward the Chilkat River. The property adjacent to the Chilkat is narrow and will need to be stabilized (Figures 1 and 2).

Figure 1. Looking downstream

Figure 2. Looking upstream

DOT&PF is proposing a streambank protection technique that provides immediate riverbank stabilization, protects the toe-of-slope, and provides fish habitat for juveniles, using root wads, embedding the 10 ft long tree bole at the level of the riverbed, perpendicular to the river, with the fans parallel to the bank. Though this streambank protection technique can collect sediment and debris that will enhance bank structure over time, the rootwads could also become dislodged at high flows given the streambank constitution. Habitat recommends that DOT&PF reevaluate the stabilization design at this location.

Specifically, the narrow streambank is composed of fine glacial sand with willows and alders and erodes at higher water levels. There is a moose trail that runs parallel with the streambank inside the brush that could support the new stream route without the removal of much existing vegetation. Cutting the streambank back far enough to install the proposed structure would

interfere with the moose trail, disturb the vegetation that is holding the streambank together and destabilize the area of the stream reroute.

We present the following for your consideration. The fine glacial silt streambottom (Figures 1 and 2) is dry at lower flows so does not support rearing salmonids. At higher flows, when the area is submerged, we can see no reason why juvenile or smolting salmonids would not transit the area, though juveniles generally rear in clear water. Stabilizing this stretch of streambank with rock, by cutting into the streambed rather than the streambank, and then revegetating disturbed areas with willows and alder would be an appropriate stabilization technique in an area used for fish migration. This technique would preserve the vegetated buffer between the streambank and the moose trail and allow for the Stream No. 115-32-10250-2016-3020 to be relocated to the moose trail. Existing rocks from the old streambed could be placed into the new stream bed. Disturbed areas would be minimal, but any above the proposed ordinary high water mark of the new stream could be revegetated.

We understand that Mr. Boyce has expressed his right to claim quiet title to accreted land adjacent to his property (Figure 3). The current ADOT&PF proposed stabilization technique could capture additional sediment and increase the land mass; conversely, the technique could fail and the streambank and new stream route would be lost, pushing the Chilkat River against the Haines Highway.

Figure 3. Area of potential accretion adjacent to Mr. Boyce's property.

On this site visit, while following the Stream No. 115-32-10250-2016-3020 uphill from the highway, we encountered an area where we believe a Haines Highway mitigation opportunity may exist (Figure 4).

Figure 4. Looking upstream above the highway at stream no. 115-32-10250-2016-3020 headwaters and a landslide. The arrow shows where the slide occurred that diverted the creek.

There is a landslide up the mountain where the headwaters of Stream No. 115-32-10250-2016-3020 run subsurface. The slide is beautiful gravel and river rock, rather than the shale found in many landslides in the area. The rock from the landslide could be designed to discharge to an area where it could become a continually recharged harvestable rock source for the Haines Highway realignment project and for spawning channel mitigation opportunities (Figure 5). The headwaters could be captured so that they flow into a constructed spawning channel built with the native rock. A nearby drainage that flows year round could be diverted into the spawning channel for incubation boxes. Mr. Boyce informed us that the property, approximately 80 acres, was up for sale, and that there was an interested party and preliminary talk of a gravel extraction operation.

Figure 5. Stream No. 115-32-10250-2016-3020 is not anadromous above the highway.

We do not recommend the second site we visited as a potential mitigation site. Seven Mile Creek (Stream No. 115-32-10250-2020, COr, DVr) is fed from a pond behind a shooting range near mile eight on the Haines Highway. Mr. Boyce informed us that he had done work rerouting the creek with hand tools, in order to prevent flooding on his property. Pervasive blue clay in the substrate would prevent upwelling (Figures 6 and 7).

Figure 6. Looking downstream towards Highway

Figure 7. Looking upstream

If you have any questions, comments, or concerns, please contact me at gordon.willson-naranjo@alaska.gov or via phone at (907)-465-6646.

Email cc:

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Biologists, ADF&G Habitat, Juneau
Brian Glynn, ADF&G SF, Juneau
Kevin Monagle, ADF&G CF, Juneau
Ryan Scott, ADF&G WC, Juneau
Mary Goode, NMFS, Juneau

Steve Brockman, USFWS, Juneau
Victor Ross, USACE, Juneau

Fairbanks Environmental Services

Haines-Fairbanks Pipeline Site Visit

FES

3538 International Street Phone: (907) 452-1006
Fairbanks, Alaska 99701 FAX: (907) 452-2692

FAIRBANKS ENVIRONMENTAL SERVICES

TECHNICAL MEMORANDUM

DATE: August 28, 2012

TO: Beth Astley, U.S. Army Corps of Engineers
Will Mangano, U.S. Army Corps of Engineers

FROM: Craig Martin, Fairbanks Environmental Services Inc.

RE: Site Visit – Haines Sites
Haines-Fairbanks Pipeline Formerly Used Defense Site (FUDS)
Contract W911KB-08-D-0003, Task Order 21
FUDS Property # F10AK1016-01

This technical memorandum (TM) has been prepared to document a site visit that was made to several project sites near Haines, Alaska that are associated with the Haines-Fairbanks Pipeline (HFP) Formerly Used Defense Site (FUDS). The site visit was conducted on July 25 and July 26, 2012 to gather site information, evaluate site conditions, and determine potential investigation strategies. Four sites were included in the site visit and are referred to by the Pipeline Milepost (PMP). The four sites are PMP 1.9 (also known as the Young Road Site), PMP 17.7, PMP 19.5, and PMP 25.5 (also known as Gate Valve #4 {GV4}). The site visits were conducted jointly by Fairbanks Environmental Services (FES), U.S. Army Corps of Engineers (USACE), and Alaska Department of Transportation (ADOT) personnel (July 26 only).

Figures are attached to this technical memorandum showing each of the project areas. Figure 1 is a site map showing the relative locations of the four HFP project sites. Figures 2, 3, 4, and 5 show the PMP 1.9, PMP 17.7, PMP 19.5, and PMP 25.5 sites, respectively. Site photographs are presented in Attachment 1.

SITE VISIT SUMMARY

July 25, 2012 Site Tour

Beth Astley USACE Project Manager, Will Mangano USACE Project Engineer, and Craig Martin, FES Project Manager arrived in Haines on July 25, 2012. A quick site visit was made to identify each of the four project site locations. A global positioning system (GPS) was used to navigate to the site and previous sample locations.

- Mr. Mangano identified the approximate location (confirmed by the GPS) of the soil sample collected from the PMP 1.9 (Young Road site) that had elevated contaminant concentrations. A large tree located to the east of the proposed excavation area could be potentially undermined by the excavation and may need to be removed prior to excavation.

- The majority of the PMP 17.7 project area was covered by several feet of water. Based upon the field observations (and previous report descriptions) it does not appear possible to conduct an investigation using a drill rig except in areas immediately adjacent the highway and possibly along the trench mound. The polyvinyl chloride (PVC) pipe that was installed by DOWL in 2006 in a soil boring that reportedly contained fuel, could not be identified.
- The GPS was used to navigate to the approximate locations of previous soil sample points at the PMP 19.5 site. No indications of the sample locations (pin flags or bentonite) were identified. The presumed area of the fuel release is believed to be located on private property outside of the DOT right of way. Mr. Mangano indicated that there may be access problems for drilling on the private property. In lieu of drilling near the release area, an investigative strategy that would focus on the area downgradient of the fuel release area but within the DOT right of way was discussed.
- The Haines Borough office was visited to inquire about properties located in the vicinity of the project sites. In particular, plat maps were requested for the PMP 1.9 and PMP 19.5 properties. Dean Olsen, Assistant Assessor, was conferred with. Mr. Olsen provided a plat map (Stewart Subdivision Plat) of the PMP 19.5 area and indicated that Steve Rizinger, Planning & Zoning Technician, could be of further assistance. Mr. Rizinger was later met with on July 26 and indicated that the borough's GIS system was not highly accurate and may not be overly useful in determining property boundaries. Mr. Rizinger was asked whether the borough had a plat map of the water tank property (PMP 1.9). He indicated he would try to locate a map, however a map has not been received to date.

July 26, 2012 Site Visit with ADOT

A site meeting was held with James Scholl, ADOT Environmental Impact Analyst, and Matt Van Alstine, ADOT Environmental Manager to discuss potential HFP impacts to the Haines Highway Improvements project. The PMP 1.9 site is not located along the highway and thus was not discussed with ADOT. The following summarizes the July 26 site visit.

- Mr. Scholl provided a briefing of the Haines Highway Improvements project. Mr. Scholl had a copy of the draft Environmental Assessment (dated March 2012) and provided the following insights regarding the highway project details in the HFP project areas:
    - PMP 25.5 – The highway is to be moved north and will overlie the location of GV4. This section of the highway improvements is planned to be constructed first, tentatively in 2014 (the remaining project elements are tentatively planned to occur between 2016 and 2018).
    - PMP 19.5 – The highway will be moved south (away from the PMP 19.5 project area). A mitigation plan for the current highway stream crossing (located east of the PMP 19.5 project area) is planned that will remove the road crossing culvert and restore the

natural habitat of the stream.

- o PMP 17.7 – The highway will be widened in the project area. Mr. Scholl noted that this area was identified as a high value wetland by the highway project environmental assessment. Mr. Scholl indicated that there were several soil borings that had been drilled in the area during 2006 (borings complete by DOWL which identified fuel contamination). Mr. Scholl indicated that he could provide information regarding the borings (i.e. boring logs and survey coordinates).
- o Mr. Scholl indicated that ADOT could share information from the draft Environmental Assessment (currently in an internal review process) with USACE. Mr. Scholl also indicated that the property boundary information that ADOT collected from the project is likely more accurate/up-to-date than the Haines Borough.

- Mr. Scholl arranged for a meeting with utility representatives from Alaska Power & Telephone (APT) and the Inside Passage Electric Cooperative (IPEC) at the PMP 25.5 site. Dan Hanson & Steve Alcock from APT and Pete Bibb from IPEC were present. The utility representatives identified the various utilities that were located under the Wells Bridge and provided information regarding their location relative to the PMP 25.5 project area.
  - o The power line (7,200 Kilovolt), which is the responsibility of IPEC, runs underground along the north side of the Haines Highway. Mr. Bibb had located the power line and marked its location in the vicinity of GV4. The power line runs along the north side and is within 10 feet of GV4.
  - o A fiber optic line (responsibility of APT) runs overhead and along the north side of GV4 until it reaches pole approximately 100 feet east of GV4 where it goes underground and crosses the Haines Highway and continues underground on the south side of the Haines Highway.
  - o A copper telephone bundle (responsibility of APT) exits the southeast end of the Wells Bridge and runs along the south side of the Haines Highway.
  - o Mr. Bibb indicated that the power line was located within (inside) the HFP pipeline in the PMP 19.5 area (approximately 30 feet from the highway shoulder).

- The PMP 19.5 site was visited with ADOT personnel. The HFP pipeline was presumably identified in an area near the stream culvert entrance, east of the PMP 19.5 site) using a metal detector that Mr. Scholl had brought. Mr. Scholl indicated that George Campbell, property owner across the highway from the PMP 19.5, may be a good resource for information regarding groundwater in the area.

- The PMP 17.7 site was also briefly visited with ADOT personnel. The cause of the tree kill (particularly southwest of the Haines Highway) was discussed. Mr. Martin suggested that the tree kill may be the result of natural changes in the wetland causing flooding and subsequent tree kill instead of fuel contamination that was presumed by previous investigation reports. Mr. Scholl indicated that he did not believe that the wetland completely froze during the winter.

July 26, 2012 Meeting with PMP 1.9 Adjacent Property Owner

Mr. Mangano and Mr. Martin met with Eli Fierer, who is the property owner along the north side of the PMP 1.9 site. Mr. Fierer was informed on the planned excavation project of the remaining contaminated soils at the PMP 1.9 site. Mr. Fierer indicated that he had no objections to the potential removal of a tree (not located on his property) located adjacent the proposed excavation area.

July 26, 2012 Site Mapping

Following the July 26, 2012 site visit, Mr. Martin returned to the project sites to obtain GPS measurements of site features and take additional site photos and notes. The GPS measurements were used together with previous site mapping information to create Figures 2 through 5. Mr. Martin also unsuccessfully attempted to identify features (burn box and DOWL PVC pipe) at the PMP 17.7 site using the GPS based on digitized maps from previous reports (survey coordinates were not available). The pipeline trench and associated soil mound were identified along the east side of the site.

SCOPE OF WORK IMPACTS AND INVESTIGATION STRATEGY

The site visit identified a number of concerns that will need to be considered during the remedial investigations. Some of these issues may require changes to the investigative strategy identified in the scope of work. In addition, the Haines Highway Environmental Assessment (dated March 2012) would be very helpful for the remedial investigations for the three sites located along the highway. ADOT indicated that they would share this information with USACE and the information was subsequently requested.

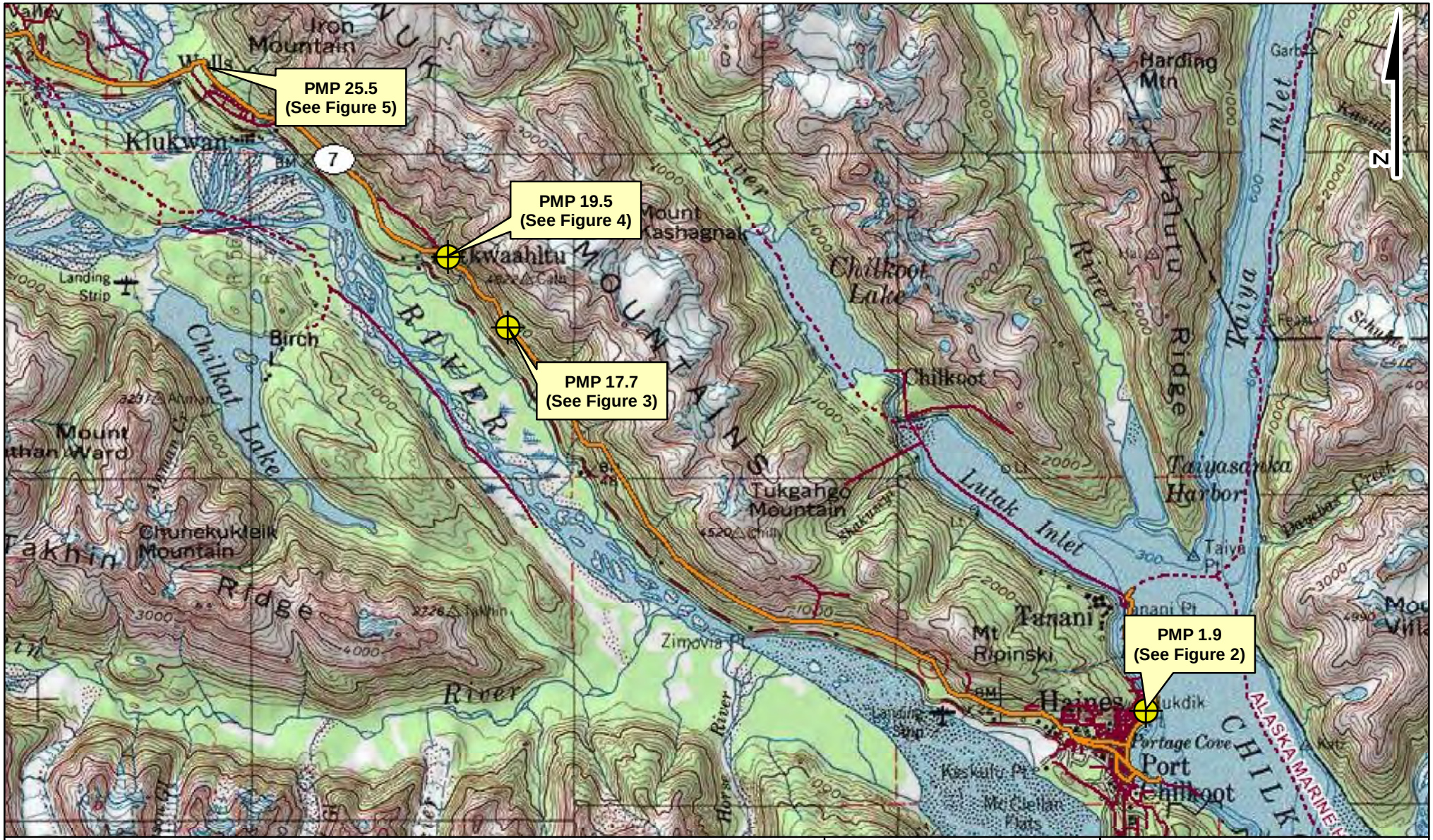
PMP 1.9 (Young Road) – The site visit identified one issue that may potentially impact the project scope of work. A large tree (see photo in Attachment 1) is located near (within 20 feet) of the excavation area. Depending upon the size of the excavation (how much contaminated soil is identified) it may be necessary to remove the tree. The Haines Borough would likely need to approve the tree removal.

PMP 17.7 – The presence of the wetland covering the project area creates significant challenges for the investigation and will require a different approach than identified in the project scope of work. Much of the site is covered by water that will prevent drill rig access. Potentially borings could be drilled along the highway; however a traffic control plan will likely be required. Borings could also potentially be drilled along the pipeline trench soil mound. The limited drilling program could be augmented by a sampling approach involving hand driven soil coring and surface water sampling. A request has been made to ADOT to acquire soil boring information in the area.

PMP 19.5 –Accurate determination of property boundaries and highway right of way will be important and this information has been requested from ADOT. Warning signs indicating power and telephone lines were observed along the presumed pipeline corridor. These utilities are assumed to be located within the pipeline at PMP 19.5 (as indicated by Mr. Bibb of IPEC), however this will need to be verified

prior to site work.

PMP 25.5 (GV 4) – The proximity of an underground power line and the Haines Highway represent limitations to drilling at this site. However, a sampling approach can be developed that will enable a safe and adequate investigation of the GV4 area. Since highway construction activities in this area are planned for 2014, this site should receive priority.



LEGEND:

SITES TO BE INVESTIGATED DURING 2012 / 2013

0 1.25 2.5 5 Miles

Fairbanks Environmental Services
3538 International Street
Fairbanks, AK 99701

Alaska District
U.S. Army Corps of Engineers
Anchorage, AK

Haines Area Site Map
2012 Work Plan
Remedial Investigation
Haines-Fairbanks Pipeline FUDs, Alaska
Property #: F10AK1016-01

Contract: W911KB-08-D-0003, TO21	Figure: 1	Date: 8/12

NOTES:

1. Site features may have changed in the area surrounding water tank since the image was taken (no structures were present immediately surrounding water tank during July 2012 site visit)

2. Coordinate System - Projection: Alaska State Plane Zone 1 US Survey, feet; Datum: NAD83

SOURCE:

Imagery provided by Aero-Metric, 2011.

Fairbanks Environmental Services
3538 International Street
Fairbanks, AK 99701

Alaska District
U.S. Army Corps of Engineers
Anchorage, AK

PMP 1.9 - Site Visit Observations
2012 Work Plan
Remedial Investigation
Haines-Fairbanks Pipeline FUDs, Alaska
Property #: F10AK1016-01

Contract: W911KB-08-D-0003, TO21	Figure: 2	Date: 8/12

NOTES:

1. The ENSR 2006 samples, DOWL 2006 soil borings, and pipeline are all digitized based on the aerial imagery and previous mapping (ENSR 2006, DOWL 2006)

2. Burn Box and PVC Pipes were not identified during July 2012 site visit

3. Coordinate System - Projection: UTM Zone 8N, feet; Datum: WGS84

SOURCE:

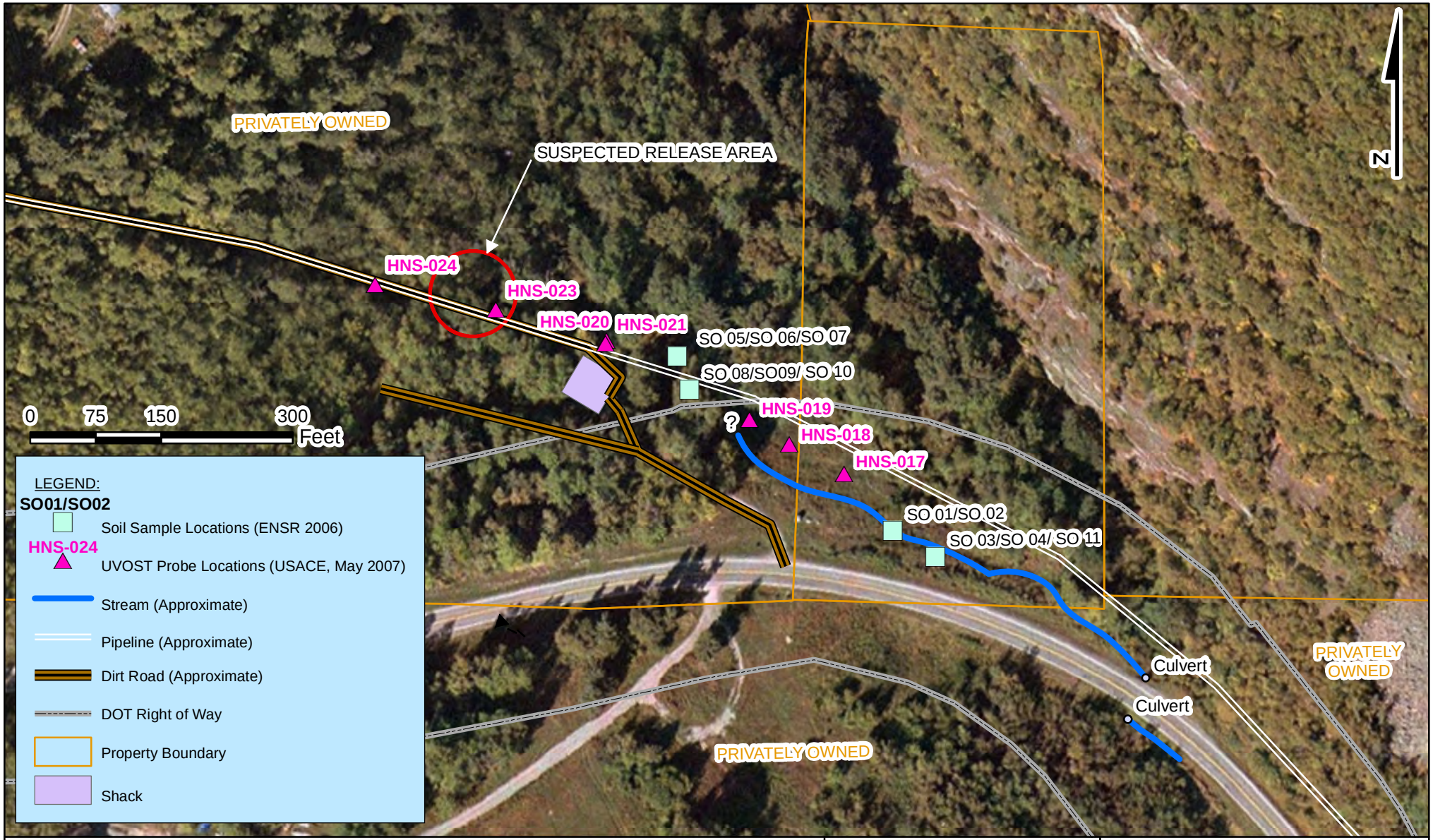
Imagery provided by Aero-Metric, 2004.

Fairbanks Environmental Services
3538 International Street
Fairbanks, AK 99701

Alaska District
U.S. Army Corps of Engineers
Anchorage, AK

PMP 17.7 - Site Visit Observations
2012 Work Plan
Remedial Investigation
Haines-Fairbanks Pipeline FUDs, Alaska
Property #: F10AK1016-01

Contract: W911KB-08-D-0003, TO21	Figure: 3	Date: 8/12



NOTES:

1. Previous sample and pipeline locations are based on previous mapping (ENSR 2006, USACE 2007)
2. Property boundaries and DOT Right of Ways need to be verified
3. Coordinate System - Projection: UTM Zone 8N, feet; Datum: WGS84

SOURCE:

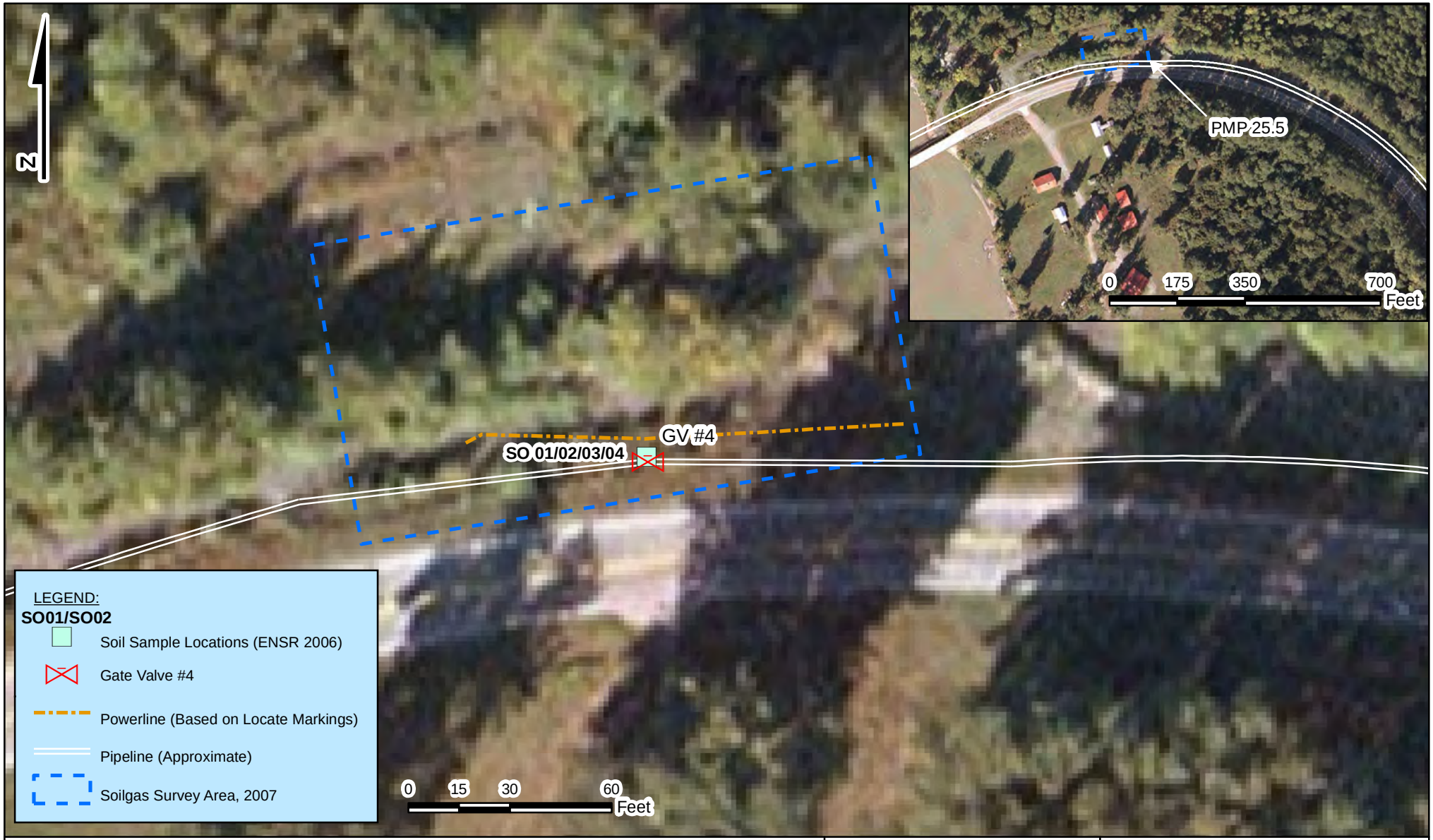
Imagery provided by Aero-Metric, 2004.

Fairbanks Environmental Services
3538 International Street
Fairbanks, AK 99701

Alaska District
U.S. Army Corps of Engineers
Anchorage, AK

PMP 19.5 - Site Visit Observations
2012 Work Plan
Remedial Investigation
Haines-Fairbanks Pipeline FUDs, Alaska
Property #: F10AK1016-01

Contract: W911KB-08-D-0003, TO21	Figure: 4	Date: 8/12



NOTES:

1. Previous sample location are based on previous mapping (ENSR 2006)
2. Coordinate System - Projection: UTM Zone 8N, feet; Datum: WGS84

SOURCE:

Imagery provided by Aero-Metric, 2004.

Fairbanks Environmental Services 3538 International Street Fairbanks, AK 99701	Alaska District U.S. Army Corps of Engineers Anchorage, AK

PMP 25.5 - Site Visit Observations
2012 Work Plan
Remedial Investigation
Haines-Fairbanks Pipeline FUDs, Alaska
Property #: F10AK1016-01

Contract: W911KB-08-D-0003, TO21	Figure: 5	Date: 8/12

Attachment 1
Haines Site Visit Photo Log

PMP 1.9 (Young Road Site) –Water Tank and Adjacent Soil Berm with Remaining Soil Contamination

PMP 1.9 (Young Road Site) –Tree that May Need to be Removed Prior to Excavation

Attachment 1-1

PMP 17.7 – Wetland on East Side of Highway
(Photo taken from Haines Highway Looking North)

PMP 17.7 – Wetland on East Side of Highway
(Photo taken from Pipeline Trench Mound - Looking Northwest)

Attachment 1-2

PMP 17.7 – Tree Kill in Wetland on East Side of Highway
(Photo taken from Haines Highway - Looking Southeast)

PMP 17.7 – Wetland on East Side of Highway in Vicinity of Burn Box
(Photo taken from Haines Highway - Looking Northeast)

Attachment 1-3

PMP 17.7 – Pipeline Trench on East Side of Haines Highway
(Photo Taken from Pipeline Mound – Looking North)

PMP 17.7 – Wetland on West Side of Haines Highway
(Photo Taken from Haines Highway – Looking Southwest)

Attachment 1-4

PMP 19.5 – Private Road that HFP Intersects and where Release is Believed to have Occurred (Photo Looking Northwest)

PMP 19.5 – Frontage along North Side of Haines Highway – Unnamed Stream Runs in Front of Tree Line (Photo Looking Northwest)

PMP 19.5– Utility Boxes Near Where Fuel Odors were Reportedly Identified (Photo Taken from along Haines Highway – Looking Northeast)

PMP 19.5 – Marker Identifying Power/Phone Line (believed to inside the HFP) (Photo Taken from near the Haines Highway – Looking West)

Attachment 1-6

PMP 25.5 – View Inside Gate Valve 4

PMP 25.5 - East of GV4 on North Side of Haines Highway (Looking East)

Attachment 1-7

HAINES BOROUGH, ALASKA
RESOLUTION No. 12-11-420 **Adopted**

A RESOLUTION OF THE HAINES BOROUGH ASSEMBLY SUPPORTING THE HAINES HIGHWAY RECONSTRUCTION AND CHILKAT BRIDGE REPLACEMENT MP 3.5-25.3 PROJECT WITH THE CHILKAT RIVER BRIDGE DESIGNED AND CONSTRUCTED TO THE HIGHEST POSSIBLE INDUSTRIAL STANDARD.

WHEREAS, the Alaska Department of Transportation and Public Facilities (ADOT&PF) is responsible for the planning, design, and implementation of the state transportation program; and

WHEREAS, the Statewide Transportation Improvement Program (STIP) is the state's four-year program for transportation; and

WHEREAS, the Haines Highway, including the Chilkat River Bridge, are part of the state transportation system; and

WHEREAS, the Haines Highway Reconstruction and Chilkat Bridge Replacement MP 3.5-25.3 project (hereinafter "Project") is included in the 2012-2015 STIP; and

WHEREAS, the Project will greatly address safety issues, including alignment, grades, curve radii, debris flow problems, and width, including installing 6-foot shoulders on both lanes for bicycle safety, as well as promote access, economic development, and jobs; and

WHEREAS, the Haines Borough Comprehensive Plan supports transportation safety improvements, access, jobs, and economic development, including ensuring that the Haines Highway can support the safe transport heavy industrial loads to and from the Yukon and Interior Alaska; and

WHEREAS, the Haines Highway Reconstruction and Chilkat Bridge Replacement MP 3.5-25.3 project is important for future economic development opportunities that could provide a benefit to the Borough, State of Alaska, and the Nation,

NOW, THEREFORE, BE IT RESOLVED that the Haines Borough requests that the Governor, the Alaska State Legislature, and the Alaska Department of Transportation and Public Facilities to support Haines Highway Reconstruction and Chilkat Bridge Replacement MP 3.5-25.3 projects, with the Chilkat River Bridge designed and constructed to the highest possible industrial standard;

AND, BE IT FURTHER RESOLVED that the Haines Highway Reconstruction and Chilkat Bridge Replacement MP 3.5-25.3 project schedules proceed through the STIP process as expeditiously as practicable.

Adopted by a duly-constituted quorum of the Haines Borough Assembly on this 27th day of November, 2012.

Stephanie Scott, Mayor

Attest:

Julie Cozzi, MMC, Borough Clerk

HAINES BOROUGH INCORPORATED SEAL OCTOBER 17 2002 STATE OF ALASKA

Tuttell, Maryellen

Subject: FW: 68606 HNS: MP 3.5 to 25.3 / Future mine activity

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From: Mark Earnest [mailto:mearnest@haines.ak.us]
Sent: Thursday, March 07, 2013 6:36 PM
To: Scholl, James W (DOT)
Subject: RE: 68606 HNS: MP 3.5 to 25.3 / Future mine activity

Hi Jim,

The Haines Borough has had discussions with both Prophecy Platinum regarding their Wellgreen deposit located near Burwash Landing, Yukon Territory and Constantine Metal Resources regarding their Palmer deposit located in the Haines Borough. Both companies are still exploring and assessing their properties: Constantine Metal Resources is resuming work at the Palmer property this summer after two years of inactivity—they are currently in the Resource Exploration and Estimation Phase; and Prophecy Platinum currently has drilling and metallurgical testing programs underway and has only recently completed a Preliminary Economic Assessment for their property at Wellgreen—they are attempting to upgrade the inferred resource into the measured and indicated category. While both companies have expressed an interest in the possible use of the Haines Highway and port facilities in Haines, any potential mine development or mineral production associated with these properties is highly speculative at this time and many years in the future, if ever, and certainly no commitment has been made by either company to go into production or take ore down the Haines Highway.

Please let me know if you have any questions or need additional information.

Mark Earnest
Borough Manager

From: Scholl, James W (DOT) [mailto:jim.scholl@alaska.gov]
Sent: Thursday, March 07, 2013 11:33 AM
To: Mark Earnest
Subject: 68606 HNS: MP 3.5 to 25.3 / Future mine activity

Mark, I'd like to confirm the discussions we've had recently. The Haines Borough has been in contact with mines in the Borough and the Yukon but none have indicated a firm commitment to begin production and take the ore to port down the Haines Highway. Correct?

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

PHONE LOG

DATE: 12 July 2010

PROJECT: 68606 HNS: MP 3.5 to 25.3

CONTACT: Don (Duck) Hess (907) 314-0041 by Jim Scholl, DOT&PF Project Environmental Coordinator

NOTES: I called Mr. Hess regarding his comments concerning planned improvements to the Chilkat River Bridge. I told him we had talked to him in the past but had not received any written comments. I asked if he could tell me concerns, again.

Mr. Hess told me he had a business running jet boats for hire from his property on the Chilkat River just upstream from the Chilkat River Bridge.

Mr. Hess said that his biggest concern was access to his property via the Chilkat River.

Mr. Hess told me their were times he could only use “vent #4” under the bridge because of log jams on the existing pilings.

Mr. Hess also told me the river boat captains stand in the back of boats so they have good visibility over the clients. His boats have wind screens and antennas. There are times, when the river is high, his captains have to crouch down and the windshields just clear the bottom of bridge.

PHONE LOG

DATE: 6 JUN 2013

PROJECT: 68606 HNS: MP 3.5 to 25.3

CONTACT: Elmer Marx, P.E. DOT&PF Bridge Section (465-6941) by Jim Scholl, DOT&PF Project Environmental Coordinator

NOTES: I called Elmer to ask why the new Chilkat River Bridge grade will be raised. Elmer looked at his notes and said that a commercial air boat operator, Bob Gilliam, had called him early in the project and asked for the bridge to raised. There wasn't enough clearance for safe passage of his boats under the bridge.

Earlier this Spring I had spoke with Preston Kroes, DNR Park Ranger in Haines, about current commercial boat operators permitted by DNR to operate on the Chilkat River. Preston had told me there are two permitted to operate on the Chilkat River above the confluence with the Tsirku River, Duck Hess and Bob Gilliam. Mr. Gilliam operates air boats and is also permitted to operate on the Klehini River above the confluence with the Chilkat River.

Tuttell, Maryellen

Subject: FW: 68606 HNS: MP 3.5 to 25.3 / Special Use Permits for Mitigation Sites within the Chilkat Bald Eagle Preserve

From: Eberhardt, Michael W (DNR)
Sent: Friday, May 03, 2013 4:25 PM
To: Scholl, James W (DOT)
Subject: RE: 68606 HNS: MP 3.5 to 25.3 / Special Use Permits for Mitigation Sites within the Chilkat Bald Eagle Preserve

That is correct.
I guess we are the current owner of the lands (outside the ROW) that we are permitting to be worked on and will continue to be the owner after the mitigation improvements take place.

ME

Ph# 465-2481

PROVIDING OUTDOOR RECREATION OPPORTUNITIES FOR THE USE, ENJOYMENT AND WELFARE OF THE PEOPLE.

From: Scholl, James W (DOT)
Sent: Friday, May 03, 2013 3:57 PM
To: Eberhardt, Michael W (DNR)
Subject: 68606 HNS: MP 3.5 to 25.3 / Special Use Permits for Mitiagation Sites within the Chilkat Bald Eagle Preserve

Mike, Confirming our conversation the Alaska Department of Natural Resources would become the owner of the proposed mitigation sites upon completion of construction. Correct?

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

HAINES HIGHWAY MP 3.5 TO 25.3
PROJECT NUMBER 68606/56631
SHAK-095-6(28)
PRESENTATION TO CHILKAT BALD EAGLE PRESERVE ADVISORY COUNCIL
February 21, 2013

MEETING NOTES

SUBJECT: Haines Highway MP 3.5 TO 25.3

DATE: February 21, 2013

TIME: 10 a.m.

LOCATION: Haines Assembly Chambers, 213 Haines Highway

PROJECT TEAM ATTENDEES:

Alaska Department of Transportation and Public Facilities (DOT&PF)

Jim Scholl	Project Environmental Coordinator

Council Members Present

Stephanie Scott	Mayor Haines Borough – Co-Chair
Tim McDonough	Fish and Game Advisory Committee
Nancy Berland (alternate)	Conservation
Brian Elliot (alternate)	AK Fish and Game
Brian Willard (alternate)	Chilkat Indian Village
Preston Kroes	Alaska Department of Natural Resources
Brian Willard (alternate)	Chilkat Indian Village
Steve Lewis	USFWS (phoned in)

Jim Scholl gave a PowerPoint presentation on the Haines Highway Improvements MP 3.5-25.3 Project. DOT&PF and the Federal Highway Administration (FHWA) are partnering to improve the Haines Highway. The goal is to bring this section of the highway up to current design standards with a design speed of 55 MPH. This includes straightening curves, increasing sight distances, replacing the Chilkat River Bridge, and addressing long-term debris flow problems at MP 19 and 23.

The existing road has two 12-foot lanes with 2-foot shoulders. This does not meet current standards for this type of highway. The Haines Highway is a rural major arterial. The project team proposes to keep the 12-foot lanes and increase the shoulders to 6-feet. When the project is complete the traveled way will be the same from Haines to Haines Junction, B.C.

To minimize the project footprint in the Chilkat River, a guardrail to decrease the "clear zone" will be used on some sections of the highway in the Chilkat River.

This project has been ongoing since 2005 and has included public and agency scoping, tribal consultation, engineering studies, and environmental documentation. Later this spring, a draft Environmental Assessment (EA) will be released to the public. A public hearing is anticipated in June 2013.

Jim reviewed the project team contact information and encouraged stakeholders to submit questions and comments to the project team at hainshighway@alaska.gov or call him directly at 465-4498.

Questions that were asked after the presentation *(answers are in italics):*

Why is this project an Environmental Assessment (EA) and not an Environmental Impact Statement (EIS)?

During the project scoping process, the FHWA concurred the appropriate class of action is an Environmental Assessment (EA). This is partly because this project involves work on an existing portion of highway. An EA is used when it is not certain whether there will be significant impacts from the project.

Duck Hess asked if there has any thought been put into our boat's access under the Chilkat Bridge?

Yes, the proposed bridge provides 6 extra feet of clearance at high water and has 6 less piers for debris to accumulate.

Where can I access the eagle nest survey information and mitigation plan.

In April 2013 this information could be on the project website. (Jim offered to give an electronic copy of the survey information that day.) The mitigation plan does not address eagles, it is a mitigation plan for fill in waters of the US. The mitigation for impacts to eagle nest would be a part of the permit issued by the U.S. Fish and Wildlife Service.

Mario Benassi of the Haines School District presented a youth-produced video about the bald eagle preserve. The video expressed concerns about increased vehicle speeds along the highway and impacts to bald eagle populations.

The posted speed limit of the highway would not increase. It is posted at 55 mph and it will stay at 55 mph. There are a few specific points on the highway that have clusters of accidents. This is usually at a curve. When accidents are on long straight sections of the road, it is usually because of a wildlife encounter. This project would straightening the curves on the highway, improve sight distances, and increase clear zones. This is an arterial highway, its primary function is to provide mobility.

Statistically-speaking, in the United States do more accidents happen at 45 mph or 55 mph? Are vehicle speeds investigated after an accident happens?

We hope fewer accidents occur in areas that are up to current design standards. Excessive speed is one of the causes that a State Trooper can choose when reporting accident information.

Are there two main areas MP 17 and at the Wells Bridge that most of the accidents happen? Is the width of the section that was improved in 1994 (MP 25 to the border) going to match this new section? Was there a geotechnical study on the 1980 project?

Jim offered to provide the accident mapping information. The sections of highway in this project will be built to match design standards and will match the section that was improved in 1994. All previous geotechnical work was done by DOT&PF and they have that data as background information.

It seems that a lot of the wildlife accidents happen at night when it is dark.

Generally when there is an area with a high level of animal collisions the DOT&PF will use wildlife awareness signs that are highly-reflective to vehicle headlights.

What does it mean when there is a tree that is flagged along the highway?

The orange flagging on trees along the highway are survey control points. Orange flagging does not mean that the tree is going to be cut down.

The discussion here has been about increasing the vehicle speed and improving human safety, but this is the bald eagle advisory council, so shouldn't we be talking about improving bald eagle safety? Is there a way to reduce speeds in this critical habitat area?

The designated critical habitat area is adjacent to the highway at the MP 19 slide area. The alignment of the roadway has been moved uphill so it does not impact the critical habitat area. The critical habitat area is a part of the Chilkat Bald Eagle Preserve. It is jointly managed between the Alaska Department of Fish & Game (ADF&G) and the Department of Natural Resources (DNR). Speed limits may be reduce, by permit for specific events, such as the Bald Eagle Festival.

(SECOND HALF)

The commenter thanked Jim for taking NEPA, seriously; then asked. Is there more info where public can access resources regarding speed limits and how communities can influence them and should the community be involved in the Environmental Assessment process for public comments?

Start with FHWA website for background research. That website will have a rundown of design standards and possibly speeds. Go to haineshighwayAlaska.gov *and make a comment and it will be addressed. The EA public comment period is a good opportunity to comment.*

There is a need for a wider road because vehicle traffic sometimes is in need of getting off highway (ie, breaking down, photos). We need a shoulder that is 8 feet wide for safety, but the current standard is 4 feet.

Current design width is 4 feet for rural arterial highways and DOT&PF opted for a 6 feet to make a standard section from Haines to Haines Junction. Driver anxiety from a road with varying widths could be a cause of traffic accidents. We felt that traffic volume was low enough that vehicles that had to stop and pull could do it more safely with 6 foot wide road as opposed to the current 2 width.

Regarding the Wells Bridge area relocation: what is your plan for communication with property owners in this area for the bridge relocation?

DOT&PF contacted adjacent owners during the scoping period. Jim said he planned to meet with the allotee next to the bridge the next day. The bridge will move downstream and adjacent to the existing bridge. It will be higher by approximately 6 feet.

Considering we have limited resources for law enforcement, is there any concern to turn the 55 mph highway into a 75 mph highway?

Yes, there is concern. The DOT&PF Highway Safety Office has federal aid, but they don't have enough money for more Troopers out there. They have instituted a 511 on the website to indicate where construction is taking place. DOT&PF is trying to improve safety for a 55 mph highway.

Which part of the highway are you going to be working on first?

About mile 21-23.5. Town side of mile 21 where the train ends will probably be the start of the project. We will not impact access to the fishing area. We did a subsistence survey and we will maintain access there.

Question for Steve Lewis: Do you have the data for cause of mortality of bald eagles in the preserve?

Steve: It isn't easy to determine. You need to do a necropsy to determine the cause of death and the US FWS repository does not collect information or do necropsies. The data needs to come from the collection point.

Preston Kroes said that the last dead eagle collected from the road was by a falconer. The person said that the eagle had some natural defect.

Steve Lewis said a necropsy would show whether the cause of death a car strike or if it was something else like malnutrition or avian pox or something else. There may also be proximate causes.

USACE Preliminary Jurisdictional Determination

SARAH PALIN, GOVERNOR

6860 GLACIER HIGHWAY
P.O. BOX 112506
JUNEAU, ALASKA 99811-2506
PHONE: (907) 465-4524
TEXT: (907) 465-4647
FAX: (907) 465-3506

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

Design and Engineering Services – Southeast Region
Preconstruction - Preliminary Design & Environmental

April 16, 2009

Mr. Randy Vigil, Project Manager
U.S. Army Corps of Engineers, Alaska District
Juneau Regulatory Field Office
8800 Glacier Highway, Suite 106
Juneau, AK 99801-8079

Re: Jurisdictional Determination (JD) – Request for Concurrence
Haines Highway MP 3.5 - 25.3 (DOT&PF Project No. 68606)

Dear Mr. Vigil:

The Alaska Department of Transportation & Public Facilities (DOT&PF) requests:

- Your review of the enclosed wetland delineation report and,
- Written concurrence with the following Preliminary Jurisdictional Determination (PJD).

All wetlands mapped in the enclosed report are jurisdictional under Section 404 of the Clean Water Act. Jurisdictional wetlands comprise approximately 149.2 acres of the road project corridor and flowing waters (22 streams and related tributaries) of the U.S. comprise approximately 99 acres.

As you are aware, DOT&PF intends to submit a permit application to the U.S. Army Corps of Engineers (USACE) in early 2010 for this project. Prior to permit submittal, we are seeking your concurrence of our PJD for the project corridor so we can incorporate appropriate avoidance and minimization measures into the project design.

This wetlands report is based on field work conducted by our consultant, DOWL HKM, in the summer of 2005. We understand that the USACE intends on grandfathering the report under the 1987 wetland delineation manual, as the fieldwork for this project was done prior to the release of the 2006 Alaska Supplemental Manual.

If you have any questions or need additional information, please contact Jim Scholl at (907) 465-4498 or by email at jim.scholl@alaska.gov.

Sincerely,

William F. Ballard
Statewide Environmental Coordinator

Enclosure: Wetland Delineation Report – Haines Highway MP 3.5 - 25.3

cc w/o enclosures:
Carl Schrader, Regional Environmental Coordinator, DOT&PF
Arne Oydna, Engineering Project Manager, DOT&PF
Kristen Hansen, Environmental Manager, DOWL HKM

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, ALASKA
JUNEAU REGULATORY FIELD OFFICE
8800 GLACIER HIGHWAY, SUITE 106
JUNEAU, ALASKA 99801-8079

REPLY TO
ATTENTION OF:

February 5, 2010

Regulatory Division
POA-1992-515

Mr. Jim Scholl
Alaska Department of Transportation
and Public Facilities
Post Office Box 112506
Juneau, Alaska 99811

Dear Mr. Scholl:

This letter is in response to your April 16, 2009, request for a Department of the Army (DA) jurisdictional determination for your proposed Haines Highway Milepost 3.5 to Milepost 25.3 realignment project. The project would begin within Section 30, T. 30 S., R. 59 E., Copper River Meridian, USGS map Skagway A-2; at Latitude 59.249° N., Longitude -135.533° W.; Milepost 3.5 Haines Highway; and end within Section 25, T. 28 S., R. 55 E., Copper River Meridian, USGS map Skagway B-3; at Latitude 59.410° N., Longitude -135.972° W.; Milepost 25.3 Haines Highway; near Haines, Alaska. Your project has been assigned number POA-1992-515, Chilkat River, which should be referred to in all correspondence with us.

Based on our review of the information you provided, including the Alaska Department of Transportation and Public Facilities Wetland Delineation Report dated September 2006, we have preliminarily determined the subject project area contains waters of the U.S., including wetlands, under the Corps' regulatory jurisdiction (Please see the attached Preliminary Jurisdictional Determination Form).

DA authorization is required if you propose to place dredged and/or fill material into waters of the U.S., including wetlands.

Section 404 of the Clean Water Act requires that a DA permit be obtained for the placement or discharge of dredged and/or fill material into waters of the U.S., including jurisdictional wetlands (33 U.S.C. 1344). The Corps defines wetlands as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Nothing in this letter excuses you from compliance with other Federal, State, or local statutes, ordinances, or regulations.

If you have questions, please contact me via email at randal.p.vigil@usace.army.mil, by mail at the address above, or by phone at (907) 790-4490. For additional information about our Regulatory Program, visit our web site at www.poa.usace.army.mil/reg.

Sincerely,

Randal P. Vigil
Project Manager

Enclosure

CF:

EAST BRANCH - SOUTHEAST

ADEC: Sean.Palmer@alaska.gov
ADF&G-DH: Jackie.Timothy@alaska.gov
ADNR-DCOM, Juneau: dnr.dcomprajnu@alaska.gov
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SHPO-ADNR Office of History and Archaeology: oha_revcomp@dnr.state.ak.us
EPA, DeGering.Tracy@epamail.epa.gov
EPA, LaCroix.Matthew@epamail.epa.gov
NMFS, Juneau: Mary.Goode@noaa.gov
NMFS, Juneau: Kate.Savage@noaa.gov
Haines Borough: sritzinger@haines.ak.us

Preliminary Jurisdictional Determination Form

This preliminary JD find that there "*may be*" waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:

District Office: CEPOA-RD-S-J | File/ORM #: POA-1992-515 | PJD Date: Feb 2, 2010

State: AK | City/County: Haines

Nearest Waterbody: Chikat River

Project Location: Section: 30 | Township: 30 | S | Range: 59 | E | Meridian: Copper River

Name/ Address of Person Requesting PJD: Chilkoot Indian Association, Post Office Box 490, Haines, Alaska 99827

USGS Quad Map: Skagway A-2 | Latitude: 59.249 | N | Longitude: -135.533 | W

Subdivision Name, Block, Lot, Directions to Project Site: Haines Highway Milepost 3.5 to Milepost 25.3

Identify (Estimate) Amount of Waters in the Review Area

Non-Wetland Waters:

Linear ft	Width	Acres	Stream Flow
	99		Perennial

Wetlands

Acres	Cowardin Class:
142	Palustrine,

Name of Any Water Bodies on the Site Identified as Section 10 Waters: Tidal: | Non-Tidal:

☐ Office (Desk) Determination ☐ Field Determination | Date of Site Visit:

SUPPORTING DATA: Data Review for Preliminary JD (check all that apply - checked items should be included in case file and, where checked and requested, appropriately reference sources below)

- ☒ Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant: Alaska Department of Transportation & Public Facilities
- ☒ Data sheets prepared/submitted by or on behalf of the applicant/consultant.
  - ☒ Office concurs with data sheets/delineation report.
  - ☐ Office does not concur with data sheets/delineation report.
- ☐ Data Sheet prepared by the Corps
- ☐ Corps navigable waters' study:
  - ☐ USGS NHD Data.
  - ☐ USGS 8 and 12 digit HUC maps.
- ☒ U.S. Geological Survey map(s) Cite quad name: Skagway A-2 , Skagway B-2, & Skagway B-3
- ☐ USDA Natural Resources Conservation Service Soil Survey. Citation:
- ☒ National Wetlands Inventory map(s): Skagway A-2 , Skagway B-2, & Skagway B-3
- ☐ State/Local Wetland Inventory map(s):
- ☐ FEMA/FIRM map(s):
- ☐ 100-year Floodplain Elevation:
- ☐ Photographs:
  - ☒ Aerial (Name & Date) 2009 DigitalGlobe
  - ☐ Other (Name & Date)
- ☐ Previous determination(s). File # and date of response letter:
- ☐ Other Information:

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Signature and Date of Regulatory Project Manager (REQUIRED)

Signature and Date of Person Requesting Preliminary JD (REQUIRED, unless obtaining the signature is impracticable)

EXPLANATION OF PRELIMINARY AND APPROVED JURISDICTIONAL DETERMINATIONS: 1. The Corps of Engineers believes that there may be jurisdictional waters of the United States on the subject site, and the permit applicant or other affected party who requested this preliminary JD is hereby advised of his or her option to request and obtain an approved jurisdictional determination (JD) for that site. Nevertheless, the permit applicant or other person who requested this preliminary JD has declined to exercise the option to obtain an approved JD in this instance and at this time. 2. In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "preconstruction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an approved JD for the activity, the permit applicant is hereby made aware of the following: (1) the permit applicant has elected to seek a permit authorization based on a preliminary JD, which does not make an official determination of jurisdictional waters; (2) that the applicant has the option to request an approved JD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an approved JD could possibly result in less compensatory mitigation being required or different special conditions; (3) that the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) that the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) that undertaking any activity in reliance upon the subject permit authorization without requesting an approved JD constitutes the applicant's acceptance of the use of the preliminary JD, but that either form of JD will be processed as soon as is practicable; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a preliminary JD constitutes agreement that all wetlands and other water bodies on the site affected in any way by that activity are jurisdictional waters of the United States, and precludes any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an approved JD or a preliminary JD, that JD will be processed as soon as is practicable. Further, an approved JD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331, and that in any administrative appeal, jurisdictional issues can be raised (see 33 C.F.R. 331.5(a)(2)). If, during that administrative appeal, it becomes necessary to make an official determination whether CWA jurisdiction exists over a site, or to provide an official delineation of jurisdictional waters on the site, the Corps will provide an approved JD to accomplish that result, as soon as is practicable.

FHWA U.S. Coast Guard Bridge Permit - Chilkat River

From:	Scholl, James W (DOT)
To:	Ashton, Nancy
Cc:	Gendron, Jane D (DOT)
Subject:	68606 HNS: MP 3.5 to 25.3 / FW: Chilkat River Bridge
Date:	Tuesday, March 25, 2014 3:39:13 PM
Attachments:	FHWA Preliminary Determination of Need for a Bridge Permit-ChilkatR-A.pdf 17317.pdf CPB8_E34_20130420_1211_WEB_p108.pdf CPB8_E34_20130420_1211_WEB_p298.pdf LynnCanal_Highways.pdf HainesHwy_MP24.pdf AMHS_RouteMap_SE.pdf

Nancy, Please put the attached e-mail and attachments in the Comments and Coordination appendix. Thanks

Jim Scholl

Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Peter.Forsling@dot.gov [mailto:Peter.Forsling@dot.gov]
Sent: Thursday, March 20, 2014 12:57 PM
To: James.N.Helfinstine@uscg.mil
Cc: david.m.seris@uscg.mil; Al.Fletcher@dot.gov; Alex.Viteri@dot.gov; Scholl, James W (DOT); Gendron, Jane D (DOT); Morehouse, Carolyn H (DOT)
Subject: Chilkat River Bridge

Preliminary Determination attached. The project is putting out a Revised EA in June, which should incorporate this information. Any timely project comments you may wish to offer are welcome.

Peter J. Forsling
Structures & Research Engineer

709 W. 9th St., Room 851
P.O. Box 21648
Juneau, AK 99802
www.fhwa.dot.gov/akdiv

(907) 586-7427
Fax: (907) 586-7420
peter.forsling@dot.gov

FHWA Preliminary Determination of Need for a Bridge Permit*

Project Number: 0956(028) / 68606
Project Name: Haines Highway Reconstruction MP 21-25.3 & Chilkat Bridge Replacement
BN (if existing): 742

Crossing: The Chilkat River at the Haines Highway

Hydraulic and Geographic Context (including Tides):

The Chilkat River, at the existing bridge, drains into the Chilkat Inlet of northern Lynn Canal. The northern end of Lynn Canal branches into the Chilkat Inlet to the west, and the Chilkoot Inlet to the east: the Chilkoot Inlet branches further north, on the west into Lutak Inlet (fed by the Chilkoot River) and on the east into Taiya inlet (fed by the Skagway River). The Chilkat and Chilkoot inlets are separated by the Chilkat Peninsula; Haines is on the east side of the peninsula, on Portage Cove of the Chilkoot Inlet. Skagway is near the mouth of the Skagway River.†

The National Hydraulic Database 12-digit Hydraulic Unit Code, detailing the location down to the subwatershed for this highway crossing, is 190103031301. This indicates the Chilkat Inlet-Frontal Lynn Canal watershed of the Chilkat-Skagway Rivers subbasin, Northern Southeast basin, in the Southeast subregion of Alaska.

The nearest tidal station seems to be the Chilkat Inlet station, south of the Letnikof Cove light.‡ For the Chilkat Inlet station, Mean High Water is 15.48 feet above mean Lower Low Water,§ which is the usual base datum for USGS maps. The USGS map elevation for the water surface at the crossing is approximately 30 feet.**

Since the FHWA working definition of "tidal" only applies to those waters below Mean High Water,†† FHWA concludes that the Chilkat River crossing is not tidal.

Evidence Regarding Navigability:

The Chilkat River is listed by the US Coast Guard as a Navigable Water of the United States (originating from Section 9 of the Rivers and Harbors Act).‡‡ The Corps of Engineers does not include the Chilkat on its list of navigable waters (originating from Section 10 of the Rivers and Harbors Act).

Customary Modes of Travel and Transport by Water for Interstate and Foreign Commerce:

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* Under authority of 23 USC 144(c) and 23 CFR 650 Subpart H, and in accordance with the USCG/FHWA-FTA-FRA MOU of 1/14/2014 and the USCG/FHWA MOA of 1/14/2014.

Note: The bridge owner must consult with USCG directly to establish whether recreational or other use of the waterway at this crossing is sufficient to warrant lighting on the bridge.

† See NOAA Coast Survey Chart 17317, "Lynn Canal: Point Sherman to Skagway," at http://www.charts.noaa.gov/PDFs/PDFs.shtml

‡ See http://tidesandcurrents.noaa.gov/tide_predictions.html?gid=276#listing ; station ID 9452421. Once the closest station's name or number is known, the datum can be found at http://tidesandcurrents.noaa.gov/stations.html?type=Datums#Alaska.

§ See http://tidesandcurrents.noaa.gov/datums.html?id=9452421; MHW is 11.01 ft. and MLLW is -4.47 ft., for station datum at 0.00 feet.

** Crossing is between the 20 foot and 40 foot USGS elevations as displayed in Google Earth, using the GINA WMS feed.

†† The USCG uses 33 CFR 2.34 in the same way.

‡‡ "Navigable Waters of the United States Within the Seventeenth Coast Guard District," revision of March 2012.

According to the *US Coast Pilot*, "The principal ports in southeastern Alaska are Ketchikan, including Ward Cove, Sitka, including Silver Bay, and Wrangell, Skagway, and Juneau, the State capital. Regular calls are made by deep-draft vessels at Metlakatla, Ketchikan, Ward Cove, Wrangell, Juneau, Lutak Inlet, Skagway and Sitka (Silver Bay); and by container-laden barges from Puget Sound ports at Metlakatla, Saxman, Ketchikan, Wrangell, Petersburg, Juneau, Port Chilkoot, and Sitka. The principal marine traffic in this part of Alaska, however, consists of fishing vessels operating from canneries and cold storage plants, and log rafts being towed from lumber camps to sawmills and pulpmills."[§§] Of these ports in the Southeast subregion of Alaska, Skagway, Lutak Inlet, and Port Chilkoot (Haines) belong to the Chilkoot Inlet; none of the ports named are in the Chilkat Inlet. Kake and Excursion Inlet seem to be the northernmost active canneries in the Southeast subregion, based on the *Coast Pilot*.

In its 2010 report,[***] based on 2003 traffic, the US Army Corps of Engineers recorded shipments along Lynn Canal of 307,000 tons of waterway commerce in 2003 (62% fuel oil or gasoline, 13% wood in the rough, 6% cement and concrete), with upbound traffic of 151 non-self-propelled dry cargo or tanker vessel trips, 150 self-propelled tow or tug vessel trips, and 1084 self-propelled passenger & dry cargo vessel trips. All traffic was reported to have drafts of 29 feet or less. Skagway Harbor accounted for 51% of the fuel oil, 25% of the gasoline, 100% of the kerosene, and 88% of the alcoholic beverages shipped on the Lynn Canal.

The Alaska Marine Highway System (AMHS) lists only three stops on Lynn Canal on its website[†††]: Juneau, Haines and Skagway. All AMHS arrivals at Haines or Skagway would have to pass through the Lynn Canal. In the AMHS *Annual Traffic Volume Report 2012*,[‡‡‡] the Southeast City Pairs table (p. 39) records 859 arrivals at Skagway and 938 arrivals at Haines. This directly compares with the 1084 upbound self-propelled passenger & dry cargo ship trips in 2003 reported in Lynn Canal by the Corps report.

FHWA concludes that the customary modes carrying all substantive travel and transport for Interstate and Foreign Commerce in the Lynn Canal are AMHS ferry boats and tug/tow barge combinations.

Evidence Regarding Usage:

The Chilkat River is listed by the US Coast Guard as a Navigable Water of the United States.[§§§] However, despite the difficulty of passing the mouth of the Chilkat, the US Coast Guard apparently does not maintain any buoys or other aids to navigation north of Letnikof Cove.

The Corps of Engineers does not include the Chilkat on its list of navigable waters. The Corps' *Waterborne Commerce* report does not include statistics for either Haines or for any destination on the Chilkat Inlet.

The harbormaster at the Port of Haines states that he is unaware of any commercial navigation up the Chilkat River.

No docks, aids to navigation or other marine facilities appear to exist beyond Letnikof Cove. The Haines Highway connects Klukwan, Covenant Life, and Mosquito Lake with the deepwater Port of Haines, the Haines Airport, and land access to Canada, as shown by Alaska DCCED data (Appendix A).

[§§] See US Coast Pilot 8, Chapter 3, p. 108 (para. 83-85), 21 Apr 2013.
[***] Waterborne Commerce of the United States, 2010
[†††] See the map at http://www.dot.state.ak.us/amhs/routes.shtml, downloaded 3/7/2014.
[‡‡‡] See http://dot.alaska.gov/amhs/doc/reports/atvr2012.pdf, downloaded 3/7/2014.
[§§§] "Navigable Waters of the United States Within the Seventeenth Coast Guard District," revision of March 2012.

FHWA concludes that no substantial interstate or foreign commerce operates by waterway in the Chilkat Inlet, nor up the Chilkat River.

Evidence Regarding Susceptibility in the Natural Condition:

The Corps of Engineers does not list the Chilkat River on its list of Navigable Waters.[****] BLM has several times made determinations that the Chilkat was navigable for purposes of determining title to the riverbed as of statehood (1959), but that was based on historic use of canoes to conduct commerce in early territorial days.

The *Coast Pilot* describes the Chilkat River, and at its mouth, Pyramid Harbor and Pyramid Island as follows: "Pyramid Harbor is the bight in the W shore of Chilkat Inlet, about 5.5 miles NW from Glacier Point and opposite Letnikof Cove. The bight appears to have shoaled considerably, and anchorage is not recommended. Pyramid Island, midway across Chilkat Inlet from Pyramid Harbor, is grass covered, and has rocky shelving beaches; a spit, bare at lowest tides, connects the island with the shore about 0.7 mile to the NE. The edge of McClellan Flats, in the mouth of Chilkat River, appears to have moved out to enclose both the harbor and the island. Chilkat River is a shallow stream about 50 miles long, flowing in a general SE direction, and is about 2 miles wide at its mouth. The mouth is so choked with sandbars as to be practically closed for anything except canoes, and the bar at low water appears as if dry clear across. The village of Klukwan is 26 miles above Seduction Point. A highway follows the river from Haines."[††††]

NOAA's navigational chart 17317 (Lynn Canal: Point Sherman to Skagway) notes that the zero fathom curve at the mouth of the Chilkat River has advanced about a mile and a half into Chilkat Inlet since early territorial days, and significant amounts of sediment continue to be deposited by the river.

Alaska DOT&PF discovered that the ceremonial canoes from Klukwan are transported downriver by truck to prevent them from becoming damaged by rocks or stuck in the Chilkat.

FHWA concludes that in its natural condition, the Chilkat River is not capable of accommodating the customary modes of travel and transport by which interstate and foreign commerce is conducted.

Evidence Regarding Reasonable Improvement:

The fact that the Corps does not consider the Chilkat navigable, combined with the current shortfall of navigational project funding, makes it highly unlikely to be selected as a navigational improvement project. Furthermore, The Alaska Department of Fish and Game has identified the Chilkat River as an anadromous fish habitat,[‡‡‡] so that in order to dredge a channel in between spring breakup, any applicable fish windows, and fall cold weather could greatly increase costs. Winter work might be possible, but also at greatly increased cost. The reasonableness of "reasonable improvement" depends to a large degree on balancing the costs of improving the Chilkat River (to accommodate the customary modes of AMHS ferries and tow/tug barges) with the benefits gained. Improvements to the deepwater port of Haines have consistently proven more cost-effective.

FHWA concludes that there is no prospect of reasonable improvement of the Chilkat River which would allow it to accommodate the customary modes of interstate and foreign commerce.

[****] See http://www.poa.usace.army.mil/Portals/34/docs/regulatory/NavWat.pdf, downloaded 3/7/2014.

[††††] See US Coast Pilot 8, Chapter 11, p. 298 (para. 82-83), 21 Apr 2013.

[‡‡‡] See map at http://www.adfg.alaska.gov/AnadromousPDFs/regulatory_web/SEA/SKA250.PDF, downloaded 3/7/2014.

Conclusion:

The customary modes of commerce in the area have changed, and so has the Chilkat River. Sediment from the river has advanced about a mile and a half into the Chilkat Inlet since the days when canoes carried furs downriver. Commerce along the Lynn Canal has grown from several canoes with furs to barges carrying hundreds of thousands of tons of goods per year to the deepwater port and transportation hub at Haines and to Skagway Harbor; waterborne travel by a few explorers paddling upriver has grown into thousands of travelers, including tourists from both the Lower 48 and from foreign countries, embarking with their vehicles on modern ferries. In the last century, the customary modes of waterborne commerce have outgrown the river, and the river in turn has silted in.

FHWA's preliminary determination is that the Section 144 exception applies to the Chilkat River, and therefore, ***no permit is required for this crossing.***

Other Bridges in this Watershed:

BN 0387 – Chilkoot River at Lutak Spur Rd.
BN 1216 – Klehini River at Haines Highway [Project 0003(152)/69377]

Appendix A
Navigational Usage In The Lower Chilkat Watershed

Location	Mile§§§§ (with notes)	State of Alaska DCCED Transportation Data*****
Haines	N/A – On Portage Cove, off the Chilkoot Inlet	**Transportation** Haines is a major trans-shipment point because of its ice-free, deep water port and dock and year-round road access to Canada and Interior Alaska. It is a northern terminus of the Alaska State Ferry System and a hub for transportation to and from southeast Alaska. Haines has a 4,000' long airport runway. **Road Connection** Yes **Coastal/River** Yes
Klukwan	15 (above confluence with Kicking Horse River; about 21 mi above Pyramid Island)	**Transportation** Klukwan is accessible from the Haines Highway, which is connected to the Alcan Highway through Canada. Residents rely on the scheduled air flights, harbor, dock, barge, ferry, and trucking services of Haines. **Harbor/Dock** No **State Ferry** No **Cargo Barge** No **Road Connection** Yes **Coastal/River** Yes
Covenant Life	24 (Not directly on water; about ¾ mile S of Chilkat R., ½ mi N of Tsirku R. Access via Klehini R. bridge.)	**Transportation** The community is accessible by road from Haines and, from there, to the statewide highway system. The state ferry at Haines provides transportation to Skagway, Juneau, Southeast Alaska, and Seattle. Other transportation facilities are available at Haines. **Harbor/Dock** No **State Ferry** No **Cargo Barge** No **Road Connection** Yes **Coastal/River** No
Mosquito Lake	29	**Transportation** Nearby Haines offers a deep water port and dock, state ferry access, and an airport. The area is accessible by highway to Canada and the remainder of the state. **Harbor/Dock** No **State Ferry** No **Cargo Barge** No **Road Connection** Yes **Coastal/River** Yes

§§§§ Using the Detailed Trace Report option, with the Downstream Trace setting, for the result of a location name search, at http://nationalatlas.gov/streamer/Streamer/streamer.html ; accessed 2/27/2014.
***** Obtained from http://commerce.alaska.gov/cra/DCRAExternal/community; accessed 2/27/2014.

Hydrographic Service, and Pub. No. 154, Sailing Directions (Enroute) British Columbia, published by National Geospatial-Intelligence Agency Hydrographic/Topographic Center.)

(74) The best route through British Columbia for deep-draft vessels bound from Seattle to Alaska is by usual courses out of Puget Sound, thence across Strait of Juan de Fuca NE of Hein Bank, 56 miles from Seattle, into the main channel of Haro Strait, thence into Strait of Georgia through Boundary Pass.

(75) The route through Strait of Georgia passes 1 mile N of Ballenas Islands, 150 miles from Seattle. Continuing NW, the vessel enters Discovery Passage and encounters Seymour Narrows, 216 miles from Seattle, where the current velocity is over 15 knots. (See Tidal Current Tables for daily predictions at Seymour Narrows.)

(76) From Discovery Passage the route is through Johnstone Strait, Race Passage, Broughton Strait, Queen Charlotte Strait, Goletas Channel, Christie Passage, and Gordon Channel into Queen Charlotte Sound 1.5 miles W of Egg Island Light, 347 miles from Seattle. From Queen Charlotte Sound the route continues N through Fitz Hugh Sound, Milbanke Sound, Grenville Channel, and Chatham Sound to the Canada-Alaska boundary which crosses the inner part of Dixon Entrance 610 miles from Seattle.

(77) The **Inside Route northward of Dixon Entrance is through Alaska waters**. Revillagigedo Channel and part of Tongass Narrows lead to Ketchikan, 659 miles from Seattle. The route through Tongass Narrows joins Clarence Strait at Guard Island and continues NW to Stikine Strait, which leads N to Wrangell, 749 miles from Seattle, or to Wrangell Narrows, 756 miles from Seattle.

(78) Vessels that wish to avoid Wrangell Narrows can go through Snow Passage, at the head of Clarence Strait, and continue through Sumner Strait and Decision Passage to sea or up Chatham Strait, Frederick Sound, Stephens Passage, and Gastineau Channel to Juneau. Vessels bound for Skagway continue up Chatham Strait and Lynn Canal.

(79) The route through Wrangell Narrows enters Frederick Sound near Petersburg, 771 miles from Seattle, and continues N through Stephens Passage and Gastineau Channel to Juneau, 879 miles from Seattle. Vessels using Wrangell Narrows proceed from Stephens Passage through Favorite Channel and Lynn Canal to Skagway, 962 miles from Seattle.

(80) Vessels bound for Sitka, 883 miles from Seattle, sometimes proceed to sea at Dixon Entrance or Cape Decision and make an outside approach through Sitka Sound. Those desiring shelter use the Inside Route through Wrangell Narrows and enter Peril Strait from Chatham Strait; thence their courses are through Sergius Narrows, Salisbury Sound, Neva Strait, and Olga Strait to Sitka.

(81) The Inside Route is often used by vessels bound for Yakutat and other ports to the NW. From Juneau the route is S in the Gastineau Channel, thence through the N part of Stephens Passage, thence through Saginaw Channel and part of Lynn Canal to the N end of Chatham Strait, and thence through Icy Strait and Cross Sound to the sea. The principal ports in southeastern Alaska may also be reached from seaward through the many deep entrance channels.

Offshore Vessel Traffic Management Recommendations

(82) Based on the **West Coast Offshore Vessel Traffic Risk Management Project**, which was co-sponsored by the **Pacific States/British Columbia Oil Spill Task Force** and **U.S. Coast Guard Pacific Area**, it is recommended that, where no other traffic management areas exist such as Traffic Separation Schemes, Vessel Traffic Services, or recommended routes, vessels 300 gross tons or larger transiting along the coast anywhere between Cook Inlet and San Diego should voluntarily stay a minimum distance of 25 nautical miles offshore. It is also recommended that tank ships laden with persistent petroleum products and transiting along the coast between Cook Inlet and San Diego should voluntarily stay a minimum distance of 50 nautical miles offshore. Vessels transiting short distances between adjacent ports should seek routing guidance as needed from the local Captain of the Port or VTS authority for that area. This recommendation is intended to reduce the potential for vessel groundings and resulting oil spills in the event of a vessel casualty.

Principal ports

(83) The principal ports in southeastern Alaska are Ketchikan, including Ward Cove, Sitka, including Silver Bay, and Wrangell, Skagway, and Juneau, the State capital.

(84) Regular calls are made by deep-draft vessels at Metlakatla, Ketchikan, Ward Cove, Wrangell, Juneau, Lutak Inlet, Skagway and Sitka (Silver Bay); and by container-laden barges from Puget Sound ports at Metlakatla, Saxman, Ketchikan, Wrangell, Petersburg, Juneau, Port Chilkoot, and Sitka.

(85) The principal marine traffic in this part of Alaska, however, consists of fishing vessels operating from canneries and cold storage plants, and log rafts being towed from lumber camps to sawmills and pulpmills.

Pilotage, Alaska

(86) Pilotage except for certain exempted vessels, is compulsory for all vessels navigating the waters of the State of Alaska. Exempted from state requirements are:

(87) (1) vessels subject to federal pilot requirements under 46 U.S.C. 8502 except as provided in AS 08.62.185 [included in this topic];

(88) (2) fishing vessels, including fish processing and fish tender vessels, registered in the United States or in British Columbia, Canada;

(78) The W entrance point to the cove is marked by **Letnikof Cove Light 2** (59°10'25"N., 135°24'02"W.), 25 feet above the water, shown from a small house with a red triangular daymark.

(79) The wharf of a storage and fish buying facility is on the S side of the cove near the head. In 1998, 28 feet was available alongside the wharf. Gasoline, diesel fuel, fishing supplies, provisions, and a small machine shop are available to fishing boats during the fishing season. The facility operates a marine railway that can handle fishing vessels up to 40 feet for repairs. It has a 2-ton hand-powered hoist and two 1-ton forklifts for handling supplies. Radiotelephone communications are maintained. A highway connects the facility to Haines, 5 miles NW, and Flat Bay, 2 miles SE.

(80) The State-maintained seasonal small-craft floats are across the cove from the support facility. The 500 feet of floats have a 4-day limit, and a surfaced boat-launching ramp is 55 yards NW of the floats.

(81) **Jenkins Rock**, with ½ fathom over it, is about 0.2 mile from the NE shore, 1 mile NW from the entrance to Letnikof Cove. A rock awash is about 165 yards to the NW of Jenkins Rock in 59°11'23"N., 135°25'07"W. A third rock, covered 1/3 fathom, is midway between the other rocks.

(82) **Pyramid Harbor** is the bight in the W shore of Chilkat Inlet, about 5.5 miles NW from Glacier Point and opposite Letnikof Cove. The bight appears to have shoaled considerably, and anchorage is not recommended. **Pyramid Island**, midway across Chilkat Inlet from Pyramid Harbor, is grass covered, and has rocky shelving beaches; a spit, bare at lowest tides, connects the island with the shore about 0.7 mile to the NE. The edge of McClellan Flats, in the mouth of Chilkat River, appears to have moved out to enclose both the harbor and the island.

(83) **Chilkat River** is a shallow stream about 50 miles long, flowing in a general SE direction, and is about 2 miles wide at its mouth. The mouth is so choked with sandbars as to be practically closed for anything except canoes, and the bar at low water appears as if dry clear across. The village of **Klukwan** is 26 miles above Seduction Point. A highway follows the river from Haines.

(84) **Chilkoot Inlet**, the E arm at the head of Lynn Canal, extends 12.6 miles in a N direction from Seduction Point, and then divides; the E and principal arm, called **Taiya Inlet**, trends N for about 13 miles. Chilkoot Inlet has on its E side, and Taiya Inlet on both sides, lofty mountain glaciers in their gorges. The midchannel depths are great throughout. Katzehin River Flat and Indian Rock are the only dangers in Chilkoot Inlet. It is reported that in the winter N winds often attain a maximum speed of about 70 knots in Chilkoot Inlet and Taiya Inlet.

USACE Haines-Fairbanks Pipeline NDAI Report Transmittal

DEPARTMENT OF THE ARMY
ALASKA DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 6898
JBER, AK 99506-0898

April 28, 2014

CEPOA-PM-ESP

ATTN: Mr. Robert Murphy
Chief, Right of Way Southeast
State of Alaska Department of Transportation and Public Facilities
Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506

Mr. Murphy:

The No Department of Defense Action Indicated Report (NDAI) for the Haines Fairbanks Pipeline project F10AK1016-01 was transmitted to you electronically by e-mail on April 28, 2014. This report recommends closure of 16 sites that have no identified environmental hazards, 3 sites that have been recommended by the United States Army Corps of Engineers (USACE) and accepted by the Alaska Department of Environmental Conservation (ADEC) for site closure, and 8 sites that have not been located during prior field efforts and have been recommended for no further investigation by the ADEC unless located in the future.

The 16 sites with no identified hazards include:
1. Pipeline Milepost (PMP) 3.0 (Allen Road)
2. PMP 3.2 (Piedad Road)
3. PMP 6.5 (Highway Mile 4.5)
4. PMP 25.75 (Wells Bridge West)
5. PMP 33.5 (Little Boulder Creek)
6. PMP 35.5 (Big Boulder Creek)
7. PMP 41.0 (Border Valve)
8. PMP 376 (Gate Valve #47)
9. PMP 382.5 (Pipeline Cut To Clear Ice)
10. PMP 491.4 (Gate Valve #60)
11. PMP 491.6 (Gate Valve #61)
12. PMP 511 (Bullet Hole)
13. PMP 521 (Gate Valve #64 and Scraper Trap)
14. PMP 567 (Gate Valve #68)
15. PMP 585 (Auger Hole)
16. PMP 586.5 (Gate Valve #70)

The 3 sites recommended by the USACE and accepted by the ADEC for closure include:
1. PMP 414 (Gate Valve #50)
2. PMP 503 (Gate Valve #62)

3. PMP 541.7 (Gate Valve #67)

The 8 sites that have not been located during prior field efforts and have been recommended for no additional investigation by the ADEC unless located in the future include:
1. PMP 357 (Gate Valve #46)
2. PMP 361 (Check Valve #46c)
3. PMP 414.5 (Gate Valve #51)
4. PMP 420.3 (Gate Valve #53)
5. PMP 458 (Gate Valve #57)
6. PMP 503.5 (Gate Valve #63)
7. PMP 541.5 (Gate Valve #66)
8. PMP 569.5 (Check Valve #68c)

Based on the results of the ENSR, CH2M HILL, and/or USACE-AK remedial investigation efforts, USACE-AK has recommended that no further action is required at the 27 sites of the F10AK1016-01 HTRW project. This NDAI determination may be reevaluated in the event that additional information becomes available or that a previously unlocated site is discovered.

If you have any questions regarding these project closures please contact me at 907-753-5782.

Sincerely,

Beth Astley

Beth Astley
FUDS Project Manager

United States Department of the Interior

U. S. GEOLOGICAL SURVEY
Crustal Geophysics and Geochemistry Science Center
Box 25046, MS964
Denver, Colorado 80225

From: Lyndsay Ball, Geophysicist
U.S. Geological Survey, Denver, Colorado

To: Larry Beck, Environmental Protection Specialist
Bureau of Land Management, Anchorage, Alaska

Cc: Jason Frels, Geologist
Bureau of Land Management, Denver, Colorado

Subject: Summary of results from geophysical investigation of the Haines Highway 7-Mile Dump, August 2012, Haines, AK

The U.S. Geological Survey (USGS), in cooperation with the Bureau of Land Management (BLM), performed a surface geophysical investigation at the Haines 7-Mile Dump along the Haines Highway in southeast Alaska on August 7th and 8th, 2012. The investigation targeted an area previously identified by BLM as potentially contaminated with buried metallic debris, such as steel drums leaking asphalt (fig. 1). Multiple non-invasive surface geophysical methods were used to evaluate the lateral and possible vertical extent of buried metallic debris in the upper 15 m, including magnetic, electromagnetic (EM), and direct-current (DC) resistivity methods.

Magnetic and EM surveys were conducted to assess the lateral extent of metallic debris. Magnetic methods are well-suited to locating ferromagnetic metals (such as those containing iron). EM methods are able to detect the presence of both ferromagnetic and non-magnetic conductive metals. A Geophex GEM2 multi-frequency EM induction sensor was used to collect EM data; a Geometrics G858 gradiometer was used to collect magnetic data. Data for each method were collected in a sub-meter accuracy GPS-referenced grid format in areas free of heavy vegetation, with predominately east-to-west oriented lines spaced approximately 2-m apart. Three to four north-to-south oriented tie lines were also collected at variable spacing. Shrubs and trees covered much of the dump area and prevented regular access, particularly with the more cumbersome magnetic sensor. Efforts were made to access these areas where reasonable. EM and magnetic data were processed, gridded, and analyzed for strong gradients, resulting in maps that show the strong instrument responses likely caused by metallic debris (areas denoted by the white dashed line in fig. 1). The presence of surface debris during surveying (metallic cans, shell casings, a misplaced cathode-ray television, etc…) also influence the data. However, surface debris was observed to be relatively constant throughout the site, while the anomaly regions highlighted in fig. 1 are focused in particular regions. The stronger magnetic and EM response of these regions in comparison to site-wide background values may indicate larger or more concentrated metallic debris buried in the subsurface.

The DC resistivity method was used to evaluate the subsurface structure. The resistivity of geologic materials is controlled primarily by groundwater quality, water content (as controlled by porosity and degree of saturation), and the clay/mineral content of rocks and soils. If these properties

of the land-fill material significantly vary from those of the undisturbed geology, we may be able to estimate the depth of the fill material. Data were collected in one 2-D profile running south-to-north through the center of the dump area (fig. 1) using an Advanced Geosciences SuperSting R8 resistivity meter with 56 electrodes deployed at 1.5 m spacing. Data were processed and inverted with topographic correction, resulting in a cross section representing the resistivity structure of the subsurface (fig. 2).

The EM and magnetic data show fairly consistent anomaly regions (fig. 1). The southernmost anomaly area identified in the magnetic data (fig. 1a) is likely the result of buried utilities running along the highway, as indicated by the strong response in the 60-Hz powerline monitoring frequency of the EM data (pink and red areas in the inset of fig. 1b). These utilities also have a strong influence on the nearby EM data; consequently, the EM data south of the DC line may not reliably detect conductive metals here. The most prominent anomaly region is present along the southern portion of the DC line and extends both east and west across the accessible areas. The anomalies extend into the heavy shrubs, where old concrete pilings and other surface debris were also noted at the surface. Few major anomalies were identified with EM or magnetic methods in the central part of the dump area (fig. 1), likely indicating a general absence of large buried metallic debris; this area was also noted to be particularly sparse of vegetative ground cover (fig. 3). A couple of small, individual anomalies were seen in the EM data (fig. 1b) that are mostly beyond the region surveyed with magnetics. These are isolated, relatively low amplitude signals, but are still distinctive from the background signals and have therefore been highlighted in fig. 1. DC resistivity data show a shallow, strongly resistive layer that partly coincides with this low-anomaly region and is also well correlated with the sparse ground cover (red area in fig. 2c). The northern anomaly region contains more dispersed anomalies, particularly focused in the eastern side of the survey area. GPS-reception was not as strong in this northern part of the site, likely the result of the limited open sky created by the close tree canopy and the steep topography. The northern anomalies are therefore not as precisely positioned as those mapped in the southern half of the survey area. However, both EM and mag results clearly indicate the presence of significant anomalies in this northern area. These anomalies coincide with the northern portion of the high-resistivity area in the DC resistivity results (red area in fig. 2c).

The inverted DC resistivity section (fig. 2c) shows moderate- to high-resistivity surface layer (1200 to 4500 ohm-m, green to red areas) overlying a relatively flat-lying, less-resistive layer (700 to 1000 ohm-m, blue to cyan areas) (fig. 2c). Based on the river stage of the Chilkat River located immediately south of the road, I would expect the water table to lie near this layer contact (between 1 and 3 m depth). In my experience, the large contrast between the high and low resistivity layers is unlikely to be caused solely by the saturation change associated with water table, particularly when considering the consistently wet soil conditions that this area typically experiences. The interpretation of geophysical data is non-unique: different combinations of ground conditions can create the same geophysical signatures. As such, I've developed 2 different possible scenarios that highlight the likely causes of changing resistivity and consider the distribution of metallic anomalies identified in the EM and mag data:

(1) A shallow dump area: The distinct high-resistivity (red) layer indicates a disturbed fill layer (typical thickness 2 to 2.5 m) overlying undisturbed geologic layers (blue and cyan). This possible fill layer likely extends with similar depth to the south where resistivity values become more moderate, correlating to the southern anomaly region identified in the EM and mag data. The change in resistivity likely indicates a change in soil texture/compaction or a change in water quality associated with the southern anomaly region. The less resistive (blue and cyan) layer below the possible fill layer may indicate undisturbed geology. The variability in resistivity of this layer may be caused by changes in lithology (such as the presence of

unconsolidated deposits overlying bedrock), the presence of fracture zones within bedrock, or mineralogical variability in the bedrock.

(2) A deeper dump area: The distinctively high-resistivity layer (red) indicates a compacted landfill cap that overlies a higher-porosity fill material (blue) extending to a depth of 7 m. This deeper fill area below the cap would likely be relatively free of metallic debris, as no major anomalies were identified with the mag or EM sensors. The lower resistivity of the southern anomaly region indicates that the cap is incomplete across the site and/or the water quality is substantially different near the anomaly region identified in the mag and EM data. This water quality change may extend below the cap to the north, accounting for the similarity in resistivity values to those below the southern anomaly region. The bedrock in this scenario would be the cyan material (1000 ohm-m) underlying the lower resistivity (700-800 ohm-m) saturated fill. The probable water table position (1 to 3 m depth) would suggest that, under scenario 2, the dump would have been dug as a pond and would have naturally filled with water or been pumped.

These scenarios are not intended to exhaust the possibilities, but to highlight the range of possibilities that honor the available data.

I hope this information is helpful in future management of the Haines 7-Mile Dump area. Please feel free to contact me by phone (303-236-0133) or e-mail (lbball@usgs.gov) if you have questions or would like discuss these results. Thank you for your cooperation with this survey.

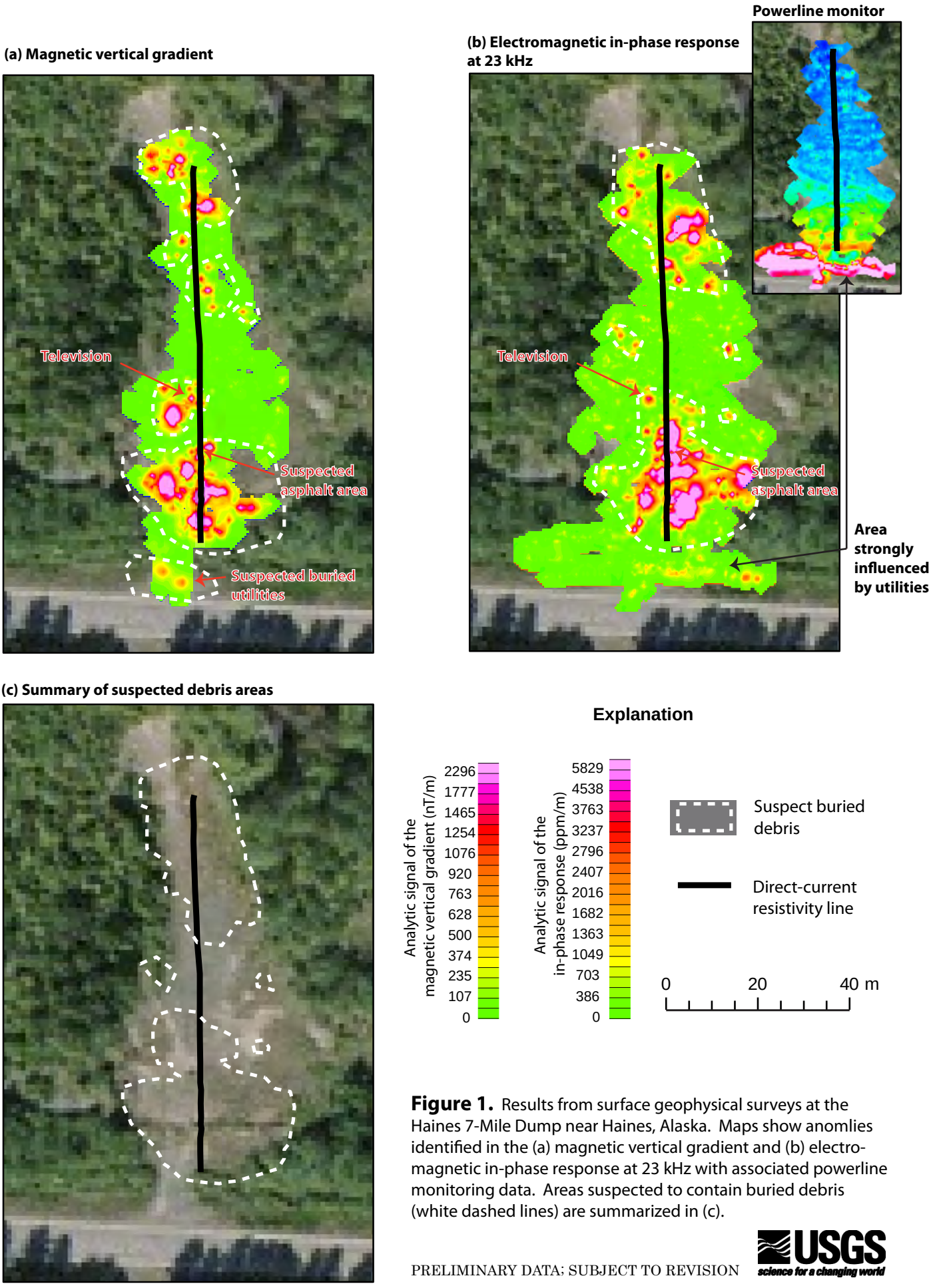

Figure 1. Results from surface geophysical surveys at the Haines 7-Mile Dump near Haines, Alaska. Maps show anomlies identified in the (a) magnetic vertical gradient and (b) electro-magnetic in-phase response at 23 kHz with associated powerline monitoring data. Areas suspected to contain buried debris (white dashed lines) are summarized in (c).

PRELIMINARY DATA; SUBJECT TO REVISION

USGS science for a changing world

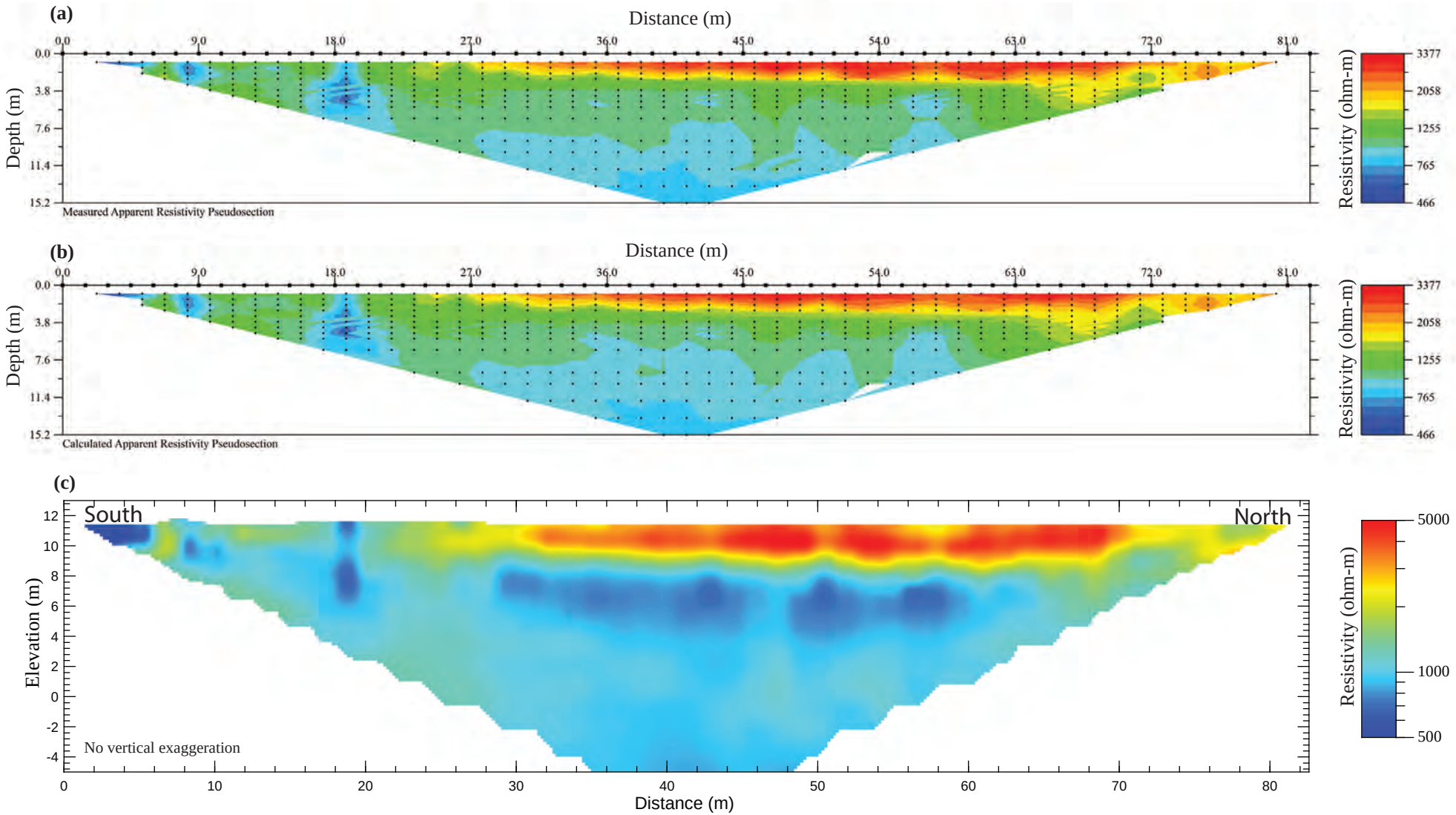

Figure 2. Results from direct-current resistivity surveys at the Haines 7-Mile Dump near Haines, Alaska. Sections show the (a) measured apparent resistivity, (b) calculated apparent resistivity resulting from the inverted model, and (c) the inverted model (root mean square error = 3.90%). The typical thickness of the high-resistivity layer at the surface is 2.0 to 2.5 m.

PRELIMINARY DATA; SUBJECT TO REVISION

(a)

(b)

(c)

Figure 3. Photos showing the Haines 7-Mile Dump near Haines, Alaska. Photos taken looking (a) north along the direct-current resisitvity line (indicated by pin flags) from the southern end of the dump area, (b) northeast from the middle of the dump area, and (c) south along the direct-current resistivity line from the middle of the dump area.

No Department of Defense Action Indicated Report

Hazardous, Toxic, or Radioactive Waste
Project # F10AK1016-01
Haines-Fairbanks Pipeline
Various Locations, Alaska

August 2013

Prepared By:
U.S. Army Corps of Engineers - Alaska District
Environmental Engineering Branch
P.O. Box 6898
JBER, Alaska 99506-0898

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1.0 INTRODUCTION

The Defense Environmental Restoration Program for Formerly Used Defense Sites (DERP-FUDS) authorizes the cleanup of contamination resulting from past military activities at sites no longer owned by the Department of Defense (DOD). A hazardous, toxic, and radioactive waste (HTRW) project (F10AK1016-01) was authorized for the Haines-Fairbanks Pipeline (HFP) in 2002 after completing a Findings and Determination of Eligibility (FDE). The results of the FDE indicated that the Haines-Fairbanks Pipeline was formerly used by the DOD and eligible for cleanup under the DERP-FUDS. In 2012, a revised Inventory Project Report (INPR) was completed to modify the existing -01 HTRW project and add 13 containerized hazardous, toxic, and radioactive waste (CON/HTRW) projects (F10AK1016-02 through -14).

The modified -01 HTRW project contains a group of 27 sites along the HFP, encompassing 16 sites that have no identified environmental hazards, 3 sites that have been recommended by the United States Army Corps of Engineers (USACE) and accepted by the Alaska Department of Environmental Conservation (ADEC) for site closure, and 8 sites that have not been located during prior field efforts and have been recommended for no further investigation by the ADEC unless located in the future.

Based on this grouping of no further action sites, the F10AK1016-01 HTRW project of the Haines-Fairbanks Pipeline is being recommended for closure and No DOD Action Indicated (NDAI) status. The 13 CON/HTRW projects along the HFP will remain open to address additional investigation and/or cleanup actions required at those locations.

The USACE is an agent for the Department of Defense and has been assigned the responsibility of coordinating activities at Formerly Used Defense Sites. This NDAI report is issued by the United States Army Corps of Engineers, Alaska District (USACE-AK); the lead agency for the Haines-Fairbanks Pipeline FUDS.

2.0 SUMMARY OF SITE CONDITIONS

2.1 Haines-Fairbanks Pipeline History

The United States Army Corps of Engineers was responsible for pipeline design and construction. The HFP, its five pumping stations, and two associated bulk storage terminals were constructed by private contractors with oversight from USACE over a period of 22 months from 1953 to 1955. The HFP was built to transport fuels from the port at Haines, Alaska, to the military bases in interior Alaska. The pipeline was run by federal civilians supervised by the Petroleum Division on Fort Richardson. Four types of fuel were transported through the pipeline including diesel, automotive gas, jet fuel, and aviation gas; however the majority of the fuel transported was jet fuel (JP4). Much of the 8-inch diameter pipeline was laid on the ground surface, although approximately 96 miles of the HFP near Delta Junction, Alaska, and most of

the 42 miles of HFP between the Haines Fuel Terminal and the Canadian border were buried. Other portions of the HFP were also buried, although these intervals were short and intermittent. Originally, the HFP was constructed with five pump stations located at Haines and Tok, Alaska, and Border, Haines-Junction, and Donjek in Yukon Territory, Canada. Bulk fuel storage facilities were also constructed at Haines and Tok, Alaska. Six new pump stations were added to the HFP in 1962 in response to increased military fuel demands. The new pump stations were located at Blanchard River, Destruction Bay, and Beaver Creek in Yukon Territory, Canada, and at Lakeview, Sears Creek, and Timber, Alaska.

The Haines-to-Tok section of the pipeline was shut down in July 1971. In 1973, the Tok-to-Eielson section of the HFP was deactivated. The bulk fuel storage facilities in Haines and Tok, Alaska, continued to operate until 1979, when the U.S. Army closed the Tok fuel storage facility. The Tok-to-Fairbanks section of the HFP was briefly reactivated to pump the remaining fuel from the station. All of the fuel was removed from the Tok terminal in July 1979 and the pipeline was shut down. Only the Eielson-to-Fairbanks portion of the pipeline remains operational today. Most of the unused pipeline has been removed or salvaged by nonmilitary entities.

The HFP was plagued with leaks from corrosion, ice damage, and vandalism (e.g., bullet holes) throughout its operational history. Underground portions of the pipeline experienced damage from broken welds and at least one accidental breach from borehole drilling. Ice plugs formed in the pipeline during system startup and resulted in spills at a number of sites; however, most of these ice plugs were located in Canadian sections of the pipeline.

2.2 Site Locations and Features

The Haines-Fairbanks Pipeline extends a total of 626 miles from Haines, Alaska, through the Canadian provinces of British Columbia and the Yukon Territory, through Tok, Alaska, and up to Fairbanks, Alaska. The pipeline route generally parallels the Haines Highway from Haines, Alaska, to Haines Junction, Yukon Territory. It then follows the Alaska and Richardson Highways to Delta Junction, Alaska, continuing along the Richardson Highway to Fort Wainwright, Alaska. Approximately 52 percent of the pipeline route lies within United States territory.

The 27 subject sites identified in this NDAI Report are in various locations along the HFP and are listed below, along with a brief site description. Each site description is paraphrased from information presented in the *1972 Preliminary Investigations of Petroleum Spillage, Haines-Fairbanks Military Pipeline Alaska Report* (Cold Regions Research and Engineering Laboratory [CRREL] 1972), the *2005 Rapid Optical Screening Tool (ROST) Site Investigation Summary Report FINAL* (USACE 2006), the *FINAL Report for Haines-Fairbanks Pipeline Site Investigation Report* (ENSR 2007), the *2007 Haines-Fairbanks Pipeline Site Investigation Report* (CH2M HILL 2008), the *2008 ROST Site Investigation Report* (USACE 2010), and the September 3, 2008 and September 29, 2010 Site Characterization and Investigation Report Approval Letters, provided to USACE-AK by the ADEC.

The 16 sites with no identified hazards include:

Pipeline Milepost (PMP) 3.0 (Allen Road)
A release at pipeline mile 3.0 was reported in November 1964. A rather large corrosion hole released JP-4 into a garden. The leak was first detected through the presence of fuel in a small drainage stream that runs through the area. This area was investigated by USACE-AK in 2005 using the Rapid Optical Screening Tool (ROST). Two ROST probes and two soil samples were collected and analyzed for gasoline-range organics (GRO), diesel-range organics (DRO), and residual-range organics (RRO). Sample results were either non-detect or below respective cleanup levels. An additional test pit was advanced in 2006 by ENSR Corporation (ENSR) and three soil samples collected at various depths and analyzed for GRO, DRO, and RRO. All soil sample results were either non-detect or below applicable cleanup levels.

PMP 3.2 (Piedad Road)
A release was reported in 1956 by a resident who reported an oily taste in water from a well located 1/4 mile down the slope from the valve. This area was investigated in 2005 by USACE-AK using the ROST. Six probes were advanced and two soil samples were collected and analyzed for GRO, DRO, and RRO. All sample results were either non-detect or below applicable cleanup levels.

PMP 6.5 (Highway Mile 4.5)
A release at mile 6.5 was reported in July 1968. This was a very small corrosion leak that occurred in a small drainage basin. The leak was first reported by a passerby who detected the odor. The pipe was buried at this location, and the fuel apparently traveled down the valley, into a small stream and eventually into the Chilkat River. Repair crews excavated the pipe, repaired the leak, and reburied the pipe when finished. The general location of the spill was identified during the ENSR investigation. One sediment sample and one surface water sample were collected upstream of the culvert crossing the Haines Highway and analyzed for GRO, DRO, RRO, benzene, toluene, ethylbenzene, xylenes (BTEX), polycyclic aromatic hydrocarbons (PAHs), and lead (sediment only). One test pit was advanced downgradient of the pipeline and three soil samples were collected at various depths and analyzed for GRO, DRO, RRO, and lead (surface sample only). All sample results across all media were either non-detect or below applicable cleanup levels.

PMP 25.75 (Wells Bridge West)
This area consisted of a check valve that was located on the west (upgradient) side of Wells Bridge along the Haines Highway. High voltage electrical lines and telephone lines are buried in this area and may be present in the actual pipeline as in some locations in this area the pipeline was used as a conduit for utility lines. There were no reported releases in this area. No additional investigation is required as the electrical lines present a safety issue.

PMP 33.5 (Little Boulder Creek)
A release at mile 33.5 was reported in 1956. The pipeline crossed Little Boulder Creek on a cable suspension bridge. This release was caused by a bullet hole in the pipe at the aerial crossing. Immediate loss of pressure led to quick detection of the break. The fuel flowed into

the rapidly moving stream and apparently was dissipated. No reports of damage to aquatic or terrestrial habitats were made. The general location of the spill was identified during the ENSR investigation. One sediment sample and one surface water sample were collected downgradient of the pipeline upstream of the highway and analyzed for GRO, DRO, RRO, BTEX, semi-volatile organic compounds (SVOCs), and lead (sediment only). A test pit was advanced near the pipeline where three samples were collected at various depths and analyzed for GRO, DRO, RRO, and lead (surface sample only). All sample results across all media were either non-detect or below applicable cleanup levels.

PMP 35.5 (Big Boulder Creek)

No known releases are associated with this valve. Two test pits were advanced during the ENSR investigation, one of which was the likely location of the bleeder valve in an open top drum at the floor of the vault. The other test pit was completed just outside of the valve drum at the floor of the vault. Five soil samples were collected and analyzed for GRO, DRO, RRO, and lead (one sample only). All sample results were either non-detect or below applicable cleanup levels.

PMP 41.0 (Border Valve)

No known releases are associated with this valve. This check valve could not be located in the field during the ENSR investigation, although the suspected concrete vault box was present in the trees in the road right-of-way next to the pipeline corridor. It is likely that the vault box was removed during realignment of the Haines Highway. A test pit was advanced in an area near the likely location of the former vault box. Two soil samples were collected and analyzed for GRO, DRO, RRO, and lead (surface sample only). All sample results were either non-detect or below applicable cleanup levels.

PMP 376 (Gate Valve #47)

The valve was not located during the CH2M HILL investigation and was likely removed during the removal of the pipeline as part of salvage operations in the area. A piece of the 8-inch pipe was found in the area. The perceived pipeline corridor establishes the western boundary of a rock quarry. No known releases are associated with this valve. One test pit and one trench were advanced to depths of 2-3 feet below ground surface (bgs) where bedrock was found. Groundwater was not present in either excavation. Three soil samples were collected and analyzed for GRO, DRO, RRO, BTEX, PAHs, and metals, with all samples below their respective cleanup levels.

PMP 382.5 (Pipeline Cut To Clear Ice)

A motor vehicle gasoline release at Alaska Highway Milepost (AHMP) 1269.5 was reported on March 16, 1956. Because of ice blockage in the line, the pipe was cut to remove the ice, which resulted in killed vegetation in the area of the spill. Five test pits were advanced in the suspected area of the spill location to depths of 3 feet bgs during the CH2M HILL investigation. Three samples were collected and analyzed for GRO, DRO, RRO, BTEX, PAHs, and metals. Sample results were either non-detect or below applicable cleanup levels, with the exception of arsenic which is likely to be naturally occurring.

PMP 491.4 (Gate Valve #60)
The gate valve and concrete vault were removed and a test pit advanced below the valve location during the CH2M HILL investigation. Five soil samples were collected from the floor of the test pit at 4 feet below the vault and from all sidewalls. Samples were analyzed for GRO, DRO, RRO, BTEX, PAHs, and metals, with all samples either non-detect or below applicable cleanup levels with the exception of arsenic, which is likely to be naturally occurring.

PMP 491.6 (Gate Valve #61)
No known releases are associated with this valve. The gate valve and concrete vault were removed and a test pit advanced below the valve location during the CH2M HILL investigation. Six samples were collected at the floor of the test pit at 5 feet below the vault, from all sidewalls, and near the bleeder valve and analyzed for GRO, DRO, RRO, BTEX, PAHs, and metals. Samples results were either non-detect or below their respective cleanup level with the exception of arsenic in all samples and chromium in one sample, both of which are likely to be naturally occurring.

PMP 511 (Bullet Hole)
This location was investigated by CH2M HILL and USACE in 2007 and 2008, respectively. Four soil samples were collected from two soil borings during the CH2M HILL investigation and analyzed for GRO, DRO, RRO, BTEX, PAHs, and metals. Arsenic exceeded the applicable cleanup level, which is believed to be naturally occurring. No significant contamination was discovered during the USACE investigation and the site was recommended for site closure in the *2008 ROST Site Investigation Report*. ADEC accepted this recommendation in the September 29, 2010 Site Investigation Report Approval Letter.

PMP 521 (Gate Valve #64 and Scraper Trap)
This location was investigated by CH2M HILL and USACE in 2007 and 2008, respectively. A soil gas survey and a test pit were completed during the CH2M HILL investigation. Two soil samples were collected from the test pit and analyzed for GRO, DRO, RRO, BTEX, PAHs, and metals. Only arsenic exceeded the applicable cleanup level and is likely to be naturally occurring. No significant contamination was discovered during the USACE investigation and the site was recommended for site closure in the *2008 ROST Site Investigation Report*. ADEC accepted this recommendation in the September 29, 2010 Site Investigation Report Approval Letter.

PMP 567 (Gate Valve #68)
The gate valve itself has not been found, although a large hole in the ground is present in the pipeline right-of-way (ROW) and is interpreted to be the former location of the valve and vault. A soil pile was located next to the hole. Six samples were collected from the soil pile and adjacent to the water-filled hole and analyzed for GRO, DRO, RRO, BTEX, PAHs, and metals during the CH2M HILL investigation. Only arsenic and chromium exceeded the applicable cleanup levels in any of the samples, both likely to be naturally occurring.

PMP 585 (Auger Hole)
In the summer of 1967, a release was caused by a strike from an auger while installing a power pole. As the location of this release was not certain, a soil gas survey of 40 passive gas modules was initiated along a 750 foot expanse of the pipeline corridor during the CH2M HILL investigation. No soil gas samples showed sorbed masses of petroleum three orders of magnitude greater than the detection limit indicating that soil in the area is not affected by petroleum hydrocarbons. No analytical samples were collected.

PMP 586.5 (Gate Valve #70)
The gate valve has been removed, and its original location is not obvious, although sections of reinforced concrete resembling the vault and sections of 8-inch pipe remain on the ground surface near the area depicted by the pipeline as-built drawings as the valve location. As the exact location of the gate valve was not certain, a soil gas survey of 20 passive soil gas modules was initiated along a 120-foot expanse of the pipeline corridor during the CH2M HILL investigation. Only one soil gas sample showed potential petroleum contamination, although the soil gas sample only showed minimal indications. A test pit was advanced in the location of the soil gas module and three samples were collected and analyzed for GRO, DRO, RRO, BTEX, PAHs, and metals. Only arsenic and chromium exceeded applicable cleanup levels in any of the samples, likely to be naturally occurring.

The 3 sites recommended by the USACE and accepted by the ADEC for closure include:

PMP 414 (Gate Valve #50)
The gate valve and concrete vault were removed and petroleum contaminated soil was found below the vault during the CH2M HILL investigation. A total of 20 cubic yards of contaminated soil was excavated and disposed of at Organic Incineration Technology (OIT) in North Pole, Alaska. Five confirmation samples were collected from the floor of the excavation at 7 feet below the vault and from all sidewalls and analyzed for GRO, DRO, RRO, BTEX, PAHs, and metals. Sample results were either non-detect or below their respective cleanup level with the exception of arsenic, which is likely naturally occurring.

PMP 503 (Gate Valve #62)
No known releases are associated with this valve. The gate valve and concrete vault were removed and a test pit advanced below the valve location during the CH2M HILL investigation. Petroleum hydrocarbon contaminated soil was discovered and a total of 20 cubic yards of contaminated soil was excavated and disposed of at OIT in North Pole, Alaska. Seven samples were collected at the floor of the test pit at 6.5 feet below the vault, from all sidewalls, and near the bleeder valve. The samples were analyzed for GRO, DRO, RRO, BTEX, PAHs, and metals. One sample near the bleeder valve slightly exceeded the cleanup level for DRO, all other samples were either non-detect or below applicable cleanup levels, with the exception of arsenic and chromium which are likely naturally occurring. The low DRO detection does not present a significant risk to human health or the environment.

PMP 541.7 (Gate Valve #67)

The gate valve and concrete vault were removed and a test pit advanced below the valve location during the CH2M HILL investigation. Petroleum hydrocarbon contaminated soil was discovered and a total of 15 cubic yards of contaminated soil was excavated and disposed of at OIT in North Pole, Alaska. Six samples were collected at the floor of the test pit at 5 feet below the vault and from all sidewalls and analyzed for GRO, DRO, RRO, BTEX, PAHs, and metals. One sample for DRO from the excavation floor at 10 feet bgs slightly exceeded the respective cleanup level. All other sample results were either non-detect or below their respective cleanup level, with the exception of arsenic in all samples, likely to be naturally occurring. The low DRO detection does not present a significant risk to human health or the environment.

The 8 sites that have not been located during prior field efforts and have been recommended for no additional investigation by the ADEC unless located in the future include:

PMP 357 (Gate Valve #46)

Gate Valve #46 was located at PMP 357, AHMP 1246. No known releases are associated with this valve. No previous investigations have been undertaken at this site. Neither the gate valve nor pipeline corridor has been successfully identified during previous visits to the site, including a September 2006 site visit conducted by ENSR and the USACE. The site was visited on April 26, 2007, but the field team was again unable to identify either the gate valve or pipeline corridor. Review of the 1955 pipeline as-builts shows the gate valve within 200 feet of the Alaska Highway in a topographically low area. The area was visually inspected, with no obvious signs of contamination, such as stressed vegetation, identified.

PMP 361 (Check Valve #46c)

A check valve was formerly located at PMP 361.5, AHMP 1246.6 (GPS coordinates 62.85104 N, 141.45996 W). The check valve was not found, although the pipe was observed to have been cut in this location and the valve apparently had been salvaged. No known releases are associated with this check valve. The site was visited on April 26, 2007. The former check valve location is approximately ¼ mile from the highway and within 40 feet of Gardiner Creek. The location is accessible over boggy terrain. No signs of stressed vegetation or petroleum-affected soil or water were observed.

PMP 414.5 (Gate Valve #51)

Gate Valve #51 was located at PMP 414.5, AHMP 1303.5, on the west side of the Tanana River crossing. No known releases are associated with this valve. No previous investigations have been undertaken at this site. The gate valve has not been successfully identified during previous visits, including a September 2006 site visit conducted by ENSR and the USACE. The USACE received information from Fronty Parker, Area Manager Biologist for Alaska Department of Fish and Game (ADF&G), in 2007, indicating that ADF&G removed the pipeline in this area during renovations to the boat ramp approximately 15 years prior. The site was visited on April 26, 2007, but the field team was unable to identify any obvious signs of the vault or valve location.

PMP 420.3 (Gate Valve #53)

Gate Valve #53 was located at PMP 420.3, AHMP 1309.5, on the west side of the Tok River crossing. No known releases are associated with this valve. No previous investigations have been undertaken at this site. The gate valve has not been identified during previous visits, including a September 2006 site visit conducted by ENSR and the USACE. The site was also visited on April 26, 2007, and the field team was again unable to identify the gate valve location.

PMP 458 (Gate Valve #57)
Gate Valve #57 was located at PMP 399.5, AHMP 1288, on the east side of the Robertson River crossing. No known releases are associated with this valve. The site was visited on April 27, 2007, and the field team attempted to locate the gate valve on the upstream (south) side of the Robertson River. The field team was unable to locate the gate valve, but was able to identify the pipeline right-of-way and the pipeline itself, nominally buried approximately 6 inches bgs. It is assumed that the valve and its vault were previously removed.

PMP 503.5 (Gate Valve #63)
Gate Valve #63 was located at PMP 503.5, AHMP 1393.2. No known releases are associated with this valve. No previous investigations have been conducted at this site. The gate valve has not been successfully identified during previous visits to the site, including a September 2006 site visit conducted by ENSR and the USACE. The site was again visited on April 24, 2007 by CH2M HILL. The field team identified the pipeline corridor and located a section of pipe along the side of the corridor, as well as cable likely associated with the pipeline salvage operations. However, the field team was unable to identify the location of the gate valve or any remaining buried pipe, and it is assumed that the valve and vault have been removed.

PMP 541.5 (Gate Valve #66)
Gate Valve #66 was located at PMP 541.5, Richardson Highway Milepost (RHMP) 1432. No known releases are associated with this site. No previous investigations have been conducted at this site. The gate valve has not been successfully identified during previous visits to the site, including a September 2006 site visit conducted by ENSR and the USACE. The site was visited on April 24, 2007, but the field team was again unable to identify the location of the gate valve. No signs of past releases were apparent, and no evidence of the valve or the vault was observed.

PMP 569.5 (Check Valve #68c)
A check valve was formerly located at PMP 569.5, RHMP 303. The check valve has not yet been found. No known releases are associated with this check valve. No previous investigations have been conducted in association with this valve. Because a check valve is not currently perceived to be a likely source of fuel release, no further action is recommended for this site, unless additional information becomes available to suggest releases may be associated with this site or other check valves.

3.0 REMEDIAL ACTIVITIES

Several limited environmental investigations and cleanup activities have occurred at various locations along the HFP since its closure in 1973. The most recent investigations concerning the sites listed in this NDAI Report occurred in 2006, 2007, and 2008 by ENSR, CH2M HILL, and

USACE-AK, respectively. Remedial activities at each of the 27 sites listed in this NDAI Report included site investigation, sampling of various media, and/or limited removal of contaminated media (soil).

4.0 SUMMARY OF REMEDY

Based on the results of the aforementioned remedial investigation efforts, USACE-AK has recommended that no further action is required at the 27 sites of the F10AK1016-01 HTRW project. This NDAI determination may be reevaluated in the event that additional information becomes available or that a previously unlocated site is discovered.

5.0 REFERENCES

ADEC, 2010. Site Investigation Report Approval Letter, Haines-Fairbanks Pipeline FUDS Project, September 29. (F10AK101601_01.09_0503_a)

ADEC, 2008. Site Characterization Report Approval Letter, Haines-Fairbanks Pipeline, September 3. (F10AK101601_01.01_0501_a)

CRREL, 1972. *Preliminary Investigations of Petroleum Spillage, Haines-Fairbanks Military Pipeline, Alaska,* April. (F10AK101601_01.09_0501_a)

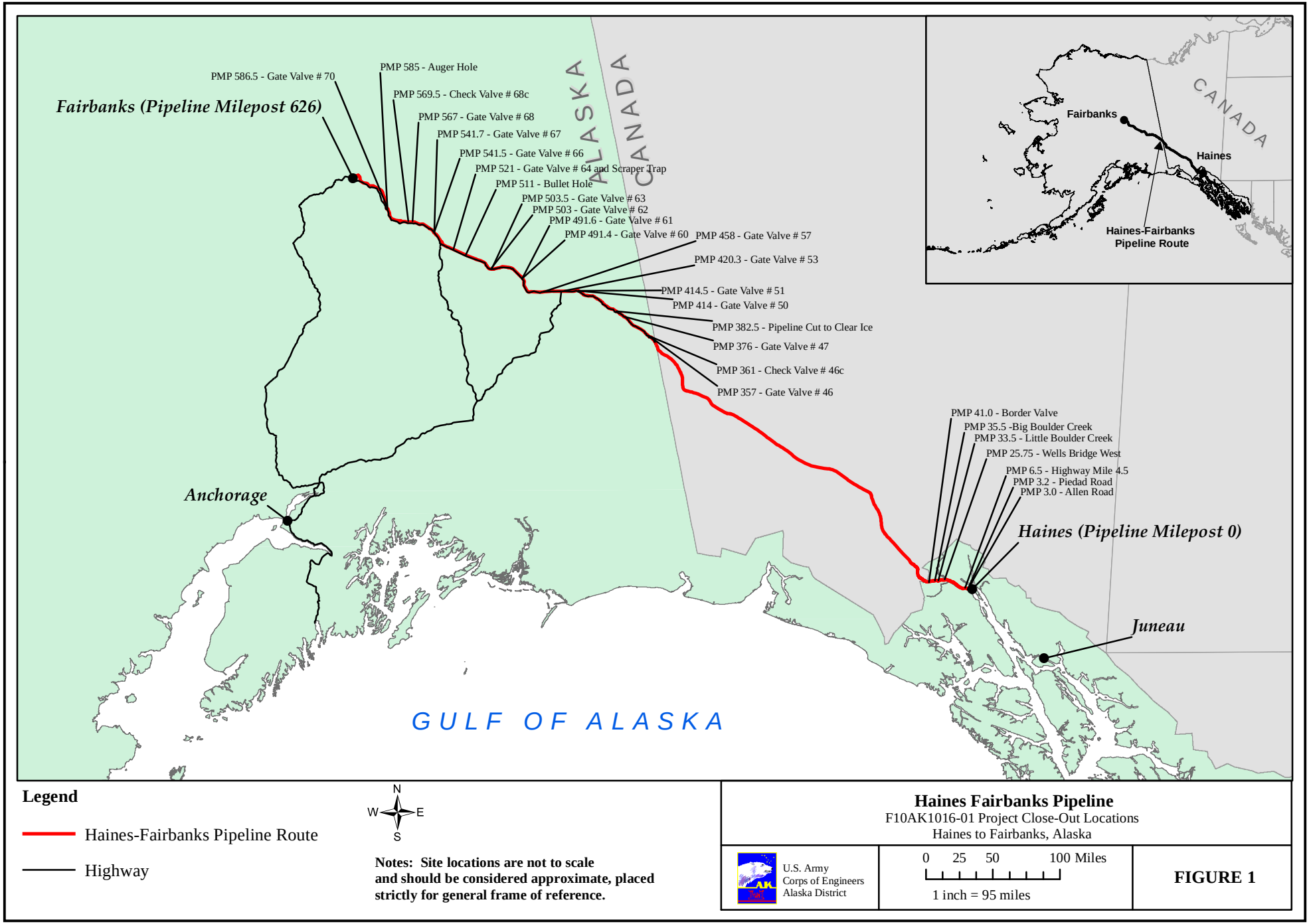
CH2M HILL, 2008. *Final Report, 2007 Haines-Fairbanks Pipeline Site Investigation*, July. (F10AK101601_01.09_0505_a)

ENSR, 2007. *Final Report, Haines-Fairbanks Pipeline (Haines to Canada Section), Site Investigation, Haines, Alaska*, May. (F10AK101601_01.09_0500_a)

USACE, 2010. *Final Report, 2008 Rapid Optical Screening Tool (ROST) Site Investigation, Haines-Fairbanks Pipeline FUDS, F10AK1016, Various Locations along the Alaska and Richardson Highways, Alaska*, March. (F10AK101601_01.09_05.02_a_0502)

USACE, 2006. *2005 ROST Site Investigation Summary Report FINAL, Haines-Fairbanks Pipeline FUDS F10AK1016, Haines, Alaska*, June. (F10AK101601_01.09_0504_a)

Figure 1



Legend

Haines-Fairbanks Pipeline Route

Highway

N W E S

Notes: Site locations are not to scale and should be considered approximate, placed strictly for general frame of reference.

Haines Fairbanks Pipeline
F10AK1016-01 Project Close-Out Locations
Haines to Fairbanks, Alaska

U.S. Army Corps of Engineers Alaska District

0 25 50 100 Miles

1 inch = 95 miles

FIGURE 1

Attachment 1

DECLARATION OF PROJECT CLOSURE DECISION
And
NO DEPARTMENT OF DEFENSE ACTION INDICATED
For
FORMERLY USED DEFENSE SITE HTRW PROJECT
HAINES-FAIRBANKS PIPELINE (F10AK1016-01)
VARIOUS LOCATIONS, ALASKA

STATEMENT OF BASIS

Authority for the Defense Environmental Restoration Program for Formerly Used Defense Sites (DERP-FUDS) for Hazardous Toxic Radiological Waste (HTRW) projects is derived from the Defense Environmental Restoration Program, 10 United States Code (USC) 2701-2707. The decision to close out the HTRW project (F10AK1016-01) is based on the 2013 No Department of Defense Action Indicated (NDAI) determination recorded in the Formerly Used Defense Site Management Information System (FUDSMIS) and the results of site investigations and remedial activities completed by the ENSR Corporation (ENSR) in 2006, CH2M HILL in 2007, and the United States Army Corps of Engineers – Alaska District (USACE-AK) in 2008.

SITE DESCRIPTION AND HISTORY

The Haines-Fairbanks Pipeline (HFP) extends a total of 626 miles from Haines, Alaska, through the Canadian provinces of British Columbia and the Yukon Territory, through Tok, Alaska, and up to Fairbanks, Alaska. The pipeline route generally parallels the Haines Highway from Haines, Alaska, to Haines Junction, Yukon Territory. It then follows the Alaska and Richardson Highways to Delta Junction, Alaska, continuing along the Richardson Highway to Fort Wainwright, Alaska. Approximately 52 percent of the pipeline route lies within United States territory.

The HTRW project (F10AK1016-01) was authorized for the HFP in 2002 after completing a Findings and Determination of Eligibility (FDE). The results of the FDE indicated that the Haines-Fairbanks Pipeline was formerly used by the Department of Defense (DOD) and eligible for cleanup under the DERP-FUDS. In 2012, a revised Inventory Project Report (INPR) was completed to modify the existing -01 HTRW project and add 13 containerized hazardous, toxic, and radioactive waste (CON/HTRW) projects (F10AK1016-02 through -14).

The modified -01 HTRW project contains a group of 27 sites along the HFP, encompassing 16 sites that have no identified environmental hazards, 3 sites that have been recommended by the United States Army Corps of Engineers (USACE) and accepted by the Alaska Department of Environmental Conservation (ADEC) for site closure, and 8 sites that have not been located during prior field efforts and have been recommended for no further investigation by the ADEC unless located in the future.

The 16 sites with no identified hazards include:

1. Pipeline Milepost (PMP) 3.0 (Allen Road)
2. PMP 3.2 (Piedad Road)
3. PMP 6.5 (Highway Mile 4.5)
4. PMP 25.75 (Wells Bridge West)
5. PMP 33.5 (Little Boulder Creek)
6. PMP 35.5 (Big Boulder Creek)
7. PMP 41.0 (Border Valve)
8. PMP 376 (Gate Valve #47)
9. PMP 382.5 (Pipeline Cut To Clear Ice)
10. PMP 491.4 (Gate Valve #60)
11. PMP 491.6 (Gate Valve #61)
12. PMP 511 (Bullet Hole)
13. PMP 521 (Gate Valve #64 and Scraper Trap)
14. PMP 567 (Gate Valve #68)
15. PMP 585 (Auger Hole)
16. PMP 586.5 (Gate Valve #70)

The 3 sites recommended by the USACE and accepted by the ADEC for closure include:

1. PMP 414 (Gate Valve #50)
2. PMP 503 (Gate Valve #62)
3. PMP 541.7 (Gate Valve #67)

The 8 sites that have not been located during prior field efforts and have been recommended for no additional investigation by the ADEC unless located in the future include:

1. PMP 357 (Gate Valve #46)

2. PMP 361 (Check Valve #46c)

3. PMP 414.5 (Gate Valve #51)

4. PMP 420.3 (Gate Valve #53)

5. PMP 458 (Gate Valve #57)

6. PMP 503.5 (Gate Valve #63)

7. PMP 541.5 (Gate Valve #66)

8. PMP 569.5 (Check Valve #68c)

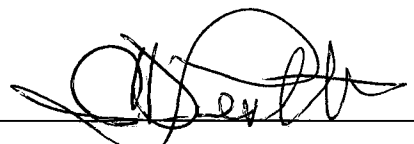
DESCRIPTION OF THE SELECTED REMEDY AND IMPLEMENTATION

Based on the results of the ENSR, CH2M HILL, and/or USACE-AK remedial investigation efforts, USACE-AK has recommended that no further action is required at the 27 sites of the F10AK1016-01 HTRW project. This NDAI determination may be reevaluated in the event that additional information becomes available or that a previously unlocated site is discovered.

DECLARATION

In accordance with the Defense Environmental Restoration Program for Formerly Used Defense Sites, the U.S. Army Engineer District, Alaska, has completed all HTRW activities at the Haines-Fairbanks Pipeline FUDS (F10AK1016-01), various locations, Alaska. This Declaration of Project Closure Decision supports the conclusion that all known sources of HTRW have been remediated. No further HTRW actions are required by the DOD at this project location. This decision may be reviewed and modified in the future if any new information becomes available which indicates the presence of eligible HTRW that may cause a risk to human health or the environment.

This Declaration of Project Closure Decision has been prepared and approved by the undersigned in accordance with the FUDS Program Policy, Engineer Regulation (ER) 200-3-1, May 10, 2004.



Date SEP 13 2013

CHRISTOPHER D. LESTOCHI
COL, EN
Commanding

The State of Alaska, through the Department of Environmental Conservation agrees this Haines-Fairbanks Pipeline HTRW F10AK1016-01 project closure is consistent with state cleanup requirements. The decision may be reviewed and modified in the future if information becomes available that indicates the presence of contaminants or waste that may cause unacceptable risk to human health or the environment.

Date 9/19/2013

John Halverson
DOD Cleanup Unit Manager
Alaska Department of Environmental Conservation

Attachment 2

STATE OF ALASKA

COPY

SARAH PALIN, GOVERNOR

DEPT. OF ENVIRONMENTAL CONSERVATION
DIVISION OF SPILL PREVENTION AND RESPONSE
CONTAMINATED SITES PROGRAM

Post Office Box 1542
Haines, Alaska 99827
PHONE: (907) 766-3184
FAX: (907) 766-3185
http://www.state.ak.us/dec/home.htm

September 3, 2008

File no.: 1508.38.007

Ms. Mary Jemin
Department of the Army
United States Army Engineer District, Alaska
Post Office Box 6898
Anchorage, Alaska 99506-6868

Re: Site Characterization Report Approval
Haines-Fairbanks Pipeline – various pipeline mileposts

Dear Ms. Jemin:

The Alaska Department of Environmental Conservation (department) has reviewed the *2007 Haines-Fairbanks Pipeline Site Investigation Report*, prepared by CH2M Hill and dated July 2008. All of the department's comments on the draft document have been satisfactorily resolved. This document is approved in accordance with 18 Alaska Administrative Code (AAC) 75.335(d).

Over the past several years, the U.S. Army Corps of Engineers (USACE) has conducted several site investigations along various portions of the Haines-Fairbanks Pipeline focusing these efforts in areas where check valves or gate valves were located, releases were documented in the past, or contamination was identified by the public. Results of these site investigations are documented in the above referenced report as well as the *Haines-Fairbanks Pipeline (Haines to Canada Section) Site Investigation Report* prepared by ENSR Corporation and dated May 2007. Based upon the information in these two (2) reports, petroleum hydrocarbon contamination has been discovered and merits additional characterization and/or cleanup at the following 14 locations.

PMP 1.9 (Young Road);
PMP 17.5 (Release, Haines Hwy Mile 15);
PMP 25.5 (Gate Valve (GV) 4, Wells Bridge, East);
PMP 343.9 (Scottie Creek Scraper Trap);
PMP 383 (GV 48);
PMP 399.5 (GV 49);
PMP 420.25 (GV52);
PMP 449.1 (GV56);
PMP 458.75 (GV58);
PMP 475.2 (GV59);
PMP 544 (Timber Pump Station);

PMP 558 (Release, Tenderfoot Creek);
PMP 569 (Birch Lake Storage Area); and
PMP 585.5 (GV 69).

At the following four (4) locations, petroleum hydrocarbon contamination was not documented in the reports, however the department requests that additional characterization is conducted in order to ensure that the location of the valve or release is accurate and that no contamination is truly present.

PMP 19.5 (Release, Haines Hwy Mile 18)
PMP 347 (GV 45 and Bleeder Valve);
PMP 511 (Bullet Hole); and
PMP 521(GV 64 and Scraper Trap).

At the following locations, either no petroleum hydrocarbon contamination was found during the site investigations or a small volume of contamination was found and excavated during the removal of the gate valve. No additional investigation or cleanup is required at these locations.

PMP 3 (Release, Allen Road) – This area was investigated in 2005 using the USACE's Rapid Optical Screening Tool (ROST) unit where two (2) probes were advanced and two (2) soil samples were collected and analyzed for gasoline-range organics (GRO), diesel-range organics (DRO), and residual-range organics (RRO). All sample results were either non-detect or below their respective cleanup levels. An additional test pit was advanced in 2006 and three (3) samples collected at various depths and analyzed for GRO, DRO, and RRO. All sample results were either non-detect or below their respective cleanup levels.

PMP 3.2 (Release, Piedad Road and GV) – This area was investigated in 2005 using the USACE's ROST unit where six (6) probes were advanced and two (2) soil samples were collected and analyzed for GRO, DRO, and RRO. All sample results were either non-detect or below their respective cleanup levels.

PMP 6.5 (Release, Haines Hwy Mile 4.5) – The general location of the spill was identified. One (1) sediment sample and (1) surface water sample were collected upstream of the culvert crossing the highway and analyzed for GRO, DRO, RRO, benzene, toluene, ethylbenzene, xylenes (BTEX), polycyclic aromatic hydrocarbons (PAHs), and lead, and GRO, DRO, RRO, BTEX, and PAHs, respectively. One (1) test pit was advanced downgradient of the pipeline where three (3) samples were collected at various depths and analyzed for GRO, DRO, and RRO, and the surface sample also included lead. All sample results across all media were either non-detect or below their respective screening or cleanup levels.

PMP 25.75 (Check Valve (CV) 4c, Wells Bridge, West) – This check valve was located on the west (upgradient) side of Wells Bridge along the Haines Highway. High voltage electrical lines and telephone lines are buried in this area and may be present in the actual pipeline as in some locations in this area the pipeline was used as a conduit for utility lines. There were no reported releases in this area. No additional investigation is required as the electrical lines present a safety issue.

PMP 33.5 (Release, Little Boulder Creek) – The general location of the spill was identified. One (1) sediment sample and (1) surface water sample were collected downgradient of the pipeline upstream of the highway and analyzed for GRO, DRO, RRO, BTEX, semi-volatile organic compounds (SVOCs), and lead and GRO, DRO, RRO, BTEX, and SVOCs, respectively. One (1) test pit was advanced near the pipeline where three (3) samples were collected at various depths and analyzed for GRO, DRO, and RRO, and the surface sample also included lead. All sample results across all media were either non-detect or below their respective screening or cleanup levels.

PMP 35.5 (GV 5) – Two test pits were advanced, one (1) of which was in the likely location of the bleeder valve in an open top drum at the floor of the vault and the other was from outside the drum at the floor of the vault. A total of five (5) samples were collected and analyzed for GRO, DRO, and RRO and one (1) was also analyzed for lead. All sample results were either non-detect or below their respective screening or cleanup levels.

PMP 41 (CV 5c) – This check valve could not be located in the field, however the suspected concrete vault box was present in the trees in the road right of way next to the pipeline corridor. It is likely that the vault box was removed during the realignment of the Haines Highway. A test pit was advanced in an area near the likely location of the former vault box. Two (2) soil samples were collected and analyzed for GRO, DRO, and RRO, and the surface sample was also analyzed for lead. All sample results were either non-detect or below their respective screening or cleanup levels.

PMP 376 (GV 47) – One (1) 3-foot by 6-foot test pit and one (1) 3-foot by 70-foot trench were advanced to depths of 2-3 feet below ground surface (bgs) where bedrock was found. Groundwater was not present in either the test pit or trench. Three (3) soil samples were collected and analyzed for GRO, DRO, RRO, BTEX, PAHs, and metals with all sample results below their respective cleanup level.

PMP 382.5 (Pipeline Cut and MoGas Spill) – Five (5) test pits were advanced in the suspected area of the spill location to depths of 3 feet bgs. Three samples were collected and analyzed for GRO, DRO, RRO, BTEX, PAHs, and metals. Sample results were either non-detect or below their respective cleanup level with the exception of arsenic which is likely to be naturally occurring.

PMP 414 (GV50) – The gate valve and concrete vault were removed and petroleum contaminated soil was found below the vault. A total of 20 cubic yards of contaminated soil was excavated and disposed of at OIT in North Pole, Alaska. Five (5) confirmation samples were collected from the floor of the excavation at 7 feet below the vault and from all sidewalls and analyzed for GRO, DRO, RRO, BTEX, PAHs and metals. Sample results were either non-detect or below their respective cleanup level with the exception of arsenic which is likely to be naturally occurring.

PMP 491.4 (GV 60) – The gate valve and concrete vault were removed and a test pit advanced below the valve location. Five (5) samples were collected from the floor of the test pit at 4 feet below the vault and from all sidewalls and analyzed for GRO, DRO, RRO, BTEX, PAHs and metals. Sample results were either non-detect or below their respective cleanup level with the exception of arsenic which is likely to be naturally occurring.

PMP 491.6 (GV 61) – The gate valve and concrete vault were removed and a test pit advanced below the valve location. Six (6) samples were collected at the floor of the test pit at 5 feet below the vault, from all sidewalls, and near the bleeder valve and analyzed for GRO, DRO, RRO, BTEX, PAHs and

metals. Sample results were either non-detect or below their respective cleanup level with the exception of arsenic in all samples and chromium in one (1) sample which are likely to be naturally occurring.

PMP 503 (GV62) – The gate valve and concrete vault were removed and a test pit advanced below the valve location. Petroleum hydrocarbon contaminated soil was discovered and a total of 20 cubic yards of contaminated soil was excavated and disposed of at OIT in North Pole, Alaska. Seven (7) samples were collected at the floor of the test pit at 6.5 feet below the vault, from all sidewalls, and near the bleeder valve and analyzed for GRO, DRO, RRO, BTEX, PAHs and metals. One (1) sample for DRO at the bleeder valve slightly exceeded the respective cleanup level with a result of 250 mg/kg. All other sample results were either non-detect or below their respective cleanup level with the exception of arsenic in all samples and chromium in one sample which are likely to be naturally occurring. Given the low concentration of this exceedence and its location at depth, the risk to human health or the environment in minimal.

PMP 541.7 (GV67) – The gate valve and concrete vault were removed and a test pit advanced below the valve location. Petroleum hydrocarbon contaminated soil was discovered and a total of 15 cubic yards of contaminated soil was excavated and disposed of at OIT in North Pole, Alaska. Six (6) samples were collected at the floor of the test pit at 5 feet below the vault and from all sidewalls and analyzed for GRO, DRO, RRO, BTEX, PAHs and metals. One sample for DRO from the excavation floor at 10 feet bgs slightly exceeded the respective cleanup level with a result of 640 mg/kg. All other sample results were either non-detect or below their respective cleanup level with the exception of arsenic in all samples which is likely to be naturally occurring. With sample results for DRO from the sidewalls below the cleanup level and the floor DRO concentration so low, there is likely only a small volume of contamination present and the risk to human health and the environment is minimal.

PMP 567 (GV68) – A large water-filled hole was found in the area of the former valve and vault where it was suspected that the valve had once been located and later removed and a soil pile was located next to the hole. Six (6) samples were collected from the soil pile and adjacent to the water-filled hole and analyzed for GRO, DRO, RRO, BTEX, PAHs and metals. Sample results were either non-detect or below their respective cleanup level with the exception of arsenic in all samples and chromium in five (5) samples which are likely to be naturally occurring.

PMP 585 (Release, Power Pole Auger Strike) – As the location of this release was not certain, a soil gas survey of 40 passive soil gas modules was initiated along a 750 foot expanse of the pipeline corridor. No soil gas samples showed sorbed masses of petroleum three (3) orders of magnitude greater than the detection limit indicating that soil in the area is not affected by petroleum hydrocarbons. No analytical samples were collected.

PMP 586.5 (GV70) – As the location of this gate valve was not certain, a soil gas survey of 20 passive soil gas modules was initiated along a 120 foot expanse of the pipeline corridor. Only one (1) soil gas sample showed a sorbed mass of petroleum three (3) orders of magnitude greater than the detection limit indicating that soil in the area had been affected by petroleum hydrocarbons. A test pit measuring 3-foot by 8-foot to a depth of 7 feet bgs was advanced in the location of the soil gas module and three (3) samples were collected and analyzed for GRO, DRO, RRO, BTEX, PAHs and metals. Sample results were either non-detect or below their respective cleanup level with the exception of arsenic in all samples and chromium in one (1) sample which are likely to be naturally occurring.

There were also eight (8) valves that could not be located in the field. No additional investigation and/or cleanup is required at these locations unless they are located in the future.

PMP 357 (GV 46);
PMP 361 (CV 46c);
PMP 414.5 (GV 51);
PMP 420.25 (GV 53);
PMP 458 (GV 57);
PMP 503.5 (GV 63);
PMP 541.5 (GV 66); and
PMP 569.5 (CV 68c).

Please note that if in the future additional contamination is found to be present at any of the locations that may pose an unacceptable risk to human health, safety, welfare or the environment, it must be reported to the department and additional cleanup may be required.

If you have any questions about this determination, please do not hesitate to contact me at 766-3184.

Sincerely,

Anne Marie Palmieri
Environmental Program Specialist

Attachment 3

STATE OF ALASKA

SEAN PARNELL, GOVERNOR

DEPT. OF ENVIRONMENTAL CONSERVATION
DIVISION OF SPILL PREVENTION AND RESPONSE
CONTAMINATED SITES PROGRAM

Post Office Box 1542
Haines, Alaska 99827
PHONE: (907) 766-3184
FAX: (907) 766-3185
http://www.state.ak.us/dec/home.htm

September 29, 2010

Ms. Mary Jemin
US Army Corps of Engineers
PO Box 6898
Elmendorf AFB, Alaska 99506-0898

Re: Site Investigation Report Approval
Haines-Fairbanks Pipeline FUDS Project

Dear Ms. Jemin:

The Alaska Department of Environmental Conservation (DEC) has received and reviewed the *Final 2008 ROST Site Investigation Report* for the Haines-Fairbanks Pipeline FUDS project, prepared by the US Army Corps of Engineers (USACE) and dated March 2010.

This *Site Investigation Report* documents field activities conducted by the USACE in 2008 at fourteen separate areas of potential contamination along the Haines-Fairbanks Pipeline. Results from the 2008 field work as well as previous investigations leads to the conclusions that additional investigation or evaluation is needed at twelve of the areas, including Pipeline Mile Post (PMP) 585.50; PMP 569; PMP 558; PMP 544; PMP 475.25; PMP 458.75; PMP 449; PMP 420.25; PMP 399.5; PMP 383; PMP 343.9 and PMP 347. At two (2) areas, PMP 521 and PMP 511, no petroleum contamination was found to be present during either the 2007 or 2008 field activities. These two areas are considered to be non-qualifying as contaminated sites and DEC will require no further investigation or action unless new information becomes available in the future which indicates that contamination may be present.

The *Site Investigation Report* dated March 2010 satisfactorily addresses DEC comments made on the draft version. DEC hereby approves this report in accordance with Site Cleanup Rules of 18 Alaska Administrative Code (AAC) 75.325 - .990.

We look forward to continuing to work with you on this project. If you have any questions, please do not hesitate to contact me at 766-3184.

Sincerely,

Anne Marie Palmieri
Environmental Specialist

DOT&PF Hydrology/Floodplain Encroachment

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Design and Engineering Services – Southeast Region
Preconstruction / Materials

To: Jim Scholl
Environmental Impact Analyst

Date: May 15, 2015

Telephone No: 465-4441
FAX No: 465-4414

From: Robert Trousil, PE
SE Region Hydraulics Engineer
AK DOT&PF

Subject: Haines Hwy Rehabilitation
Encroachment Evaluation
23CFR 650.105 & EO 11988
Project # 68606

Significant Encroachment Evaluation

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), proposes to make improvements to the Haines Highway from MP 3.5 to 25.3. Modifications related to rehabilitation of the Haines Highway requires the consideration of general criteria presented in Executive Order (EO) 11988, which mandates agencies to take floodplain encroachment into account when formulating or evaluating any water and land use plans. 23 CFR 650, *"Location and Hydraulic Design of Encroachments on Flood Plains"* specifically addresses these issues and is used as the bases for evaluating this projects categorization as being a significant encroachment consistent with EO 11988.

Section 650.105 (q) defines *significant encroachment* as those projects which have one or more of the following impacts within the floodplain:

(1) The project will have a significant potential to interrupt or terminate a transportation facility which is needed for emergency vehicles or provides a community's only evacuation route;
(2) The project has significant risk, or;
(3) The project creates a significant adverse impact on natural and beneficial flood-plain values.

On January 30, 2015, Executive Order 11988 of May 24, 1977 was amended. The Order requires the consideration of flood related impacts due to the effects of climate change and other threats which are anticipated to increase over time. Using the best-available and actionable science, the amended Order is intended to improve the Nation's preparedness and resilience against flooding, and to avoid, to the extent possible, the long- and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct or indirect support of floodplain development wherever there is a practicable alternative.

This approach will also include evaluation of whether the amended Order requires critical action based on new flood elevation thresholds established by the Order. The area subject to flooding by the 0.2 percent annual chance is now considered the threshold standard for analysis when considering encroachment potential. In addition, freeboard values of 2.0-ft and 3.0-ft above the base flood elevation need to be considered for both non-critical and critical infrastructure, respectively.

The highway is considered to be critical infrastructure by the State of Alaska. Critical infrastructure includes bridges, guide banks and other river training works, and facilities such as single access roadways or roadways where there is concern for stream erosion problems.

The highway is an important transportation corridor, providing year-round access to the town of Haines, the terminus of the highway, and other nearby communities. The Haines Highway is one of two major highways connecting Southeast Alaska to the continental highway system via the Alaska Highway and the Alaska Marine Highway System. In addition to being an international transportation corridor, this highway also provides access to a variety of beneficial uses, including wildlife viewing, sport fishing, and many other recreational opportunities.

Between MP 3.5 and MP 12.0, approximately 6.5 miles of the existing highway alignment are located immediately adjacent to the Chilkat River. Previous upgrades to the highway in this section were conducted 34 years ago (1979) between MP 4.0 and MP 14.0, at which time the road was re-graded and paved. Modifications and upgrades to highway drainage were also conducted.

The proposed improvements to the Haines Highway would require the installation/upgrade of approximately 10,950-lf of bank stabilization revetments associated with critical infrastructure.

Hydraulics/Hydrology

The Chilkat River is a large, dynamic, glacially fed river with a complex network of side channels. These side channels characteristically impinge directly on highway embankments before being redirected abruptly downstream, while the main stem of the Chilkat River runs parallel to the highway. The river eventually discharges to the Lynn Canal. The floodplain is tidally influenced at a point near the downstream end of the Haines Airport, which is downstream of the beginning of the project.

River substrate consists of coarse materials dominated by cobbles and gravels, with finer materials consisting of sands and silts. The channel is described as braided, and is characterized by high bank erosion rates and excessive deposition occurring as both longitudinal and transverse bars, with annual shifts of the channel bed.

The floodplain is broad, varying in width from 1,000-ft in the reaches of the river near Mile 24 to 1.1 miles near the Haines Airport. Adverse conditions associated with flood flows of both short and long duration include high sediment loading and changing channel configurations. Normal flows of the river can rapidly change to over-bank flow conditions, causing inundation within the numerous side channels that exist within and adjacent to the floodplain. In addition, high bank erodibility, together with moderately steep river gradients, contributes to river instability.

Despite these hydraulic conditions, it does not appear the Haines Highway has sustained flood related damage, due in large part to the adequacy of the bank stabilization revetments currently in place.

Large woody debris, prevalent across the entire floodplain, occasionally creates localized logjams, temporarily redirecting flow and influencing channel orientations. Woody vegetative growth is typically vigorous above a well-defined elevation on the bank and sporadic or absent below this elevation.

In areas where the floodplain is broad, only small changes in flood flow depth may be realized even as flood discharge rates increase dramatically. Erratic sediment transport and deposition often result in the natural formation of longitudinal levee structures that may locally confine flood flows and inhibit occupation of the available floodplain. Riverbanks are susceptible to erosion when flood flows become concentrated by these natural levee structures when they form on the fringes of the floodplain.

The relative impact of the proposed action on water surface elevations, the extent of tidal influence along the Chilkat River, and the sensitivity to encroachment was estimated using HEC-RAS hydraulic modeling. Cross sections were synthesized using survey and LIDAR information in the vicinity of Station 417+00. Approximately 14,045-ft of reach was modeled. Though extremely approximate in nature due to the very broad flood plain, the model provided a rough approximation of the back water caused by the mean high high water (MHHW). From this modeling, it was determined that high tide will not have a hydraulic effect on the river during the 2-year or higher flows that were considered in the model.

Although the hydraulic model did not specifically evaluate the hydraulic impacts associated with either new or rehabilitated bank stabilization revetments that may encroach on the river, the cross sectional area available for flood flow conveyance is so enormous that any encroachment being considered, in the form of bank stabilization revetments, would have no effect in raising or lowering the flood water surface elevation for either the 1 percent or 0.2 percent flood event.

23 CFR 650

Flood plain maps were developed for the Town of Haines; however, there are no Federal Emergency Management Agency (FEMA) Flood Insurance Studies (FIS's) or Flood Insurance Rate Maps (FIRM's) for the Chilkat River. FEMA issued a notice dated March 7, 2007 converting the regular phase of the National Flood Insurance Program. This action effectively converted the Flood Hazard Boundary Map, (FHBM) to FIRM's for the above mentioned maps. In addition, the Haines Highway project is not located within a defined flood hazard area.

Anecdotal information indicates the Haines Highway has not been overtopped by Chilkat River flows for the period of record 1980 to present. Although flooding of the highway has been reported, such events are associated with mountainside debris flow events were sediment-laden bedload plugs cross drainage culverts, with flood waters subsequently overtopping the road.

The road embankment adjacent to the Chilkat River and its side channels is subject to hydraulic forces as described previously. Despite the risks associated with the hydraulic interactions and potential encroachment impacts between the Haines Highway and the Chilkat River, revetments have provided adequate bank protection that does not compromise the integrity of the Haines Highway. Similarly, refurbished and new embankment stabilization structures will provide equal protection to critical infrastructure with no encroachment impacts that compromise any natural process or resource.

Based on criteria set forth in EO 11988 and 23CFR, Subpart A, Section 650, the Haines Highway Project does not constitute a significant encroachment upon the floodplain, pose a significant risk or impact or compromise any natural process or resource at the site. The hydraulic function of the area will essentially remain unchanged.

The preparation of this map was financed in part by funds from the Alaska Coastal Management Program which is funded by the State and Office of Ocean and Coastal Resource Management, NOAA, U.S. Dept. of Commerce, administered by the Dept. of Community and Regional Affairs, Municipal and Regional Assistance Division.

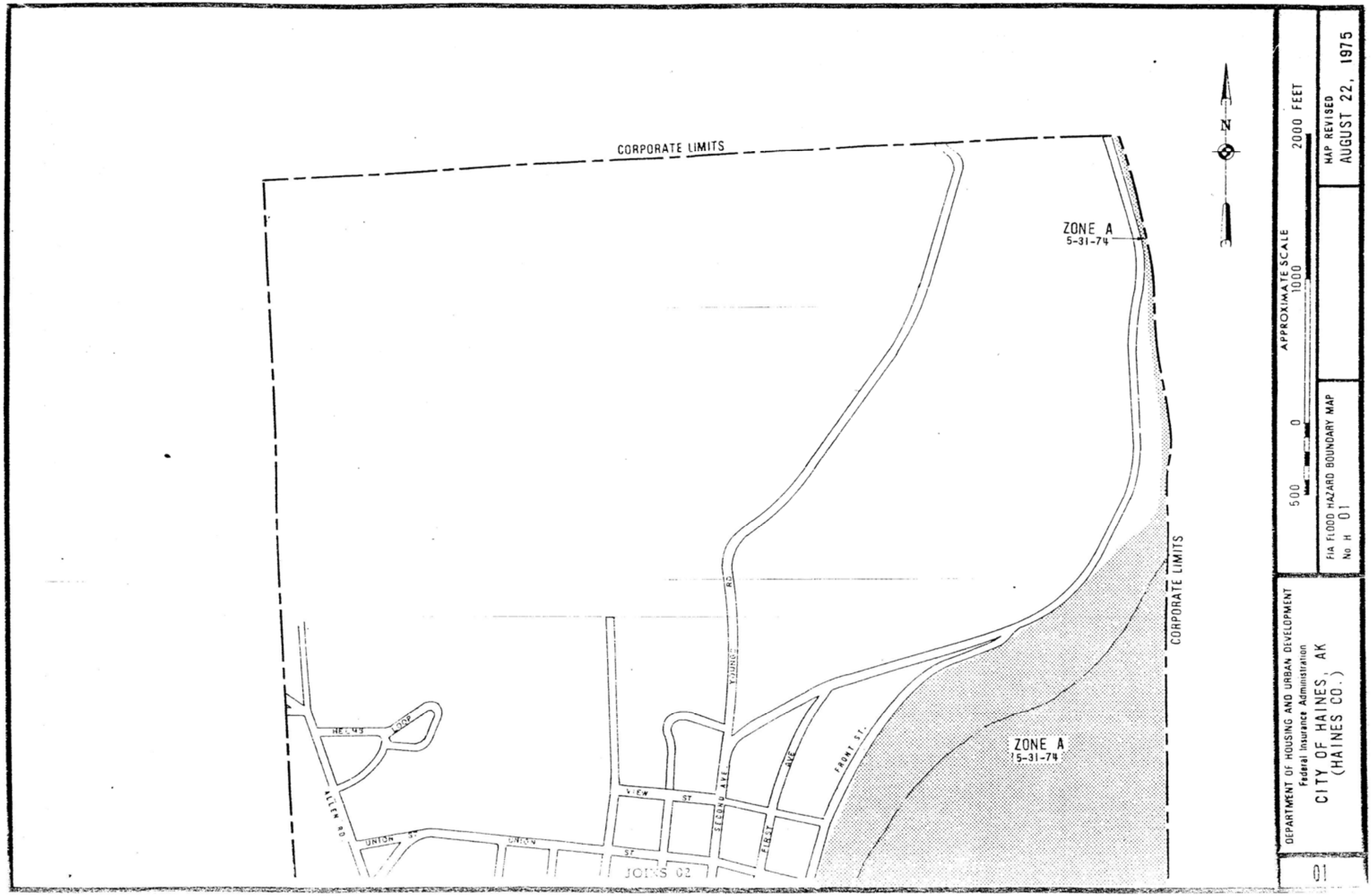
CITY OF HAINES, ALASKA
Flood Plain & Flood Hazards Map

Sources: 1982 URS ENGRS. Topographic & Property Lines Map Mosaics & Other Maps of the City of Haines

Elevations and locations must be field checked for design purposes.

NOTE: Zero Elevation = M.L.W. (USCGS Tidal Datum)

LEGEND
- 10' & 50' Topographic Lines
- 2' Topographic Lines
- ℄ Streams and Drainage Ditches
- Culvert
- Inlet and Storm Drain
- Manhole and Storm Drain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5-31-74
ZONE A
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CORPORATE LIMITS
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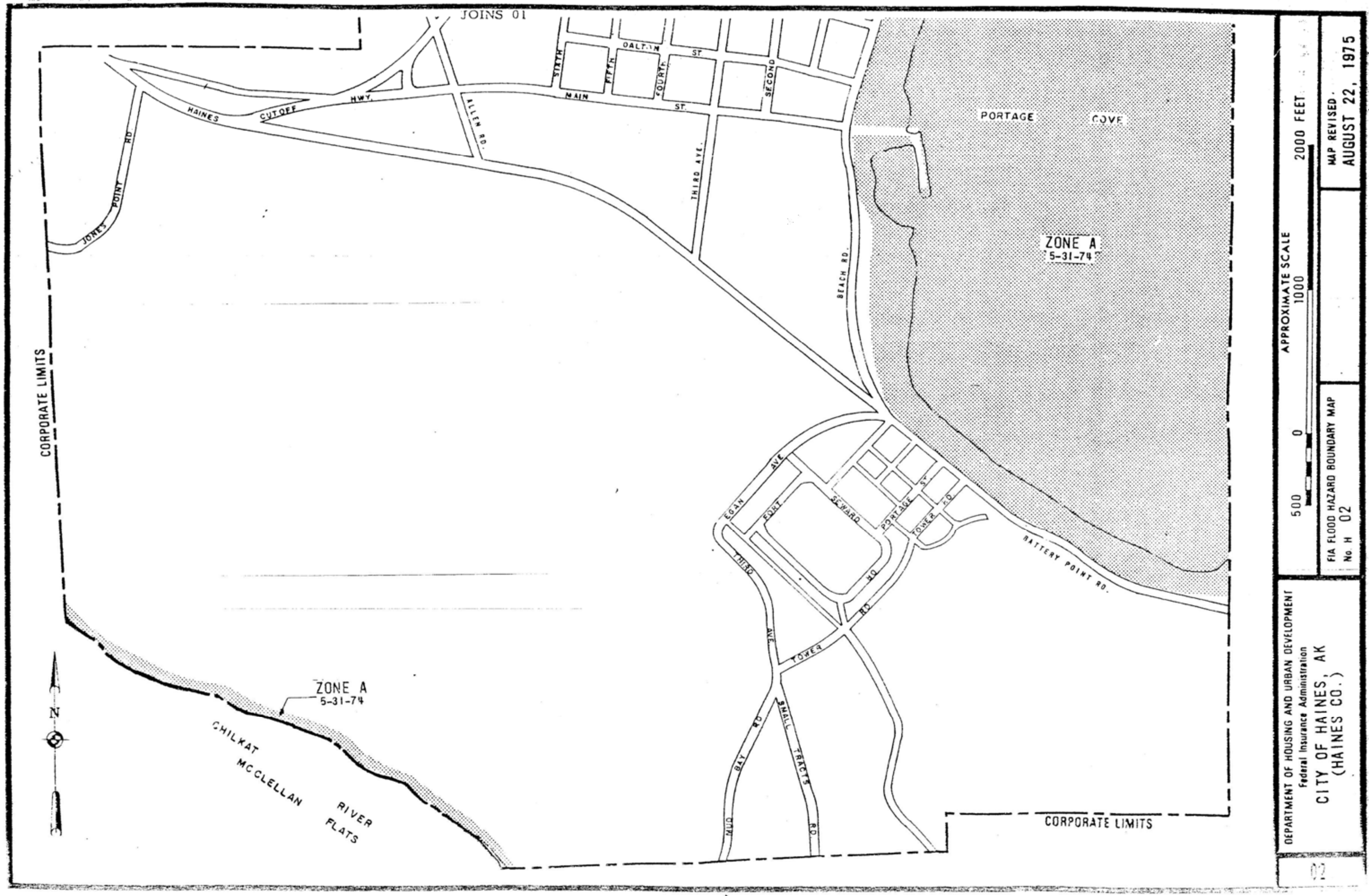
FRONT ST.
SECOND AVE.
FIRST AVE
VIEW ST
UNION ST
ALLEN RD
LOOP
JOINS 02
APPROXIMATE SCALE
500 0 1000 2000 FEET
MAP REVISED
AUGUST 22, 1975
FIA FLOOD HAZARD BOUNDARY MAP
No H 01
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
Federal Insurance Administration
CITY OF HAINES, AK
(HAINES CO.)
01


JOINS 01
DALTON ST
SIXTH
FIFTH
FOURTH
SECOND
MAIN ST
HAINES CUTOFF HWY
ALLEN RD.
THIRD AVE.
BEACH RD.
PORTAGE COVE
ZONE A
5-31-74
JONES POINT RD
CORPORATE LIMITS
EGAN AVE
FORT SEWARD
PORTAGE ST
TOWER RD
BATTERY POINT RD.
THIRD AVE
TOWER RD
MUD BAY RD
SMALL TRACTS RD
ZONE A
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CHILKAT RIVER
MCCLELLAN FLATS
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CORPORATE LIMITS
APPROXIMATE SCALE
500 0 1000 2000 FEET
MAP REVISED:
AUGUST 22, 1975
FIA FLOOD HAZARD BOUNDARY MAP
No. H 02
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
Federal Insurance Administration
CITY OF HAINES, AK
(HAINES CO.)
02

DOWL Current and Future Traffic Conditions Memo

DOWL

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Bend

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Redmond
Seattle

WYOMING
Gillette
Lander
Laramie
Sheridan

MEMORANDUM

TO: Greg Lockwood, P.E. DOT&PF Southcoast Region

FROM: Naomi Hobbs, P.E.

DATE: July 6, 2015

SUBJECT: 68606: Haines Highway – Current and Future Traffic Conditions

A new LOS analysis performed using the recently updated design designation for Haines Highway MP 3.5 to 25.3 is summarized below. The analysis is based on the Highway Capacity Manual (2010) and software, HCS2000. Two criteria define LOS for a two-lane rural highway: percent time-spent-following (PTSF) and average travel speed (ATS). Percent time-spent-following represents the freedom to maneuver and the comfort and convenience of travel. PTSF is the average percent of travel time that vehicles must travel behind slower vehicles due to the inability to pass. ATS reflects the mobility or availability to travel at the posted speed. Most of the existing horizontal curves do not meet design criteria for a 55 MPH posted speed, forcing drivers to travel at lower speeds and reducing the LOS to an unacceptable LOS D.

Level of Service Analysis Summary

Current Highway (2012) (no-build)

No-Passing	59%
PTSF	36.5%
ATS	43.9 MPH
LOS	D

Future Highway (2037) (no-build)

No-Passing	59%
PTSF	37.8%
ATS	43.7 MPH
LOS	D

AASHTO recommends design speeds based on functional classification of the highway, anticipated operating speeds, and topography. The design speed for the Haines Highway is established at 55 MPH. The proposed alignment improvements will make the alignment more compatible with the design speed and bring the highway to a LOS B.

D. Sosa/Haines Borough to J. Scholl/DOT&PF

Future Mining Activity

Weglinski, Gene

From: Scholl, James W (DOT) <jim.scholl@alaska.gov>
Sent: Monday, January 12, 2015 1:34 PM
To: Weglinski, Gene
Cc: Lepley, Lesley
Subject: FW: 68606 HNS: MP 3.5 to 25.3 / Future mine activity

Gene, Please put this email in the final "Comments and Coordination" Appendix.

From: David Sosa [mailto:dsosa@haines.ak.us]
Sent: Monday, January 12, 2015 12:31 PM
To: Scholl, James W (DOT)
Subject: RE: 68606 HNS: MP 3.5 to 25.3 / Future mine activity

That is correct. We have been working closely with several organizations but none are close enough to production to commit. We are in the process of working to approve plans for upgrades to our Lutak Dock to be in a position to take advantage of whatever opportunities come available. In addition to potential ore handling there are possibilities for bulk cargo handling, Maritime Services Industry and ore transshipment.

Cheers,

Dave

From: Scholl, James W (DOT) [mailto:jim.scholl@alaska.gov]
Sent: Monday, January 12, 2015 11:38 AM
To: David Sosa
Cc: Gendron, Jane D (DOT); Lockwood, Gregory K (DOT); Jan Hill
Subject: FW: 68606 HNS: MP 3.5 to 25.3 / Future mine activity

Dave, Please re-confirm what Mark told us back in 2013. In other words, the Haines Borough has been in contact with mines in the Borough and the Yukon but none have indicated a firm commitment to begin production and take the ore to port down the Haines Highway. Is that still true?

Jim Scholl
Environmental Analyst
ADOT&PF Southcoast Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Mark Earnest [mailto:mearnest@haines.ak.us]
Sent: Thursday, March 07, 2013 6:36 PM
To: Scholl, James W (DOT)
Subject: RE: 68606 HNS: MP 3.5 to 25.3 / Future mine activity

Hi Jim,

The Haines Borough has had discussions with both Prophecy Platinum regarding their Wellgreen deposit located near Burwash Landing, Yukon Territory and Constantine Metal Resources regarding their Palmer deposit located in the Haines Borough. Both companies are still exploring and assessing their properties: Constantine Metal Resources is resuming work at the Palmer property this summer after two years of inactivity—they are currently in the Resource Exploration and Estimation Phase; and Prophecy Platinum currently has drilling and metallurgical testing programs underway and has only recently completed a Preliminary Economic Assessment for their property at Wellgreen—they are attempting to upgrade the inferred resource into the measured and indicated category. While both companies have expressed an interest in the possible use of the Haines Highway and port facilities in Haines, any potential mine development or mineral production associated with these properties is highly speculative at this time and many years in the future, if ever, and certainly no commitment has been made by either company to go into production or take ore down the Haines Highway.

Please let me know if you have any questions or need additional information.

Mark Earnest
Borough Manager

From: Scholl, James W (DOT) [mailto:jim.scholl@alaska.gov]
Sent: Thursday, March 07, 2013 11:33 AM
To: Mark Earnest
Subject: 68606 HNS: MP 3.5 to 25.3 / Future mine activity

Mark, I'd like to confirm the discussions we've had recently. The Haines Borough has been in contact with mines in the Borough and the Yukon but none have indicated a firm commitment to begin production and take the ore to port down the Haines Highway. Correct?

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Gendron, Jane D (DOT)
To: Ashton, Nancy
Cc: Jim Scholl; Lockwood, Gregory K (DOT)
Subject: FW: Haines Highway: Question to update the attached information
Date: Monday, June 09, 2014 3:48:32 PM

Nancy, here is a new email correspondence to add to our agency comments and coordination section. I am referring to this email in the Section 4.21 Cumulative Impact section.

From: David Sosa [mailto:dsosa@haines.ak.us]
Sent: Monday, June 09, 2014 3:02 PM
To: Gendron, Jane D (DOT)
Subject: RE: Haines Highway: Question to update the attached information

Jane,

It was a pleasure speaking with you. After reviewing the information in your e-mail and meeting with staff here I can confirm that the information received by Mr. Earnest last year is still valid. If you have any further questions I can be reached at this address and at the contact information below.

Sincerely,

Dave Sosa

David B. Sosa
Borough Manager
Haines Borough, Alaska
www.hainesalaska.gov
dsosa@haines.ak.us
907-766-2231 ext. 29

From: Gendron, Jane D (DOT) [mailto:jane.gendron@alaska.gov]
Sent: Monday, June 09, 2014 2:35 PM
To: David Sosa
Cc: Gendron, Jane D (DOT); Scholl, James W (DOT); Julie Cozzi
Subject: Haines Highway: Question to update the attached information
Importance: High

Good afternoon David,

I am helping finalize the sections of the revised Environmental Assessment for the Haines Highway MP 3.5 to 25.3.

Attached you will find an email correspondence between the prior manager and Jim Scholl.

Can you verify that the information in this email is still valid? I look forward to your reply.

You are welcome to call me any time to discuss.

Jane Gendron
Southeast Region Environmental Manager
DOT&PF
6860 Glacier Highway
Juneau, AK 99801
907-465-4499

Essential Fish Habitat – Stream Investigations/Nominations

MEMORANDUM

State of Alaska

Department of Fish and Game
Division of Habitat

TO: Jackie Timothy
Southeast Regional Supervisor

DATE: June 27, 2014

SUBJECT: May 2014 MP 3.5–25.3 Haines Highway Stream Investigations

FROM: Kate Kanouse
Habitat Biologist

PHONE NO: (907) 465-4290

On May 13, I traveled to Haines with Jim Scholl of the Alaska Department of Transportation and Public Facilities (ADOT&PF), Cindy Hartmann Moore of the U.S. National Marine Fisheries Service, and Neil Stichert of the U.S. Fish and Wildlife Service. The purpose of our site visit was to field review recent changes to the proposed road realignment for Haines Highway (HH) between mileposts (MP) 3.5 and 25.3. The realignment project will bring the last section of the 40 mile highway up to 55 MPH design standards. I traveled to Haines again on May 29 and May 30 to determine if some of the proposed stream crossings should be designed to provide fish passage. Habitat biologist Nicole Legere accompanied me on May 29, and on June 4 and June 18 she further investigated fish use in a few streams. Fish and Wildlife Technician Tess Quinn prepared and submitted the Anadromous Waters Catalog (AWC) nominations described herein (Appendix 1), and if adopted, would be effective in the 2015 AWC update.

This report summarizes the field work I completed in May and specifies Fish Habitat Permits required. Table 1 (attached) lists each stream crossing proposed for the project, fish habitat permits required, updates we made to the AWC in June 2014, and additional field investigations needed. I will maintain and update Table 1 as we collect new information, and include it with future trip reports for the project. I used station numbers and mileposts referenced in Figure Set 1 of the May 9, 2014 Essential Fish Habitat Assessment.

Briefly, as a result of this work, we:

- Submitted six nominations to update the AWC;
- Will further investigate fish use in five streams to update the AWC, and if anadromous fish are documented upstream of HH in three of those streams, we will concur with fish passage culvert designs proposed by ADOT&PF staff; and
- Recommend the ADOT&PF design three culverts for only water conveyance, not upstream juvenile fish passage, after considering available habitat upstream of the culverts and cost.

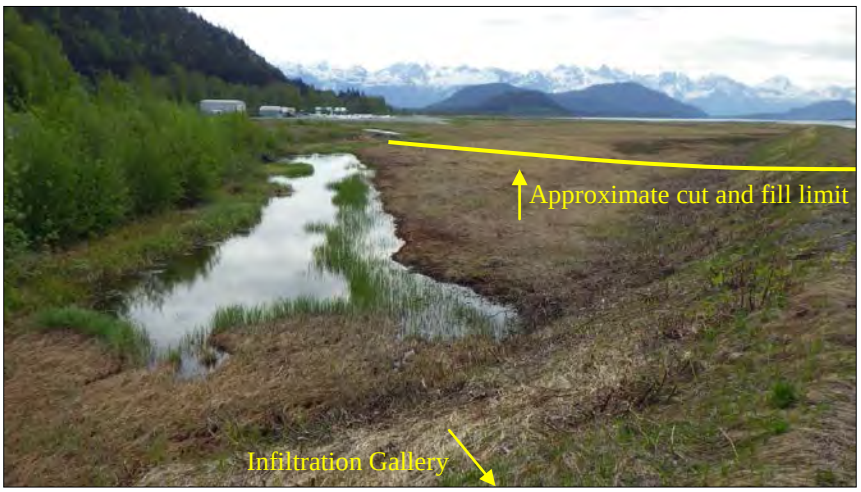

Figure 1.–Stream No. 115-32-10250-2002-3017 upper extent, looking downstream (east), the Chilkat River airport dike (right), and approximate HH realignment footprint.

Stream No. 115-32-10250-2002-3017 provides rearing habitat for juvenile coho salmon (Figure 1). The stream was constructed between the Chilkat River airport dike and HH about 20 years ago during a Haines Airport expansion project as mitigation for impacts to fishery resources. The proposed HH realignment project would require filling the upper most 300 ft. The ADOT&PF proposes to relocate the stream adjacent and south of the existing channel, and abandon the infiltration gallery within the Chilkat River airport dike. Groundwater flow data ADOT&PF staff collected from wells in the area suggest the infiltration gallery does not provide the primary water source for the stream and adjacent wetlands, rather surface and groundwater flows from upland areas north of the airport have a greater contribution to hydrologic function (Bob Trousil, Hydrologist, ADOT&PF, Juneau, personal communication).

I recommend the ADOT&PF design and construct the new stream channel in a similar manner to the existing channel, work that requires a Fish Habitat Permit.

MP 4.1, Station 195+00–198+00 Stream No. 115-32-10250

The upper extent of tidal influence in the Chilkat River (Stream No. 115-32-10250) occurs near MP 4. River substrate consists of silt and sand and eulachon spawn early- to mid-May. Juvenile and adult salmonids migrate through this reach of the river year-round. Highway construction in the river (Figure 2) requires a Fish Habitat Permit.

Figure 2.–Chilkat River, looking upstream (west), the Chilkat River airport dike (foreground), and approximate HH realignment footprint.

Figure 3.–Stream No. 115-32-10250-2006-3003 culvert (FP3) inlet.

Stream No. 115-32-10250-2006-3003 provides rearing habitat for juvenile coho salmon[1], and rearing cutthroat trout and Dolly Varden char. The cataloged upper extent of the stream is at the HH culvert (FP3) outlet. Upstream of the culvert, two small drainages (Figure 3) converge at the inlet. During high water (June–August), the flooded drainages connect with other drainages to the northwest (Stream No. 115-32-10250-2008-3004). We will investigate fish use extent upstream of the HH culvert this summer and update the AWC listing.

The ADOT&PF proposes to replace the existing 2 ft culvert with one that provides fish passage, and relocate the existing channel in the ditch downstream of the HH culvert to a relic channel in the forest, which will maintain drainage patterns further downstream. Relocating the stream in the forest, out of ditch, will improve fish habitat by increasing riparian vegetation cover and reducing impacts from highway maintenance (e.g. brushing and snow plowing). The culvert replacement, stream fill to accommodate the wider road footprint, and stream relocation require a Fish Habitat Permit.

[1] On June 4, 2014, Habitat biologist Nicole Legere electrofished and captured two coho salmon upstream of the HH culvert.

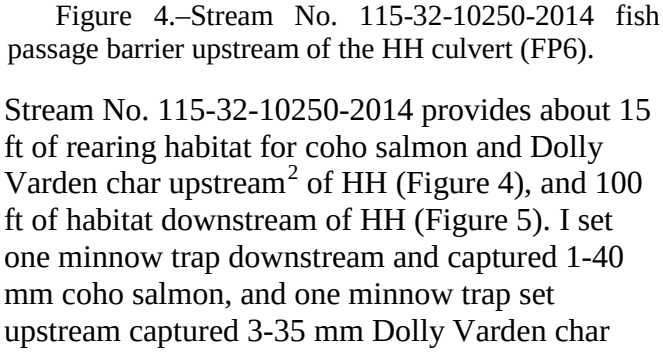

Figure 4.–Stream No. 115-32-10250-2014 fish passage barrier upstream of the HH culvert (FP6).

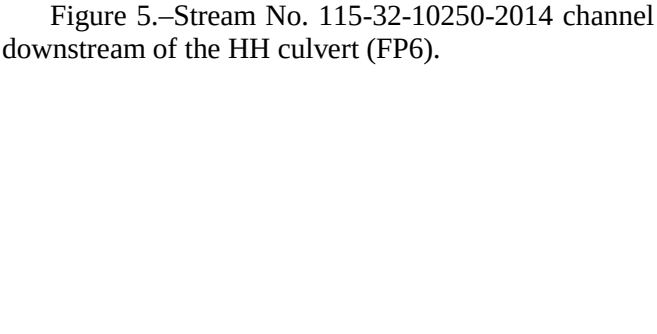

Figure 5.–Stream No. 115-32-10250-2014 channel downstream of the HH culvert (FP6).

Stream No. 115-32-10250-2014 provides about 15 ft of rearing habitat for coho salmon and Dolly Varden char upstream[2] of HH (Figure 4), and 100 ft of habitat downstream of HH (Figure 5). I set one minnow trap downstream and captured 1-40 mm coho salmon, and one minnow trap set upstream captured 3-35 mm Dolly Varden char (Figure 6). The size of captured fish suggests the stream is their natal system. Stream gravels present in the pool at the base of the falls and gravel patches near the stream mouth may provide spawning habitat. I tracked the stream and we submitted an AWC nomination to correct the stream route.

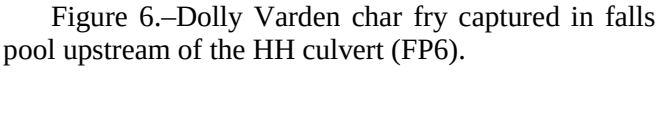

Figure 6.–Dolly Varden char fry captured in falls pool upstream of the HH culvert (FP6).

The ADOT&PF proposes to replace the existing twin 2 ft culverts with a 73 in x 55 in arch culvert (FP6) that will improve fish passage, and widen the road and place fill in the stream, work that requires a Fish Habitat Permit.

[2] On May 9, 2006, I captured three coho salmon, eight Dolly Varden char, and one cutthroat trout in one minnow trap set upstream of the HH culvert. Downstream, I captured five coho salmon and one Dolly Varden char.

Figure 7.–HH culvert (FP7) inlet pond.

Figure 8.–Drainage downstream of HH culvert (FP7).

In 2006, I nominated the drainage located at about MP 6.5 to the AWC, and it was adopted in 2007 as Stream No. 115-32-10250-2016 (6 Mile Creek). In 2011, Ms. Quinn submitted an AWC route correction for this stream that should have been a tributary addition for a neighboring stream, which resulted in this stream being removed from the AWC. I tracked the stream on May 29 and we submitted corrections to the AWC for both streams (MP 6.5 and MP 6.6).

Figure 9.–Upstream of fish passage barrier adjacent to the HH culvert (FP7) inlet.

The drainage provides rearing habitat for coho salmon and Dolly Varden char (Figure 7, Figure 8).[3] An abrupt 6 ft streambed elevation change and small woody debris jam about 6 ft upstream of the HH culvert prevents fish passage[4] to about 100 ft (Figure 9) of rearing and potential spawning habitat further upstream. The streambed substrate downstream of the HH culvert is primarily organics and fines, while the substrate upstream of the small woody debris jam is gravel and cobble.

The ADOT&PF proposes to replace the existing 2 ft HH culvert (FP7) with one that provides fish passage. I recommend the culvert be designed for water conveyance only due to the limited habitat upstream. After the stream is included in the AWC, a Fish Habitat Permit will be required to excavate the downstream bank below the ordinary high water line for culvert installation, and fill to support the wider road footprint.

[3] On May 10, 2006, I captured three coho salmon in a minnow trap set near the HH culvert outlet. On October 24, 2013, Habitat biologist Matt Kern captured 30 coho salmon downstream of HH and three coho salmon and three Dolly Varden char upstream of HH. On May 30, 2014, I captured one coho salmon and two Dolly Varden char downstream of HH, and two Dolly Varden char upstream of HH.

[4] I did not capture fish upstream of the small woody debris jam.

Figure 10.–Drainage upstream of HH culvert (FP10).

Figure 11.–HH culvert inlet (FP10).

The drainage at about MP 7.3 is not listed in the AWC though we have documented juvenile coho salmon[5] upstream of HH in the pond (Figure 10). On May 30, I captured a dragonfly nymph and no fish in one minnow trap set for about 24 hours. The insect capture suggests the pond is often stagnant as dragonflies only breed in ponds. During my site visit, both the HH culvert (FP10) inlet (Figure 11) and outlet (Figure 12) were perched. Fish passage through the HH culvert is possible only when the groundwater and Chilkat River water levels rise during summer, generally June–August. Fish rearing in the drainage during summer may become trapped when water levels recede and not survive the winter if the pond freezes over.

The ADOT&PF proposes to replace the 2 ft culvert (FP10) with one that provides fish passage. I recommend incorporating design to prevent fish passage through the culvert to avoid entrapment. Excavation of the Chilkat River bank below the ordinary high water line to replace the culvert requires a Fish Habitat Permit.

Figure 12.–HH culvert outlet (FP10).

[5] On October 24, 2013, Habitat biologist Matt Kern captured nine rearing coho salmon in a minnow trap set in the drainage.

Figure 13.–Stream No. 115-32-10250-2022 upstream of HH culvert (FP11).

Figure 14.–Stream No. 115-32-10250-2022 downstream of HH culvert (FP11).

Stream No. 115-32-10250-2022 provides about 40 ft of rearing habitat for coho salmon, Dolly Varden char,[6] and cutthroat trout[7] upstream of the HH culvert. The upstream channel (Figure 13) is not incised and the substrate consists primarily of organics and detritus, which suggests stream flow is ephemeral. Fish habitat ends at a mossy cascade. The outlet channel is about 10 ft long (Figure 14). The ADOT&PF proposes to replace the existing 2 ft culvert (FP11) with one that provides fish passage, and widen the road footprint in the stream and Chilkat River, work that requires a Fish Habitat Permit.

Figure 15.–Stream No. 115-32-10250-2024 upper extent (FP12).

Figure 16.–Stream No. 115-32-10250-2024 HH culvert (FP12) outlet, perched and corroded.

Stream No. 115-32-10250-2024, also known as Lilypad Creek (Figure 15), provides rearing habitat for coho salmon. Ms. Legere tracked the southern perimeter of the stream and we submitted an AWC nomination to correct the stream route. The existing 3 ft culvert under HH (FP12) is perched and corroded at the outlet (Figure 16), causing water to seep through the culvert base at the outlet and preventing fish passage. The ADOT&PF proposes to replace the culvert with one that provides fish passage, and widen the road footprint in the stream, work that requires a Fish Habitat Permit.

[6] On June 4, 2014, Habitat biologist Nicole Legere electrofished and captured two coho salmon and two Dolly Varden char upstream of the HH culvert.

[7] On May 10, 2006, I captured four juvenile coho salmon and one juvenile cutthroat trout in one minnow trap set upstream of HH, and nine juvenile coho salmon in one minnow trap set in the outlet channel downstream of HH.

Figure 17.–Stream No. 115-32-10250-2030-0010 pond outlet, HH culvert (FP15) inlet.

Figure 18.–Stream No. 115-32-10250-2030-0010 pond drainage downstream of HH culvert (FP15).

Figure 19.–10.5 Mile Pond (pink), HH culvert (FP15) and drainage (yellow) to Stream No. 115-32-10250-2030 (blue).

On May 29, I tracked the drainage at Station 532+25 (Figure 17), the outlet of 10.5 Mile Pond (Stream No. 115-32-10250-2030-0010), to its confluence with 10 Mile Slough (Stream No. 115-32-10250-2030). The ephemeral, uncataloged drainage is not defined or incised, is overgrown with grass and horsetail, and flowed subsurface for about 50 ft of the 700 ft total length during our survey (Figure 18). We observed salmonid fry downstream of the HH culvert (FP15), but did not attempt to capture and identify fish.

When I returned to the office, I discovered that 10.5 Mile Pond[8] is located[9] about 400 ft west of the culvert and drainage we surveyed (Figure 19). We were unable to revisit the area to further investigate fish use and extent in the drainage and 10.5 Mile Pond prior to finalizing this report.

The ADOT&PF proposes to replace the existing 2 ft HH culvert (FP15) with one that provides fish passage, and relocate about 200 ft of the outlet stream away from the HH ditch. Relocating the stream to the forest, out of ditch, will improve fish habitat and reduce impacts from highway maintenance. In a follow-up trip report, I will provide a fish passage recommendation for the culvert based on results of the next field investigation.

[8] AWC nomination data for 10.5 Mile Pond does not exist.
[9] The 2006 Stream and Habitat Inventory suggests 10.5 Mile Pond exists between Stations (2014) 526+00 and 540+00.

The drainage located at about MP 12 (locally known as 12 Mile Creek), is not listed in the AWC as we have not documented salmon use in the system. Cutthroat trout and Dolly Varden char use the drainage.[10] Spawning habitat is available for these species, and we observed adult cutthroat trout in the waterfall pool during our May 13 site visit (Figure 20), during the cutthroat trout spawning season. At the waterfall pool, flow splits into two channels: the primary channel (Figure 21) drains west to the HH culvert, while the secondary channel (Figure 22) drains east, then subsurface.

Figure 20.–Adult cutthroat trout in the 12 Mile Creek waterfall pool, upstream of the HH culvert.

The ADOT&PF proposes to replace the perched 2 ft HH culvert (Figure 23) with one not designed for fish passage. If a mitigation site similar to the one Habitat biologist Matt Kern and ADOT&PF Hydrologist Bob Trousil identified[11] is developed and provides fish passage to the primary channel, the replacement culvert will not need to provide upstream fish passage. If access to the primary channel will not be provided, I recommend the replacement culvert be designed to provide upstream fish passage to maintain fish access to spawning habitat. Stream bank excavation and fill below the ordinary high water line for new stream creation and culvert installation require a Fish Habitat Permit.

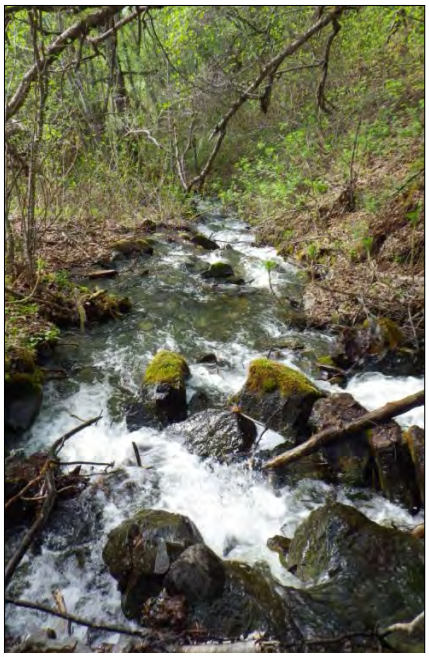

Figure 21.–12 Mile Creek primary channel downstream of waterfall barrier.

Figure 22.–12 Mile Creek secondary channel downstream of waterfall barrier.

Figure 23.–Bob Trousil (ADOT&PF) at the 12 Mile Creek HH culvert (FP17) outfall, waterfall in background (dated October 24, 2013, courtesy of Matt Kern).

[10] On May 13, 2006 and October 24, 2013, Habitat biologists captured cutthroat and Dolly Varden char upstream of the HH culvert using minnow traps. On May 13, 2014, I observed two adult cutthroat trout and several juvenile cutthroat trout and Dolly Varden char in the pool at the base of the waterfall barrier.

[11] Matthew Kern, Habitat Biologist, ADF&G Habitat Division, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Haines Highway MP 12 Potential Mitigation Site Trip Report; dated 12/17/2013.

Figure 24.–MP14.9 ditch drainage, looking downstream.

Figure 25.–MP14.9 upslope tributary to ditch drainage, looking upstream.

In 2006, I nominated the drainage located at about MP 14.9 to the AWC, and it was adopted in 2007 as Stream No. 115-32-10250-2050. In 2011, Ms. Quinn submitted a stream route correction for a neighboring stream that should have been a new stream addition, which resulted in this stream being removed from the AWC. I tracked the stream on May 29 and we submitted corrections to the AWC for both streams (MP 14.9 and MP 15.0).

Fish habitat in the MP 14.9 drainage includes a 30 ft ditch (Figure 24) with a 40 ft upslope tributary (Figure 25). The drainages provide rearing habitat for Chinook salmon and Dolly Varden char[12], and fish habitat ends abruptly at falls in both drainages (Figure 26).

The ADOT&PF proposes to replace the existing 3 ft culvert with one that provides fish passage, work that requires a Fish Habitat Permit. The wider road footprint may encroach this stream, and if so, stream relocation would also require a fish habitat permit.

Figure 26.–MP14.9 ditch drainage falls adjacent to HH.

[12] On June 4, 2014, Habitat biologist Nicole Legere electrofished and captured six Dolly Varden char upstream of the HH culvert at the base of the ditch falls.

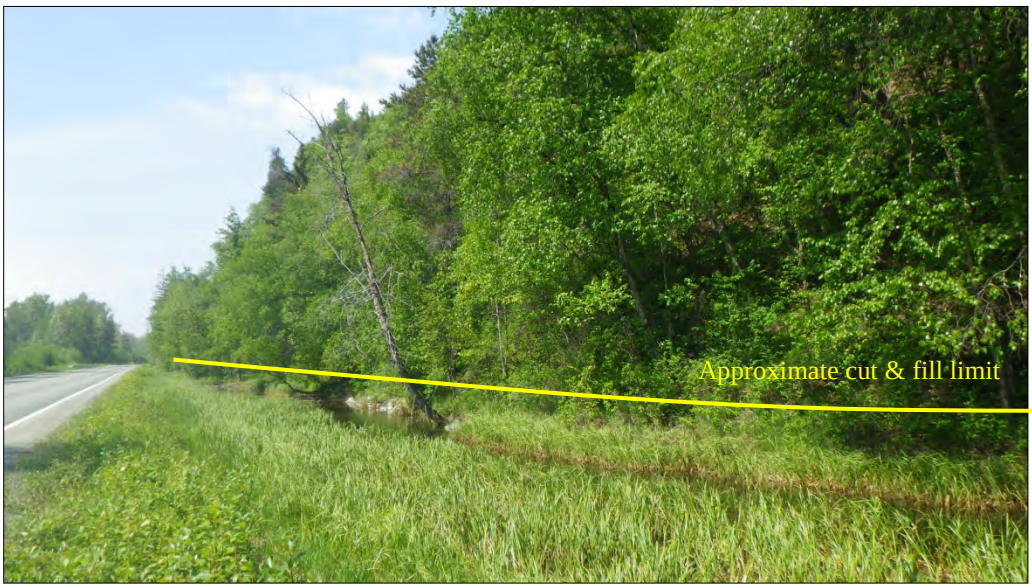

Figure 27.–MP15.0 ditch drainage falls adjacent to HH.

Stream No. 115-32-10250-2050 is cataloged up to the HH culvert outlet, above the road the stream meanders about 600 ft west along the toe of a rock cliff (Figure 27). In 2011, Ms. Quinn submitted a route correction for the stream to the AWC (which should have been a new stream addition, see previous page), and the portion downstream of HH was accepted since she caught only one[13] juvenile coho salmon at the upper extent of the ditch. On June 18, Ms. Legere set minnow traps near the upper extent of the ditch and captured several threespine stickleback, and she observed the tributary drained to a dry side channel of the Chilkat River. Juvenile salmonids may only use this stream during summer when access from the side channel is possible, dependent on river stage.

The ADOT&PF proposes to replace the existing culvert with one that provides fish passage, and relocate the ditch upstream of the HH culvert adjacently to accommodate the wider road footprint. We will continue to investigate fish use and extent in the drainage this summer. In a follow-up trip report we will provide recommendations for fish passage through the culvert and ditch relocation. In any case, a Fish Habitat Permit is required for streambank excavation and fill below the ordinary high water line to install the culvert and widen the road.

[13] Two fish are required at each sample point for nominations to the AWC.

Figure 28.–MP 16.9 ditch drainage, upstream of HH.

Figure 29.–MP 16.9 drainage, HH culvert outlet.

The ephemeral, frequently dry drainage located at about MP 16.9 does not provide fish habitat upstream of the HH (Figure 28). The existing HH culvert is perched and fractured (Figure 29), evidenced by a trickle of water observed in and under the culvert outlet and no water at the culvert inlet. Though the drainage is not cataloged, salmonids may rear in the outlet stream (Figure 30), which appears to be charged by groundwater as water depth and flow increases downstream. The drainage was a few inches deep during our May 29 site visit, too shallow to trap so we did not investigate fish presence. We will investigate fish presence downstream of HH this summer.

The ADOT&PF plans to replace the existing 3 ft culvert with a one twice as long and provides fish passage, which is not necessary. I recommend the ADOT&PF design the culvert for only water conveyance. The work will not require a Fish Habitat Permit unless we document fish use downstream of the HH culvert where road fill may encroach fish habitat.

Figure 30.–MP 16.9 drainage, downstream of HH.

Figure 31.–Stream No. 115-32-10250-2064 water source, upstream of HH.

Figure 32.–Stream No. 115-32-10250-2064 channel, downstream of HH.

Stream No. 115-32-10250-2064 is fed by a debris slide (Figure 31) that reactivated in 2011, adjacent and west of the two-mile wide MP 19 alluvial fan. In 2011, Ms. Quinn nominated the stream for inclusion in the AWC for rearing coho salmon, including about 150 ft of the ditch upstream of HH. On May 30, I observed hundreds of coho salmon fry downstream of the HH culvert, and none upstream. The culvert drains to an 8 ft wide excavated slough (Figure 32). Downstream of the slough, the stream floods a 40 ft wide area (Figure 33) and channelizes near the Chilkat Bald Eagle Preserve foot bridge. It was difficult to track the stream route due to the widespread flooding.

Figure 33.–Stream No. 115-32-10250-2064 flooded area, downstream of HH.

I met Bob Trousil onsite May 30 to discuss maintenance needs. Debris slides deliver cobble, gravel, sand, and silt on top and downstream of HH, a low point in this stretch of the highway. The 2 ft HH culvert plugs easily, and to clean-out the culvert, ADOT&PF staff dig a sump on each end, excavate material from the ends by hand, pass a dragline and cable through, then remove the material using heavy equipment (Shane Horton, Equipment Operator, ADOT&PF, Haines, personal communication). Upstream and downstream of the culvert, staff excavate material to reestablish flow channels and settling ponds to direct the next slide event. Debris slides are becoming more frequent here, with two occurring in 2013, and one each in 2012 and 2011. Prior to 2011, slides rarely reached HH.

The ADOT&PF proposes to replace the HH culvert with one not designed for fish passage. Due to the recent increase in slide activity, the amount of instream work required to maintain water flow, and little fish habitat upstream of HH, I agree with the proposal. Further, I recommend the ADOT&PF include measures to prevent fish passage. Stream bank excavation below the ordinary high water line to install the new culvert requires a Fish Habitat Permit. I will work with ADOT&PF Environmental staff to permit the stream maintenance work. A Special Area Permit is not required for the maintenance as the work is within the ADOT&PF's right-of-way and not in the Chilkat River Critical Habitat Area.

Figure 34.–Stream No. 115-32-10250-2070, upstream of HH.

Figure 35.–Stream No. 115-32-10250-2070 culvert outlet, looking upstream. Photo courtesy of Matt Eisenman and Jim Latham, ADF&G Division of Sport Fish.

Stream No. 115-32-10250-2070 is cataloged about 1000 ft upstream of HH, though there is no documentation of fish use in the AWC. Ms. Legere electrofished about 600 ft upstream of HH (Figure 34) and did not capture fish. In 2011, Ms. Quinn electrofished the same reach and did not capture fish. I reviewed the Sport Fish staff fish passage evaluation (Site 10302926, Figure 35) conducted in August 2012, which reports the culvert gradient is 7.57%, too steep for juvenile fish passage without culvert modification (e.g. baffles), and not embedded at the culvert inlet. I could not find a Fish Habitat Permit in our files for the existing culvert.

The ADOT&PF proposes to replace the culvert with one that provides fish passage at a cost of about $250,000 (Bob Trousil, Hydrologist, ADOT&PF, Juneau, personal communication), and relocate about 100 ft upstream of HH. We will evaluate fish habitat upstream of HH to determine if the new culvert warrants fish passage design. In any case, a Fish Habitat Permit is required for streambank excavation and fill for the culvert replacement.

Email cc:

Al Ott, ADF&G Habitat, Fairbanks
All, ADF&G Habitat, Juneau
Rich Chapell, ADF&G SF, Haines
Randy Bachman, ADF&G CF, Haines
Ryan Scott, ADF&G WC, Juneau
Cindy Hartmann Moore, NMFS, Juneau
Neil Stichert, USFWS, Juneau
Steve Brockmann, USFWS, Juneau
Jane Gendron, ADOT&PF, Juneau
Jim Scholl, ADOT&PF, Juneau
Bob Trousil, ADOT&PF, Juneau

Table 1.-HH MP 3.5 - 25.3 FISH PASSAGE CULVERT INVENTORY (BASED ON MAY 2014 EFHA)

Prepared by Kate Kanouse, ADF&G Division of Habitat 6/27/2014

ADOT&PF FISH PIPE NO.	MP	2014 EFHA STATION	2006 SH&I STATION	EXISTING CMP SIZE (ft)	EXISTING CMP ADF&G GRADE	AWC STREAM NO.	STREAM NAME	SPECIES AND LIFE STAGE	STREAM RELOCATION REQUIRED	DESIGN NEW CMP FOR FISH PASSAGE	FHP REQUIRED	AWC CORRECTIONS MADE IN JUNE 2014	ADDITIONAL FIELD INVESTIGATION NECESSARY
FP-1	4.6	223+50	245+50	4	RED	115-32-10250-2004	UNNAMED	COr, DVr	100 FT D/S	YES	YES	NONE	NONE
FP-2	4.8	230+00	252+00	2	GREY	115-32-10250-2006	SCHNABEL CREEK	COr, DVr, CTr	200 FT TOTAL U/S AND D/S	YES	YES	NONE	NONE
FP-33	4.8	233+00	N/A	2	N/A	115-32-10250-2006	SCHNABEL CREEK	COr, DVr, CTr	NONE	YES	YES	NONE	NONE
FP-3	5.0	241+25	263+50	2	N/A	NOT CATALOGED	UNNAMED	COr	300 FT D/S	YES	YES	NONE	U/S HH FISH USE AND ROUTE
FP-34	5.1	245+75	N/A	2	N/A	115-32-10250-2008	WATERFALL CREEK	COr, Kr, DVr	NONE	YES	YES	NONE	NONE
FP-4	5.1	246+25	268+00	3	GREY	115-32-10250-2008-3004	UNNAMED	COr, Kr	NONE	YES	YES	NONE	NONE
FP-5	5.2	249+25	271+40	2	GREEN	115-32-10250-2008	WATERFALL CREEK	COsr, Kr, DVr	NONE	YES	YES	NONE	NONE
FP-6	6.0	294+00	316+00	2,2	RED	115-32-10250-2014	6 MI CREEK	COr, DVr, CTr	NONE	YES	YES	ROUTE MOD	NONE
---	6.5	315+50	337+70	2	RED	NOT CATALOGED	UNNAMED	COr, DVr	NONE	NO	YES	ROUTE MOD	NONE
FP-8	6.7	320+25	342+00	3	GREY	115-32-10250-2016	UNNAMED	COr	NONE	YES	YES	ADD, CORRECT	NONE
FP-9	6.8	326+00	347+50	4	GREEN	115-32-10250-2020	7 MI CREEK	COr, DVr	NONE	YES	YES	NONE	NONE
---	7.3	351+00	373+00	2	N/A	NOT CATALOGED	UNNAMED	COr	NONE	NO	YES	NONE	NONE
FP-11	7.5	367+50	389+25	2	N/A	115-32-10250-2022	UNNAMED	COr, DVr	NONE	YES	YES	NONE	NONE
FP-12	7.9	383+00	405+00	3	GREY	115-32-10250-2024	LILYPAD CREEK	COr	NONE	YES	YES	ROUTE MOD	NONE
---	8.4	421+25	443+00	3,3	RED	115-32-10250-2026	UNNAMED	COr, Ps	NONE	NO	YES	NONE	NONE
FP-14	9.6	484+50	506+25	4	GREEN	115-32-10250-2028	9.5 MI CREEK	COr, DVr	50 FT U/S	YES	YES	NONE	NONE
FP-15	10.1	513+75	535+50	2,3	RED	115-32-10250-2030-3002	10 MI CREEK	CHs, COr, DVr,	NONE	YES	YES	ROUTE MOD	NONE
FP-16	10.5	532+25	554+00	2	N/A	NOT CATALOGED	10.5 MI POND OUTLET	COr, SHr	200 FT D/S	MAYBE	YES	NONE	D/S AND U/S FISH USE AND ROUTE
FP-17	11.6	590+75	612+40	2	GREEN	115-32-10250-2032	11.5 MI CREEK	COr, CTr	NONE	YES	YES	NONE	NONE
FP-18	12.0	608+50	630+00	2	N/A	NOT CATALOGED	12 MI CREEK	CTr, DVr	NONE	MAYBE	YES	NONE	NONE
---	12.8	649+00	670+50	3	GREEN	115-32-10250-2040	13 MI CREEK	COr, Kr, Ps, CTs	YES	YES	YES	NONE	NONE
---	12.9	654+25	N/A	N/A	---	115-32-10250-2040	13 MI CREEK	COr, Kr, Ps, CTs	YES	YES	YES	NONE	NONE
---	12.9	657+00	N/A	2	RED	115-32-10250-2042	13 MI CREEK DIST	COr	NONE	YES	YES	NONE	NONE
---	13.9	712+00	731+25	3,3	N/A	115-32-10250-2044	14 MI CREEK	COsr, DVsr	FILL IN D/S POOL	YES	YES	NONE	NONE
---	14.3	738+50	758+75	2	RED	115-32-10250-2046	UNNAMED	COr, Kr	MOVE CMP 300 FT E, COMPLETE U/S RELOC 400 FT, ADD 300 FT	YES	YES	ROUTE MOD	NONE
---	14.9	768+75	788+00	3	RED	NOT CATALOGED	UNNAMED	COr, DVr	NONE	YES	YES	ROUTE MOD	NONE
---	15.0	772+50	791+00	2?	N/A	115-32-10250-2050	UNNAMED	COr	COMPLETE U/S RELOC, 600 FT	MAYBE	YES	ADD, CORRECT	U/S HH FISH USE
---	16.9	859+00	877+90	3	N/A	NOT CATALOGED	UNNAMED	unknown	NONE	NO	MAYBE	NONE	D/S HH FISH USE AND ROUTE
---	17.0	871+25	886+00	6	RED	115-32-10250-2060-3012-4001	UNNAMED	COr	CMP MOVES 350 FT W, 100 FT STREAM FILL, 300 FT STREAM ADD	YES	YES	NONE	NONE
---	17.5	890+00	917+00	3,3	RED	115-32-10250-2060-3011	HORSE FARM CREEK	COp, Ps	CMP MOVES 800 FT E, EXISTING CMP DAYLIGHTED	YES	YES	NONE	NONE
---	19.7	1000+25	1020+00	2	RED	115-32-10250-2064	UNNAMED	COr	NONE	NO	YES	NONE	NONE
---	21.5	1103+00	1123+25	3	RED	115-32-10250-2070	21.5 MI CREEK	CHsr, COsr	100 FT U/S	MAYBE	YES	NONE	U/S HH FISH HABITAT

APPENDIX 1: AWC NOMINATIONS

115-32-10250-2014 ROUTE CORRECTION

Water body name: Chilkat River Tributary **Survey date:** 5/29/2014
Water body number: 115-32-10250-2014 **Species & Lifestage:** COr
Watershed: Chilkat Inlet **MTR:** C030S058E **Quad:** Skagway B-2
Findings: This stream's placement is incorrectly mapped in the AWC. .
Recommendations: Please remap this stream to reflect the field-verified route in the AWC. Maintain species currently cataloged.

Table 1.–115-32-10250-2014 Survey Data

Waypoint	Latitude	Longitude	Notes	Sample Effort	Sample Results
34	59.2623	-135.5796	Mouth of stream entering the Chilkat River.	Foot Survey	
35	59.2626	-135.5796	Corrugated metal pipe crossing the Haines Highway.	Foot Survey	
36	59.2628	-135.5796	Barrier falls on stream above Haines highway.	MT	1 DV

Figure 1.–Just-emerged Dolly Varden char fry.

Figure 2.–115-32-10250-2014 Route Correction map.

115-32-10250-2018 CORRECTION

Water body name: 115-32-10250-2018 Tributary **Survey date:** 5/29/2014
Water body number: 115-32-10250-2018 **Species & Lifestage:** COr
Watershed: Chilkat Inlet **MTR:** C030S050E **Quad:** Skagway B-2
Findings: The mainstem of this stream needs to be relabeled as 115-32-10250-2018.This nomination will refer to this tributary addition in anticipation of that number being corrected. This roadside tributary to 115-32-10250-2018 provides excellent rearing habitat for juvenile coho salmon.
Recommendations: Please re-assign the stream number and add this tributary to the AWC.

Table 2.-115-32-10250-2018 Tributary Survey Data.

Waypoint	Latitude	Longitude	Notes	Sample Effort	Sample Results
49	59.2654	-135.5914	Ditch along highway. Flows into 115-32-10250-2018	HN	2 CO, 45mm
50	59.2656	-135.5920	Flows through an improved culvert under driveway.	HN	1 CO, 45 mm
51	59.2657	-135.5923	Flowing into 115-32-10250-2018		


Figure 1.–115-32-10250-2018 Tributary.


Figure 2.–115-32-10250-2018 Tributary.

Figure 3.–115-32-10250-2018 Tributary Addition and stream re-assignment map.

LILY PAD CREEK — ROUTE CORRECTION

Water body name: Lily Pad Creek **Survey date:** 5/29/2014
Water body number: 115-32-10250-2024 **Species & Lifestage:** COsr
Watershed: Chilkat Inlet **MTR:** C030S058E **Quad:** Skagway B-2
Findings: This stream needs to be remapped to reflect the field-verified route.
Recommendations: Please correct the route of this stream in the AWC, maintaining species currently cataloged..

Table 3.-Lily Pad Creek Survey Data.

Waypoint	Latitude	Longitude	Notes	Sample Effort	Sample Results
49	59.2665	-135.6310	Culvert crossing Haines hwy.	Foot Survey	
48	59.2666	-135.6258	Top of stream on the uphill side of Haines hwy.	Foot Survey	

Figure 3.–Overlooking 115-32-10250-2024 marshy area.

Figure 2.–115-32-10250-2024 Route correction map.

115-32-10250-2050 ROUTE CORRECTION

Water body name: Chilkat River Tributary **Survey date:** 5/29/2014
Water body number: 115-32-10250-2050 **Species & Lifestage:** COr
Watershed: Chilkat Inlet **MTR:** C030S058E **Quad:** Skagway B-2
Findings: This stream should be labeled 115-32-10250-2050 and the stream currently with this number should be re-labeled with a new number.
Recommendations: Re-assign the appropriate streams per above.

Table 4.-115-32-10250-2050 Survey Data.

Waypoint	Latitude	Longitude	Notes	Sample Effort	Sample Results
44	59.3396	-135.7578	Outlet of culvert crossing Haines hwy	Foot Survey	
45	59.3397	-135.7575	Confluence of tributary with mainstem.	Foot Survey	
46	59.3395	-135.7573	Stream originates on mountainside.	EF	6 DV
47	59.3399	-135.7574	Top of tributary. Needs additional investigation	Foot Survey	

Figure 1.–Looking downstream on ditch.

Figure 2.–Barrier falls on ditch at wpt 46.

Figure 3.–115-32-10250-2050 Route correction map.

Lynn Canal Soundings Chart

17317

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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Formerly C&GS 8303, 1stEd., June 1897 KAPP 2634

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

UNITED STATES

ALASKA - SOUTHEAST COAST

LYNN CANAL

POINT SHERMAN TO SKAGWAY

Mercator Projection
Scale 1:77,812 at Lat. 59°10'
(Scale 1:80,000 at Lat. 58°12')
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard. and Corps of Engineers.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 8 for important supplemental information.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE B
The zero fathom curve in Chilkat Inlet at the mouth of the Chilkat River is shown as surveyed in 1998. Significant amounts of sediment are being deposited in this area by the river, resulting in the advance of the zero fathom curve an average of 75 feet per year (based on the position change from 1890 to 1998).

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Altthorp Peak, AK	KZZ-86	162.425 MHz
Mt. Robert Barron, AK	KZZ-87	162.450 MHz
Haines, AK	WXM-97	162.400 MHz
Juneau, AK	WXJ-25	162.550 MHz

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 20° from the normal variation may be expected within the limits of this chart.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW): Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Pyramid Harbor (59°11'N/135°29'W)	16.3	15.3	1.4	-6.0
Haines, Chilkoot Inlet (59°14'N/135°26'W)	16.8	15.8	----	-6.0
Skagway (59°27'N/135°20'W)	16.7	15.7	1.6	----

(Feb 2004)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bldr boulders	Co coral	gy gray	Oys oysters	so soft	
bk broken	G gravel	h hard	Rk rock	Sh shells	
Cy clay	Grs grass	M mud	S sand	sy sticky	

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Submb submerged
ED existence doubtful	PA position approximate	Rep reported	

(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

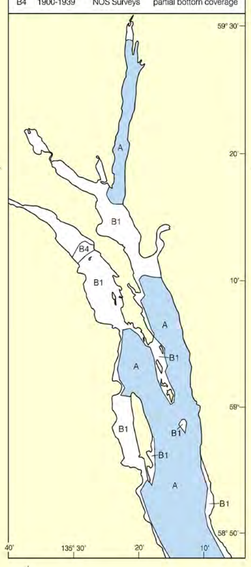
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
Pipeline Area — Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

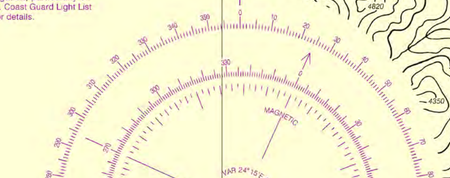
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.180" southward and 6.581" westward to agree with this chart.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1990-2000	NOS Surveys	full bottom coverage
B1	1990-1999	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage





SKAGWAY AND NAHKU BAY

Scale 1:10,000

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

PORTAGE COVE

CHILKOOT INLET

Scale 1:10,000

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

LUTAK INLET

Scale 1:20,000 at Lat 59° 17'

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

JOINS CHART 17316

20th Ed., Mar. / 04 ■ Corrected through NM Mar. 13/04
Corrected through LNM Feb. 24/04

17317

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

Last Correction: 4/24/2012. Cleared through:
LNM: 0714 (2/18/2014), NM: 0914 (3/1/2014), CHS: 0114 (1/31/2014)

To ensure that this chart was printed at the proper scale, the line below should measure six inches (152 millimeters).
If the line does not measure six inches (152 millimeters), this copy is not certified safe for navigation.

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17															
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102															
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

Lynn Canal from Pt Sherman to Skagway
SOUNDINGS IN FATHOMS - SCALE 1:77,812

17317

ED. NO. 20
NSN 7642014011385
NGA REFERENCE NO. 17BCO17317

DOT&PF Alaska Marine Highway System Route Map


Cordova
Yakutat
Haines
Skagway
Gustavus
Juneau
Pelican
Hoonah
Tenakee
Angoon
Sitka
Kake
Wrangell
Petersburg
Ketchikan
Metlakatla
Prince Rupert
Hyder
Smithers
Terrace
Dawson Creek
Grande Prairie
Prince George
Williams Lake
Vancouver
Bellingham
Victoria
1
3
37
97
5

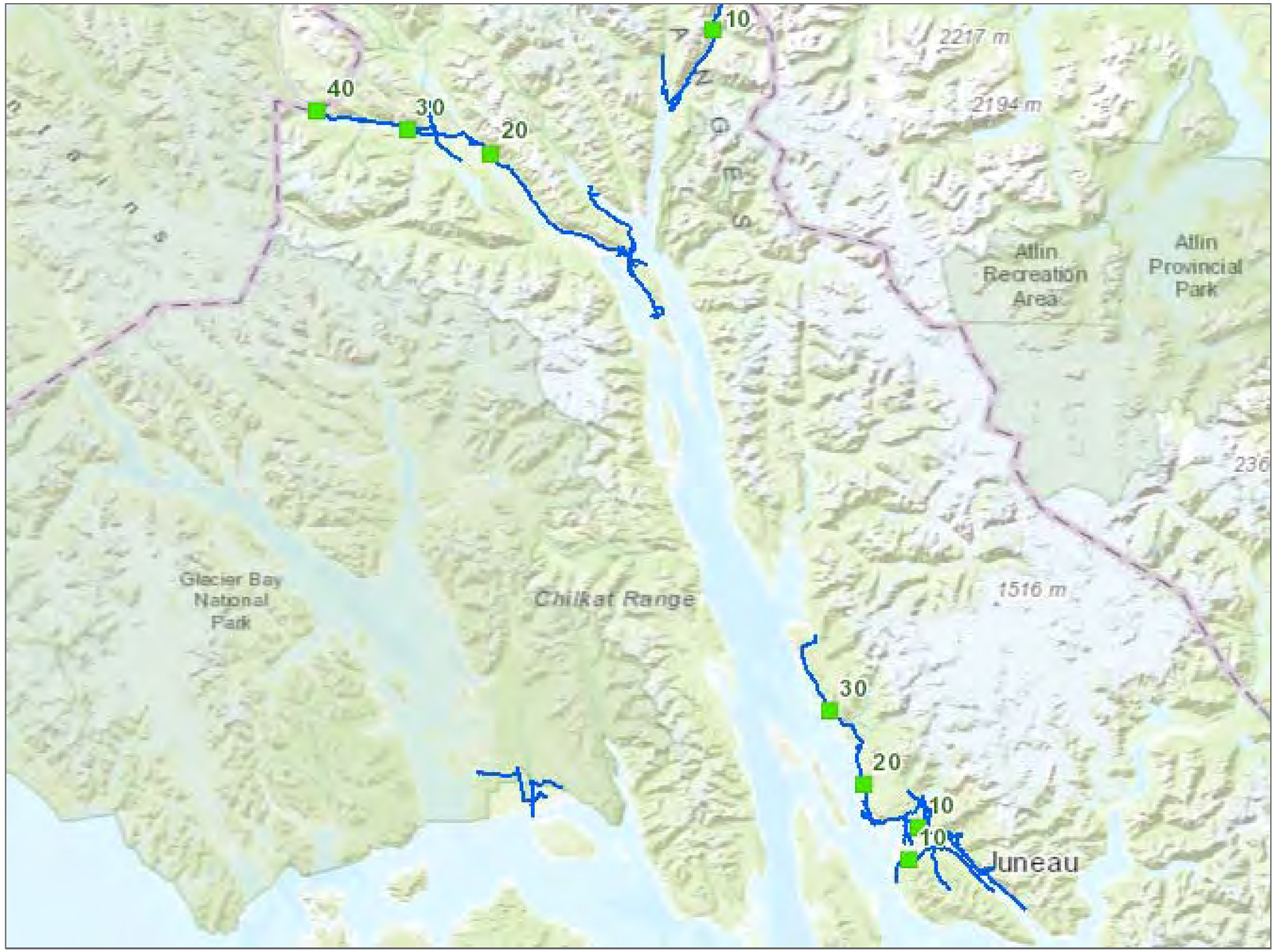
DOT&PF Haines Highway MP 24 Utilities Map


Moose Valley
PORCUPINE ROAD, 298068
25
CHILKAT LAKE ROAD, 298065
HAINES HIGHWAY, 298000
20
Alaska Chilkat Bald Eagle Preserve
Chilkat River Critical Habitat Area

DOT&PF Lynn Canal Highways Map

Alaska DOT&PF Roadway Data

Map of features and boundaries for DOT&PF in Alaska.



ADF&G Memorandum
Big Boulder Creek and Little Boulder Creek Bank Stabilization

MEMORANDUM

State of Alaska

Department of Fish and Game
Division of Habitat

TO: Jackie Timothy
Southeast Regional Supervisor

DATE: October 23, 2013

THRU: Kate Kanouse
Habitat Biologist

SUBJECT: Big Boulder Creek and Little Boulder Creek Bank Stabilization

FROM: Matthew Kern
Habitat Biologist

PHONE NO: (907) 465-4182

Little Boulder Creek

Little Boulder Creek, Stream No. 115-32-10250-2077-3078, provides habitat for Chinook salmon and Dolly Varden char. Little Boulder Creek is a semi-glacial stream that flows out of a highly incised bedrock channel and onto a broad alluvial fan about 1000 ft upstream of the Haines Highway bridge. The lower gradient fan allows the channel to widen and migrate laterally through erosion and sedimentation, forming a braided channel network. This stream migration process has caused bank erosion upstream and downstream of the Little Boulder Creek Bridge for decades.

I reviewed our Douglas Regional Office project files for Big and Little Boulder Creeks and found the following historical information. In 1949, a 54 x 24 ft bridge was built over Little Boulder Creek during construction of the Haines Highway along its current alignment. Prior to 1949, the crossing was about 1000 ft upstream of the current bridge at the upstream limit of the alluvial fan. To stabilize the banks upstream of the bridge and direct flows under the new 1949 bridge, earthen dikes were constructed on each bank. The dikes were later reinforced and hardened in the 1960s with native timber, pilings, and riprap. In 1967, a large storm damaged the dikes, dislodging most of the logs and eroding at the upstream banks. By 1985, very little of the armoring remained and the stream was eroding the upstream east bank (Figures 1 & 2).

In 1987, ADF&G authorized ADOT&PF to stabilize two portions of upstream eroding banks with class II riprap (FG87-I(J)-19).

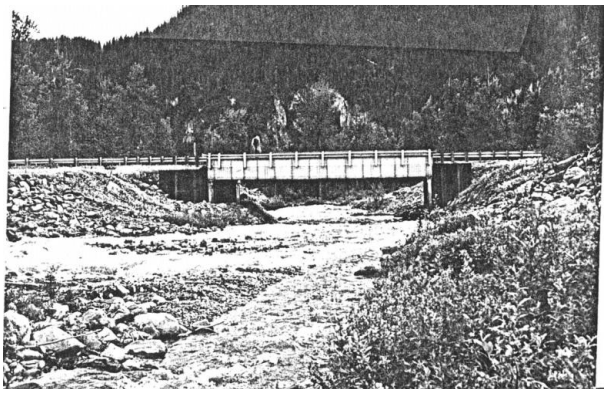


Figure 1. Photo looking upstream from below original bridge constructed in 1949 (July 23, 1985).

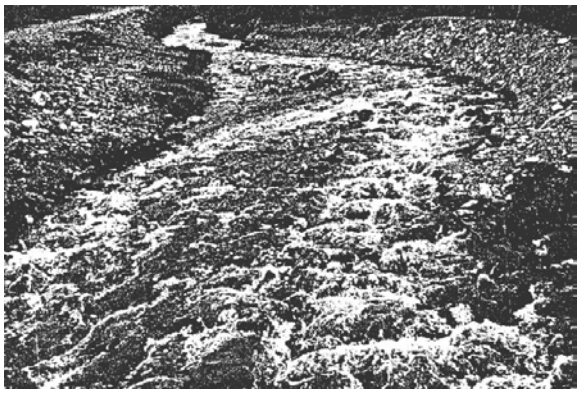


Figure 2. Looking upstream from the bridge at Little Boulder Creek with earthen dikes present (7-23-85).

In 1991, ADF&G authorized ADOT&PF to replace the 54 ft bridge with an 80 x 38 ft full span concrete bridge (FG90-I(J)-59). ADF&G required ADOT&PF to place clusters of large boulders to replicate the step-pool stream configuration present in the bedrock contained reaches upstream (Figure 3). The large boulder clusters were intended to provide eddy habitat for spawning and rearing Chinook salmon. Following placement, the channel shifted and the clusters are no longer in the active channel (Kevin Brownlee, Retired ADF&G Biologist, Personal Communication, September 27, 2013).

Figure 3. Step-pool stream configuration upstream of Little Boulder Creek Bridge in the bedrock contained reach (September 4, 2013).

In 1993, ADF&G authorized ADOT&PF to repair the west abutment with class II riprap and support failing embankments (FG93-I(J)-39). In the terms of the permit ADF&G and ADOT&PF agreed to identify a long term solution to address erosion concerns above and below the bridge. ADF&G provided two suggestions for upstream stabilization: 1) place riprap wing dikes at 45º angles to increase channel sinuosity while improving bank stability, or 2) excavate the dikes and reconstruct them 100 ft wider to allow natural stream migration to continue. ADOT&PF determined these recommendations would be too costly and would not protect the bridge from further erosion, and contracted a hydrologist to assess the site and recommend measures to protect the bridge from further erosion.

In August 1995, after visiting the site, a DNR hydrologist recommended stabilizing the stream bank above the bridge with riprap and maintaining a consistent channel width (45 ft) and gradient throughout the area to protect the bridge abutments. This would in effect extend the bedrock control point downstream from the beginning of the alluvial fan to the bridge site and reduce the risk of damage to the bridge. ADF&G was concerned that these stabilization measures would affect Chinook salmon habitat. No agreement was reached and the stabilization did not occur.

On June 25, 2012, high flows from rapid snow melt eroded a section of stream bank on the upstream east side of the bridge about 100 ft long, 25 ft wide, and 10 ft high (Figure 4). ADF&G authorized ADOT&PF to repair the stream bank and prevent undercutting of the bridge abutments (FH12-I-0203). ADOT&PF used about 1,300 cubic yards of riprap to fill the eroded area and built a launch apron that

extends about 230 ft upstream. The launch apron prevents flow from entering an overflow channel which previously flowed toward the bridge abutment (Figure 5). At the request of ADF&G, ADOT&PF excavated and embedded two large cottonwood root wads upstream of the bridge for habitat enhancement (Figure 6).

Figure 4. Looking upstream from the bridge with recent erosion visible on the right side. High flows directed an overflow channel toward the eastern abutment of the bridge (June 27, 2012).

Figure 5. Little Boulder Creek view upstream of bridge following repair work (August 5, 2013).

Figure 6. Habitat Biologist Kate Kanouse examines embedded cottonwood root wads extending into Little Boulder Creek (September 4, 2013).

On September 4, 2013, Habitat Biologist Kate Kanouse and I visited the Little Boulder Creek Bridge to observe and evaluate the bank stabilization work. ADOT&PF had recently hydroseeded the stabilized area, however grass seed was not well established due to dry conditions. We compared the completed bank stabilization footprint to the plans ADOT&PF submitted in their fish habitat permit application, and the lower half of the repair fill footprint extends further into the floodplain than planned (Figure 7 & 8). The additional fill restricts lateral movement of the creek, particularly under the bridge (Figures 9 & 10) where the channel is constricted to about 14 ft due to riprap protection on the west abutment and the launch apron upstream on the east bank. The constriction creates a high velocity chute, however ADF&G Biologists observed one spawning pair of adult Chinook salmon upstream of the bridge in 2013, therefore it is not a barrier to adult Chinook salmon passage at all flow stages.

Figures 7 & 8. Left: Diagram comparing riprap plans and finished extent of riprap placed. **Right:** Finished bank stabilization after recent hydroseeding. Note the clump of trees in the bottom left corner of the photos gives a reference to compare the sketch and final work (August 5, 2013).

We recommend ADOT&PF remove rock material adjacent and upstream of the bridge to widen the active stream channel while leaving the vegetation clump in place to form a split channel (Figures 11 & 12). High flow events have not eroded material and widened the channel following the work in September 2012. Widening the channel will reduce water velocity under the bridge and maintain consistent channel bed width throughout the reach and under the bridge. We will work with ADOT&PF staff on the design and permit the work while avoiding adverse impacts to spawning Chinook salmon, or eggs and alevins in the gravel.

Figures 9 & 10. Left: Looking upstream from below Little Boulder Creek bridge before the launch apron raised the elevation in the overflow channel on river left (June 27, 2012). **Right**: Same view following embankment repairs with dry, elevated overflow channel (September 4, 2013).

Figures 11 & 12. Left: Looking upstream from beneath the bridge at constricted section with recommended fill removal outline in red. **Right**: Looking upstream from the bridge with approximate recommended fill removal outline in red.

Big Boulder Creek

Big Boulder Creek, Stream No. 115-32-10250-2077-3098, provides habitat for Dolly Varden char, coho salmon, and Chinook salmon. Similar to Little Boulder Creek, it is partially glacial fed, steep, and contains large cobble and boulder substrates. The stream transitions from a bedrock contained channel onto an alluvial fan several hundred feet upstream of the bridge. In addition, several landslides feed into Big Boulder Creek within two miles upstream of the bridge. These landslides periodically break loose causing torrent or debris flows and contribute bedload (Bishop and Pollard(b) 1990).

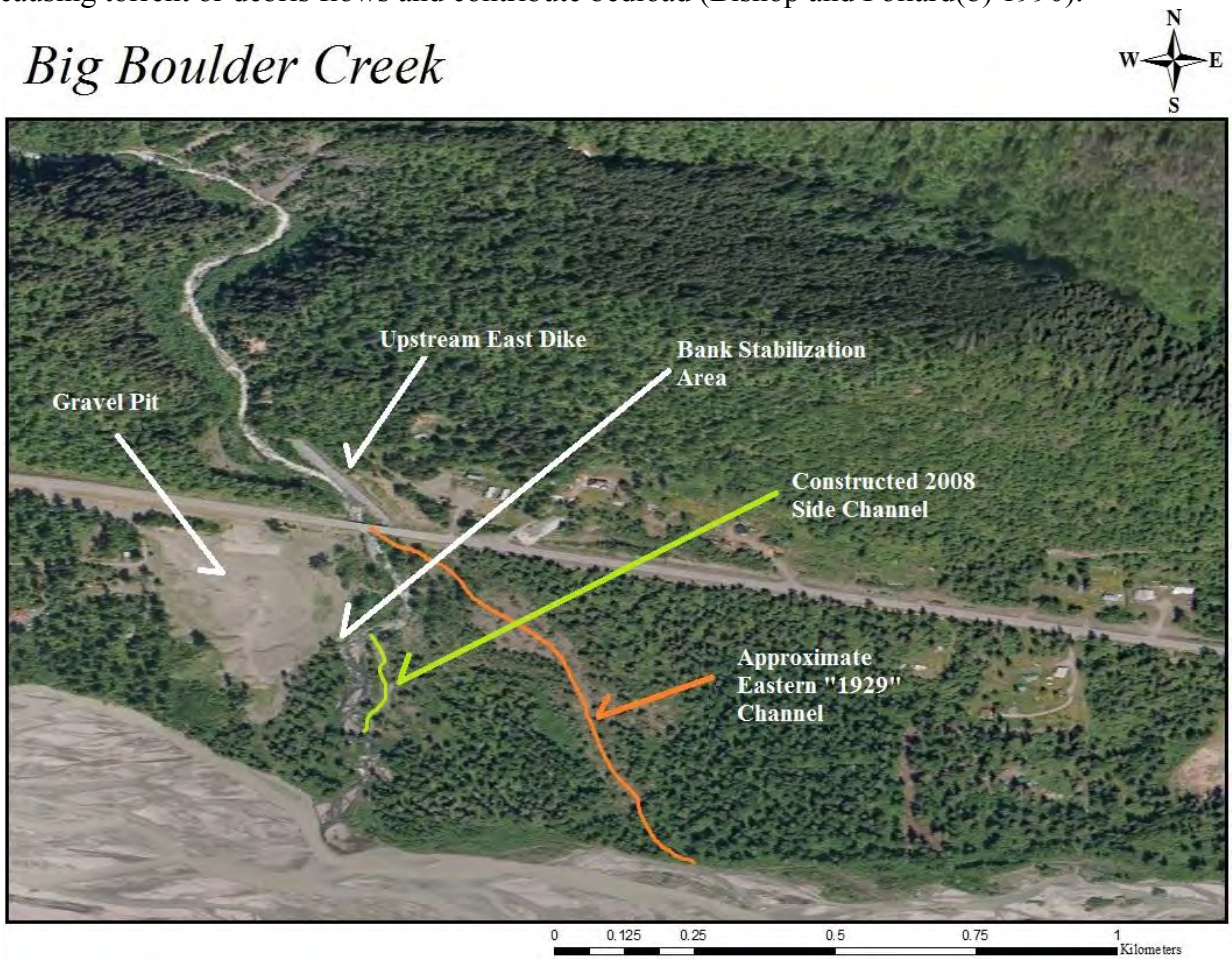


Figure 13. Aerial imagery of Big Boulder Creek above Highway to the Klehini River confluence.

Historical aerial photographs indicate that the active channel downstream of the bridge shifted some time between 1929 and 1949 from an eastern channel to a straighter, shorter channel where it currently flows (Carstensen 1990). The stream channel in 1929 was an estimated 3200 ft long with an average channel gradient of about 1.8% (Figure 13), and the current active channel is about 1725 ft long with an average gradient of about 2.9% (Carstensen 1990).

Construction of the original Haines Highway route in the late 1920s crossed Big Boulder Creek a few hundred feet upstream of the existing bridge where the gas pipeline now crosses the creek. The original timber bridge washed out in a large storm in October 1938, (Bishop and Pollard(a) 1990) and was then reconstructed in 1939 in a similar location. In 1948, the road was relocated near its present position and a log crib bridge was built. The bridge washed out in 1949 and a new 80 ft x 24 ft bridge was constructed between 1950 and 1952 (Bishop and Pollard(a) 1990).

Figures 14 & 15. Left: Big Boulder Creek looking downstream (September 5, 2013). **Right**: Big Boulder Creek looking upstream from bridge (September 5, 2013).

In 1991, ADF&G authorized ADOT&PF to replace the 80 ft x 24 ft bridge with a 120 ft x 40 ft full span pre cast concrete bridge (Figure 14) (FG-90-I(J)-58). The permit also included blasting a rock knob on the west bank upstream of the bridge to widen the stream channel, placing 8-12 two ton boulders for fish habitat enhancement, and constructing a dike on the upstream east bank using class III riprap to reinforce an existing rock gabion dike (Figure 15). The upstream east dike has little vegetation due to limited organic material for plant establishment. Haines ADF&G Sport Fish Biologists have documented spawning Chinook salmon above the structure during annual escapement surveys.

The new bridge was skewed and aligned with the existing active channel. The increased span and skew nearly doubled the available active channel width beneath the bridge. The purpose of the dike was to direct stream flow under the new bridge and minimize the risk of lateral migration and washout of the Haines Highway.

ADF&G required and assisted ADOT&PF in placing large boulder clusters in Big Boulder Creek as mitigation for bridge construction impacts. The boulders provided for the project were too large and high flows did not overtop the boulders as intended. The boulder clusters remain in the active flow channel, however ADF&G Biologists have observed few fish using the structures to hold or spawn behind. In addition to the boulder clusters, a channel step structure was placed in the stream to prevent channelization and maintain consistent gradient. This consisted of large boulders set across the channel linked with steel cable. The structure was effective for about 10 years until the cable broke and the

boulders shifted. (Kevin Brownlee and Randy Ericksen, Retired ADF&G Biologists, September 27, 2013, Personal Communication).

In 1992, ADF&G Fisheries Rehabilitation and Enhancement Division (FRED) conducted additional mitigation work to cable large woody debris at two locations in Big Boulder Creek downstream of the highway bridge (FG-92-I(J)-09). These logjams provided current breaks and pools until 2011, when high flows destroyed the structures.

In 2008, Takshanuk Watershed Conucil (TWC) completed two restoration projects to improve and maintain Chinook salmon spawning habitat in Big Boulder Creek (FH08-I-0036). They constructed a side channel to convey flow through the eastern portion of the alluvial fan. Also, they stabilized the eroding west bank to prevent Big Boulder Creek from entering an adjacent gravel pit on Haines Borough and Alaska Mental Health Trust property (Figure 13). To create Chinook salmon spawning and rearing habitat and further stabilize the stream bank, in 2010, TWC installed eight fish habitat structures including anchored rootwads, boulder structures, and willow poles. A 2010 monitoring and maintenance report states that the project components have stabilized the eroding bank and prevented Big Boulder Creek flows from entering the gravel pit (Natural Channel Design, 2010). Change in Chinook salmon presence associated with the enhancement is not included in the report.

Figure 16. Step-pool configuration upstream of Big Boulder Creek Bridge (September 4, 2013).

Chinook Salmon Distribution

Radio telemetry studies in 1991, 1992, and 2005 showed that Klehini River tributaries, primarily Big Boulder and Little Boulder Creeks, accounted for between 4% and 15% of the overall Chinook escapement in the Chilkat River valley (Johnson et al. 2002, 2003, Ericksen and Chapell 2006). In Big Boulder Creek, Chinook salmon spawn up to 1 mile upstream of the bridge, and in Little Boulder Creek they are documented about 0.5 miles upstream of the bridge (Brian Elliot, Haines Sport Fish Biologist, September 30, 2013, Personal Communication). Retired ADF&G biologist Paul Kisner reported that Big Boulder Creek is one of the highest velocity streams used by Chinook salmon in southeast Alaska (Bishop and Pollard(b) 1990). Spawning locations vary year-to-year based on availability of lower

gradient areas, eddy habitat behind boulders or debris, and areas near the shore where velocities may be slower than in the main current. ADF&G is closely monitoring statewide trends of decreasing Chinook salmon abundance to improve management decisions and maximize Chinook salmon production.

Email cc:

Al Ott, ADF&G Habitat, Fairbanks
ADF&G Habitat Staff, Douglas
Rich Chapell, ADF&G SF, Haines
Randy Bachman, ADF&G CF, Haines
Randy Vigil, USACE, Juneau
Jane Gendron, ADOT&PF, Juneau
Jim Scholl, ADOT&PF, Juneau
Robert Trousil, ADOT&PF, Juneau
Preston Kroes, ADNR, Haines
Matt Boron, ADOT&PF, Haines
HCD, NMFS, Juneau
Steve Brockmann, USFWS, Juneau

Works Cited:

Bishop, D. and B. Pollard(a). 1990. Evaluation of alternative locations of Big Boulder Creek bridge as related to existing or potential king salmon habitat. Environaid, Juneau, AK. June 26,1990.

Bishop, D. and B. Pollard(b). 1990. Chinook salmon enhancement methods for Big Boulder Creek. Environaid, Juneau, AK. November 1, 1990.

Carstensen, R. 1990. Big Boulder Creek historical series. Environaid, Juneau, AK. February 8, 1990.

Ericksen, R. P. and R. S. Chapell. 2006. Production and spawning distribution of Chilkat River Chinook salmon in 2005. Alaska Department of Fish and Game, Fishery Data Series No. 06-76. Anchorage.

Johnson, R.E., R.P. Marshall, and S.T. Elliott. 1992. Chilkat River Chinook salmon studies, 1991. Alaska Department of Fish and Game, Fishery Data Series No 92-49. Anchorage.

Johnson, R.E., R.P. Marshall, and S.T. Elliott. 1993. Chilkat River Chinook salmon studies, 1992. Alaska Department of Fish and Game, Fishery Data Series No 93-50. Anchorage.

Natural Channel Design. 2010. Big Boulder Creek monitoring and maintenance 2010 report, 34-mile, Haines Highway, Alaska.

Chilkat Indian Village Correspondence
Land Use Plan

Weglinski, Gene

From: Scholl, James W (DOT) <jim.scholl@alaska.gov>
Sent: Wednesday, April 22, 2015 12:38 PM
To: Weglinski, Gene
Subject: FW: 68606 HNS: MP 3.5 to 25.3 / Land Use plans

Importance: High

Gene, Please put this in the agency coordination portion of EA Appendix H. Thanks.

Jim Scholl
Environmental Analyst
ADOT&PF Southcoast Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Jamie Katzeek [mailto:jkatzeek@chilkat-nsn.gov]
Sent: Wednesday, April 22, 2015 10:09 AM
To: Scholl, James W (DOT)
Subject: FW: 68606 HNS: MP 3.5 to 25.3 / Land Use plans
Importance: High

Hi Jim –
No, we currently have no land use plan that was approved by tribal council. It is still in draft form and hasn't yet been completed.
Thank you,

-Jamie A Katzeek
Chilkat Indian Village
Realty Specialist
907-767-5505 ext 229

Monday, Tuesday & Friday 10am – 1:30pm
Wednesday & Thursday 9am – 12:30pm

From: Brian Willard
Sent: Thursday, April 09, 2015 4:11 PM
To: John Brower

Cc: Jamie Katzeek
Subject: FW: 68606 HNS: MP 3.5 to 25.3 / Land Use plans
Importance: High

John and Jamie,

Question for you guys.

Thank you,

Brian Willard
Acting Tribal Administrator
Chilkat Indian Village
HC60 Box 2207
Haines, Alaska 99827
PH: (907) 767-5505 x231
FX: (907) 767-5518

From: Scholl, James W (DOT) [mailto:jim.scholl@alaska.gov]
Sent: Thursday, April 09, 2015 4:09 PM
To: Brian Willard
Cc: Lockwood, Gregory K (DOT); Gendron, Jane D (DOT)
Subject: 68606 HNS: MP 3.5 to 25.3 / Land Use plans

Brian, I reviewed the CIV website to see if the Tribal Council has adopted a land use plan for village lands. I do not see any such plan. Does CIV have a land use plan? Thanks

Jim Scholl
Environmental Analyst
ADOT&PF Southcoast Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

Constantine Metal Resources Ltd. to J. Scholl, Future Mining Activity

Weglinski, Gene

From: Scholl, James W (DOT) <jim.scholl@alaska.gov>
Sent: Friday, May 08, 2015 10:52 AM
To: Weglinski, Gene
Subject: 68606 HNS: MP 3.5 to 25.3 / FW: Palmer project

Gene, Please put this email in Appendix H along with the response from the Wellgreen Mine. Please note the two letters in the Appendix TOC. Thanks!

Jim Scholl
Environmental Analyst
ADOT&PF Southcoast Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Darwin Green [mailto:darwin@constantinemetals.com]
Sent: Friday, May 08, 2015 8:26 AM
To: Scholl, James W (DOT); Darsie Culbeck; Liz Cornejo
Subject: Palmer project

Hi Jim,
I received a reminder from Darsie to respond to you on the questions below. To confirm – the Palmer Project is in the Exploration Phase. It is considered advanced exploration where we are focused on continuing to grow and evaluate our mineral resource.
There has been no economic analysis completed for the project to date. A Preliminary Economic Assessment (PEA) would typically be the first indicator of potential mine viability. If the PEA shows promise, a Pre-Feasibility Study would be the next stage, these looks at a multitude of variable that go into assessing economic viability but include a number of assumptions and estimates. Pending a positive pre-feasibility study, a project will typically then advance to a Bankable Feasibility Study – this is a study with sufficient detail, data and confidence that banks will lend money to developers to construct a mine.

While the project is showing promise, we are several years from understanding the mine production potential and any commitment to produce ore.
Hope that helps.
Please feel free to call should you have any other questions.
-Darwin

Darwin Green, M.Sc., P.Geo
Vice President, Exploration

Constantine Metal Resources Ltd.
800 West Pender Street, Suite 320

Vancouver, British Columbia V6C 2V6 CANADA
Tel 604-629-2348
Cell 604-789-6043

Thanks for talking to me today, Darsie. To sum up what we discussed, the Constantine Mine is in the exploration phase of work. A decision to move into the production phase has not been made yet. An indication of the Mine's commitment to produce ore might be a Notice of Intent (NOI) for, say, a discharge into wetlands or Waters of the US, a smelter contract, etc.

Could you confirm that the Constantine Mine is in an exploratory phase prior to production? Also, the Constantine Mine has not made a commitment to produce ore.

Also, do you have a contact for the Wellgreen mine in the Yukon?

Thanks again!

Jim Scholl
Environmental Analyst
ADOT&PF Southcoast Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

Wellgreen Platinum Ltd. to J. Scholl,
Future Mining Activity

From: Jim Scholl
To: Greg Johnson
Cc: John Sagman; Lockwood, Gregory K (DOT)
Subject: RE: 68606 HNS: MP 3.5 to 25.3 / Wellgreen Platinum Mine

---

Thank you and good luck!

Jim Scholl
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From: Greg Johnson [mailto:GJohnson@wellgreenplatinum.com]
Sent: Thursday, May 07, 2015 4:01 PM
To: Scholl, James W (DOT)
Cc: John Sagman
Subject: RE: 68606 HNS: MP 3.5 to 25.3 / Wellgreen Platinum Mine

Hi Jim,

Thanks for the call and update on your activities in Haines. I confirm that our Wellgreen project is still in the early development/exploration phases and that it would be at least 2 years until the project would be at a feasibility stage that might allow for a construction decision and that there is no commitment to produce a marketable product at this time.

Best regards,

Greg Johnson
President and Chief Executive Officer

Wellgreen Platinum Ltd.

Wellgreen Platinum Ltd.
1128-1090 West Georgia Street | Vancouver, BC Canada | V6E 3V7
Office: (604) 569-3690 ext. 103 | TF 1 (888) 715-7528
Mobile (604) 345-4428 |

From: Scholl, James W (DOT) [mailto:jim.scholl@alaska.gov]
Sent: Thursday, May 07, 2015 3:34 PM
To: Greg Johnson
Subject: 68606 HNS: MP 3.5 to 25.3 / Wellgreen Platinum Mine

Thank you for speaking with me today, Mr. Johnson. We discussed the current stage of development of the Wellgreen mine. I believe you said the mine is currently in exploration, specifically the pre-feasibility phase. It will be at about two years before the mine starts into the feasibility phase prior to production. At this time there is no commitment to produce a marketable product. Could you confirm that is correct?

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DOT&PF Traffic Counts and Vehicle Classification

From:	Ashton, Nancy
To:	Stevens, Regina "Gina"
Subject:	FW: 68606 HNS: MP 3.5 to 25.3 / traffic counts
Date:	Monday, June 08, 2015 2:56:52 PM

From: Scholl, James W (DOT) [mailto:jim.scholl@alaska.gov]
Sent: Monday, June 08, 2015 2:54 PM
To: Ashton, Nancy
Subject: FW: 68606 HNS: MP 3.5 to 25.3 / traffic counts

From: Scholl, James W (DOT)
Sent: Monday, April 27, 2015 4:12 PM
To: 'Weglinski, Gene'
Subject: RE: 68606 HNS: MP 3.5 to 25.3 / traffic counts

Thanks!

From: Weglinski, Gene [mailto:gweglinski@dowl.com]
Sent: Monday, April 27, 2015 3:38 PM
To: Scholl, James W (DOT)
Subject: RE: 68606 HNS: MP 3.5 to 25.3 / traffic counts

Jim,
We will get this added to Appendix H (Comments and Coordination).

Gene

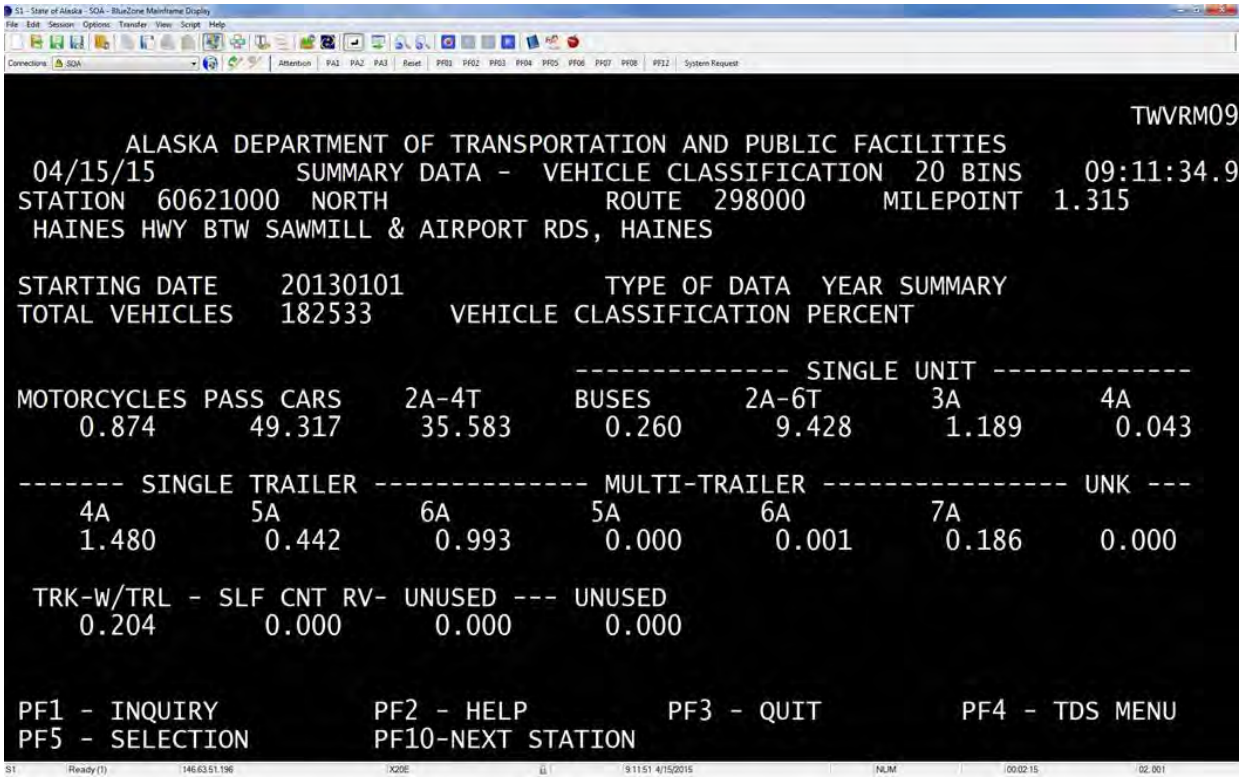
Gene Weglinski
Senior Environmental Scientist
DOWL
(907) 562-2000

From: Scholl, James W (DOT) [mailto:jim.scholl@alaska.gov]
Sent: Monday, April 27, 2015 3:34 PM
To: Weglinski, Gene
Subject: FW: 68606 HNS: MP 3.5 to 25.3 / traffic counts

Gene could you add this to the last appendix? ~Jim

From: Siverly, Ryan J (DOT)
Sent: Wednesday, April 15, 2015 9:23 AM
To: Scholl, James W (DOT)
Subject: RE: 68606 HNS: MP 3.5 to 25.3 / traffic counts

Jim, I have attached two screen shots of the latest class counts we have from our Haines permeant traffic recorder. The site is located just before the MP's you asked for but it collects class data year round so it will be more accurate. I have also attached FHWA's class chart. Let me know if you need anything else.
.



```
                                                                    TWVRM09
      ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 04/15/15          SUMMARY DATA -  VEHICLE CLASSIFICATION  20 BINS     09:11:34.9
STATION  60621000  NORTH                ROUTE  298000     MILEPOINT  1.315
 HAINES HWY BTW SAWMILL & AIRPORT RDS, HAINES

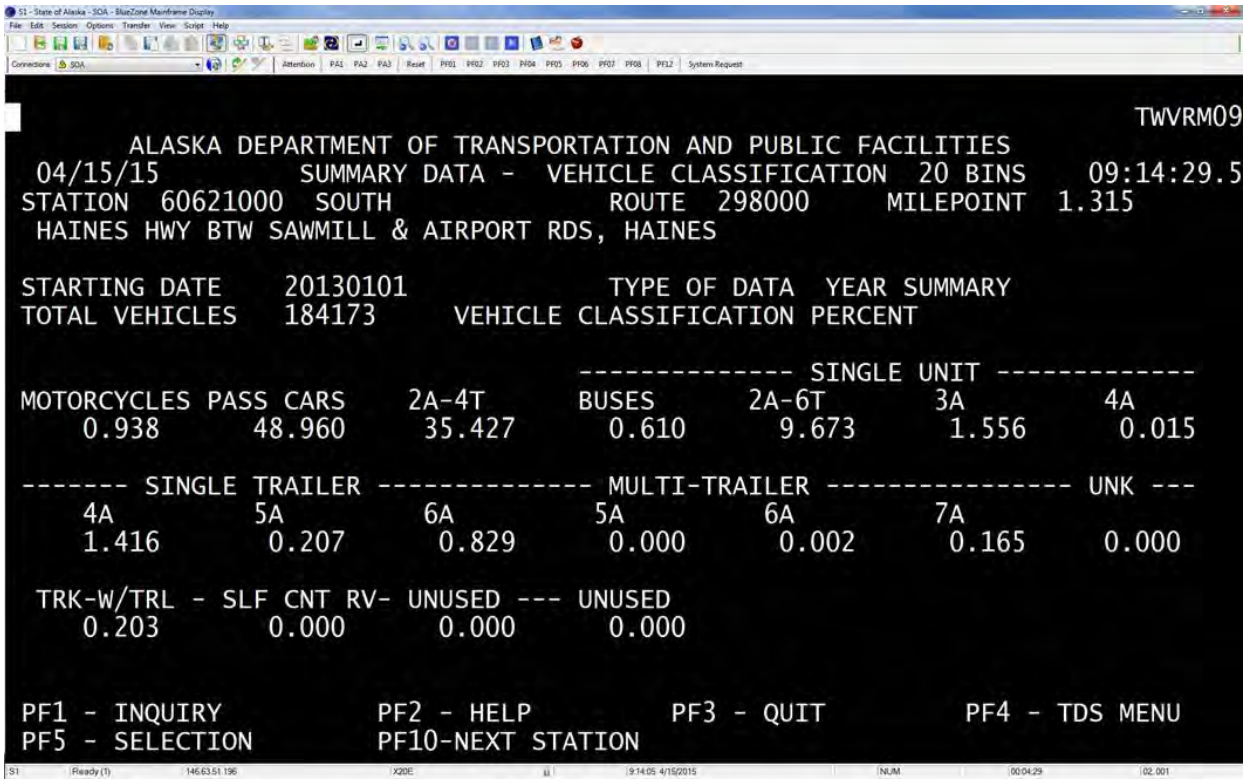
STARTING DATE    20130101              TYPE OF DATA  YEAR SUMMARY
TOTAL VEHICLES   182533      VEHICLE CLASSIFICATION PERCENT

                                    -------------- SINGLE UNIT -------------
MOTORCYCLES PASS CARS    2A-4T      BUSES      2A-6T       3A          4A
    0.874      49.317     35.583      0.260      9.428       1.189       0.043

------- SINGLE TRAILER -------------- MULTI-TRAILER ---------------- UNK ---
    4A          5A          6A          5A          6A          7A
    1.480       0.442       0.993       0.000       0.001       0.186      0.000

 TRK-W/TRL - SLF CNT RV- UNUSED --- UNUSED
    0.204       0.000       0.000       0.000


PF1 - INQUIRY           PF2 - HELP          PF3 - QUIT          PF4 - TDS MENU
PF5 - SELECTION         PF10-NEXT STATION
```



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                                                                    TWVRM09
      ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 04/15/15          SUMMARY DATA -  VEHICLE CLASSIFICATION  20 BINS     09:14:29.5
STATION  60621000  SOUTH                ROUTE  298000     MILEPOINT  1.315
 HAINES HWY BTW SAWMILL & AIRPORT RDS, HAINES

STARTING DATE    20130101              TYPE OF DATA  YEAR SUMMARY
TOTAL VEHICLES   184173      VEHICLE CLASSIFICATION PERCENT

                                    -------------- SINGLE UNIT -------------
MOTORCYCLES PASS CARS    2A-4T      BUSES      2A-6T       3A          4A
    0.938      48.960     35.427      0.610      9.673       1.556       0.015

------- SINGLE TRAILER -------------- MULTI-TRAILER ---------------- UNK ---
    4A          5A          6A          5A          6A          7A
    1.416       0.207       0.829       0.000       0.002       0.165      0.000

 TRK-W/TRL - SLF CNT RV- UNUSED --- UNUSED
    0.203       0.000       0.000       0.000


PF1 - INQUIRY           PF2 - HELP          PF3 - QUIT          PF4 - TDS MENU
PF5 - SELECTION         PF10-NEXT STATION
```

Ryan J. Siverly
Regional Traffic Data Manager
Alaska DOT&PF - Southcoast Region
Design & Engineering Services - Preconstruction

6860 Glacier Highway, Juneau, AK 99811-2506
Phone: 907-465-1007
Cell: 907-209-8885
Fax: 907-465-3506
Email: ryan.siverly@alaska.gov

From: Scholl, James W (DOT)
Sent: Wednesday, April 15, 2015 9:04 AM
To: Mahle, Josh W (DOT); Siverly, Ryan J (DOT)
Cc: Gendron, Jane D (DOT)
Subject: RE: 68606 HNS: MP 3.5 to 25.3 / traffic counts

Thank you, Josh.

From: Mahle, Josh W (DOT)
Sent: Wednesday, April 15, 2015 9:03 AM
To: Scholl, James W (DOT); Siverly, Ryan J (DOT)
Cc: Gendron, Jane D (DOT)
Subject: RE: 68606 HNS: MP 3.5 to 25.3 / traffic counts

Jim

I am forwarding this to Ryan Siverly our Data Manager and he can provide all of this for you.

Josh Mahle

From: Scholl, James W (DOT)
Sent: Wednesday, April 15, 2015 8:44 AM
To: Mahle, Josh W (DOT)
Cc: Gendron, Jane D (DOT)
Subject: 68606 HNS: MP 3.5 to 25.3 / traffic counts

Josh, Could I get a copy of the latest traffic counts broke out by axle groups? Also, I remember a guidance graphic that interprets what kind of vehicles are in each axle group. Could you point me toward that graphic? Thanks!

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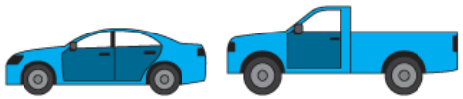
FHWA Vehicle Classifications

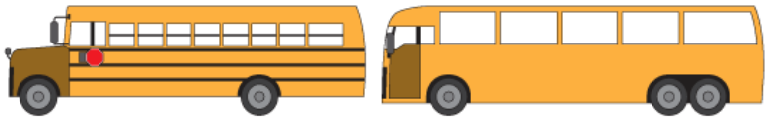
1. Motorcycles
2 axles, 2 or 3 tires

2. Passenger Cars
2 axles, can have 1- or 2-axle trailers



3. Pickups, Panels, Vans
2 axles, 4-tire single units
Can have 1 or 2 axle trailers

4. Buses
2 or 3 axles, full length



5. Single Unit 2-Axle Trucks
2 axles, 6 tires (dual rear tires), single-unit

6. Single Unit 3-Axle Trucks
3 axles, single unit

7. Single Unit 4 or More-Axle Trucks
4 or more axles, single unit

8. Single Trailer 3- or 4-Axle Trucks
3 or 4 axles, single trailer

9. Single Trailer 5-Axle Trucks
5 axles, single trailer

10. Single Trailer 6 or More-Axle Trucks
6 or more axles, single trailer

11. Multi-Trailer 5 or Less-Axle Trucks
5 or less axles, multiple trailers

12. Multi-Trailer 6-Axle Trucks
6 axles, multiple trailers

13. Multi-Trailer 7 or More-Axle Trucks
7 or more axles, multiple trailers

Watershed and Floodplain Program

Tuttell, Maryellen

Subject: FW: 68606 MP 3.5 to 25.3 / Watershed and Floodplain Management programs

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From: Xi Cui [mailto:xcui@haines.ak.us]
Sent: Thursday, March 27, 2014 3:24 PM
To: Scholl, James W (DOT)
Cc: Brad Ryan
Subject: RE: 68606 MP 3.5 to 25.3 / Watershed and Floodplain Management programs

Jim.

As you can tell from the maps I sent to you last month, the Borough is in need of updated map showing the relevant flood risk and incorporating the entire jurisdictional boundaries, which is currently not identified correctly on our Flood Hazard Boundary Map (FHBM). Haines Borough Code Chapter 18.120 includes flood plain regulations. Here is the link: http://www.codepublishing.com/AK/HainesBorough/html/hainesborough18/HainesBorough18120.html#18.120

I am also copying Brad, hope he can provide you with some opinions. Thanks.

Tracy

From: Scholl, James W (DOT) [mailto:jim.scholl@alaska.gov]
Sent: Thursday, March 27, 2014 1:24 PM
To: Xi Cui
Subject: 68606 MP 3.5 to 25.3 / Watershed and Floodplain Management programs

Tracy, I am doing some last minute verification before we finalize the EA. I need to assure consistency with any Watershed and Floodplain Management program. I looked at the Borough website and did not see a Watershed or Floodplain Management program that the Haines Highway project would affect. Am I correct?

I am checking with the Takshanuk Watershed Council also. Thanks!

Jim Scholl
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jim.scholl@alaska.gov

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(907) 465 2016 FAX

Tuttell, Maryellen

Subject: FW: 68606 MP 3.5 to 25.3 / Watershed and Floodplain Management programs

---

From: Xi Cui [mailto:xcui@haines.ak.us]
Sent: Thursday, March 27, 2014 3:24 PM
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I am also copying Brad, hope he can provide you with some opinions. Thanks.

Tracy

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Sent: Thursday, March 27, 2014 1:24 PM
To: Xi Cui
Subject: 68606 MP 3.5 to 25.3 / Watershed and Floodplain Management programs

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I am checking with the Takshanuk Watershed Council also. Thanks!

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IDT Meeting Notes
October 16, 2015

Meeting Notes

Haines Highway MP 3.5-25.3
Interdisciplinary Team Status Update
10:00 AM to Noon, 1st Floor Conference Room, DOT&PF 7 mile Bldg. in Juneau
October 16, 2015

Invited Parties and Parties that attended

Al Fletcher, FHWA
Jim Scholl, DOT&PF, attended
Jane Gendron, DOT&PF, attended
Neil Stichert, USFWS, attended
Cindy Hartmann, NMFS
Kate Kanouse, ADF&G, attended
Brad Ryan, Haines Borough, attended by phone
Michael Eberhardt, ADNR
Randy Vigil, USACE, attended
Hilary Lindh, DOT&PF, attended
Greg Lockwood DOT&PF
Ben Kirkpatrick, Takshanuk Watershed Council, attended by phone

Purpose: To discuss with the IDT team their comments on the draft Revised Environmental Assessment.

1. Introductions

2. Project status update - Jim

3. Comparison of the mitigation presented to the IDT in July 2013 and now.

    a. Graphics presented to the IDT in June of 2013 were compared to Draft Revised EA Figure Set D (Fig. Set D was distributed to invited parties prior to the meeting)
        i. Jim stated that we have addressed the IDT's stream enhancement/creation comments from the June 2013 meeting. The biggest change was the addition of Chilkat River in-river mitigation sites.

4. Discussion
    a. Randy Vigil asked about the FHWA requirement for design speed. Is the design speed related to the term practicable? Jim replied that FHWA recommends a design speed range for the type of highway. In this case, the Haines Highway is a principle arterial highway with a recommended design speed in the range of 50 MPH to 60 MPH.
    b. Randy asked how the term "as practicable" balanced with environmental impacts. Could the term be brought forward into purpose and need or alternatives section rather than back in the responses to comments? Jim said he would look at better defining "practicable" early in the document.
    c. Neil Stichert said the Chilkat River mitigation needed more survey information to assure success.

    i. Hilary said DOT&PF could use “adaptive management”. Neil replied that “adaptive management” has shown to work.

d. Neil referred to sheet 13 of 34 of Fig. Set D and said he was concerned about the design of the new mitigation stream; e.g. would it pick up spring water due to the topography water?
    i. Jim answered DOT&PF would need further survey to map the topography prior to final design.

e. Neil also asked about the culvert at STA 606+00 could be replaced in-kind so fish could pass if the new mitigation stream failed and fish needed to pass?
    i. Jim answered that the pipe will be replaced with the elevations as they are now.

f. Neil said the new fish pass culvert at MP 12 needs careful consideration.
    i. Jim replied that the culvert would be constructed to fish pass standards per the MOU with ADF&G. Under that MOU, DOT&PF must provide the hydraulic engineering to assure fish passage.

g. Neil asked why the “new” channel on sheet 15 is used as mitigation.
    i. Jim replied both are new channels creating fish habitat. For the channel on the mountain side of the Highway, the downstream culvert would be improved to fish pass standards creating a functional lift to the channel and surrounding wetland areas.

h. Ben asked why there are no improvements to the riparian areas near the culvert 20 shown on sheet 15.
    i. Jim answered the hydrology was complex and inter-related among culverts 18, 19, and 20 because they flow from the same watershed high above the highway. Usually the primary flows are in culverts 18 and 19 which do have improvements to associated riparian areas. The highway ditch connects culvert 20 to culverts 18 and 19 so that the few fish that pass culvert 20 do have access to good rearing habitat associated with those culverts. Upstream of culvert 20 is an important historic property that would be impacted if we perform any ground disturbing activities.

i. Ben said the mitigation proposed on sheet 17 needs modification. The existing culvert needs to be abandoned and a new fish pass culvert and related stream channel needs to be installed.
    i. Jim answered that mitigation concepts need to be refined in this area in the future. At this area, there is some spawning in the Chilkat River and the River also may support salmonid overwintering habitat. The fish habitat provided by the Chilkat River is very valuable but is constantly changing in this area from year to year. It would be best to finalize design of the mitigation and fish pass culvert during final design of the construction segment of the Highway in this area. That would be at least another five years. What is shown is a concept that provides a firm commitment but is not a final design.

j. Neil stated that conservation easement proposed near MP 17 is a problem.
    i. Jim stated that the conservation easement proposal can be dropped because more mitigation has been added to the Chilkat River.
k. Both Ben and Neil wanted more detail on the river protrusions.
    i. Jim stated DOT&PF was working on better details and they would be provided in the Final Revised Environmental Assessment.

Meeting adjourned at Noon

Environmental Assessment
Comments & Responses

Pre-Environmental Assessment
Comments & Responses

2013_02_20 **01PreEA** - S_Meyers

From: Scholl, James W (DOT)
To: Sherrie Myers
Cc: DOT SER HainesHighway; Matt Van Alstine
Subject: Re: Project Update
Date: Wednesday, February 20, 2013 9:57:53 PM

Thank you for your interest in the project, Ms. Meyers. The supporting documents are in final internal review and will be loaded into our website by April.

The project meeting is a status update, only. When the Federal Highway Administration approves the draft Environmental Assessment for public distribution there will be a more detail specific meeting in Haines. That process is tentatively scheduled for May/June 2013. You will have another opportunity to comment at that time.

I am referring your safety concern to the project manager, Matt Van Alstine.

Thanks again.

Jim Scholl
Sent from my iPhone

On Feb 20, 2013, at 4:33 PM, "Sherrie Myers" <ChilkatSam@acsalaska.net> wrote:

> <image001.jpg>
> I am unable to attend the public meetings in Haines because I live in Juneau, however because I use the Haines Highway regularly I am concerned with this project. None of the important documents upon which I might base substantive comments are available for review on the website – all of the links indicate the documents are pending review. When will these be available? As for the major purpose of the project, to allow for a design speed of 55 MPH, my experience is that I have not, nor do other drivers seem to have difficulty maintaining a speed of 55 or higher on this road. I'm not convinced that a wider, straighter road will lead to greater safety or efficiency, but it will lead to speeds well in excess of 55 MPH, with increased consequences for people, property damage, and wildlife. Private driveways to residential areas exist along much of this stretch of the road. Scenic pullouts, recreational users accessing the river, and scenic and wildlife attractions (the eagles) all suggest a slower pace is safer for all who use the roadway.

2013_02_21 **02PreEA** - P_Campbell

From: Scholl, James W (DOT)
To: Patty Campbell
Cc: DOT SER HainesHighway
Subject: RE: SEreg Project, Haines Highway
Date: Monday, February 25, 2013 8:10:02 AM

Thank you for your support, Ms. Campbell.

Jim Scholl
Environmental Analyst
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jim.scholl@alaska.gov

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From: Patty Campbell [mailto:pcampbell99827@yahoo.com]
Sent: Thursday, February 21, 2013 10:39 AM
To: DOT SER HainesHighway
Subject: SEreg Project, Haines Highway

Gentlemen,
As a business owner and resident of Haines for 34 years. I have seen a lot of ups and downs. Haines needs to have these upgrades inorder to provide safe, consisten and efficient roadways.
The Replacement of the existing Chilkat River Bridge also needs to be replaced. The Haines Highway is a major highway out of Southeast Alaska, it connects to the Alaska Marine Highway
system and is also entrance and exit from Canada Transportation System. We need these improvements. Thank you for listening to me and taking my comments IN SUPPORT OF. Thank you. Sincerely, Patty A. Campbell, Box 37, Haines, Alaska 99827
907-314-0404 cell

2013_02_21 **03PreEA** - F_Sloan

From: Patty Campbell
To: haineshighway@alaska.gov
Subject: seroad upgrade, haines, alaska
Date: Monday, February 25, 2013 7:29:06 AM

Gentlemen,
As a business owner in Haines, Alaska for the past 8 years. Haines needs to have these highway and bridge upgrades to get people coming back to Haines. Haines needs an economy. We started this road years ago and now we need to finish it. It will be safer, wider and up to standards. You have my support to PLEASE GO FORWARD with the upgrades. Thank you, Freddie Sloan, Box 1143, Haines, AK 99827
907314-4489 cell

2013_02_26 **04PreEA** - F_Gray

From: Scholl, James W (DOT)
To: Fred Gray; DOT SER HainesHighway
Subject: RE: Delta Western Fuels - Haines
Date: Tuesday, February 26, 2013 3:42:55 PM

Thanks Fred. We appreciate your support and safety conscious operations!

Jim Scholl
Environmental Analyst
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6860 Glacier Highway
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Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
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From: Fred Gray [mailto:FredG@DeltaWestern.com]
Sent: Tuesday, February 26, 2013 3:34 PM
To: DOT SER HainesHighway
Subject: Delta Western Fuels - Haines

Jim thanks for the presentation. A couple of facts:

- We have been operating the 10,000 gallon B-Train trucks to Canada for over 20 years now. Est. 9,000 trucks up and back through the Eagle Preserve + our heating oil trucks that go all the way to the boarder and back
- The only accident that I have written-up was a bashed tripod and a Nikon Camera that was in the middle of the road around 17 mile, during that 20 years.
- The previous State Parks Ranger Bill Zack, back in the late 90"s asked that one of the trucks that came in had straight pipes and he wanted to know if the fellow could put mufflers on his truck and he did.
- We self-regulate during the Bald Eagle Festal the truck speed. We tell the drivers not to exceed 40 mph. If I get any complaints, I pull the driver in and we have a "Safety Chat."
- In the 18 years that I've been Terminal Manager here, we have had only one truck roll off the road (Big State) and that was last year when we had large amounts of snow. The driver reached for his coffee thermos and the road was over plowed and into the ditch he went, at an estimated speed of 18 mph. Est. fuel loss was 5-8 gallons on ice out of his saddle tanks on the truck and it was recovered by the drivers spill kit. The dome lids on top of the truck did not leak or weep.

Obviously we support the Road Improvements for Safety. And as I see it, the only issue is the Safety Issue. I also support lower speed limits during the Eagle/Salmon season.

If you should ever have any questions, please call me.

Best Regards,

Fred Gray
Delta Western

2013_03_11 **05PreEA** - B_Jones

From: Scholl, James W (DOT)
To: Brenda Jones
Cc: DOT SER HainesHighway
Subject: Re: Haines Highway
Date: Tuesday, March 12, 2013 10:14:32 AM

Thank you for the comment and interest in the project, Ms. Jones.

Jim Scholl
Sent from my iPhone

On Mar 11, 2013, at 4:40 PM, "Brenda Jones" <brendajones57@gmail.com> wrote:

> Letter of Support:
>
>
> Thank you for taking the time to explain the project to the public at
> the recent event held at the Haines Borough Assembly Chambers.
>
> I am pleased to see the safety improvements. The Haines Highway is a
> common route for bikers that are both residents and tourist. The
> improvements are important for safety reasons.
>
> I am also glad to see the environmental upgrades. The project is very
> much needed in the Haines area.
>
> Sincerely,
>
> Brenda Jones
> Haines, Alaska
> Resident

2013_03_18 **06PreEA** - G_Campbell

From: George Campbell
To: HainesHighway@alaska.gov
Subject: pedestrians 19-21 mile
Date: Friday, March 15, 2013 7:47:13 PM

Mr. Scholl,

To recap our earlier discussion, it would be a great idea to have a very wide shoulder between 19 mile and 21 mile. This area has a high concentration of pedestrians and photographers, with the highest concentration being in snow months. During summer there is a walking path that folks use, however once it snows that path does not get plowed, so the pedestrians and photographers use the road, often with tripods set up in traffic lanes.

If the shoulder on the river side could be expanded to 12 feet there would be room for the folks to walk, set up tripods or whatever else they want without becoming a danger. Making it part of the shoulder will allow for easy snow removal using the road plows.

In the long run, having an easily maintained pedestrian area will save lives and encourage safety.

Thank you,

George Campbell

2013_04_16 **07PreEA** - L_Doehl

From: Scholl, James W (DOT)
To: Doehl, Lisa; DOT SER HainesHighway
Cc: "Vincenzo Ferrari (vincenzo.ferrari)" (vincenzo.ferrari@unimi.it); Murphy, Robert B (DOT)
Subject: RE: Mr. De Benedetti and highway realignment
Date: Tuesday, April 16, 2013 2:59:32 PM

Thank you, Ms. Doehl.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Doehl, Lisa [mailto:LisaDoehl@dwt.com]
Sent: Tuesday, April 16, 2013 2:46 PM
To: DOT SER HainesHighway
Cc: 'Vincenzo Ferrari (vincenzo.ferrari)' (vincenzo.ferrari@unimi.it)
Subject: Mr. De Benedetti and highway realignment

Mr. Scholl:

I understand from Ms. Boyce that you need to contact landowners about the proposed realignment of the Haines Highway and conducting an appraisal. Angelo Benedetti is one of these landowners. He shares ownership with the estate of Mr. Richard Boyce to Lots 1 and 2 of section 14 and Lot 1 of section 23 of section 23 of Township 30 South, Range 58 East, Copper River Meridian.

Mr. Benedetti lives in Italy. The best way to contact him is by email to his lawyer Vincenzo Ferrari at: vincenzo.ferrari@unimi.it. You may also contact him through me at lisadoehl@dwt.com. If you need a mailing address, please let me know.

Thank you.

Lisa Doehl | Davis Wright Tremaine LLP
188 West Northern Lights Blvd, Suite 1100 | Anchorage, AK 99503
Tel: (907) 257-5373 | Fax: (907) 257-5363
Email: lisadoehl@dwt.com | Website: www.dwt.com

Anchorage | Bellevue | Los Angeles | New York | Portland | San Francisco | Seattle | Shanghai | Washington, D.C.

2013_04_22 **08PreEA** - K_Hess

From: Lockwood, Gregory K (DOT)
To: riveradventures@aptalaska.net
Cc: Jim Scholl; Steer, Rachel
Subject: RE: ATTN: Jim Scholl
Date: Thursday, May 02, 2013 4:11:27 PM

Karen,
The first section of the Haines Highway that we are designing is the 3.5 to 12 mile section. We are trying hard to have this section ready to advertise for construction bids late this year for construction starting in spring of 2014. There are some big rock cuts in the project that will close the road for a couple of hours at a time. It sounds like the cruise ship schedule is determined well in advance and I could work our specifications to not allow road closures during cruise ship days. Do you know when the cruise ship schedule will be available for Summer of 2014? Also, what hours of the day do you operate? It is likely we could require blasting closures to occur in the morning or evening to avoid impact to your business. Please feel free to call me if you have any questions or if you would like to discuss further.
Thanks,
Greg Lockwood
Alaska DOT&PF Project Manager
907/465-2393

From: Karen Hess [mailto:riveradventures@aptalaska.net]
Sent: Monday, April 22, 2013 10:48 AM
To: HainesHighway@alaska.gov
Subject: ATTN: Jim Scholl

Mr. Scholl,

My husband and I own a jet boat tour company that is located at 24 mile, Haines Highway. I am not sure who to direct this e-mail to, so I am hoping you can get this to the correct person, if you are not the one. We begin our operation usually by mid May and will run until Sept. 14th. We have 3 buses that will be going daily up and down the highway. Typically Tuesday through Thursday will be the busiest days of the week and every other Sunday we will not be running. I am concerned that our buses will be held up during construction. We work with the cruise ships that come to Haines on Wednesday's and there are 2 dockings for a larger Princess ship. One on June 4th and again on August 13th. It is imperative that our buses maintain a regular schedule to accommodate the cruise ship guests. We can certainly be delayed by 10 minutes because we can usually shave that time somewhere in the schedule but we cannot go over that amount of time. We work with the ships that go to Skagway and get those guests off of a fast ferry that must also maintain a regular schedule. Can you please let me know when the project is supposed to start and which section is being done first.

Karen M. Hess
CHILKAT RIVER ADVENTURES, INC.
P.O. Box 556
Haines, Ak. 99827
office toll free 800-478-9827
FAX: 907-766-2051
office local (907) 766-2050
cellular (907) 314-0037

Integrity is when what you say, what you do, what you think, and who you are all come from the same place.

July 2013 Environmental Assessment
Comments & Responses

Lynn Canal Conservation, Inc.
Box 964 • Haines, Alaska 99827

July 8, 2013
To: Haines Borough Planning Commission

We, the undersigned, feel that the Haines Highway Improvement Project as currently proposed could negatively impact local fishing and tourism industries as well as subsistence and cultural values in the
9a Haines area. We ask that the Alaska Department of Transportation (DOT) utilize all options available for design flexibility or seek a federal exception to design standards in order to protect environmental, scenic, historic, and Native cultural resources as well as salmon and eagle habitats in the world-class Alaska Chilkat Bald Eagle Preserve located on the Haines Highway National Scenic Byway.

9b Current plans require cutting hundreds of resting and roosting trees within 'critical resting/roosting areas'
9c upland of the Chilkat River Critical Habitat area in the Preserve. Proposed highway speed of 55 mph will likely increase eagle mortality if curves following the river are replaced by a straight alignment.

Reconstruction plans include destruction of anadromous fish habitat, destruction of sloughs which support diverse species year-round, diversion of streams, and extensive use of riprap in the Chilkat River.
9d "Generally, streams with healthy riparian vegetation communities and the habitat features associated with such communities (shade, relatively stable undercut banks, large woody debris, etc.) will be harmed ecologically from the addition of riprap structures." (Fischenich, J. Craig. "Effects of Riprap on Riverine and Riparian Ecoystems," U.S. Army Engineer Research and Development Center, 2003)

In other areas riprap is being removed. In order to improve habitat complexity for Chinook salmon on the Suiattle River in Washington State, one quarter mile of riprap was removed because "rip-rap bank protection structures damage salmon habitat by reducing habitat complexity, degrading river bank functions and limiting the formation of secondary channels and off-channel habitat in the floodplain. Complex, natural habitat along river channels provides important foraging and resting opportunities for juvenile Chinook salmon."
http://www.heraldnet.com/article/20111212/BLOG50/111219930

9e In some sections, highway improvement plans diminish the scenic value of the Haines Highway National Scenic Byway. Sections that diverge from the meandering Chilkat River detract from scenic aspects of the byway. "When possible, the alinement should be designed to enhance attractive scenic views, such as rivers, rock formations, parks, historic sites, and outstanding buildings. The designation of certain highways as scenic byways recognizes the importance of preserving such features along our Nation's roadways." (U.S. Department of Transportation, Federal Highway Administration, "Flexibility in Highway Design")

We respectfully request the Haines Borough ask DOT not proceed with the proposed highway improvements until DOT implements flexible design measures or federal exceptions that will protect the local resources of the Haines Highway corridor.

Sincerely,

Response to Comments

9a See Comment Response R07.

9b,c See Comment Responses R11 and R12.

9d See Comment Response R33.

9e See Comment Response R09.

Eric Holle
President
Lynn Canal Conservation

Shannon Donahue
Executive Director
Great Bear Foundation

Joe Ordonez
CEO
Rainbow Glacier Adventures, LLC

Thom Ely
President
Sockeye Cycle Co.

Pam Coulter & Al Gilliam
Owners
Alaska Cross Country Guiding & Rafting

9-3

2013_07_15 **10EA** - B_Astley

Response to Comments

From: Steer, Rachel
To: Lepley, Lesley
Subject: FW: Haines EA (UNCLASSIFIED)
Date: Tuesday, July 16, 2013 10:08:34 AM

Please add to project comments.

RS

-----Original Message-----
From: Scholl, James W (DOT) [mailto:jim.scholl@alaska.gov]
Sent: Tuesday, July 16, 2013 9:08 AM
To: Astley, Beth N POA
Cc: Jim Scholl; Mangano, William F POA; Tuttell, Maryellen; Steer, Rachel; Lockwood, Gregory K (DOT)
Subject: Re: Haines EA (UNCLASSIFIED)

Thank you Beth, We will correct the language in the EA as you recommend.

Jim Scholl
Sent from my iPhone

On Jul 15, 2013, at 5:16 PM, "Astley, Beth N POA" <Beth.N.Astley@usace.army.mil> wrote:

> Classification: UNCLASSIFIED
> Caveats: NONE
>
> Jim,
10a > There are some typos in your EA in regards to the contaminated sites.
>
> I put the questionable text in quotes.
>
> On page 90:
>
> - Since the pipeline is owned and was operated by the U.S. Army, the
> USACE retains responsibility for clean-up of contaminated materials
> from pipeline operations "prior to construction".
>
> Beth: remove words "prior to construction" since we are cleaning up
> spills that occurred after construction of the pipeline as well. The
> Formerly Used Defense Sites (FUDS) program, administered by USACE, is
> responsible for cleaning up petroleum released from the Haines Fairbanks Pipeline.
>
> - Preliminary results of a recent soil investigation (USACE, 2013)
> include the recommendations below.
> "1. No additional investigation or removal activity at PMP 17.7 is
> recommended. This site is outside the project area.
> 2. An ecological risk assessment is recommended at PMP 19.5 due to
> extensive soil and groundwater contamination."
>
> Beth: The text is incorrect. It should read:
>
> 1. Further soil and groundwater contaminant delineation is necessary
> at PMP 17.7.
> 2. No additional investigation or removal activity at PMP 19.5 is
> recommended. This site is outside the project area.

10a The requested changes have been made.

10-1

10-2

>
> Page 91 (Fig 4.19-1):
> The background photo for PMP 19.5 is missing on the figure.
> The site labeled PMP 6.5 is not the Young Road site. PMP 6.5 is also
> known simply as Highway MP 4.5.
> PMP 25.5 is not the Chilkat River Bridge. It is Gate Valve 4.
>
> Page 92:
> 4.19.3
> "Prior to construction, the USACE will take primary responsibility for
> dealing with known contaminated soils at PMP 19.5 in the project area
> associated with the pipeline."
>
> Beth- This statement in the EA since is incorrect and misleading to
> the public. The PMP 19.5 site is not within the DOT project area. No
> soils requiring removal have been found to date at PMP 19.5. The
> USACE would take responsibility for cleaning up contaminated soils at
> PMP 19.5 if they are found in the future.
>
> Beth
>
> Beth Astley
> Project Manager
> Alaska District COE
> (907)753-5782
>
>
>
> Classification: UNCLASSIFIED
> Caveats: NONE
>
>

From: Steer, Rachel
To: Lepley, Lesley
Subject: FW: Extension for Comments
Date: Wednesday, July 17, 2013 4:42:24 PM

Please add to EA comment list and PDF in folder.

RS

From: Lynn Canal Conservation [mailto:lynncanalconservation@gmail.com]
Sent: Wednesday, July 17, 2013 12:22 PM
To: dot.commissioner@alaska.gov; kkim.rice@alaska.gov
Cc: HainesHighway@alaska.gov; Alex.Viteri@dot.gov
Subject: Extension for Comments

Dear Commissioner Kemp:

11a

Lynn Canal Conservation, Inc. has been actively involved in issues surrounding the Alaska Chilkat Bald Eagle Preserve since the creation of the Preserve in 1982. We are writing to request a sixty day extension of the comment period on the Haines Highway Project. The reasons that such an extension is needed are as follows:

1. The very large volume of information in the Environmental Assessment requires more time for analysis than is allotted. Some of this analysis must include time consuming site visits by members of the public to impacted wetland areas, eagle roosting trees, etc.
2. Our members and other stakeholders such as tour companies, commercial fishing interests, subsistence fishing interests are extremely busy during the summer season and may not be able to even see the plans until the scheduled August 5 meeting in Haines, or even to attend the hearing.
3. The current comment deadline of August 15 is only 10 days after the scheduled meeting.
4. The Alaska Chilkat Bald Eagle Advisory Council will be unable to comment on the DOT Plan unless there is an extension.
5. The cooperative management agreement between the Department of Parks and Outdoor Recreation and DOT/PF requires review of all highway improvement proposals for consistency with management guidelines of the Preserve Plan. The Advisory Council must review DPOR's review. (Alaska Chilkat Bald Eagle Preserve Plan, 2002, Chapter 3, pg.29)

Thank you for your consideration,
Eric Holle, President
Lynn Canal Conservation, Inc.

11a. See Comment Response Number R01.

2013_07_19 **12EA** - P_Goll

Response to Comments

From: Mark Earnest
To: Peter Goll; haineshighway@alaska.gov
Cc: Steve Brockmann; Stephanie Scott; Jonathan Kreiss-Tomkins
Subject: RE: Question and Comment
Date: Friday, July 19, 2013 5:04:47 PM

Hi Peter,

I am in receipt of your e-mail and will go over this in greater detail on Monday.

Thanks, as always, for sharing your concerns with me. I do appreciate hearing from you. And we certainly can get to together in the very near future.

Mark

From: Peter Goll [mailto:psgoll@yahoo.com]
Sent: Friday, July 19, 2013 4:05 PM
To: haineshighway@alaska.gov
Cc: Steve Brockmann; Stephanie Scott; Mark Earnest; Jonathan Kreiss-Tomkins
Subject: Question and Comment

Hello

12a Can you please provide me with a list of all eagle roosting trees in the Chilkat Bald Eagle Preserve impacted by the Haines highway project.

If this list is not complete, please contact USFWS as a first step to ensuring that your survey is complete and available for the public meeting in Haines.

If this information — every roosting tree to be impacted in the Preserve -- cannot be provided prior
12b to August 5, this is to request a 60 day extension of the comment period *in order for the permit requests related to these trees to be complete and valid as is required by federal law.*

In addition to the federal permit requirements, the community has a profound economic interest in any roosting tree on the river side of the highway visible from the road.

Thank you.

Peter Goll

12a See Comment Response R11.

12b See Comment Response R01.

2013_07_24 **13EA** -T_McDonough

From: Scholl, James W (DOT)
To: DOT SER HainesHighway
Subject: FW: EA for Haines highway project
Date: Wednesday, July 24, 2013 10:52:16 AM

From: tim mcdonough [mailto:annandtim1@gmail.com]
Sent: Wednesday, July 24, 2013 10:42 AM
To: Scholl, James W (DOT)
Subject: Re: EA for Haines highway project

Thank you.

On Wed, Jul 24, 2013 at 9:50 AM, Scholl, James W (DOT) <jim.scholl@alaska.gov> wrote:
Mr. McDonough, The link you have doesn't work because there is a "." at the end. Remove the period and the link will work.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: tim mcdonough [mailto:annandtim1@gmail.com]
Sent: Wednesday, July 24, 2013 8:03 AM
To: Scholl, James W (DOT)
Subject: EA for Haines highway project

Hello Mr. Scholl,

I am interested in reading the EA for the Haines Highway project. I received a link that was suppose to take me to it but have not been able to access it and wondered if you could provide the proper link. The link I got
is, **www.dot.alaska.gov/sereg/projects/haines_hwy/documents.shtml.**

13a I understand that the document is long and detailed. I am interested in getting a month extension on the public comment period. Presently I'm the chair of the Upper Lynn Canal Fish and Game Advisory Board and I would like to inform the members of the committee of the document and give them time to review it to see if they have any input.

Thank you for your help.

Tim McDonough

13a See Comment Response R01.

Chair ULC F&G Advisory Committee
Haines Alaska

13-3

2013_07_26 **14EA** - J_Hotch

CHILKAT INDIAN VILLAGE
"Yen gu.aa yaa x'wsn."

An Indian Reorganization Act Village
Under Act of Congress June 15th 1935
32 Chilkat Avenue Klukwan, Alaska
HC60 Box 2207 Haines, AK 99827
Phone: 907-767-5505
Fax: 907-767-5518
klukwan@chilkat-nsn.gov

Patrick J. Kemp, P.E.
Commissioner
3132 Channel Drive
PO Box 112500
Juneau, AK 99811-2500

Dear Commissioner Kemp:

Chilkat Indian Village (CIV) has been actively involved in issues surrounding the Alaska Chilkat Bald Eagle
14a Preserve since the creation of the Preserve in 1982. We are writing to request a sixty day extension of the comment period on the Haines Highway Project. The reasons that such an extension is needed are as follows:

1. The very large volume of information in the Environmental Assessment requires more time for analysis than is allotted. Some of this analysis must include time consuming site visits by members of the public to impacted wetland areas, eagle roosting trees, etc
2. CIV lands and Native Allotments will be affected by the highway realignment.
3. Our Tribal members are extremely busy with subsistence food preparation for winter, tourism, and commercial fishing. They may not be able to even see the plans until the scheduled August 5 meeting in Haines, or even attend the hearing.
4. The current comment deadline of August 15 is only 10 days after the scheduled meeting.
5. The Alaska Chilkat Bald Eagle Advisory Council will be unable to comment on the DOT Plan unless there is an extension.
6. The cooperative management agreement between the Department of Parks and Outdoor Recreation and DOT/PF requires review of all highway improvement proposals for consistency with management guidelines of the Preserve Plan. The Advisory Council must review DPOR's review. (Alaska Chilkat Bald Eagle Preserve Plan, 2002, Chapter 3, pg.29)

Thank you for your consideration,

Jones P. Hotch Jr
Chilkat Indian Village Tribal Council President

cc,
Deputy Commissioner Kim Rice
kkim.rice@alaska.gov

Jim Scholl, Project Environmental Coordinator
haineshighway@alaska.gov

Alex Viteri, Southeast Area Engineer
Alex.Viteri@dot.gov

14-1

Response to Comments

14a See Comment Response R01.

14-2

013_07_27 **15EA** - J_K_Tomkins

ALASKA STATE LEGISLATURE

Representative Jonathan Kreiss-Tomkins

House District 34

rep.jonathan.kreiss-tomkins@akleg.gov

Committees:
Transportation
Fisheries
State Affairs

State Capitol, Room 426
Juneau, Alaska 99801-1182

(907) 465-3732
Toll Free: 1-888-461-3732
Fax: (907) 465-2652

26 July 2013
TO: Patrick J. Kemp, DOT Commissioner

Dear Commissioner Kemp,

15a I am writing to request a 60-day extension of the comment period for Departmert of Transportation's Haines Highway improvement project.

The two constituencies most affected by this project are extraordinarily busy during the summer. Our fishermen are fishing daily in Haines this summer, and tour operatcrs are busy operating tours. All members of both groups deserve the ability to fully participate in the public process, and a 60-day extension to the comment period is needed to facilitate their participation.

The Chilkat Valley is a sensitive watershed and prolific salmon producer of international importance. These resources attract tourists the world over who come to see the extraordinary concentration of eagles that gather in the valley. Both of these facts and the possible impacts to salmon habitat and eagle habitat lead to my concern about the current comment period.

The details of the plan are very extensive and many members of the public and interested officials have not had the opportunity for appropriate review.

Representative Jonathan Kreiss-Tomkins

CC: Deputy Commissioner Kim Rice
Environmental Coordinator Jim Scholl
Southeast Area Engineer Alex Viteri

15-1

Response to Comments

15a See Comment Response R01.

15-2

2013_07_31_**16EA** - H_Brouillette_130336

Response to Comments

Lepley, Lesley

From: Scholl, James W (DOT) <jim.scholl@alaska.gov>
Sent: Wednesday, July 31, 2013 1:04 PM
To: DOT SER HainesHighway
Subject: FW: Haines Highway Project

Follow Up Flag: Follow up
Flag Status: Flagged

From: Harriet Brouillette [mailto:hbrouillette@chilkoot-nsn.gov]
Sent: Tuesday, July 30, 2013 1:43 PM
To: alex.viteri@dot.gov
Cc: Scholl, James W (DOT); Gendron, Jane D (DOT); Dave Berry
Subject: Haines Highway Project

I am writing in relation to the Haines Highway (MP 3.5-25.3) Improvement Project.

16a The Chilkoot Indian Association has a substantial interest in the project and wishes to participate in government-to-government consultations about the project and to be a concurring party to the MOA.

Harriet Brouillette
Vice President
Chilkoot Indian Association
PO Box 490
Haines, Alaska 99827
907-766-2323

16a Government to Government consultations and an MOA concurrence by the Chilkoot Indian Association has been completed.

16-1

16-2

2013_08_01_**17EA** - P_Goll

Response to Comments

Lepley, Lesley

From: Peter Goll <psgoll@yahoo.com>
Sent: Thursday, August 01, 2013 12:42 PM
To: Brooks, Kevin A (DFG); Michael Eberhardt; Ben Ellis; haineshighway@alaska.gov
Cc: Nancy Berland; Steve Brockmann
Subject: FW: Chilkat Bald Eagle Preserve & Haines Highway

Follow Up Flag: Follow up
Flag Status: Flagged

Gentlemen:

17a It appears from the information below that the DNR approval of DOT's plan to impact habitat in the Eagle Preserve is completely illegal and inconsistent with federal highway regulations.

17a See Comment Response R10.

I will appreciate a copy of your evaluation of the issues below prior to the August 5 meeting planned in Haines by DOT.

Thank you.

Peter Goll

------ Forwarded Message
From: Nancy Berland <nancy@riverswithoutborders.org>
Date: Thu, 1 Aug 2013 12:19:35 -0700
To: "Warnock, Nils" <nwarnock@audubon.org>, <president@juneau-audubon-society.org>, David Hancock <david@hancockwildlife.org>
Cc: Will Patric <will@riverswithoutborders.org>, Ben Kirkpatrick <rutzebach@hotmail.com>, Eric Holle <banjorebop@yahoo.com>, Peter Goll <psgoll@yahoo.com>
Subject: Chilkat Bald Eagle Preserve & Haines Highway

Dear Nils, David, and the current President of Juneau Audubon,

I've read through the Haines Highway Environmental Assessment (EA) which will re-align, straighten, and widen 22 miles of the Haines Highway. Most of the work will be adjacent to or inside the CBEP.

I am writing because I am alarmed by the extent of impacts to Preserve habitat for both eagles and the salmon food source, and extremely disappointed in the lack of diligence in the environmental review.

According to the EA the project will:

- Fill 8.5 acres or 14,230 lineal feet (2.7 miles) of Chilkat Riverbank, more than 10% of available roadside bank in the project area. This near shore area is the preferred rearing area for juvenile salmon.
- Impact 22 of the 25 cataloged anadromous tributaries of the Chilikat.
- Re-align 8 of these tributaries.
- Fill 12.5 acres of high value wetlands that currently provide fish passage and rearing habitat, cycle nutrients, and

help control flooding.

The EA does not:

- Discuss the effectiveness of past mitigation efforts on the Haines Highway. For example, Little and Big Boulder Creeks were re-routed. The king salmon habitat there has been greatly diminished.

- Discuss the effectiveness of past wetland mitigation on the Haines Highway. Apparently, it's a mixed bag – some has been successful and some has failed.

- Analyze fisheries impacts from the miles of riprap on past Haines Highway projects.
    - Identify the number and location of eagle roosting trees that would be removed.

All we know is that the Department of Transportation (DOT) plans on cutting trees and that some of them are located in the Critical Habitat Area or Council Grounds. Regarding the importance of roosting trees, particularly in the Critical Habitat Area, the best information I could find are four reports authored for National Audubon and USFWS by Boeker, Hansen and Hodges in 1981, 1982, and 1984, based on studies beginning in 1979. These reports locate the largest concentration of communal roosting trees between Mile Post 19 and 22. Eagle distribution moves from the conifers across the river and from the gravel bars to the cottonwoods between 19 and 22 mile as the weather gets colder. During three consecutive years of observation, 72-73% of the total eagle population was counted in the Council Grounds in November; 82-86% in December; and 91-99% in January. Climatic conditions (less wind chill) and availability of food in the river near the highway were the factors cited for the importance of the cottonwood trees in this section.

"Decreasing use of streamside cottonwoods on the southwestern side of the Chilkat River in favor of those on the northeastern [highway] side reoccurred this winter. The shift was again gradual, while food was plentiful, but accelerated when temperatures declined and food became less abundant as a result of ice forming on the river." [Chilkat River Cooperative Bald Eagle Study, Third Annual Progress Report, p. 15].

From The Final Report (June, 1984): "Protecting streamside forest cover will maintain both nesting trees and the perches eagles use for resting, roosting and hunting....Since eagles conserve energy by seeking habitats which offer protection from weather, prudent management dictates that deciduous roosting and perching trees not be harvested....Maintaining tall perch and nest trees will help minimize the loss of eagles to predation and injury." (p. 21).

Since the EA has no information on the number and location of trees to be cut, it seems highly deficient, given the importance of trees to the eagle population.

Rigorous requirements for protecting Chilkat Bald Eagles and their essential habitats outlined in Preserve law and Management Plan are simply not considered in the EA. The hubris of DOT in thinking they can mess with 88% of the anadromous tributaries of the Chilkat, mess with more than 10% of available Chilkat Riverbank, mess with wetlands and critical eagle roosting trees, and come away with eagle and salmon habitat that is somehow as good and as productive as the existing natural ecosystem is beyond belief.

The EA provides no reasonable alternatives, only no build and what has been proposed, which is excessive to the extreme, considering the uniqueness of the resource, low traffic volume on the highway, low accident numbers, and that it is a National Scenic Byway.

What you can do

Please communicate to DOT before the comment deadline of **August 15**. Due to the uniqueness and sensitivity of Preserve resources, ask for a 60 day time extension so that your organization can write meaningful comments. For the short term, you may want to include the following in comments to DOT before August 15:

- Ask DOT to consider an alternative with a smaller footprint in essential eagle and salmon habitat. There are currently only two alternatives: do nothing, or build as proposed.

- Ask DOT to supplement the EA or do a more thorough study (EIS) that includes information on eagle roosting trees and effectiveness of salmon habitat mitigation proposals.

- Ask DOT to extend the comment period to allow for full public participation due to the uniqueness and importance of Preserve resources.

- Support the use of Engineered Logjams as opposed to riprap, which makes poor salmon habitat.

- Keep roadbed in current location between MP 19 and 22 and cut down no eagle communal roosting trees in this critical habitat area.

- Dispute the "need" for increasing the road footprint into salmon and eagle habitat. The EA states the Haines Highway is a low volume road with a low accident rate.

- A faster, less scenic road would be at odds with Haines Highway National Scenic Byway designation and compromise the values for which the Preserve was established.

The EA and appendices can be found at: http://dot.alaska.gov/sereg/projects/haines_hwy/documents.shtml <http://www.google.com/url?q=http%3A%2F%2Fdot.alaska.gov%2Fsereg%2Fprojects%2Fhaines_hwy%2Fdocuments.shtml&sa=D&sntz=1&usg=AFQjCNGfWfVpbTx1YR8xR0KNUzl5Ijb3Cg>

The project director is Jim Scholl, Box 112506, Juneau AK 99811-2506. (907) 465-4498.

The email addresses are haineshighway@alaska.gov and jim.scholl@alaska.gov

Thank you in advance for your advocacy. Please feel free to contact me for more information.

Nancy Berland

907 303-7302

------ End of Forwarded Message

2013_08_01_**18EA** - P_Goll

Response to Comments

Lepley, Lesley

From: Peter Goll <psgoll@yahoo.com>
Sent: Thursday, August 01, 2013 6:20 PM
To: Stephanie Scott; Vicki Clark; Jim Scholl
Cc: haineshighway@alaska.gov
Subject: Re: 68606 HNS: MP 3.5 to 25.3 / Eagle paper

Follow Up Flag: Follow up
Flag Status: Flagged

Public comment. Response requested.

Mr. Scholl,

I will read the document sent to Mayor Scott with care.

18a *Please note that the law had dedicated all land and water in the Preserve to habitat protection.* It is withdrawn from multiple use, such as highway expansions

18a See Comment Response R10.

That is why it was created. Its legislative purpose is very clear and explicit. In the DOT rights of way and on other state lands, one may argue that damage may be mitigated or levels of damage may be discussed.

In the Preserve no impacts are permitted, multiple use does not apply and mitigation is not relevant.

If you disagree, please advise with specific citations.

Peter Goll

On 8/1/13 5:07 PM, "Stephanie Scott" <mayor_scott@haines.ak.us> wrote:

Hi everyone,

I was curious about the March 2, 2011 letter from Director Ellis to the Federal Highway Administration concurring with DOT's purposed mitigation through the Eagle Preserve with respect to the Haines Highway Project. I wondered what he based his concurrence on. So I asked Mr. Scholl and was provided the attached study. I thought that you might like to see it too. I haven't read it yet.

Stephanie

From: Scholl, James W (DOT) [mailto:jim.scholl@alaska.gov]
Sent: Thursday, August 01, 2013 1:11 PM
To: Stephanie Scott
Subject: 68606 HNS: MP 3.5 to 25.3 / Eagle paper

Mayor Scott, As we discussed.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region

18-1

18-2

2013_08_01_**19EA** - P_Goll

Lepley, Lesley

From: Peter Goll <psgoll@yahoo.com>
Sent: Thursday, August 01, 2013 7:05 PM
To: Stephanie Scott; haineshighway@alaska.gov
Cc: Steve Brockmann; Vicki Clark; Warnock, Nils; Buck Lindekugel
Subject: Relevance
Attachments: Section-37.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Stephanie, I did not find the attached eagle paper to be relevant to the situation at hand. *The paper relates to the impacts of road building activity on nesting birds while our situation relates to the destruction of fish and eagle habitat in a statutorily protected wintering area.*

I will look at it again, but it is clear that they are applying generic findings to *unrelated* situations.

When it came to the jet boats. ADFG insisted that all findings be local. These people have no shame.

I urge the department to review the studies conducted by the National Audubon Society AND OTHERS that do relate to our area. The attached was not a study of potential impacts to the critical habitats or other areas along the route.

19a **I am herewith asking DOT to provide relevant data to justify their plan to alter habitat in the preserve and cut any single tree that may be used by eagles within the preserve boundaries.** It will not be easy insofar as the law prohibits habitat damage in the preserve.

Peter Goll

Response to Comments

19a See Comment Response R11.

2013_08_01_**20EA** - P_Goll

Response to Comments

Lepley, Lesley

From: Scholl, James W (DOT) <jim.scholl@alaska.gov>
Sent: Friday, August 09, 2013 2:25 PM
To: Peter Goll; DOT SER HainesHighway
Subject: 68606 HNS: MP 3.5 to 25.3 / RE: Request for information under the Public Records Act
Attachments: 2012_10_23_KLKN_Spawn_Chnls.pdf; 7 Mile Haines.pdf

Mr. Goll, I believe I have done a comprehensive search of electronic and paper files. Attached, and in subsequent e-mails, are the files you requested. DNR and ADF&G do not approve the EA so I interpreted that to documentation that could lead to DNR or ADF&G decisions on resources within their jurisdiction. I will try to keep my e-mails under 10 Mb.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Peter Goll [mailto:psgoll@yahoo.com]
Sent: Thursday, August 01, 2013 10:58 PM
To: Scholl, James W (DOT); DOT SER HainesHighway
Cc: Stephanie Scott; Vicki Clark; Buck Lindekugel; Steve Brockmann; Warnock, Nils
Subject: Request for information under the Public Records Act

Mr. Scholl:

The Department of Transportation has provided a document, attached, with a statement to the mayor of the Haines Borough that it was the basis upon which the Division of Parks approved the Environmental Assessment of the Department of Transportation's Haines Highway Project currently out for public comment.

20a This is to request any additional documents in the possession of DOT from the Departments of Fish and Game or Natural Resources relating to Department of Natural Resources' approval the EA.

20a The requested information is attached.

There is a public meeting on August 5, and comment period ends on August 15.

20b The members of the Haines Community have been unable to obtain any information suggesting serious study of the habitat implications of your plan by reputable authorities, nor any specificity regarding those impacts.

20b See Comment Responses R10 and R11.

I am seeking valid research that might justify intrusion into an area withdrawn from multiple use and dedicated to a special purpose: habitat protection.

Upon receipt of your timely response to this request under the Public Records Act, I will have someone come to your Juneau offices to review or obtain the material.

Thank you for your prompt consideration.

Peter Goll

Peter Goll
Management and Government Services
P.O. Box 261
Haines, AK 99827

907.766.3717
907.314.0961 cell
360.390.5316 skype from telephones

MEMORANDUM

State of Alaska
Department of Fish and Game
Division of Habitat

TO: Jim Scholl
Environmental Impact Analyst
ADOT&PF

THRU: Jackie Timothy
Southeast Regional Supervisor

FROM: Gordon Willson-Naranjo
Habitat Biologist

DATE: June 29, 2012

SUBJECT: Boyce Property
Mile 7 Haines Hwy

TELEPHONE: (907) 465-6646

On May 30th, 2012 Habitat Biologists Jackie Timothy, Kate Kanouse and I met with Jim Scholl, Environmental Impact Analyst with the Department of Transportation and Public Facilities (ADOT&PF), and land owner Richard Boyce. DOT&PF is proposing a realignment for the Haines Highway project that will move a section of highway and an anadromous stream (Stream No. 115-32-10250-2016-3020, COr) that bisects Mr. Boyce's property toward the Chilkat River. The property adjacent to the Chilkat is narrow and will need to be stabilized (Figures 1 and 2).

Figure 1. Looking downstream

Figure 2. Looking upstream

DOT&PF is proposing a streambank protection technique that provides immediate riverbank stabilization, protects the toe-of-slope, and provides fish habitat for juveniles, using root wads, embedding the 10 ft long tree bole at the level of the riverbed, perpendicular to the river, with the fans parallel to the bank. Though this streambank protection technique can collect sediment and debris that will enhance bank structure over time, the rootwads could also become dislodged at high flows given the streambank constitution. Habitat recommends that DOT&PF reevaluate the stabilization design at this location.

Specifically, the narrow streambank is composed of fine glacial sand with willows and alders and erodes at higher water levels. There is a moose trail that runs parallel with the streambank inside the brush that could support the new stream route without the removal of much existing vegetation. Cutting the streambank back far enough to install the proposed structure would

interfere with the moose trail, disturb the vegetation that is holding the streambank together and destabilize the area of the stream reroute.

We present the following for your consideration. The fine glacial silt streambottom (Figures 1 and 2) is dry at lower flows so does not support rearing salmonids. At higher flows, when the area is submerged, we can see no reason why juvenile or smolting salmonids would not transit the area, though juveniles generally rear in clear water. Stabilizing this stretch of streambank with rock, by cutting into the streambed rather than the streambank, and then revegetating disturbed areas with willows and alder would be an appropriate stabilization technique in an area used for fish migration. This technique would preserve the vegetated buffer between the streambank and the moose trail and allow for the Stream No. 115-32-10250-2016-3020 to be relocated to the moose trail. Existing rocks from the old streambed could be placed into the new stream bed. Disturbed areas would be minimal, but any above the proposed ordinary high water mark of the new stream could be revegetated.

We understand that Mr. Boyce has expressed his right to claim quiet title to accreted land adjacent to his property (Figure 3). The current ADOT&PF proposed stabilization technique could capture additional sediment and increase the land mass; conversely, the technique could fail and the streambank and new stream route would be lost, pushing the Chilkat River against the Haines Highway.

Figure 3. Area of potential accretion adjacent to Mr. Boyce's property.

On this site visit, while following the Stream No. 115-32-10250-2016-3020 uphill from the highway, we encountered an area where we believe a Haines Highway mitigation opportunity may exist (Figure 4).

Figure 4. Looking upstream above the highway at stream no. 115-32-10250-2016-3020 headwaters and a landslide. The arrow shows where the slide occurred that diverted the creek.

There is a landslide up the mountain where the headwaters of Stream No. 115-32-10250-2016-3020 run subsurface. The slide is beautiful gravel and river rock, rather than the shale found in many landslides in the area. The rock from the landslide could be designed to discharge to an area where it could become a continually recharged harvestable rock source for the Haines Highway realignment project and for spawning channel mitigation opportunities (Figure 5). The headwaters could be captured so that they flow into a constructed spawning channel built with the native rock. A nearby drainage that flows year round could be diverted into the spawning channel for incubation boxes. Mr. Boyce informed us that the property, approximately 80 acres, was up for sale, and that there was an interested party and preliminary talk of a gravel extraction operation.

Figure 5. Stream No. 115-32-10250-2016-3020 is not anadromous above the highway.

We do not recommend the second site we visited as a potential mitigation site. Seven Mile Creek (Stream No. 115-32-10250-2020, COr, DVr) is fed from a pond behind a shooting range near mile eight on the Haines Highway. Mr. Boyce informed us that he had done work rerouting the creek with hand tools, in order to prevent flooding on his property. Pervasive blue clay in the substrate would prevent upwelling (Figures 6 and 7).

Figure 6. Looking downstream towards Highway

Figure 7. Looking upstream

If you have any questions, comments, or concerns, please contact me at gordon.willson-naranjo@alaska.gov or via phone at (907)-465-6646.

Email cc:

Al Ott, ADF&G Habitat, Fairbanks
Biologists, ADF&G Habitat, Juneau
Brian Glynn, ADF&G SF, Juneau
Kevin Monagle, ADF&G CF, Juneau
Ryan Scott, ADF&G WC, Juneau
Mary Goode, NMFS, Juneau

Steve Brockman, USFWS, Juneau
Victor Ross, USACE, Juneau

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Southeast Region Preconstruction
Preliminary Design and Environmental Services

TO: Joe Donohue
Department of Natural Resources
Office of Project Management and
Permitting, ACMP

DATE: October 14, 2005

FILE NO: 68606, Haines Highway MP 3.5 to MP 25.3
TELEPHONE NO: 465-4509
SUBJECT: Coastal Project Questionnaire

FROM: Kris Benson KB
Project Environmental Coordinator

Attached please find the Coastal Project Questionnaire (CPQ) for the Haines Highway MP 3.5 to MP 25.3 geotechnical investigation (see Sheets 1-26 of 26). DOT&PF has contracted DOWL Engineers (DOWL) to perform the geotechnical investigation, which will include approximately 100 test borings and 50 test pits. The geotechnical investigation will take place in wetland areas as well as the Chilkat River, once sufficient snowfall has occurred and the river is frozen. It is important to note that the test boring and test pit locations will be field adjusted with the use of aerial photographs and inspection of the existing topography and vegetation, and that the locations shown on the attached sheets are only approximate.

ncurrently with the CPQ, DOT&PF is submitting a Title 41 Permit application to the Department of Natural Resources (DNR), Office of Habitat Management and Permitting; a Alaska State Parks Special Park Use Permit Application to DNR, Parks and Outdoor Recreation; a Special Area Permit application to the Department of Fish and Game and request for authorization to use NWP 6 to the Army Corps of Engineers. The state applications are listed on the C List as 30-day reviews and copies are attached.

If you have any questions or need additional information, please call me or email at kris_benson@dot.state.ak.us. If you have technical questions about the geotechnical survey, you may contact DOWL's Environmental Planner, Cecile Davis, via telephone at 562-2000 or by email at cdavis@dowl.com.

Attachments: CPQ
Project Location / Vicinity Map (Sheet 1 of 26)
Proposed Test Pit Locations (Sheets 2-26 of 26)
Park Use Permit Application Form
Title 41 Permit Application
Special Area Permit Application (ADF&G)
Request to use NWP 6

cc: Van Sundberg, Environmental Coordinator, DOT&PF
Jim Evensen, Preliminary Design & Environmental Group Chief, DOT&PF
Pete Bednarowicz, Engineering Manager, DOT&PF
Kristen Hansen, Sr. Environmental Planner, DOWL

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Southeast Region Preconstruction
Preliminary Design and Environmental Services

TO: Mr. Carl Schrader
Office of Habitat Management and Permitting
Department of Natural Resources

DATE: October 14, 2005

FILE NO: 68606, Haines Highway MP 3.5 to MP 25.3
TELEPHONE NO: 465-4509
SUBJECT: Title 41 Permit Application for Geotechnical Work in the Chilkat River

FROM: Kris Benson KB
Project Environmental Coordinator

The Department of Transportation and Public Facilities (DOT&PF) is hereby requesting a Title 41 permit for proposed geotechnical work in the Chilkat River, as part of the Haines Highway MP 3.5 to MP 25.3 project (DOT&PF Project No. 68606). Please see enclosed Sheets 1-2 of 2. A Coastal Project Questionnaire is attached for your information. DOT&PF is concurrently applying for a Park Use Permit (from Division of Parks and Outdoor Recreation), a Special Area Permit (from Department of Fish and Game) and requesting authorization from the Army Corps to use Nationwide Permit 6 (Survey Activities).

ge and Purpose of the Project

The DOT&PF has contracted DOWL Engineers (DOWL) to drill eight test borings in the Chilkat River and its riverbanks, once it freezes to a sufficient thickness to allow for drill rig access onto the ice. The test borings will be performed utilizing a track mounted drill rig fitted with continuous flight hollow stem augers.

Location of Project Site

The borings will be adjacent to the existing Wells Bridge and along a proposed alternative crossing route that is about 600 feet downstream of the bridge.

Chilkat River is stream # 115-32-10250. It is catalogued for the presence of sockeye, king, coho, pink, and chum salmon, steelhead trout, Dolly Varden, whitefish, and cutthroat trout.

Time Frame for Project

The geotechnical work in the Chilkat River will take place in February of 2006, and will take approximately two weeks to complete.

Construction Methods

river will not be diverted nor will it be channelized. The banks of the river are not expected to be impacted ...ice DOWL will wait until it freezes to a sufficient thickness to allow for drill rig access onto the ice. The test

rings will be performed utilizing a Nodwell track mounted drill rig fitted with continuous flight hollow stem augers. The equipment is expected to be on the frozen river for two weeks, only during operation.

The test borings will be approximately 12 inches in diameter. An engineer/geologist will log the test borings and collect samples. Less than one cubic foot of gravel material will be extracted from the riverbed. No pumping operation is planned. The spoils during drilling will go back into the bore hole, however the cuttings (material collected in the split spoon) will be collected for the geotechnical investigation. No blasting will be performed. No temporary fill in the river is expected during construction. Ice bridges will not be required as the drill rig will not access the river unless it is fully frozen.

Site Rehabilitation/Restoration Plan

River crossings will be conducted in areas with the least potential for damage to the river banks (i.e. at locations with gently or gradually sloping banks) and at a location where the ice cover is of sufficient thickness to support the weight-bearing load of the equipment. River banks will not be altered to facilitate crossings. If any inadvertent damage were to occur to river banks, they would be immediately stabilized with straw mulch or other suitable stabilization technique to prevent erosion. Permanent restoration and revegetation of river bank habitat would utilize the most up-to-date bioengineering techniques (i.e. Streambank Revegetation and Protection: A Guide for Alaska (Muhlberg and Moore 1998, revised April 2005)).

Waterbody characteristics

The river is approximately 250 to 300 feet wide and the depth is river is unknown at this point. The bottom of the river is expected to be gravel. The gradient is also currently unknown.

It is important to note that all the test boring locations will be field adjusted with the use of aerial photographs, and that the locations shown on the attached sheets are only approximate.

If you have any questions or need additional information, please call me. If you have technical questions regarding the geotechnical borings, you may contact DOWL's Environmental Planner, Cecile Davis, via telephone at 562-2000 or by email at cdavis@dowl.com.

Attachments: Vicinity Map (Sheet 1 of 2)
Test Boring Locations (Sheet 2 of 2)
CPQ

cc: Van Sundberg, Environmental Coordinator, DOT&PF
Jim Evensen, Preliminary Design & Environmental Group Chief, DOT&PF
Pete Bednarowicz, Engineering Manager, DOT&PF
Kristen Hansen, Sr. Environmental Planner, DOWL

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Southeast Region Preconstruction
Preliminary Design and Environmental Services

TO: Mike Eberhardt, Superintendent
Southeast State Parks
Department of Natural Resources
Division of Parks and Outdoor Recreation

DATE: October 14, 2005

FILE NO: 68606, Haines Highway MP 3.5 to MP 25.3
TELEPHONE NO: 465-4509
SUBJECT: Alaska State Parks Special Park Use Permit Application

FROM: Kris Benson KB
Project Environmental Coordinator

Attached please find the Alaska State Parks Special Park Use Permit application for the Haines Highway MP 3.5 to MP 25.3 geotechnical investigation. DOT&PF has contracted DOWL Engineers (DOWL) to perform the geotechnical investigation, which will include approximately 100 test borings and 50 test pits. The portion of the geotechnical investigation that will take place in wetland areas as well as the Chilkat River will begin once sufficient snowfall has occurred and the river is frozen. Since approximately 15 borings and four test pits are within the Chilkat Bald Eagle Preserve (outside DOT&PF's right-of way), DOT&PF is applying for this permit. It is important to note that the test boring and test pit locations will be field adjusted with the use of aerial photographs and inspection of the existing topography and vegetation, and that the locations shown on the attached sheets are only approximate.

Concurrently with the Alaska State Parks Special Park Use Permit Application, DOT&PF is submitting a Title 41 Permit application to the Department of Natural Resources (DNR), Office of Habitat Management and Permitting, a Special Area Permit application to Department of Fish and Game and requesting authorization to use NWP 6 from the Army Corps of Engineers. A Coastal Project Questionnaire is attached for your information.

If you have any questions or need additional information, please call me at 465-4509 or email at kris_benson@dot.state.ak.us. If you have technical questions regarding the geotechnical investigation, you may contact DOWL's Environmental Planner, Cecile Davis, via telephone at 562-2000 or by email at cdavis@dowl.com.

Attachments: Park Use Permit Application Form
Project Location / Vicinity Map (Sheet 1 of 26)
Proposed Test Pit Locations (Sheets 2-26 of 26)
CPQ

cc: Van Sundberg, Environmental Coordinator, DOT&PF
Jim Evensen, Preliminary Design & Environmental Group Chief, DOT&PF
Pete Bednarowicz, Engineering Manager, DOT&PF
Kristen Hansen, Sr. Environmental Planner, DOWL

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Southeast Region Preconstruction
Preliminary Design and Environmental Services

TO: Mr. Carl Schrader
Office of Habitat Management and Permitting
Department of Natural Resources

DATE: October 14, 2005

FILE NO: 68606, Haines Highway MP 3.5 to MP 25.3

TELEPHONE NO: 465-4509

FROM: Kris Benson KB
Project Environmental Coordinator

SUBJECT: Title 41 Permit Application for Geotechnical Work in the Chilkat River

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Type and Purpose of the Project

The DOT&PF has contracted DOWL Engineers (DOWL) to drill eight test borings in the Chilkat River and its riverbanks, once it freezes to a sufficient thickness to allow for drill rig access onto the ice. The test borings will be performed utilizing a track mounted drill rig fitted with continuous flight hollow stem augers.

Location of Project Site

The borings will be adjacent to the existing Wells Bridge and along a proposed alternative crossing route that is about 600 feet downstream of the bridge.

Chilkat River is stream # 115-32-10250. It is catalogued for the presence of sockeye, king, coho, pink, and chum salmon, steelhead trout, Dolly Varden, whitefish, and cutthroat trout.

Time Frame for Project

The geotechnical work in the Chilkat River will take place in February of 2006, and will take approximately two weeks to complete.

Construction Methods

The river will not be diverted nor will it be channelized. The banks of the river are not expected to be impacted since DOWL will wait until it freezes to a sufficient thickness to allow for drill rig access onto the ice. The test

borings will be performed utilizing a Nodwell track mounted drill rig fitted with continuous flight hollow stem augers. The equipment is expected to be on the frozen river for two weeks, only during operation.

The test borings will be approximately 12 inches in diameter. An engineer/geologist will log the test borings and collect samples. Less than one cubic foot of gravel material will be extracted from the riverbed. No pumping operation is planned. The spoils during drilling will go back into the bore hole, however the cuttings (material collected in the split spoon) will be collected for the geotechnical investigation. No blasting will be performed. No temporary fill in the river is expected during construction. Ice bridges will not be required as the drill rig will not access the river unless it is fully frozen.

Site Rehabilitation/Restoration Plan

River crossings will be conducted in areas with the least potential for damage to the river banks (i.e. at locations with gently or gradually sloping banks) and at a location where the ice cover is of sufficient thickness to support the weight-bearing load of the equipment. River banks will not be altered to facilitate crossings. If any inadvertent damage were to occur to river banks, they would be immediately stabilized with straw mulch or other suitable stabilization technique to prevent erosion. Permanent restoration and revegetation of river bank habitat would utilize the most up-to-date bioengineering techniques (i.e. Streambank Revegetation and Protection: A Guide for Alaska (Muhlberg and Moore 1998, revised April 2005)).

Waterbody characteristics

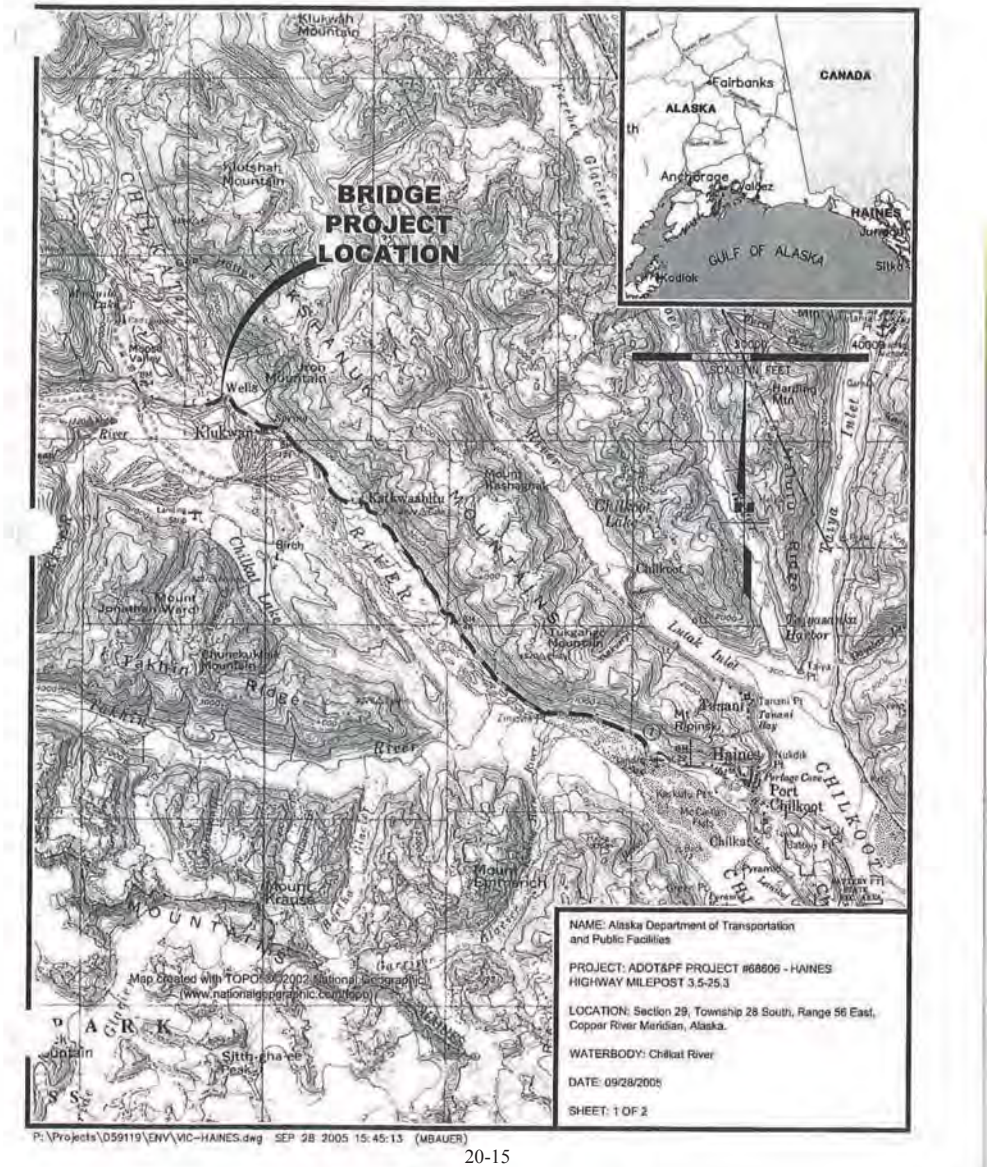
The river is approximately 250 to 300 feet wide and the depth is river is unknown at this point. The bottom of the river is expected to be gravel. The gradient is also currently unknown.

It is important to note that all the test boring locations will be field adjusted with the use of aerial photographs, and that the locations shown on the attached sheets are only approximate.

If you have any questions or need additional information, please call me. If you have technical questions regarding the geotechnical borings, you may contact DOWL's Environmental Planner, Cecile Davis, via telephone at 562-2000 or by email at cdavis@dowl.com.

Attachments: Vicinity Map (Sheet 1 of 2)
Test Boring Locations (Sheet 2 of 2)
CPQ

cc: Van Sundberg, Environmental Coordinator, DOT&PF
Jim Evensen, Preliminary Design & Environmental Group Chief, DOT&PF
Pete Bednarowicz, Engineering Manager, DOT&PF
Kristen Hansen, Sr. Environmental Planner, DOWL


BRIDGE
PROJECT
LOCATION
CANADA
Fairbanks
ALASKA
Anchorage
Valdez
HAINES
Juneau
GULF OF ALASKA
Kodiak
Sitka
Wells
Klukwan
Haines
Port Chilkoot
Chilkat
Mount Kraus
Mount Ripinsky
Mount Emmerich
Sitth-ghaee Peak
Map created with TOPO! ©2002 National Geographic (www.nationalgeographic.com/topo)
NAME: Alaska Department of Transportation and Public Facilities
PROJECT: ADOT&PF PROJECT #68606 - HAINES HIGHWAY MILEPOST 3.5-25.3
LOCATION: Section 29, Township 28 South, Range 56 East, Copper River Meridian, Alaska.
WATERBODY: Chilkat River
DATE: 09/28/2005
SHEET: 1 OF 2
P:\Projects\D59119\ENV\VIC-HAINES.dwg SEP 28 2005 15:45:13 (MBAUER)

20-15

2013_08_02_**21EA**- B_Kirkpatrick

Response to Comments

Lepley, Lesley

From: Scholl, James W (DOT) <jim.scholl@alaska.gov>
Sent: Sunday, August 04, 2013 5:22 PM
To: Ben Kirkpatrick; Stephanie Scott; DOT SER HainesHighway
Subject: RE: Haines Highway Upgrade EA

Ben, The Notice of Public Hearing was posted on July 3, 2013 and the Notice of Availability was posted on July 10, 2013. Both were posted on the State of Alaska website as a part of the Online Public Notices. By my count we have given the public more than 30 days to comment.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Ben Kirkpatrick [mailto:rutzebach@hotmail.com]
Sent: Friday, August 02, 2013 3:13 PM
To: Stephanie Scott; DOT SER HainesHighway
Subject: RE: Haines Highway Upgrade EA

Hello Jim: It appears that the Public Notice for comments on the Haines Highway Upgrade EA was published 29 days before the August 15 deadline, not the required 30 days. While this may appear a technicality, I feel that even 30 days is too short a time frame to comment on a complex set of documents such as this this EA and the many appendices. If this is in fact true I request that the comment period be re-notified with the full legally required time frame. Thank you for your attention to this matter and I would appreciate a response to this request. ben

21a

Ben Kirkpatrick
907-303-7322

From: mayor_scott@haines.ak.us
To: rutzebach@hotmail.com
Subject: Fwd: Haines Highway Upgrade EA
Date: Fri, 2 Aug 2013 20:29:39 +0000

Hi Ben,

Would you be willing to send your comment re the legal notice period to haineshighway@alaska.gov so we can get an answer?

21a See Comment Response R01.

Lepley, Lesley

From: Joe Ordonez <joeorga@gmail.com>
Sent: Friday, August 02, 2013 2:00 PM
To: HainesHighway@alaska.gov
Subject: haines highway comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

My name is Joe Ordonez, and I am owner of Rainbow Glacier Adventures, LLC, based in Haines, AK.

I would like to make some comments regarding the DOTs plan to upgrade the Haines
22a Highway. As a tour operator, I am very concerned about the possible effects that this "upgrade" may have on my tours. The primary goal of most of my clients is to observe wildlife in their natural environment. If these projects degrade the natural environment along the roadside corridor, then the opportunities to see wildlife is diminished. Furthermore, if wildlife is seen but the natural environment has been significantly altered, the photographs taken on the tour will not reflect the true nature of the habitat that these creatures require to thrive.

22b I understand that DOT allows for opportunities for design flexibility on the Haines Highway Improvement Project and that DOT can also file for a federal exception from certain standards. I do not believe that it is in our best interest to have a "cookie cutter" highway project designed to federal standards. While this approach may work best for large trucks moving at high speed, there is a significant part of the local economy (ie tourism) that will not benefit, and in fact, may be harmed, by such an approach.

22c I plan to continue to take full advantage of the National Scenic Byway status of the Haines Highway in my marketing. I ask that maximum attention be given to creating safe pull-outs for photographers and sightseers, and interpretive information should be provided at areas of scenic, historical and cultural interest. Riverside walking areas and bike paths should be included.

Furthermore, I would like to see wildlife habitat remain intact, and minimal fill poured into
22d the Chilkat River. Use of dynamite should be limited and timed not to impact nesting bald
22e eagles. Speed should be limited and slower driving encouraged to protect bald eagles and
22f other wildlife. I am also concerned about any potential use of herbicides along the highway.

Some special areas of concern for me include the following:

22a See Comment Response R15.

22b See Comment Response R07.

22c See Comment Responses R09 and R19.

22d See Comment Response R40.

22e See Comment Response R38.

22f New ADEC regulations became effective on March 7, 2013, which eliminated the requirement for pesticide-use permits for most applications on state-owned lands. However, state agencies are required to develop and implement an Integrated Pest Management Plan (IMP Plan) prior to applying pesticides on state lands or right-of-way. ADOT&PF's IMP plan can be viewed on the ADEC website at http://dec.alaska.gov/eh/pest/pe.htm.

4 miles Haines Highway (significant cultural, natural and historic resources)
10 mile Haines Highway (important wildlife habitat....pink salmon and brown bear)
13 mile Haines Highway (important chum salmon stream and eagle perching area in November)
19-23 mile Haines Highway (Critical Habitat area for Bald Eagles September, October, November and December. Important wildlife habitat year-round. Significant cultural
22g resources) Speed limits should be reduced through here and no fill put in the river, nor trees cut. This is a very important area for fall and winter tourism. Just upstream of the 21 mile pull-out, there is an important spawning area right along the road that must be protected.
25-27 mile Haines Highway (important historical and natural resources)
38 mile Haines Highway (trumpeter swan nesting area)

Please:

22h • supplement the EA or do a more thorough Environmental Impact Study (EIS) with information on eagle roosting trees and effectiveness of salmon habitat mitigation.

22i • extend the comment period to allow for full public participation due to the importance of Preserve resources to our community, region, state, and country.

22j • use engineered logjams - successfully used in Klukwan – rather than riprap, which makes poor salmon habitat.

22k • keep roadbed in current location between miles 19 and 22 and don't cut down any eagle roosting trees in this critical habitat area.

22l • do not increase the road footprint into salmon and eagle habitat. The EA states the Haines Highway is a low volume road with a low accident rate.

22m • consider that a faster, less scenic road would be at odds with Haines Highway National Scenic Byway designation and compromise the values for which the Preserve was established.

I have extensive and detailed knowledge of this area based on years of experience with bald eagle photography. I would be happy to share this knowledge with you. Perhaps I could join one of the project planners for a drive up the highway?

In conclusion, I am in support of increased pull-outs, interpretive signs, and safety upgrades to the highway. I am in favor of minimizing impacts to the natural environment. I do not think that designing and building the road with primarily ore trucks and high-speed traffic as the priority take into account a significant part of our local economy. Please consider my consider and please allow maximum local control and input on this project.

Sincerely yours,

Joe Ordonez
CEO Rainbow Glacier Adventures, LLC

--
Joe Ordonez

22g See Comment Response R12.

22h See Comment Response R02a and R02b.

22i See Comment Response R01.

22j See Comment Response R33.

22k See Comment Response R13.

22l See Comment Responses R03 and R06.

22m See Comment Response R09.

Rainbow Glacier Adventures LLC
P.O. Box 1103
Haines, Alaska 99827
Phone: 907-766-3576
Fax: 907-766-3580
joe@joeordonez.com
www.tourhaines.com

2013_08_02_**23EA** - P_Goll_Re_Request_info_Pub_Records_Act

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Friday, August 02, 2013 2:37 PM
To: Peter Goll; DOT SER HainesHighway
Cc: Stephanie Scott; Vicki Clark; Buck Lindekugel; Steve Brockmann; Warnock, Nils
Subject: RE: Request for information under the Public Records Act
Attachments: RE: 68606 HNS: MP 3.5 to 25.3 / Chilkat R. Critical Habitat Area; 68606_MeetingNotes_4 24 12.doc

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Goll, Attached are two files I can find, quickly, that are consultations regarding the Preserve. I will search my files next week and supply you with the additional requested information.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Peter Goll [mailto:psgoll@yahoo.com]
Sent: Thursday, August 01, 2013 10:58 PM
To: Scholl, James W (DOT); DOT SER HainesHighway
Cc: Stephanie Scott; Vicki Clark; Buck Lindekugel; Steve Brockmann; Warnock, Nils
Subject: Request for information under the Public Records Act

Mr. Scholl:

The Department of Transportation has provided a document, attached, with a statement to the mayor of the Haines Borough that it was the basis upon which the Division of Parks approved the Environmental Assessment of the Department of Transportation's Haines Highway Project currently out for public comment.

This is to request any additional documents in the possession of DOT from the Departments of Fish and Game or Natural Resources relating to Department of Natural Resources' approval the EA.

There is a public meeting on August 5, and comment period ends on August 15.

The members of the Haines Community have been unable to obtain any information suggesting serious study of the habitat implications of your plan by reputable authorities, nor any specificity regarding those impacts.

I am seeking valid research that might justify intrusion into an area withdrawn from multiple use and dedicated to a special purpose: habitat protection.

Upon receipt of your timely response to this request under the Public Records Act, I will have someone come to your

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Juneau offices to review or obtain the material.

Thank you for your prompt consideration.

Peter Goll

Peter Goll
Management and Government Services
P.O. Box 261
Haines, AK 99827

907.766.3717
907.314.0961 cell
360.390.5316 skype from telephones

23-2

Response to Comments

No Response - Not a Substantiative Comment

23-3

2013_08_02_**24EA**
- P_Goll_Re_Request_info_Pub_Records_Act

Lepley, Lesley

From: Scholl, James W (DOT) <jim.scholl@alaska.gov>
Sent: Friday, August 02, 2013 4:48 PM
To: Peter Goll; DOT SER HainesHighway
Cc: Stephanie Scott; Vicki Clark; Buck Lindekugel; Steve Brockmann; Warnock, Nils
Subject: RE: Request for information under the Public Records Act

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Goll, I received your request for a conversation about Preserve and Critical Habitat Area land use. I would feel more comfortable discussing Preserve and Critical Habitat area land use with the land use managers present. That conversation would take place after August 5th when I return from Haines when I determine availability of representatives of DNR, ADF&G, and DOT.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Peter Goll [mailto:psgoll@yahoo.com]
Sent: Friday, August 02, 2013 3:41 PM
To: Scholl, James W (DOT); DOT SER HainesHighway
Cc: Stephanie Scott; Vicki Clark; Buck Lindekugel; Steve Brockmann; Warnock, Nils
Subject: Re: Request for information under the Public Records Act

Thank you Mr. Scholl.

Per my phone message, I would like to discuss a couple of matters with you in the hope of developing a pathway to positive resolution of key issues. If you can call today, it would be appreciated.

Permit me a historical note and an observation related to the material sent.

History: The use of the words “critical habitat” in relation to the Chilkat River was meaningful to planners prior to the state land use plan developed in 1977-8, but no longer gives appropriate guidance. Prior to the land use plan, the critical habitat was a map designation for what is commonly called the council grounds. Its special nature was recognized years before.

The state land use plan began the process of classifying all the state land in the Haines area, and the current status was defined in 1982 when the state forest and eagle preserve were created. The former as you know provides for multiple use and the latter is removed from multiple use to prevent habitat-related disputes in perpetuity. I have attached the

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purpose and intent sections of the law that I believe merit your special attention.

In 1982, the phrase critical habitat ceased to be relevant to the DOT issues in the preserve because ALL preserve habitats are unconditionally protected in perpetuity under the law except under the most extreme circumstances. The use of the phrase critical habitat(s) in the 2002 management plan may be descriptive, but does not mean that other areas in the preserve are legally available for negative impacts on salmon or eagle habitats.

24a Comment: Figuring out a way to recognize this status while maximizing your ability to improve transportation is the challenge.

It will not be solved by a debate of relative habitat values in the Preserve.

On the other hand, compromises are legal and relative values appropriate in existing rights or way and multiple use areas regardless of my concerns regarding trees valued by eagles or the tourism industry.

After reading the federal regulations, I am confident that 100% compliance with the preserve law will have the approval of the federal agencies with whom you must work. I have not see any highway projects where federal interests knowingly violated state statues. And the necessary variances can be obtained.

I am sorry that the lack of attention to the preserve by DNR and ADFG over the past few years has led to a lack of clarity and certainty on these matters, and especially sorry that they have referred you to the problematic 2002 management plan when the statutes that guide this matter are so clear.

I would be happy to urge support for your project if we could agree on some basic premises. My position is that one can weigh values and discuss mitigation outside the preserve, but that the law expects habitat to not be compromised in any way within the preserve.

Thanks again for this part of your reply to my Public Records inquiry.

Peter Goll

On 8/2/13 2:36 PM, "Jim Scholl" <jim.scholl@alaska.gov> wrote:

Mr. Goll, Attached are two files I can find, quickly, that are consultations regarding the Preserve. I will search my files next week and supply you with the additional requested information.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov <mailto:jim.scholl@alaska.gov>

(907) 465 4498
(907) 465 2016 FAX

From: Peter Goll [mailto:psgoll@yahoo.com]

Response to Comments

24a See Comment Response R10.

2013_08_02_**25EA**- S_Brockman

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Friday, August 02, 2013 2:21 PM
To: DOT SER HainesHighway
Subject: FW: Haines River Access Report

Follow Up Flag: Follow up
Flag Status: Flagged

From: Brockmann, Steve [mailto:steve_brockmann@fws.gov]
Sent: Friday, August 02, 2013 1:53 PM
To: Peter Goll
Cc: Steve Lewis; Scholl, James W (DOT); Richard Enriquez; Jordan Muir
Subject: Re: Haines River Access Report

Peter,

We've asked ADOT for an analysis of where along the road corridor they propose to remove mature trees within 100 feet of the riparian/forest edge along the river. For each such location, we've asked for an analysis of alternatives, including moving the road away from the river, installation of guardrails or retaining walls to reduce the footprint, and any other options. We also identified a couple of places along the road corridor where cottonwood transplants (between the highway and the river) might provide useful perching habitat.

For Phase 1 (mile 3.5 to mile 12), we're going to consider all mature cottonwoods within the 100-foot riverfront zone to be important feeding/roosting habitat. For future phases, we'll try to define it more precisely by conducting surveys beginning this winter to document the distribution of eagles along the river/road corridor. We'll use that information to inform roadway design for Phases 2 and 3, hopefully with modifications to avoid trees that get repeated use by eagles.

We plan to include consideration of roosting and perching trees in the eagle disturbance permit that ADOT will be applying for, and will include discussion of avoidance, minimization, and compensatory mitigation. I'd be interested in hearing about any actions that you or others believe might provide a benefit for eagles in the Chilkat valley that we might consider as compensatory mitigation.

Steve Brockmann

On Fri, Aug 2, 2013 at 12:09 PM, Peter Goll <psgoll@yahoo.com> wrote:
Thank you Steve.

How did your meeting with DOT go?

Would be grateful to know your thoughts.

Peter

On 8/2/13 11:42 AM, "Steve Brockmann" <steve_brockmann@fws.gov> wrote:

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Thought you might find the attached of some interest...a review of access points along the Chilkat River, and a compilation of permits issued for the river over the last few years.

---------- Forwarded message ----------
From: **Kern, Matthew J (DFG)** <matthew.kern@alaska.gov>
Date: Thu, Aug 1, 2013 at 4:30 PM
Subject: Haines River Access Report
To: "Gendron, Jane D (DOT)" <jane.gendron@alaska.gov>, "Eberhardt, Michael W (DNR)" <mike.eberhardt@alaska.gov>, "Josephson, Roy M (DNR)" <roy.josephson@alaska.gov>
Cc: "Scholl, James W (DOT)" <jim.scholl@alaska.gov>, "Benson, Cheryl A (DOT)" <cheryl.benson@alaska.gov>, "Trousil, Robert E (DOT)" <robert.trousil@alaska.gov>, "Ott, Alvin G (DFG)" <al.ott@alaska.gov>, DFG - HAB Douglas Staff <DFG.HAB.DOU@alaska.gov>, "Bachman, Randall (DFG)" <randy.bachman@alaska.gov>, "Chapell, Richard S (DFG)" <richard.chapell@alaska.gov>, "Scott, Ryan (DFG)" <ryan.scott@alaska.gov>, "Kroes, Preston M (DNR)" <preston.kroes@alaska.gov>, "Palmieri, Greg J (DNR)" <greg.palmieri@alaska.gov>, "randal.p.vigil@usace.army.mil" <randal.p.vigil@usace.army.mil>, "brad.ryan@takshanuk.org" <brad.ryan@takshanuk.org>, "alaskawatersheds@gmail.com" <alaskawatersheds@gmail.com>, "andyhedden@chilkatguides.com" <andyhedden@chilkatguides.com>, "steve_brockmann@fws.gov" <steve_brockmann@fws.gov>, "hcd.juneau@noaa.gov" <hcd.juneau@noaa.gov>, "al.giliam@hotmail.com" <al.giliam@hotmail.com>, "NR@sealaska.com" <NR@sealaska.com>, "mayor_scott@haines.ak.us" <mayor_scott@haines.ak.us>

Hello All,

Attached is a working document describing river access locations in the Haines area. We have worked with many of you to accurately summarize use and characteristics of each site and included maps for clarification. I've also attached referenced Fish Habitat Permits. Thanks to all who contributed feedback and information. Feel free to contact me with any questions or comments.

Thanks,

Matthew Kern
ADF&G Habitat
(907) 465-4182

--
Steve Brockmann
Deputy Field Supervisor
Juneau Field Office
U.S. Fish and Wildlife Service
3000 Vintage Blvd, Suite 201
Juneau, AK 99801

Office (907) 780-1181
cell (907) 723-7839
Fax (586-7099

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Response to Comments

No Response - Not a Substantiative Comment

25-3

2013_08_03_**26EA-** P_Goll

Response to Comments

Dirks, Kristin L (DOT)

From: Peter Goll [psgoll@yahoo.com]
Sent: Saturday, August 03, 2013 1:50 PM
To: Kevin Brooks; DOT SER HainesHighway; cora.campbell@alaska.gov
Cc: Ben Ellis; Jonathan Kreiss-Tomkins; Warnock, Nils; Vicki Clark; Buck Lindekugel; Steve Brockmann
Subject: DOT and the Preserve Law
Attachments: Purpose and Intent of Preserve[1][1].pdf; Haines Cooperative Resource Study.docx

RESENT WITH BOTH ATTACHMENTS, SORRY FOR THE OVERSIGHT

Kevin,

You have been very gracious, and it is appreciated. Now the real question arises.

The research report excerpts attached provided to the Mayor of Haines this date is from one of several studies conducted between 1976 and 2001 that should be in the knowledge base of ADF&G. *I believe it justifies my request at the end of this note.*

Until I obtained a copy of the project map *first prepared on May 22, 2013,* just weeks ago, the level of potential impacts of the DOT plan on the majority of our catalogued streams and on the Eagle Preserve were not known to the general public.

26a Now the comment period is to end without the public fully aware of what is happening. A request for a comment period extension by Rep. Kreiss-Tomkins was turned down by DOT and will now be submitted to the federal highway administration.

26a See Comment Response R01.

I am also attaching the purpose and intent sections of the Preserve Act. It is clear that this dispute over habitat conflicts between road construction and habitat is simply not legal in the Preserve which is withdrawn from multiple use. No conflict with preserve purposes is permitted by law other than those specifically in statute, such as certain specified traditional activities such as subsistence or gathering of specified firewood for personal use.

26b In existing rights of way or on multiple use lands, the issue of cutting trees used extensively by wintering eagles may be debated on merits. In the Preserve, habitat impact from road building are not subject to mitigation. They are prohibited.

26b See Comment Response R36.

The intent is to balance the large surrounding Haines State Forest (a multiple use area managed for resource extraction), and ensure that the salmon and eagle habitats of the Preserve are protected in perpetuity and for that reason the area was withdrawn from multiple use. Again, this conflict should not be even under consideration. The road plan should have been based on ensuring no impact in this area.

Therefore I am respectfully asking that the Department of Fish and Game Commissioner's Office in concert with the Attorney General review the law, and state clearly to DNR that their plan to permit DOT to impact preserve habitats withdrawn from multiple use is not legal. I request that ADF&G, the agency specifically tasked with management of fish and game in the Preserve, exert its authority in this area and prevent this conflict from expanding.

The DOT is attempting to justify its damage with a land trade. This too violates the explicit intent and purpose of the statute.

Thank you for your consideration.

Peter

26-1

26-2

Peter

Peter Goll
Management and Government Services
P.O. Box 261
Haines, AK 99827

907.766.3717
907.314.0961 cell
360.390.5316 skype from telephones

FINDINGS:

"Findings and Recommendations" of the *Haines Klukwan Cooperative Resource Study Final Summary Report June 1984*, as I think it validates why no communal roosting trees be cut inside the CBEP, and why disrupting 88% of the anadromous tributaries into the Chilkat River is a bad idea. The CBEP is a highly functioning ecosystem and messing with the salmon food source to the extent proposed will also impact eagle populations. This report was funded by DNR, ADF&G, National Audubon, USFWS, US geological Survey and US Soil Conservaiton Service. George provided photographs for the publication - perhaps he has a copy you could look at.

"The Chilkat bald eagle population appears to be at carrying capacity of its habitat with food being the principal limiting factor....Maintaining the Chilkat eagle population while other resources are developed will be an increasing challenge to managers. Ecologically sound eagle management strategies can be derived from an understanding of the factors which regulate eagle survival and reproduction. Maintaining the present population level will require that those environmental features which allow eagles to maximize food intake, minimize energy output, and minimize injury can be protected.

Food intake is primarily a function of food availability, foraging efficiency, and the duration of feeding. Food availability can be maintained by ensuring that neither water quality nor salmon spawning or rearing habitat are degraded, salmon escapement levels do not decline, and salmon carcasses are not removed from river and lake shores. [Here is where that other quote fits in - sorry I don't know how to fix the font size]Protecting streamside forest cover will maintain both nesting trees and the perches eagles use for resting, roosting and hunting. Preventing increases in detrimental human activity at feeding grounds will avoid reduction in feeding times because of disturbances.

Since eagles conserve energy by seeking habitats which offer protection from weather, prudent management dictates that deciduous roosting and perching trees not be harvested. Preventing increases in human disturbance in the vicinity of such trees will enable eagles to avoid the energy costs of evasive flight. Maintaining tall perch and nest trees will help minimize the loss of eagles to predation and injury." (page 21)

"Data on bald eagle ecology gathered during Audubon's four-year study show consistent patterns regarding population dynamics and the use of specific habitats in the Chilkat and Chilkoot valleys. This information in conjunction with that derived from ongoing multidisciplinary companion studies involving fisheries, hydrology, soils and vegetation, and wintering big game populations indicates that the approximately 48,000 acres of habitats placed in sanctuary status by establishment of the Alaska Chilkat Bald Eagle Preserve in 1982 are essential to perpetuation of the Chilkat eagle population....There should be an ongoing commitment on the part of managers to provide all necessary protection to the Chilkat bald eagles and their essential habitats in recognition of their significant state, national and international values. This will involve protecting salmon spawning and rearing areas of the Chilkat and Chilkoot river systems." (page 22)

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1. Purpose of AS 41.21.610 - 41.21.630.

(a) The purpose of AS 41.21.610 - 41.21.630 is to establish the state-owned land and water described in AS 41.21.611 (b) as the Alaska Chilkat Bald Eagle Preserve as part of the state park system.

The primary purpose for establishing the Alaska Chilkat Bald Eagle Preserve is to protect and perpetuate the Chilkat Bald Eagles and their essential habitats within the Alaska Chilkat Bald Eagle Preserve in recognition of their statewide, nationally, and internationally significant values in perpetuity.

(b) The Alaska Chilkat Bald Eagle Preserve is also established to

(1) protect and sustain the natural salmon spawning and rearing areas of the Chilkat River and Chilkoot River systems within the preserve in perpetuity;

(2) provide continued opportunities for research, study and enjoyment of bald eagles and other wildlife;

(3) ensure to the maximum extent practicable water quality and necessary water quantity under applicable laws;

(4) provide for other public uses consistent with the primary purpose for which the Alaska Chilkat Bald Eagle Preserve is established; and

(5) provide an opportunity for the continued traditional and natural resource based lifestyle of the people living in the general areas described in AS 41.21.611 (b), consistent with the other purposes of this subsection and (a) of this section.

2. Intent of the Eagle Preserve and State Forest Statutes, Closure to Multiple Use, Special Use Designation and its Authority

…(c) It is the intent of the legislature in enacting AS 41.21.610 - 41.21.630 to provide sufficient protection for the purposes for which the Alaska Chilkat Bald Eagle Preserve is established.

Accordingly, the establishment of the Alaska Chilkat Bald Eagle Preserve and the Haines State Forest Resource Management Area under AS 41.15.305 is determined to represent ***a proper balance between the reservation of state public domain land and water for bald eagle preserve purposes and state public domain land and water more appropriate for multiple use***.

Therefore, the legislature determines that there is no need for legislation expanding or contracting the boundary of the Alaska Chilkat Bald Eagle Preserve in the future; the legislature further determines that study by a state agency of the expansion or contracting of the boundary of the preserve shall be conducted under AS 41.21.621 .

(d) Inasmuch as the area described in AS 41.21.611 (b) exceeds 640 acres, AS 41.21.610 - 41.21.630 *are intended to close the area to multiple use in conformity with AS 38.05.300 and the land is dedicated as a special purpose site under art. VIII, Sec. 7 of the state constitution.*

2013_08_04_**27EA**- B_Baker

Lepley, Lesley

From: Bruce Baker <bhbaker@gci.net>
Sent: Sunday, August 04, 2013 10:35 AM
To: HainesHighway@alaska.gov
Subject: Haines Highway/ Eagle Roosting Tree Straightening & Widening

Follow Up Flag: Follow up
Flag Status: Flagged

I am a retired Deputy Director of ADF&G's Habitat Division and I use, for both transportation and bald eagle viewing, that portion of the Haines Highway from miles 3.5 to 25.3. I am concerned that your proposal to widen and straighten this section may adversely impact salmon activity and associated perching and feeding of eagles in the Alaska Chilkat Bald Eagle Preserve.

I urge you to combine sound engineering methods with sound biological considerations by:

27a · Choosing an alternative with a smaller footprint in essential eagle and salmon habitat. There are currently only two alternatives: do nothing, or build as proposed.

27b · Supplementing the EA or do a more thorough Environmental Impact Study (EIS) with information on eagle perching and roosting trees and effective ways of mitigating salmon habitat impacts.

27c · Extending the comment period to allow for full public participation due to the importance of Preserve resources to northern southeast Alaska.

27d · Considering the use of engineered logjams, which I understand have been used successfully used in Klukwan – rather than riprap, which makes poor salmon habitat.

27e · Keeping the roadbed in its current location between miles 19 and 22 and don't cut down any eagle roosting trees in this Critical Habitat Area.

27f · Acknowledging that there is no "need" to increase the road footprint into salmon and eagle habitat. The EA states the Haines Highway is a low-volume road with a low accident rate.

27g · Acknowledging that a faster, less scenic road would be at odds with Haines Highway National Scenic Byway designation and would compromise the values for which the Preserve was established.

Sincerely,

/s/ Bruce Baker, P.O. Box 211384, Auke Bay, AK 99821

27-1

Response to Comments

27a See Comment Response R07.

27b See Comment Response R02a and R02b.

27c See Comment Response R01.

27d See Comment Response R33.

27e See Comment Response R13.

27f See Comment Response R06.

27g See Comment Response R09.

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2013_08_04_**28EA**- K_Harder

Response to Comments

Dirks, Kristin L (DOT)

From: Buckshot & Bobby Pins [hainesboutique@gmail.com]
Sent: Sunday, August 04, 2013 1:10 PM
To: HainesHighway@alaska.gov
Subject: Haines highway improvements

Hello,

28a I am writing to express my support for the improvements to the Haines Highway. Unfortunately the vocal minority in this town make it impossible for most of us to express our opinion at public forums. As a retail business owner I have to walk a fine line. I know there are several of us who feel we will be blackballed if we speak up. Alas most of us don't have trust funds, and have to work extra hard to try to make a living in this dying community. Improved access would help immensely.

Thank you.
Kristine Harder
Box 136
Haines, AK 99827

Sent from my iPhone

28a See Comment Response R05

2013_08_04_**29EA**- T_Ely

Lepley, Lesley

From: Thom Ely <akthome@yahoo.com>
Sent: Sunday, August 04, 2013 12:01 PM
To: haineshighway@alaska.gov
Cc: Lynn Conservation
Subject: Haines Highway Reconstruction

Dear DOT,

29a Please choose an alternative with a smaller footprint in the essential eagle and salmon habitat. There are currently only two alternatives: do nothing, or build as proposed. There is too large of an impact on wetlands in the build as proposed alternative.

29b The EA is inadequate. Please supplement the EA or do a more thorough Environmental Impact Study (EIS) with information on eagle roosting trees and the effectiveness of salmon habitat mitigation. The comment period is too short and does not allow for full public participation due to the importance of Preserve resources to our community, region, state, and country.

29c Instead of riprap, which creates no salmon habitat, consider the use of engineered logjams which have been successfully used in Klukwan. Keep the roadbed in its current location
29d between miles 19 and 22 and don't cut down any eagle roosting trees in this critical habitat area.

29e There is no "need" to increase the road footprint into salmon and eagle habitat. The EA states the Haines Highway is a low volume road with a low accident rate. Vehicle speed in this area
29f should be below 55 MPH. A faster, less scenic road would be at odds with Haines Highway
29g National Scenic Byway designation and compromise the values for which the Preserve was established.

29h The Wells Bridge should be left as is or reconstructed to a lower load standard. This is prime salmon habitat and the area should not be disrupted to the extent of the proposed project.
Thanks for your consideration of these comments.

Sincerely,

Thom Ely
POB 1014
Haines, AK 99827
907-314-0860

29-1

Response to Comments

29a See Comment Response R07.

29b See Comment Response R02.

29c See Comment Response R33.

29d See Comment Response R13.

29e See Comment Response R06.

29f See Comment Response R08.

29g See Comment Response R09.

29h See Comment Response R30.

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2013_08_05 **30EA** - Anonymous

HAINES HIGHWAY
MILEPOST 3.5-25.3

Project Comment Form

We are interested in your thoughts, concerns, and suggestions regarding the Haines Highway MP 3.5-25.3 project

Comments:

Is it worth the risk? Why do we need to go 55 everywhere.

30a What if we fix the areas that are dangerous versus "fixing" what is not broke.

Project Contact

Please send written comments to:

Jim Scholl, DOT&PF
6860 Glacier Highway
Juneau, Alaska 99801

Comments are due August 15

Email comments to:

haineshighway@alaska.gov

30-1

Response to Comments

30a See Comment Response R07.

30-2

2013_08_05_**31EA-** H_Brouillette

Public Hearing: Haines Highway Construction Project, 3-25 mile

Testimony of Harriet Brouillette

Haines, AK

August 5, 2013

My name is Harriet Brouillette. I wish that I could address you in person, but since I cannot, I have asked Charles Smythe of Sealaska to read my personal statement into the record.

I am a Raven from the Frog House. My Fathers is the late Charles Brouillette, an Eagle of the Thunderbird House from Yindastuki Village, at 4 mile along the Haines Highway. His Grandmother was Louis Campbell Hinchman, also an Eagle of the Thunderbird House from Yindastuki Village. Our family's property boarders the historic village site now held by Sealaska. Great Grandmother Louise had three Uncles; Skundoo, A'sh'ak, Ind'a'yaeunk(Swatka) all of Yindastuki Village.

31a I grew up visiting the grave of my Great great Uncle Skundoo, [redacted]

Harriet Brouillette

31a Thank you for providing this cultural knowledge and information. Consultation regarding these matters is ongoing and will continue throughout completion of the project and mitigation measures.

2013_08_05_**32EA**- ABEF

Lepley, Lesley

Response to Comments

From: American Bald Eagle Foundation <info@baldeagles.org>
Sent: Monday, August 05, 2013 9:44 AM
To: HainesHighway@alaska.gov
Subject: Fw: Input from the American Bald Eagle Foundation

Subject: Input from the American Bald Eagle Foundation

To whom it may concern:

We would like to express our concern and comments of straitening the Haines Highway through the Chilkat Bald Eagle preserve.

Between the years 1998 and 2000 ABEF research biologists Dr. Angie Hodgson conducted observational and reproductive studies on the bald eagles of the Chilkat valley watershed. In doing so she also reviewed the findings of previous Audubon researcher Erv Boeker(ABEF Trustee) and others over the previous years dating back into the 1970s. Her findings were in agreement with those of her research predecessors regarding reproductive success and nesting density. The results of these multiple studies indicated that while nesting success along the marine corridor was very high(60-80%), that of the Chilkat valley area was dramatically lower even though nesting density approached one nest every river mile. Nesting success varied from a low of 11% to a high of approximately 61% over a two decade period with the average being about 30%. When compared to other bald eagle habitat areas in Alaska, the Chilkat valley ranks very low since most other areas average over 60% for nesting success. These results can be viewed a number of ways; however, the most common view is that with such low nesting success rates any decrease in nesting tree availability is a major factor and should be viewed extremely cautiously. The contrary view to this is that because the nesting success is so poor most eaglets are produced and survive along the marine corridor and the valley productivity is minor by comparison. Dr. Hodgson and Mr. Boeker's research indicated that nearly ALL nests were within 200 yards of the river and were almost exclusively in cottonwood trees(84%).

One should keep in mind that due to decreased salmon run numbers over the last several years fewer female eagles are entering the reproductive cycle time with adequate nutrition to support successful nesting and rearing
32a of young. This further mitigates the expected nesting success rates in the Chilkat valley area. With fewer eaglets surviving in the river environment it seems clear that any modifications to current nesting trees availability would impact the eagle population significantly. As we all know, Fall eagle gathering numbers in the Chilkat valley have continued to decrease almost every year for the last several years due to decreased food availability here and more availability further south near the Fraser valley of British Columbia. With the future of the Chilkat valley's eagle population in question it seems reasonable to do everything possible to increase both the fish food supply and the accompanying bald eagle gathering numbers with the goal of restoring them to previous levels. The removal of older and taller trees(especially cottonwoods) along the waterfront decreases the number of the most used trees for bald eagle nesting. While it cannot be said for certain, it will most likely have a negative effect on future bald eagle nesting success and further reduce the number of viable nests and
32b surviving eaglets in the Chilkat valley. Perhaps the road expansion needs to be further uphill and away from the river as far as possible----and avoid cottonwood trees.

We hope this helps express our concerns. You can reference all of this data in: "Eagles in the Chilkat Valley" a non-technical summary of research by Angie Hodgson. It addresses data gathered from 1980-2000 using multiple studies by multiple researchers and agencies.

32a See Comment Response R11.

32b See Comment Response R07.

Cordially,

Dr. Dan A. Hart, Raptor Curator
American Bald Eagle Foundation
Haines, Alaska
www.baldeagles.org
907-766-3094
info@baldeagles.org

Cheryl McRoberts, Director of Operations
American Bald Eagle Foundation
P.O. Box 49
Haines, AK 99827
907-766-3094

www.baldeagles.org
info@baldeagles.org
Find us on Facebook at
https://www.facebook.com/AmericanBaldEagleFoundation

32-3

2013_08_05_**33EA**- S_Gaffney

Response to Comments

Lepley, Lesley

From: Alaska Mountain Guides <climb@alaskamountainguides.com>
Sent: Monday, August 05, 2013 4:25 PM
To: 'haineshighway@alaska.gov'
Cc: Alaska Mountain Guides - Exec
Subject: Haines Hwy Proposed Action Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

My name is Sean Gaffney and I am a property owner at 7.5 mile Haines Hwy.

33a I would ask that DOT consider the impact to the neighborhood driveway at 7.5 mi in their proposed plans for the Haines Hwy upgrades.

The drive way is extremely dangerous in the winter. **When there is snow/ice on the driveway vehicles regularly slide down it and well into the highway before being able to stop.**

If it were possible to for DOT to mitigate this hazard in their plan for upgrading this section of roadway it would make the highway enormously safer for everyone who uses it in the winter.

Thank you for your consideration.

Sean Gaffney

Sean Gaffney
President

International Wilderness Leadership School
800.985.4957 WWW.IWLS.COM

Alaska Mountain Guides & Climbing School Inc.
800.766.3396 WWW.ALASKAMOUNTAINGUIDES.COM

Mountain Guides International
800.766.3396 WWW.MOUNTAINGUIDESINTERNATIONAL.COM

33a You concerns will be addressed during the right-of-way phase of the project.

2013_08_06_**34EA** - B_Josephson

Dirks, Kristin L (DOT)

From: Brenda Josephson [brenda@aptalaska.net]
Sent: Tuesday, August 06, 2013 2:51 PM
To: HainesHighway@alaska.gov
Subject: Note of Support

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Scholl,

34a I want to let you know that I, and most everyone that I know and associate with, are very supportive of the improvements the State is planning for Haines Highway. Specifically the community is in need of the safety improvements. We also are in need of improved access that we hope will assist in economic development.

There is a vocal minority in Haines that is able to drum up support in opposition of this project and other projects that support prosperity for the community (i.e. Connelly Lake Hydroelectric). Those opposed will use campaigns to solicit the assistance of people that do not live in the community. The same individuals that use outsiders to oppose progress will then tell you that you are not following a democratic process if you do not consider only their perspective.

When considering the public comments that you receive on this project, please consider were the person that is commenting lives in the winter time. Those of us that live in Haines full-time/year-round and make our living in this community understand the need that we have for the safety and access improvements.

Please know that the community of Haines is in need of the Haines Highway road improvements.

Sincerely,

Brenda Josephson

P.O. Box 51

Haines, AK 99827

(907) 766-2170

Response to Comments

34a See Comment Response R05.

Lepley, Lesley

From: Carroll, Lawrence P (DOT) <pat.carroll@alaska.gov>
Sent: Wednesday, August 07, 2013 8:26 AM
To: Jim Scholl; Lockwood, Gregory K (DOT); DOT SER HainesHighway
Cc: Correa, Charles W (DOT); Gendron, Jane D (DOT)
Subject: FW: Haines highway

Follow Up Flag: Follow up
Flag Status: Flagged

Forwarding comment below…

L. Pat Carroll, P.E.
Design Group Chief
pat.carroll@alaska.gov
Phone: (907) 465-4415
Fax: (907) 465-4414

From: Hughes, Andrew N (DOT)
Sent: Wednesday, August 07, 2013 8:16 AM
To: Carroll, Lawrence P (DOT)
Subject: FW: Haines highway

FYI

From: William Kurz [mailto:wckurz@yahoo.com]
Sent: Tuesday, August 06, 2013 3:16 PM
To: Hughes, Andrew N (DOT)
Subject: Haines highway

Hi Andy;

35a I attended the Haines Highway Public Hearing last evening. Your people need to understand that the 15 or so people who spoke against the project are the usual 15 or so that speak against anything. Haines is a community of some 2,300 people so 15 or so do not represent the community.

Bill

Haines Port Development Council LLC.
http://www.hainesalaskaport.com/
Publisher; Haines Happenings
http://hainesalaskahappenings.
Haines Chamber of Commerce Member
http://haineschamber.org/

35a See Comment Response R05.

2013_08_06_**36EA** - B_Kurz

Dirks, Kristin L (DOT)

From: William Kurz [wckurz@yahoo.com]
Sent: Tuesday, August 06, 2013 4:51 PM
To: haineshighway@alaska.gov
Subject: Re: Haines Highway Project

Follow Up Flag: Follow up
Flag Status: Flagged

Jim Scholl;

36a The Haines Highway Project is very important to the future of Haines. That in mind I fully support the statement that I was given which is below.

I attended the Haines Highway Public Hearing last evening. Your people need to understand that the 15 or so people who spoke against the project are the usual 15 or so that speak against anything. Haines is a community of some 2,300 people so 15 or so do not represent the community.

Thank you;
Bill Kurz

Haines Highway Project
The Haines Highway is a major highway linking Southeast Alaska with the national highway system and is the primary surface transportation link between Southeast Alaska and Interior Alaska. The purpose of this project is to address:

1. Highway deficiencies between MP 3.5 and 25.3 and bring the highway up to a 55 mph design standard;
2. Bridge deficiencies;
3. Highway instability caused by debris and water flooding; and
4. Recreational access deficiencies.

The project is needed to address:

1. Highway curves:
   a. 85% of the curves are below minimum curve length and 25% are below minimum curve radius for a 55 mph roadway, and
   b. 85% of the corridor is a no passing zone.
2. Highway shoulders currently do not currently provide:
   a. a recovery area for vehicles that leave the driving lane,
   b. for emergency storage of disabled vehicles,
   c. a safe width for pedestrian and bicycle use,
   d. for snow management and storage, and
   e. for maintenance vehicle space to work safely outside of the driving lanes.
3. Highway pavement has exceeded its 20-year design life and is showing signs of substantial wear.
4. Driveways entering the highway do not have minimum sight distance for a 55 mph design speed.
5. The Chilkat River (Wells) Bridge is deficient because:

36-1

36a See Comment Response R05.

36-2

a. it was built in 1958, has exceeded its 50-year design life, and is showing signs of deterioration,
b. it is 24 feet wide and does not match the 28-foot wide highway pavement
c. it does not meet the 55 mph design speed standard,
d. there are no shoulders for disabled vehicles or for pedestrian and bicycle use, and
e. it does not meet current seismic standards and places the bridge at increased risk of collapse during a seismic event.
6. Debris flow near MP 19 and 23 cause erosion and damage to the roadway, highway closures, and frequent maintenance to clear deposits, with depths of up to 20 feet.
7. The Haines Highway between MP 3.5 and 25.3 has deficiencies for recreational users, including vehicles, bicyclists, and pedestrians:
a. Many vehicle turnouts do not meet sight distance or intersection criteria,
b. There is inadequate parking for the Mount Ripinski Trail, and
c. Pedestrians and bicyclists share the highway with vehicles—the 12-foot traffic lanes and 2-foot shoulders are not designed for pedestrian and bicycle use.

The ADOT&PF commissioned an impact analysis for planning (IMPLAN) model to assess the full impact of construction of the Proposed Action for Haines Highway improvements on the economy of the Haines Borough, the results of which are shown as Appendix B of the Environmental Assessment. The IMPLAN summary projects the following: the direct, indirect and induced impacts of Proposed Action construction activity on the Haines economy are as follows:

- Business revenue will amount to an estimated $178 million over the life of the project;
- Of that amount, nearly $108 million will stay within the Haines Borough economy; and
- This activity will create about 300 full-time equivalent (FTE) jobs per year over the life of the project, with a total payroll of $91 million within the Haines Borough.

Haines Port Development Council LLC.
http://www.hainesalaskaport.com/
Publisher; Haines Happenings
http://hainesalaskahappenings.
Haines Chamber of Commerce Member
http://haineschamber.org/
Bill Kurz
907-766-2324
Box 1363
Haines, Ak 99827

2013_08_06_**37EA**- D_Lapham

Dirks, Kristin L (DOT)

From: DIANA LAPHAM [dlapham@me.com]
Sent: Tuesday, August 06, 2013 2:32 PM
To: haineshighway@alaska.gov
Subject: Haines Highway

Follow Up Flag: Follow up
Flag Status: Flagged

37a Thank you, thank you, thank you.....I am so pleased that this portion of the Haines Highway will be under construction. It is so long overdue, but at last we are getting a new highway. I'm sure you will your fair share of environmental doomsayers. But this is one person you have made happy.

Regards
Diana Lapham
POBox 503
Haines, Alaska. 99827

Sent from my iPad

37a See Comment Response R05.

2013_08_06_**38EA**- D_Berry

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Wednesday, August 07, 2013 7:30 AM
To: Dave Berry; DOT SER HainesHighway
Cc: Julie Cozzi
Subject: RE: Haines Highway

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for your support, Mr. Berry.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Dave Berry [mailto:dberry@chilkoot-nsn.gov]
Sent: Tuesday, August 06, 2013 4:29 PM
To: DOT SER HainesHighway
Cc: Julie Cozzi
Subject: Haines Highway

The Haines Highway is the only major highway linking Southeast Alaska with the national highway system and is the primary surface transportation link between Southeast Alaska and Interior Alaska. I will try to address my concerns with the current state of the Haines Highway.

1. Highway pavement has exceeded its 20-year design life and is showing signs of substantial wear.
2. Driveways entering the highway do not have minimum sight distance for a 55 mph design speed.
3. The Chilkat River (Wells) Bridge is deficient:
    a. it was built in 1958, has exceeded its 50-year design life, and is showing signs of deterioration,
    b. it is 24 feet wide and does not match the 28-foot wide highway pavement
    c. it does not meet the 55 mph design speed standard,
    d. there are no shoulders for disabled vehicles or for pedestrian and bicycle use, and
    e. it does not meet current seismic standards and places the bridge at increased risk of collapse during a seismic event.

If anyone has been on the Wells Bridge when a large RV or fuel truck is crossing in the opposite direction it is quite scary.

The Haines Highway between MP 3.5 and 25.3 has deficiencies for recreational users, including vehicles, bicyclists, and pedestrians: The current population of Haines is enjoying more and more many outdoor activities including riding a bike

38-1

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38-2

or walking on the Haines Highway. Pedestrians and bicyclists share the highway with vehicles—the 12-foot traffic lanes and 2-foot shoulders are not designed for pedestrian and bicycle use. The lack of any useable space on the side of the highway is an accident waiting to happen.

The ADOT&PF commissioned an impact analysis for planning (IMPLAN) model to assess the full impact of construction of the Proposed Action for Haines Highway improvements on the economy of the Haines Borough, the results of which are shown as Appendix B of the Environmental Assessment. The IMPLAN summary projects the following: the direct, indirect and induced impacts of Proposed Action construction activity on the Haines economy are as follows:

- Business revenue will amount to an estimated $178 million over the life of the project;
- Of that amount, nearly $108 million will stay within the Haines Borough economy; and
- This activity will create about 300 full-time equivalent (FTE) jobs per year over the life of the project, with a total payroll of $91 million within the Haines Borough.

38a Each year it is getting harder and harder to fund the basic operations of the Haines Borough, the lack of any economic activity has caused the borough to cut programs and staff. This will be a tremendous financial shot in the arm.

I won't let a handful of extremists speak for me.

David F. Berry Jr.
Haines Borough resident of over 55 years

38a See Comment Response R05.

2013_08_06_**39EA** - D_Olerud

Response to Comments

Dirks, Kristin L (DOT)

From: Douglas Olerud [douglas@alaskasportshop.com]
Sent: Tuesday, August 06, 2013 8:50 AM
To: HainesHighway@alaska.gov
Subject: Haines Highway

Follow Up Flag: Follow up
Flag Status: Flagged

Dear sirs,

I was unable to make the public meeting last night regarding the Haines Highway project. I believe this project is vital to Haines and the State of Alaska. I have driven this highway hundreds of times over the last 40+ years. It is a nice highway but I don't believe it is as safe as it could be. Many sections of the highway have sharp corners, short sight lines, and narrow shoulders. These deficiencies not only endanger the driving public but also wildlife. It is my belief that a realignment of deficient curves, a widening of the roadway, broader shoulders, and a stronger, wider bridge will improve safety on the highway as well as allowing for increased opportunity for commerce.

The section of the highway that has already been completed, 25 mile to the border, is great. I look forward to that State of Alaska moving forward with this project. The safety of the public, and wildlife, will be greatly enhanced by this project.

Thank you for your attention to this matter.

Douglas Olerud
Oleruds Inc.
907-766-2441

39a See Comment Response R05.

39-1

39-2

2013_08_06_**40EA** - J_Holmes

Dirks, Kristin L (DOT)

From: Holmes John [John.Holmes@ponsse.com]
Sent: Tuesday, August 06, 2013 2:36 PM
To: haineshighway@alaska.gov
Subject: Highway

Follow Up Flag: Follow up
Flag Status: Flagged

40a Please continue as planned with project

40a See Comment Response R05.

2013_08_06_**41EA**- S_Swinton

Dirks, Kristin L (DOT)

From: Sarah Swinton [sarah@alaskasportshop.com]
Sent: Tuesday, August 06, 2013 10:29 AM
To: HainesHighway@alaska.gov
Subject: Haines Highway Project

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom It May Concern,

It has come to my attention that there are people that are against the Haines Highway project. I have lived in Haines for 45 years now and have driven that road many many times. Like all things repairs and changes need to be made to make the road safer. The road is narrow with limited shoulders and sharp curves. When driving, it is hard to see animals due to limited site lines. I believe that the construction would enhance the safety of animals not harm them. Right now there are many times that moose run onto the highway and drivers have a hard time seeing them in time to avoid hitting them. I personally know of one person in Haines that is now paralyzed due to hitting a moose on her way home. I appreciate the construction that was done on the highway from 25 mile to the border, it is so nice, comfortable and safe to drive. However, there
41a are people that travel the highway daily from Klukwan that deserve the same safety issues. Building the road is a win win situation for the safety of the people and animals of Haines.

Thank you,
Sarah Swinton

41-1

Response to Comments

41a See Comment Response R05.

41-2

2013_08_07_**42EA** A_Wallers_Untitled

Dirks, Kristin L (DOT)

From: Annie Wallers [super_ann76@hotmail.com]
Sent: Wednesday, August 07, 2013 12:54 PM
To: HainesHighway@alaska.gov

Follow Up Flag: Follow up
Flag Status: Flagged

42a I really do have to say that the Haines Highway needs this improvement for everyone and wild life. If the road was straighter and wider we, as the Driver, would be able to see the moose and have time to slow down an give the wildlife time to get out of the way. To alienate the hard corners at 23.5, 18, 17, 16, 13 mile would help out of the slipping and yes you can go slow. I live out at 27 mile and I would drive to town for my job (Mountain Market) Monday through Friday most morning and evening it would take to 45 minutes to an hour to get work and to get home because I would be white knuckling it because of all the moose and poor conduction of the highway(very bumping and curvy). Now I know people are worried about the eagles and if the road is wider and straighter it would also help the eagle not being so close to the road. So if we keep the

42b speed limit to 55 and cause about the eagles I think it could work out. Maybe it we have a sign saying if eagles are present slow down to 45 mph.

I am for the improvements for the Haines Highway, Ann Wallers

42a See Comment Response R05.

42b See Comment Response R12.

2013_08_07_**43EA**-C_Lende

Lepley, Lesley

From: Carroll, Lawrence P (DOT) <pat.carroll@alaska.gov>
Sent: Wednesday, August 07, 2013 9:51 AM
To: DOT SER HainesHighway
Subject: Comment from HNS meeting RE: Kluane Bicycle Race

Follow Up Flag: Follow up
Flag Status: Flagged

Passing on a comment that I received verbally at the HNS meeting:

From Chip Lende – organizer of annual Kluane Bike race

43a Would like contract to address and have provisions to allow the annual Kluane bike race to be run unrestricted. Race is typically the 3rd Saturday in June. In the past construction projects on the highway the race was run on a gravel surface which worked out OK. Traffic control stoppages to bicycles participating in the race would not work .

L. Pat Carroll, P.E.
Design Group Chief
pat.carroll@alaska.gov
Phone: (907) 465-4415
Fax: (907) 465-4414

Response to Comments

43a See Comment Response R17.

2013_08_07_**44EA** - D_Berry

Lepley, Lesley

From: Dave Berry <dberry@chilkoot-nsn.gov>
Sent: Wednesday, August 07, 2013 11:37 AM
To: Representative.Jonathan.Kreiss-Tomkins@akleg.gov
Cc: Stephanie Scott (sscott@haines.ak.us); Mark Earnest; haineshighway@alaska.gov
Subject: Haines Highway

Follow Up Flag: Follow up
Flag Status: Flagged

44a It has been brought to my attention that you or your staff have asked that the comment period be extended on the EA for the Haines Highway, I hope that it is not true. This is one more stall tactic in trying to stop the upgrade of the Haines Highway knowing that if the project is delayed one year that a majority of the funding will disappear. I sent a letter in support of the upgraded highway, I believe the new highway will help with the many safety issue that currently exist on the Haines highway. The project will provide an economic shot in the arm for the whole area the project will provide needed jobs and additional borough revenues in time when we have had to cut the budget for many vital programs and cut staff positions. I am tired of a small group of people who continue to protest against everything be the only voice that is heard.

My letter.

The Haines Highway is the only major highway linking Southeast Alaska with the national highway system and is the primary surface transportation link between Southeast Alaska and Interior Alaska. I will try to address my concerns with the current state of the Haines Highway.

1. Highway pavement has exceeded its 20-year design life and is showing signs of substantial wear.
2. Driveways entering the highway do not have minimum sight distance for a 55 mph design speed.
3. The Chilkat River (Wells) Bridge is deficient:
    a. it was built in 1958, has exceeded its 50-year design life, and is showing signs of deterioration,
    b. it is 24 feet wide and does not match the 28-foot wide highway pavement
    c. it does not meet the 55 mph design speed standard,
    d. there are no shoulders for disabled vehicles or for pedestrian and bicycle use, and
    e. it does not meet current seismic standards and places the bridge at increased risk of collapse during a seismic event.

If anyone has been on the Wells Bridge when a large RV or fuel truck is crossing in the opposite direction it is quite scary.
The Haines Highway between MP 3.5 and 25.3 has deficiencies for recreational users, including vehicles, bicyclists, and pedestrians: The current population of Haines is enjoying more and more many outdoor activities including riding a bike or walking on the Haines Highway. Pedestrians and bicyclists share the highway with vehicles—the 12-foot traffic lanes and 2-foot shoulders are not designed for pedestrian and bicycle use. The lack of any useable space on the side of the highway is an accident waiting to happen.
The ADOT&PF commissioned an impact analysis for planning (IMPLAN) model to assess the full impact of construction of the Proposed Action for Haines Highway improvements on the economy of the Haines Borough, the results of which are shown as Appendix B of the Environmental Assessment. The IMPLAN summary projects the following: the direct, indirect and induced impacts of Proposed Action construction activity on the Haines economy are as follows:

- Business revenue will amount to an estimated $178 million over the life of the project;
- Of that amount, nearly $108 million will stay within the Haines Borough economy; and

Response to Comments

44a Currently, the project is not in jeopardy of losing funding.

- This activity will create about 300 full-time equivalent (FTE) jobs per year over the life of the project, with a total payroll of $91 million within the Haines Borough.

Each year it is getting harder and harder to fund the basic operations of the Haines Borough, the lack of any economic activity has caused the borough to cut programs and staff. This will be a tremendous financial shot in the arm.
I won't let a handful of extremists speak for me.

David F. Berry Jr.
Haines Borough resident of over 55 years

2013_08_07_**45EA** - D_Thomas

Dirks, Kristin L (DOT)

From: Danny Thomas [kieleysdad@live.com]
Sent: Wednesday, August 07, 2013 12:51 PM
To: HainesHighway@alaska.gov
Subject: Highway

Follow Up Flag: Follow up
Flag Status: Flagged

Being a lifelong resident of Haines this highway has had a lot of effect on my life. I've lost friends in traffic accidents all they way from the airport to 19 mile and know of numerous others. That road has had too much of an impact on such a small community. It's a very dangerous road. Not only are fatalities a problem, but also wildlife collisions. Many moose get ran into because of the sharp blind
45a corners. I support the highway project not only as a stimulus for the Haines economy but also as a life saving undertaking. Thank you for your time.

Danny Thomas

Sent from my HTC One™ V

Response to Comments

45a See Comment Response R05.

2013_08_07_**46EA** - J_Lapp

Response to Comments

Dirks, Kristin L (DOT)

From: Jerry Lapp [jlapp@haines.ak.us]
Sent: Wednesday, August 07, 2013 12:12 PM
To: haineshighway@alaska.gov
Subject: Highway project

Follow Up Flag: Follow up
Flag Status: Flagged

To who it may concern : I would first like to thank DOT for moving the Haineshighway project along in a timely manner. I am a frequent user of this highway and have driven school bus and truck for many year on this road.I have seen numerous accidents and many more vehicles that have had near misses with animals and other cars because of the nature of this highway.This highway is in dire need of an up grade.As a school bus driver I would rate this highway as dangerous and very bumpy.As a frequent user this highway is not user friendly when it comes to cars and bicycles being on the same path. The birds have lived along this highway for fifty years I really don't believe an up grade to this highway will have any effect on them .Thank You for moving this project along it
46a will be much appreciated by all users. Sincerely Jerry Lapp,Haines Borough Assembly Member.
Sent from my iPad

46a See Comment Response R05.

2013_08_07_**47EA** - K_Hess

Dirks, Kristin L (DOT)

From: Karen Hess [riveradventures@aptalaska.net]
Sent: Wednesday, August 07, 2013 12:29 PM
To: John Scholl
Subject: Haines Highway Project
Attachments: Letter to John Scholl.doc

Follow Up Flag: Follow up
Flag Status: Flagged

John,

47a Here is my letter of support for the Haines Highway Project. If I already sent this, please disregard or since it is for both my husband and myself, you may want two copies for your file.

Thank you and I hope this project does go forward as we need the improvements as well as the jobs.

Karen M. Hess
CHILKAT RIVER ADVENTURES, INC.
P.O. Box 556
Haines, Ak. 99827
office toll free 800-478-9827
FAX: 907-766-2051
office local (907) 766-2050
cellular (907) 314-0037

Integrity is when what you say, what you do, what you think, and who you are all come from the same place.

Response to Comments

47a See Comment Response R05.

Lepley, Lesley

From: kate palmer <kateypalmer@yahoo.com>
Sent: Wednesday, August 07, 2013 1:58 PM
To: haineshighway@alaska.gov
Cc: kateypalmer@yahoo.com
Subject: Haines Highway EA

Follow Up Flag: Follow up
Flag Status: Flagged

The following are my comments on the Haines Highway EA:

48a 1. According to NEPA, an EA is inadequate and an EIS is needed for this project because: a) the geographical area has unique characteristics and b) action threatens to violate federal, state, or local law or requirements imposed for the protection of the environment. This area has the world's only eagle preserve and there are native cultural sites all along the highway. If action in the Alaska Bald Eagle Preserve requires mitigation, that would violate state law regarding the preserve.

48a See Comment Response R02c and R02d.

48b 2. The Clean Water Act requires that avoidance and minimization of impacts be considered before mitigation is considered. This has not been done.

48b See Comment Response R28.

48c 3. The EA offers only two alternatives: all or nothing. There are other alternatives that would not impact the unique and valuable natural and cultural resources but would improve the safety of the highway. These need to be considered and proposed for public comment.

Examples include:
a) leaving Wells Bridge as is
b) increasing the spans of bridges over Big and Little Boulder Creeks to prevent the current channelization of the creeks so that king salmon habitat may return
c) leaving the existing road bed between 3.5 and 12.5 mile where there are no dangerous curves. Shoulders should be provided where there is room but no rock or river and wetland areas should be altered.

48c See Comment Response R07.

48d 4. No riprap should be used in/along the riverbanks. The U.S. Army Corps of Engineers removed riprap in the Suiattle River in Washington in order to improve habitat complexity for chinook salmon after research showed that streams with healthy riparian vegetation are harmed by riprap structures. This is critical in the Chilkat River where chinook numbers are declining. If anything, DOT should use engineered logjams instead of riprap.

48d See Comment Response R33.

48e 5. No trees should be cut until all critical roosting trees--for bald eagles--have been identified. Those trees should then be protected from harm.

48e See Comment Response R33.

48f 6. Trumpeter swans have traditionally used the ponds at 11 mile both for nesting and migration. That area needs further study.

48f The project is not expected to impact the ponds at MP 11. DOT&PF would comply with all requirements under the Migratory Bird Treaty Act.

48g 7. If the project goes forward, the speed limit through the council grounds should be lower than the highway's 55 mph.

48g See Comment Response R12.

48h 8. This road gets very low use and has very few accidents on it. It seems absolutely criminal to spend millions of federal/taxpayer dollars on something that ain't broke! The "all" alternative should not go forward.

48h See Comment Response R07.

Sincerely,
Katharine Palmer
P.O. Box 1324
Haines, AK 99827

48-3

2013 08 07 **49EA** - L Boron

Dirks, Kristin L (DOT)

Response to Comments

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Thursday, August 08, 2013 8:33 AM
To: Lilly Boron; DOT SER HainesHighway
Cc: jcozzi@haines.ak.us
Subject: RE: Haines Highway Project

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for your support, Ms. Boron.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Lilly Boron [mailto:spottednewt@yahoo.com]
Sent: Wednesday, August 07, 2013 9:24 PM
To: DOT SER HainesHighway
Cc: jcozzi@haines.ak.us
Subject: Haines Highway Project

To Whom It May Concern,

49a I am writing to express my full support of the Haines Highway Project planned for the highway section between MP 3.5 and MP 25. I know there was a meeting recently in Haines for public comment about the project, and I was surprised to hear that there was a lot of negative comments. I did not attend the meeting simply because I did not imagine there could be anything but full support for a public improvement as basic and necessary as highway improvement. The way I see it, having to defend improving a major road would be like having to solicit public support for putting energy efficient windows in a public building. It should be done because it just makes sense.

I have lived in Haines for almost 30 years and I am very familiar with the road. Currently, this section is unsafe, with little or no shoulder in most places. I am a long-distance runner, and I feel very uncomfortable running on the current narrow edge. The guard rail is so close in places that it is difficult to get away from traffic that is close to the outside edges on tight corners. This also makes things very dangerous for bicyclists who regularly use the highway shoulder all along this section. I will not take my children out on the highway right now because the highway offers no room for error for children or anyone on a bike. I have seen cars and trucks pass within two feet of bikers and the thought that one stone, one crack in the pavement, could flip them into the road in front of a vehicle terrifies me. I also think that curves and blind corners in this section are especially dangerous. More than once, I have almost hit a moose coming around a corner. In the winter, the curves are treacherous. I'm a teacher, and on the frequent days that the highway school bus is late due to icy conditions, I

49a See Comment Response R05.

hold my breath until the students finally arrive. It only makes sense for the safety of people who have to travel the highway every day, that they should be able to do so on a road with good visibility.

Beyond the safety issue, improving the highway would bring a much needed economic boost to our town. It would improve a beautiful, scenic route with its planned upgrades. And for those who claim that the project would destroy eagle habitat, I question the validity of their assumptions. One only has to look down the road to the improved section of highway between 25 Mile and 30 Mile to see that the eagles in the valley have not suffered. The eagles are fine and we enjoy a more functional and safer road, one that can be enjoyed by drivers, bikers, and runners alike.

I am so pleased that our town received the funding for this project. I wholeheartedly support it. Please do not let the loud objections of a minority represent our entire community. Thank you for the time and effort you have put into planning this project with environmental impact in mind, but most importantly, the safety and well being of our community.

Sincerely,
Lilly Boron

49-3

2013_08_07_**50EA** - M_Case_American_Legion

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Thursday, August 08, 2013 8:19 AM
To: American legion; DOT SER HainesHighway
Cc: jcozzi@haines.ak.us; 'Jamie Knudsen'
Subject: RE: Haines Highway Improvements

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for your support.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: American legion [mailto:legion@aptalaska.net]
Sent: Wednesday, August 07, 2013 3:02 PM
To: DOT SER HainesHighway
Cc: jcozzi@haines.ak.us; 'Jamie Knudsen'
Subject: Haines Highway Improvements

At a meeting on August 6, the Executive Committee of Lynn Canal Post 12 of the American Legion unanimously endorsed the Alaska Department of Highways and Public Facilities plan to improve the Haines Highway from 3.4 mile to 25.3 mile. This highway is our only road link to
50a mainland Alaska, Canada and the contiguous 48 states. It is extremely important that the entire infrastructure (highways, bridges, culverts, etc.) be brought up to acceptable standards. The safety of humans is of primary importance: there have been a number of deaths and serious injuries on the highway, many of which might have been precluded had the highway been in acceptable shape. Many moose have also been killed because of insufficient line of sight on the road.

The Haines Highway has been a primary lifeline to the Chilkat Valley for almost 70 years. If Haines is to remain an economically viable community, we must have a safe and reliable road system.

Many of our members were brought up in the village of Klukwan and have expressed support of the highway improvements. When the possible harm to a small amount of eagles' nests

50-1

Response to Comments

50a See Comment Response R05.

50-2

was brought up, one member in particular, former Alaska State Representative Bill Thomas, said that he has been travelling that highway for over 60 years and has seen the eagles thrive through a long list of natural and manmade incursions to their habitat. That is not to say that efforts should not be made to minimize impact to the eagles. We believe that man and nature can live harmoniously with the proposed improvements.

Mike Case
Commander – Lynn Canal Post 12 of The American Legion
188 2nd Ave, P.O. Box 452
Haines, AK 99827
(907) 766-2530

2013_08_07_**51EA** - M_Case

Response to Comments

Dirks, Kristin L (DOT)

From: Mike Case [thecases@aptalaska.net]
Sent: Wednesday, August 07, 2013 1:13 PM
To: HainesHighway@alaska.gov
Cc: 'Julie Cozzi'
Subject: Haines Highway Improvements

Follow Up Flag: Follow up
Flag Status: Flagged

51a I am writing this email in strong support of the proposed improvements from 3.5 mile to 25 mile on the Haines Highway. These improvements are vital for at least the following reasons:

1. Safety of humans and wildlife. Many Haines Borough residents travel this road frequently. There have been several fatalities and many injuries. Former Klukwan resident Chun Marie Williamson is a paraplegic as a result of a moose-vehicle collision that occurred on one of the more dangerous curves near 18 mile. Also, a great many moose are killed on this section of the highway due to poor visibility on curves.
2. A positive short term impact in that the reconstruction of the highway would bring a much needed stimulus to our local economy.
3. A strong long term stimulus to our economy. A straighter, wider, safer road would be conducive to expanded commercial and tourist trade to and from Haines.

Some people have voiced concerns that realignment might take out several eagles' nests. Over centuries, eagles have survived the loss of nests as a result of landslides and other natural events in that area and they continue to thrive. The construction of the existing highway almost certainly took out a number eagle's nests but there has been no measureable negative impact.

Thank you for considering my comments.

Michael V. Case
4 Deishu Drive
P.O. Box 1563
Haines, AK 99827
thecases@aptalaska.net
(907) 314-0165

51a See Comment Response R05.

2013_08_08_**52-64EA** - P Campbell

From: Scholl, James W (DOT)
To: Patty Campbell; DOT SER HainesHighway; jcozzie@haines.ak.us
Subject: RE: support of Haines Highway upgrade 3.5 to 25.3 mile
Date: Thursday, August 08, 2013 2:35:38 PM

Thank you Ms. Campbell.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Patty Campbell [mailto:pcampbell99827@yahoo.com]
Sent: Thursday, August 08, 2013 1:59 PM
To: DOT SER HainesHighway; jcozzie@haines.ak.us
Subject: support of Haines Highway upgrade 3.5 to 25.3 mile

To whom it may concern,
Attached are 16 letters of support. Thank you. Patty Campbell, Haines, Alaska

52-64 - 1

From: Patty Campbell
To: haineshighway@alaska.gov; jcozzie@haines.ak.us
Subject: support of Haines Highway upgrade 3.5 to 25.3 mile
Date: Thursday, August 08, 2013 1:59:01 PM
Attachments: scan0075.pdf
scan0076.pdf
scan0077.pdf
scan0078.pdf
scan0079.pdf
scan0080.pdf

To whom it may concern,
Attached are 16 letters of support. Thank you. Patty Campbell, Haines, Alaska

52-64 - 2

2013_08_08_**52** - P Campbell

52a Would you please Fix our roads From the 3.5 to the 25.3 marker's

8.6.13
Rich Bunl

52a See Comment Response R05.

2013_08_08_**53** - P Campbell

53a please fix the roads from 3.5 mi to 25.3 Ramies Hwy for safty reasons Thanks Mary Lou Hart
8/6/13 Box 496 Hns

53a See Comment Response R05.

52-64 - 3

52-64 - 4

2013_08_08_**54** - P Campbell

8/6/13

54a State DOT
Please fix the Haines Highway from
3.5 - 25.3 mile. We need the
road fixed for safety and for the
economy of our community.

Kathryn Warner
BOX 766
Haines AK 99827
907-766-2016

54a See Comment Response R05.

2013_08_08_**55** - P Campbell

State Dot
3.5 mile to 25.3 mile road project

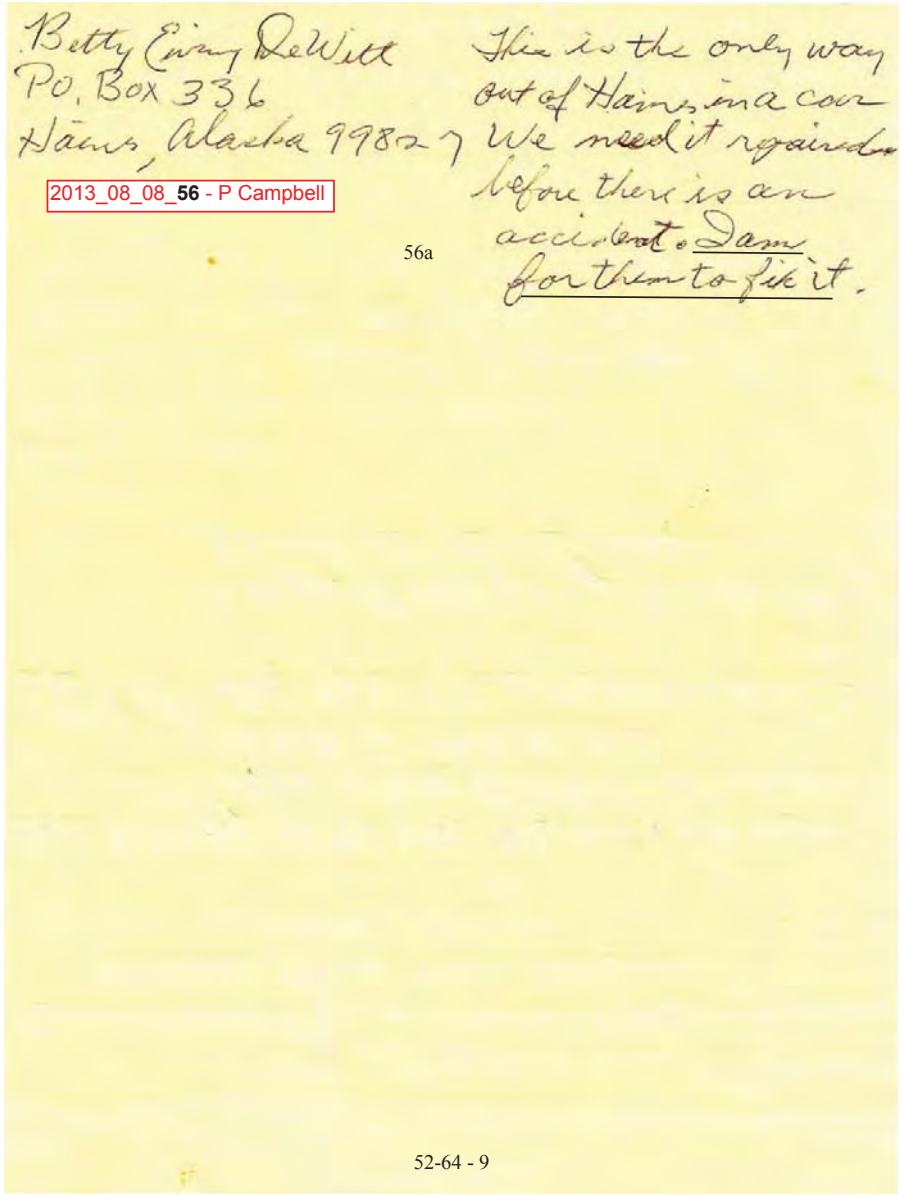
55a 1. needs to happen for Added safety for wildlife viewing, pedestrian safety, extra pullouts for vehicle parking, if vehicle breaks down can be pulled out of road, bicycle safety SAFETY in General

2. will provide 300 extra year round jobs for next 8 years

3. will bring in 1.8 million to local economy,

Andrew Glackin
P.O. Box 1422
Haines, AK, 99827

55a See Comment Response R05.

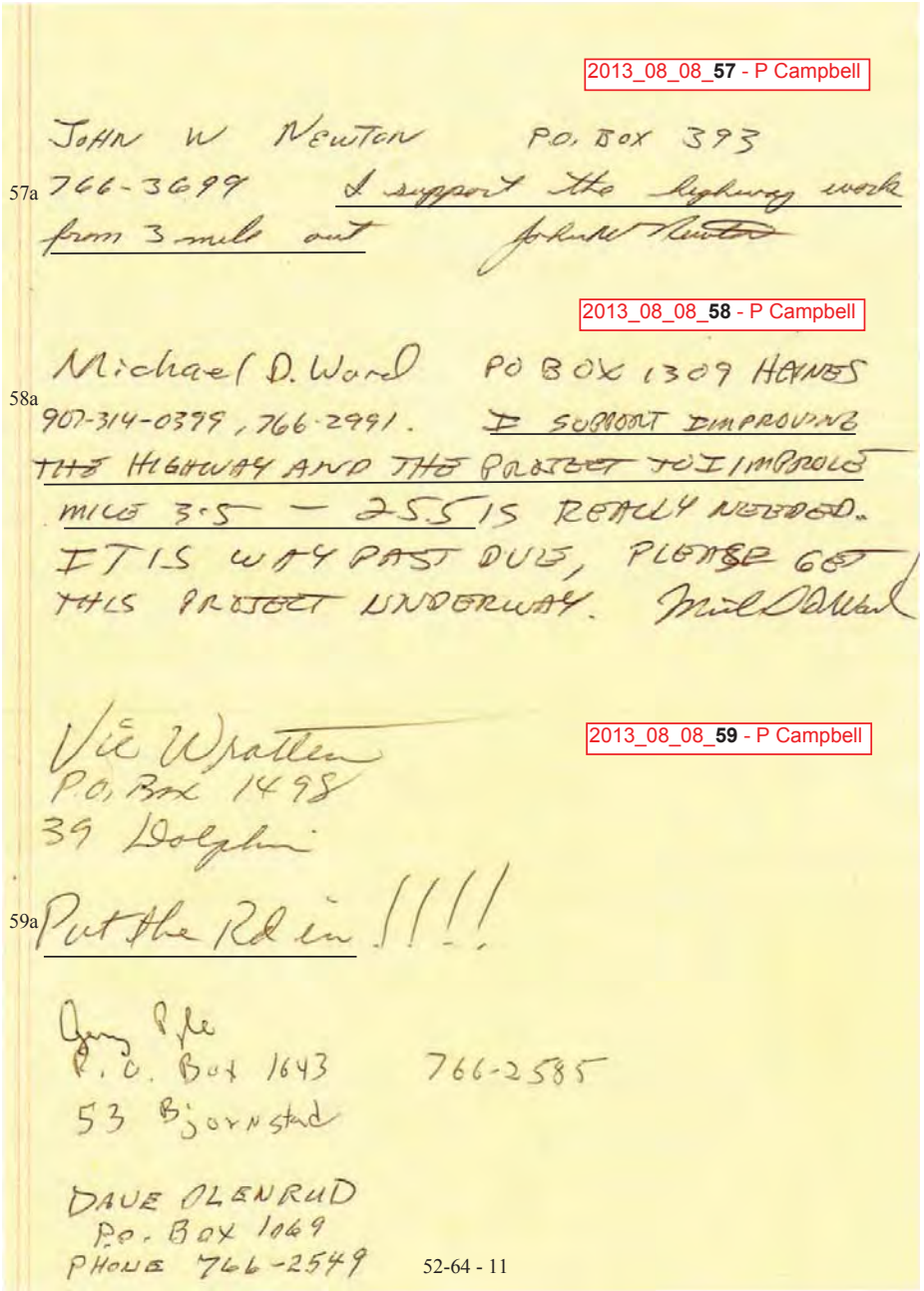

Betty Ewing DeWitt
P.O. Box 336
Haines, Alaska 99827

This is the only way out of Haines in a car. We need it repaired before there is an accident. Dam for them to fix it.

2013_08_08_**56** - P Campbell

56a

56a See Comment Response R05.



2013_08_08_**57** - P Campbell

JOHN W NEWTON PO. BOX 393

57a 766-3699 I support the highway work from 3 mile out

2013_08_08_**58** - P Campbell

Michael D. Ward PO BOX 1309 HAINES

58a 907-314-0399, 766-2991. I SUPPORT IMPROVING THE HIGHWAY AND THE PROJECT TO IMPROVE MILE 3.5 - 25.5 IS REALLY NEEDED. IT IS WAY PAST DUE, PLEASE GET THIS PROJECT UNDERWAY.

2013_08_08_**59** - P Campbell

Vic Wratten
PO Box 1498
39 Dolphin

59a Put the Rd in !!!!

P.O. Box 1643 766-2585
53 Bjornstad

DAVE OLENRUD
P.O. BOX 1069
PHONE 766-2549

52-64 - 11

Response to Comments

57a See Comment Response R05.

58a See Comment Response R05.

59a See Comment Response R05.

52-64 - 12

8/6/2013

2013_08_08_**60** - P Campbell

314-0286
JAMES E. Moran Po Box 1052 I Support Improving
60a HNS Hwy from 3 mile outbound.

2013_08_08_**61** - P Campbell

Gene P. Strong Ph. 766-3548 POBX 848 Hns, Ak 99827
61a I am in support of the Highway Improvements
3 mile TO 22 mile Road.

Robert E. Lee 766-2955 P.O. Box 825 Haines, AK
2013_08_08_**62** - P Campbell 99827

62a I support improving Haines Hwy
from 3 mi to 22 mile

Michael V. Case
2013_08_08_**63** - P Campbell Michael Case

63a I strongly support improving the
Haines Highway to from mile 3.5
to mile 25. This will greatly impore
safety.

Patricia Peters
2013_08_08_**64** - P Campbell

64a I strongly support improving the hiway
from 3.5 - 25 mile And support building a
stronger, sturdier bridge!!

52-64 - 13

60a See Comment Response R05.

61a See Comment Response R05.

62a See Comment Response R05.

63a See Comment Response R05.

64a See Comment Response R05.

2013_08_07_**65EA** - R_Szymanski_Support

Response to Comments

Dirks, Kristin L (DOT)

From: randaszymanski@gmail.com on behalf of Reservations by Randa [info@reservationsbyranda.com]
Sent: Wednesday, August 07, 2013 1:07 PM
To: HainesHighway@alaska.gov
Cc: jcozzi@haines.ak.us
Subject: Support for the Haines Highway Project

Follow Up Flag: Follow up
Flag Status: Flagged

65a I am writing in support of the Haines Highway project.

The economy of Haines is struggling and i feel that improving the Haines Highway would help to bring additional business to town.

Please continue with this project.

Sincerely,

Randa Szymanski
Haines resident since 1957

--
Randa Szymanski ~ The Travel Connection
800 572-8006 ~ 907 766-2681 ~ fax 866 447-8244
PO Box 645, Haines, Alaska 99827

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https://www.facebook.com/ReservationsByRanda?ref=hl

65a See Comment Response R05.

2013_08_07_**66EA**- S_Jimenez

Response to Comments

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Wednesday, August 07, 2013 11:40 AM
To: Sierra Jimenez; DOT SER HainesHighway; jcozzi@haines.ak.us
Subject: RE: Haines Highway Project

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for your support, Ms. Jimenez.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Sierra Jimenez [mailto:mizjimenez@gmail.com]
Sent: Wednesday, August 07, 2013 11:28 AM
To: DOT SER HainesHighway; jcozzi@haines.ak.us
Subject: Haines Highway Project

To whom it may concern:

66a I'm writing today in support of the Haines Highway Project. I support this project for several reasons. It will be good for the Haines economy which is important to me, but even more important is for better recreation access. One of the primary reasons we choose to make Haines our home and raise our children here because of the amazing recreation opportunities. Many of those opportunities are along (or accessed by) the section of the highway that is being addressed through this project. Currently it is not safe to park a car along the highway to access trails and the river. There are very few pull-outs and the ones that do exist are not adequate. It is currently not safe to walk or bike on the side of the highway as there is very little shoulder. The Haines Highway Project directly addresses my recreation concerns and the fact that this project will be great for Haines' economy is an added bonus. I am in full support of this project.

Sierra Jimenez
PO Box 962
Haines, AK 99827

66a See Comment Response R05.

66-1

66-2

2013_08_07_**67EA**-S_Sundberg_Support

Lepley, Lesley

From: Scholl, James W (DOT) <jim.scholl@alaska.gov>
Sent: Thursday, August 08, 2013 8:20 AM
To: Sunny Sundberg (Google Drive); DOT SER HainesHighway
Cc: jcozzi@haines.ak.us
Subject: RE: Support Haines Highway (haineshighway@alaska.gov)

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for your support.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Sunny Sundberg (Google Drive) [mailto:sunny@seaba-heli.com]
Sent: Wednesday, August 07, 2013 3:27 PM
To: DOT SER HainesHighway
Cc: jcozzi@haines.ak.us
Subject: Support Haines Highway (haineshighway@alaska.gov)

Attached: Support Haines Highway

My comments are attached, Thank You
Scott

Support Haines Highway

Google Drive: create, share, and keep all your stuff in one place.

To whom it may concern:

My name is Scott Sundberg, I am a 17 year landowner, resident of Haines, Alaska.
I have recently heard that the AK DOT is thinking about delaying the Haines Highway improvement project in regards to subjective and non factual evidence given as testimony by some citizens, and most likely they were LCC members, at Monday's open house.

67a

I am here to tell you that the Haines road project is of the utmost importance to Haines for several reasons.

First, Safety is the primary reason to update the road, its turns are too sharp which creates problems in the dead dark of winter for seeing wildlife on the side of the road or simply wildlife in the road. In the winter this creates a scenario where the reaction times are diminished to stop safely and in control since the road is generally covered in ice and snow 6 months year.

We have to create a road that the community can safely use at all times or year for commuting up and down the highway.

The idea that some supposed potential salmon or eagle nesting habitat is in the way of keeping people alive is ludicrous. DOT is prepared to correct any habitat infringement by creating new and probably better nesting grounds than before.

Second, tourists, and daily supplies comes down the Haines Highway. These inputs into our economy are very real and necessary. With improved access, and easier driving roads, this input and delivery or goods to our community will become easier to maintain, and will enhance Haines Economy.

Third, and an obvious reason is the monetary input into the community from such a project. Haines needs this income as we are in the decline as most other rural Alaskan communities. This will be an incredible shot to the arm and will help develop the future stability of the Haines economy in the years to come.

Fourth, is that the road in its present condition is not adequate to help assist the development of the Yukon import and export. If we size up, make it safer to drive with ore trucks or just simply materials heading to the Yukon from our deep water port to support building their economy, the whole region benefits.

Do not let the Haines local loud minority scare you off this one, we, the real people of this community, are depending and are in full support of this road.

Thanks you
Scott Sundberg.
10 Inlet Dr.
Haines Ak. 99827

67a See Comment Response R05.

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Thursday, August 08, 2013 8:16 AM
To: Tom & Ann Quinlan; DOT SER HainesHighway
Subject: RE: Hns road improvements

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for your support.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

-----Original Message-----
From: Tom & Ann Quinlan [mailto:annmq1@aptalaska.net]
Sent: Wednesday, August 07, 2013 1:43 PM
To: DOT SER HainesHighway
Subject: Hns road improvements

68a I was unable to attend your meeting in Haines. I want to express my support for the improvements, re-alignments etc as outlines in your presentation.

Thomas R. Quinlan, Resident for 63 years.

68a See Comment Response R05.

2013_08_08_**69EA**
-C_Smythe_UNSURE_IF_PUBLIC

Lepley, Lesley

From: Chuck Smythe <Chuck.Smythe@sealaska.com>
Sent: Thursday, August 08, 2013 1:20 PM
To: haineshighway@alaska.gov
Cc: Michele Metz; Rosita Worl; Jim Scholl; Gendron, Jane D (DOT); Alexis Bunten; Harriet Brouillette
Subject: Written Comments on the EA
Attachments: Public Comments Haines Highway 8 5 2013.dotm

Follow Up Flag: Follow up
Flag Status: Flagged

On behalf of Sealaska Corporation and Sealaska Heritage Institute, I submit the attached comments on the Draft EA for the Haines Highway (MP 3.5 – 25.3) project.

Sincerely,

Charles W. Smythe

Chuck Smythe, Ph.D.
Cultural Anthropologist
Sealaska Heritage Institute
One Sealaska Plaza, Suite 301
Juneau, AK 99801
907-463-4844: office
907-586-9282: direct
chuck.smythe@sealaska.com

69-1

Public Hearing: Haines Highway Construction Project, 3-25 mile

Testimony of Charles W. Smythe, Ph.D., Sealaska Heritage Institute, and

Michele Metz, Sealaska Corporation

Haines, AK

August 5, 2013

Good evening. My name is Charles Smythe and I am representing Sealaska Heritage Institute, a regional non-profit organization established by Sealaska Corporation in 1980. SHI's mission is to perpetuate and enhance Tlingit, Haida and Tsimshian cultures. Our goal is to promote cultural diversity and cross-cultural understanding. I manage the History and Culture Department that has as one objective the protection and preservation of places and objects of cultural and historical significance to Tlingit, Haida and Tsimshian peoples.

Seated beside me is Michele Metz, Lands Manager for Sealaska Corporation, a regional Native corporation established by ANCSA. Sealaska has selected and received conveyance of certain cemetery sites and historic places under Section 14(h)(1) of the act. Along the Haines Highway, these sites include Yindastuki Village and Smokehouse Village at Miles 3 & 4, and Dok Point Village at 7-mile. Sealaska has a goal of protecting and preserving the irreplaceable heritage of its tribal member shareholders including places and objects of cultural, historical, sacred and archeological significance. Sealaska has an obligation to protect the 14(h)(1) historic sites from damage and any activity that would disturb the cultural integrity or is in derogation of the site's value as a historical place.

The Chilkoot Indian Association is a sovereign tribal government that has a responsibility for maintaining the public health, safety, economic welfare and resource management needs and interests of its tribal members.

Sealaska, SHI and the Chilkoot Indian Association have a MOA regarding the cooperative management of Sealaska lands and resources within the traditional territory of the CIA. This testimony is offered as a cooperative statement reflecting the shared position and perspectives of the three entities. Both Sealaska Corporation and the CIA are recognized as Indian tribes under the NHPA, and the following statements represent the official position of these tribal organizations.

69-2

69a 1. **Archeological Construction Monitoring**. The Tribes strongly assert that there is a need for archeological monitoring by qualified archeologists in all areas of cultural resources along the proposed highway expansion route. There are many sites with known archeological resources that have been identified in the path of the project by the tribes and by investigators hired by the FHA and DOT&PF during the planning process. We recognize that FHA and DOT&PF have committed to funding archeological monitoring and to consulting with the tribes and the SHPO to develop and implement an archeological construction monitoring plan for ground disturbing activities that will incorporate a Tribal Observer. We would like to acknowledge the efforts of the agencies to commit to this process as described in a letter to the tribes dated January 15, 2013, which includes a listing of specific monitoring stations, including all areas of sub-surface excavation in undisturbed locations. We are committed to working with the agencies in the development and implementation of this plan.

We point out that there is a need to add [redacted] to the list of sites to be included as a monitoring station.

2. **Assessment of Effects on** [redacted] There is a curve located [redacted] which has been identified as in need of re-shaping to allow for higher speed. It is proposed to widen and re-position the bed of the highway which lies [redacted]

69b [redacted] We object to the finding of no adverse effect for this segment [redacted]

[redacted]

69c [redacted] For these reasons, we strongly assert that the assessment of effects is inadequate, and should include an analysis of cumulative effects on the site [redacted] The discussion might include consideration of additional design alternatives such as reducing the speed on the curve instead of modifying the arc of the curve.

69d 3. **Need for Additional Archeological Documentation Using Ground Penetrating Radar (GPR)** [redacted] This site includes a large burial ground, the precise extent of which has not been documented. It has been reported by the CIA that the existing highway [redacted] We strongly recommend that more complete archeological documentation of the proposed development corridor be undertaken using ground penetrating radar (GPR [redacted] This documentation should be completed and the results communicated to the tribes prior to further planning for the exact route of the proposed highway, so that the issue may be factored into tribal consultations.

4. **Right-of-Way Reduction and Relinquishment**. The size of the existing right-of-way along this route varies between 150 and 300 feet and the highway does not have a standardized size of right-of-way throughout its length. Sometimes the right-of-way is 150 feet, while in other segments it is 300 feet; in one area it is as small as 60 feet on one side but is larger on the opposite side. We are concerned that there are larger (300 ft) rights-of-way over sites which have been conveyed to Sealaska under ANCSA 14(h)(1) [redacted]

69e [redacted] We request the agencies to enter into consultations with us about this issue to explore avenues for reduction and relinquishment of the right-of-way in the vicinity of these sites. The same issue is found at other known sites, such as [redacted]

5. ([redacted] **Encroachment**. We note that APE at [redacted] site) includes a small segment extending beyond the road corridor [redacted]

69f [redacted] We are opposed to any improvement in this area and strongly encourage that the design of this segment include the positioning of structural barriers to discourage access at this location such as the accommodation of trailers.

6. **Public Education**. Page 1 of the EA includes a descriptive statement that the Haines Highway follows a travel corridor used for centuries by the Chilkat Tlingit. We are encouraged by this statement which identifies the route as an ancient one developed, used and maintained for hundreds and perhaps thousands of years by the local Tlingit communities. We point out that this project provides an unprecedented opportunity for the cooperating agencies to place

69g interpretive signage at various locations along the route that will present the deep Indian history of the area associated with sites [redacted] and the route itself. These informative wayside installations would serve to educate the public about the cultural and historical significance of this area to the Tlingit people who have resided here since long before the recent developments by Euro-Americans, and complement waysides that are to be improved for appreciation of the natural environment and creatures along this portion of the corridor. The tribes would be interested to collaborate with the agencies in the development of the content for these displays.

7. **Statements about the Significance of Subsistence in the EA (Section 4.7 Economy and Subsistence)**. In Haines and Klukwan, subsistence is a principal characteristic of the economy, culture and way of life. The cultural and economic centrality of subsistence is not adequately

69i presented in the affected environment section of the EA, and we recommend that the description of subsistence needs to be strengthened and given greater emphasis. For example, subsistence is not mentioned at all in the discussion of the economy of the Haines Borough, while key information about high levels of household participation in subsistence activities appears in the section on Klukwan. Comparable data is available for Haines from 1996: 98% of Haines households used subsistence resources and 91% were successful harvesters.

69j 8. **Effects of the Project on Subsistence**. We have concerns about the completeness of the assessment of effects on subsistence opportunities in the project area. The EA concludes that highway improvements will result only in indirect effects on subsistence, principally as a result of improved access to subsistence harvest sites which is expected to result in some level of increased competition for the resource. We consider such effects to be direct, not indirect, since what is described is new levels of competition which may occur among subsistence users and between subsistence, personal use and sports users. [redacted] It is possible that there will be more users of the resource stopping at any of these locations. Access to eddies is critical for subsistence users; how might this be affected by the proposal? Also, disturbance of the riverbank will negatively impact subsistence fishing. Are any of these locations among those to be affected by the construction? These are the key concerns we have about the analysis of effects on subsistence, which is highly important to the economies and culture of Haines and Klukwan.

69k 9. [redacted] This was a [redacted] site and a seasonal fishing site. We support the inclusion of this site as an archeological monitoring station, as identified in the letter of January 15, 2013, due to [redacted]

2013_08_08_**70EA** - D_Feakes

Response to Comments

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Thursday, August 08, 2013 2:14 PM
To: Darwin Feakes; DOT SER HainesHighway
Subject: RE: Haines Highway Project

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks you for your support, Mr. Feakes.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Darwin Feakes [mailto:d2darwin@gmail.com]
Sent: Thursday, August 08, 2013 1:30 PM
To: DOT SER HainesHighway
Subject: Haines Highway Project

70a I am writing this in support of the project.

As a resident of Haines I use the highway a lot both for travel to the rest of the state and to access local areas. I find the road in need of repair and most certainly widening. The road is in fair condition if you compare it to some parts of the Alaska Highway but poor with the Canadian portion of the Haines Highway.

As a fireman and EMT with the Haines Volunteer Fire Department I find it unsafe to try to do any kind of work on it wither it is to pick up a patient who is coming in from out the road or dealing with an accident on it with out shoulders and very few pull off points we put our lives at risk every time we respond to a call.

I urge you to begin this project ASAP for the safety of the residents of Haines and the thousands of visitors that use it every year.

Thanks
Darwin Feakes

70a See Comment Response R05.

2013_08_07_**71EA** - J_McDermaid

Response to Comments

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Thursday, August 08, 2013 8:31 AM
To: Judith McDermaid; DOT SER HainesHighway
Cc: jcozzi@haines.ak.us
Subject: RE: Haines Highway

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for your support, Ms. McDermaid.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

-----Original Message-----
From: Judith McDermaid [mailto:jemcdermaid123@gmail.com]
Sent: Wednesday, August 07, 2013 8:30 PM
To: DOT SER HainesHighway
Cc: jcozzi@haines.ak.us
Subject: Haines Highway

71a Many friends and acquaintances have been injured, gone off the road had near misses with wild life including bear Moose eagles and porcupines. The road is fun to drive with all the curves and even exciting with the oncoming traffic invisible until it's too late too see them in the wrong lane. Large Rv's prevent oncoming traffic from being visible and that isn't even some of the worse hazards. The weather black ice shades areas that remain slick even when the rest of the road was dry and beautiful. Beauty, history, are important but certainly not as important as lives. Thank you for your consideration
Judith McDermaid

71a See Comment Response R05.

2013_08_08_**72EA** - N_Einsbruch

Lepley, Lesley

From: neil einsbruch <howclevr@gmail.com>
Sent: Thursday, August 08, 2013 2:46 PM
To: HainesHighway@alaska.gov
Subject: Haines Highway

Follow Up Flag: Follow up
Flag Status: Flagged

Jim Scholl,

I have been watching the Dot and Haines Borough waste so much time and money.

I do not want any changes to the road. STOP KILLING WILDLIFE

I am requesting these items below be addresses first.

72a Ask DOT to provide a range of alternatives with a smaller footprint in essential eagle and salmon habitat. There are currently only two alternatives: do nothing, or build as proposed.

72b • Ask DOT to supplement the EA or do a more thorough Environmental Impact Study (EIS) with information on eagle roosting trees and effectiveness of salmon habitat mitigation.

72c • Support use of engineered logjams - successfully used in Klukwan – rather than riprap, which makes poor salmon habitat.

72d • Keep roadbed in current location between miles 19 and 22 and don't cut down any eagle roosting trees in this critical habitat area.

72e • There is no "need" to increase the road footprint into salmon and eagle habitat. The EA states the Haines Highway is a low volume road with a low accident rate.

72f • A faster, less scenic road would be at odds with Haines Highway National Scenic Byway designation and compromise the values for which the Preserve was established.

The EA is deficient in that it does not consider the following:

72g • Up to 98% of the eagles congregate on Council Grounds between October and January. Cottonwood trees between miles 19 and 22 are critical eagle roosting trees. There is no analysis of location or number of trees that would be cut along the road corridor.

72h • There is no analysis of impacts of past riprap fill of riverbanks.

Comment Responses

72a,e See Comment Response R07.

72b See Comment Response R02a and R02b.

72c See Comment Response R33.

72d See Comment Response R13.

72f See Comment Response R09.

72g,i See Comment Response R11.

72h See Comment Response R33.

72i • There is no analysis about what level of disturbance to eagles and eagle and salmon habitat is acceptable in the Preserve.

Neil Einsbruch
PO BOX 792
Haines, AK 99827

The EA is deficient in that it does not consider the following:

- Up to 98% of the eagles congregate on Council Grounds between October and January. Cottonwood trees between miles 19 and 22 are critical eagle roosting trees. There is no analysis of location or number of trees that would be cut along the road corridor.

- There is no analysis of impacts of past riprap fill of riverbanks.

- There is no analysis about what level of disturbance to eagles and eagle and salmon habitat is acceptable in the Preserve.

2013_08_09_**73EA** - B_Mulford_Support

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Friday, August 09, 2013 1:10 PM
To: Barbara; DOT SER HainesHighway
Subject: RE: Letter of Support for Highway Improvements

Thank you for your support, Ms. Mulford.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Barbara [mailto:bj@takshanuktrail.com]
Sent: Friday, August 09, 2013 9:41 AM
To: DOT SER HainesHighway
Subject: Letter of Support for Highway Improvements

Dear Sirs,

73a I am writing to you to support the proposed upgrades to the Haines Highway MP 3.5-25.3. Our highway is in dire need of repairs. I have read what the project proposes and why the repairs are needed. The corners most certainly need realignment, driveways need better sight distance, shoulders need widening for recreational users, and the Wells Bridge needs to be replaced (I always pray there isn't oncoming traffic when I cross it!).

Our highway is the direct link for other southeast communities to Interior Alaska and the national highway system. I grew up in Haines and moved to Juneau after graduation, where I lived for 14 years. Not having the ease of being able to travel out of town as it is in Haines was really disappointing in Juneau. There is the ability to independently travel out of Haines but there is always consideration taken for special events, weather (especially in the winter time), and any kind of natural disasters such as mudslides or flooding. Our communities need to have their transportation deficiencies addressed and improving the Haines Highway is an excellent start. I would love to see Juneau and Haines connected.

I would like to apologize to those of you who have hosted public hearings in our community and have been met with rude, disrespectful, inappropriate, and ignorant behavior. I can assure you that is far from any kind of representation of me or my community. I have attended a couple of the meetings but was not able to attend the August 5th one (I operate a seasonal business and my focus is that during the summer months). Your efforts to help improve our community, both for safety and economy, are greatly appreciated!

Please feel free to contact me anytime if you would like further testimony of support for our highway improvements.

Sincerely,
Barb

Barbara J. Mulford
Takshanuk Mountain Trail, Inc.
Office: 907-766-3179
Cell: 907-209-5153
www.takshanuktrail.com
PO Box 1122
Haines, AK 99827

Haines…The Adventure Capital of Alaska

73a See Comment Response R05.

2013_08_09_**74EA** - B_Simpson_Support

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Friday, August 09, 2013 6:26 AM
To: E. Budd Simpson; DOT SER HainesHighway
Cc: Julie Cozzi (Haines Borough Clerk)
Subject: RE: Support for Haines Highway Improvements

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for your support, Mr. and Mrs. Simpson

-----Original Message-----
From: E. Budd Simpson [mailto:bsimpson@stsl.com]
Sent: Thursday, August 08, 2013 11:12 PM
To: DOT SER HainesHighway
Cc: Julie Cozzi (Haines Borough Clerk)
Subject: Support for Haines Highway Improvements

My wife and I have owned property in Haines since the 1970s and built a second home there in the 1980s. Our primary residence is Douglas, but as frequent visitors to Haines, we appreciate the many natural and man-made attractions of the community. We have driven the Haines Highway often and consider it one of the finest scenic drives in America.

Since the Highway was begun in 1943 it has undergone almost constant improvement. We can certainly recall the days of gravel, potholes and flying rocks, and would not look
74a forward to returning to those times. Every improvement has made the incredible beauty of the area more accessible. The community has benefitted by showcasing its incredible eagle population, and increasing public awareness of this national symbol in its natural environment. We all know the presence of the existing road has had no detrimental impact on the eagle population, but has simply opened it to more study and observation. At the same time, the Highway provides access for visitors and commerce between Southeast and the rest of Alaska and the lower 48.

We understand there is some resistance to the proposed improvements, but truly cannot understand the logic. No one would seriously propose returning to the mud and pothole days of recent memory, and we do not recall opposition to other improvement projects. If there is legitimate concern about increased speed near the designated eagle viewing areas, that can be addressed in ways other that maintaining the road as a narrow, winding and substandard highway. We would offer, however, that if the community is determined to oppose the improvements, the designated funds could be redirected to the much needed Juneau Access project, several miles of which could be added in place of any unwanted local improvements in Haines.

Thank you for the opportunity to comment.
Budd and Paulette Simpson

74-1

Sent from my iPad

74-2

74a See Comment Response R05.

2013_08_09_**75EA** - C_Hagwood

Lepley, Lesley

From: Scholl, James W (DOT) <jim.scholl@alaska.gov>
Sent: Monday, August 12, 2013 2:30 PM
To: DOT SER HainesHighway
Subject: FW: Haines Highway

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: Alex.Viteri@dot.gov [mailto:Alex.Viteri@dot.gov]
Sent: Monday, August 12, 2013 11:34 AM
To: craighagwood67@yahoo.com; Scholl, James W (DOT)
Cc: Gendron, Jane D (DOT)
Subject: RE: Haines Highway

Hello, Mr. Hagwood
We have received your comments. Thank you for your interest in this project. By copy of this email I am forwarding your comments to Jim Scholl for inclusion in comments received for the project.

Alex Viteri, Jr., P.E.
Senior Transportation Engineer
FHWA Alaska Division
708 W. 9th St. Room 851
P.O. Box 21648
Juneau AK 99802
Office: #907-586-7544
Cell: #907-321-3265
Email: Alex.Viteri@dot.gov

-----Original Message-----
From: Craig Hagwood [mailto:craighagwood67@yahoo.com]
Sent: Friday, August 09, 2013 1:36 PM
To: jim.scholl@alaska.gov; Viteri, Alex (FHWA)
Subject: Haines Highway

DOT:

75a I am a commercial fisherman from Haines. I am concerned that DOT plans for the Haines highway will be harmful to
75b salmon and my business. I am opposed to the use of riprap in the lower river and suggest you use engineered logjams
75c instead. I am also opposed to filling in high value wetlands and question the need to re-align so many salmon tributaries
75d to the Chilkat River. I have never seen any mitigation that compensated for the damage done to king salmon habitat at Big Boulder and Little Boulder Creeks. Those areas should be fixed first before any more construction occurs.

Craig Hagwood
Box 43

Comment Responses

75a See Comment Response R30 and R31.

75b See Comment Response R33.

75c See Comment Response R07.

75d See Comment Response R34.

Haines, AK 99827
907-766-2207

P.S. Please let me know that you have received my comments.

2

75-3

2013_08_09_**76EA** - D_Phillips

Lepley, Lesley

From: Don Phillips <don.p@aptalaska.com>
Sent: Friday, August 09, 2013 3:24 PM
To: HainesHighway@alaska.gov
Subject: haines highway

Follow Up Flag: Follow up
Flag Status: Flagged

As a resident of Haines for more than 50 years I have seen more than my share of near misses on the Highway. With the road being narrow and so many curves there are long stretches with no shoulders to pull over if you have any kind of car problem. I believe that Haines has the oldest medium age residents with that being said sometimes the elderly are forced into some bad decisions when confronted with a driving issue. There are a lot of bicycle riders on the road during the year and it is a serious hazard. I live at 26.5 mile Haines highway and commute to work everyday along with many other people and it would be nice to feel save when driving to and from. I would say to the nay-sayers that are against it what
76a is more important than the safety of your fellow residents, it could be you in a bad spot or someone you care about that is injured or killed because of the poor condition that the road is currently in. Trees grow back but people don't thank you Don Phillips

1

76-1

Comment Responses

76a See Comment Response R05.

76-2

2013_08_09_**78EA** - HCC_Support

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Friday, August 09, 2013 3:23 PM
To: Haines Chamber of Commerce; DOT SER HainesHighway
Cc: Senator Bert Stedman; jonathan.s.kt@gmail.com; Haines Borough - Clerk
Subject: RE: Haines Highway Letter of Support

Follow Up Flag: Follow up
Flag Status: Flagged

Thank You!

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Haines Chamber of Commerce [mailto:chamber@haineschamber.org]
Sent: Friday, August 09, 2013 2:49 PM
To: DOT SER HainesHighway
Cc: Senator Bert Stedman; jonathan.s.kt@gmail.com; Haines Borough - Clerk
Subject: Haines Highway Letter of Support

August 8, 2013

Dear Sirs,

The Haines Chamber of Commerce writes this letter in support of the Alaska DOT Haines Highway upgrades and improvements. The Haines Chamber represents 140 business and individuals in the Chilkat Valley.

The mission of the Greater Haines Chamber of Commerce is to promote economic growth that contributes to the local quality of life by:

** Advocating the interests of its membership to the community and government organizations.*
** Facilitating cooperative programs that provide the resources necessary for business.*
** Educating its members and the community on the importance of a sustainable economy.*

The Haines Highway is a major highway linking Southeast Alaska with the national highway system and is the primary surface transportation link between Southeast Alaska and Interior Alaska.The purpose of this project is to address:

1. Highway deficiencies between MP 3.5 and 25.3 and bring the highway up to a 55 mph design standard;

2. Bridge deficiencies;
3. Highway instability caused by debris and water flooding; and
4. Recreational access deficiencies.

The ADOT&PF commissioned an impact analysis for planning (IMPLAN) model to assess the full impact of construction of the Proposed Action for Haines Highway improvements on the economy of the Haines Borough, the results of which are shown as Appendix B of the Environmental Assessment. The IMPLAN summary projects the following: the direct, indirect and induced impacts of Proposed Action construction activity on the Haines economy are as follows:

- Business revenue will amount to an estimated $178 million over the life of the project;
- Of that amount, nearly $108 million will stay in within the Haines Borough economy; and
- This activity will create about 300 full time equivalent (FTE) jobs per year over the life of the project, with a total payroll of $91 million within the Haines Borough.

78a Haines Chamber urges the Alaska DOT to proceed through the project schedule for the Haines Highway reconstruction and Chilkat Bridge replacement, MP 3.5-25.3, through the STIP process as expeditiously as practicable.

Sincerely,

The Greater Haines Chamber of Commerce
Board of Directors

The mission of the Greater Haines Chamber of Commerce is to promote economic growth that contributes to the local quality of life by:

** Advocating the interests of its membership to the community and government organizations.*
** Facilitating cooperative programs that provide the resources necessary for business.*
** Educating its members and the community on the importance of a sustainable economy.*

78a See Comment Response R05.

2013_08_09_**79EA** - L_Downer

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Friday, August 09, 2013 1:31 PM
To: Leslee Downer; DOT SER HainesHighway
Subject: RE: haines hwy

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for your support.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Leslee Downer [mailto:lldowner@live.com]
Sent: Friday, August 09, 2013 12:21 PM
To: DOT SER HainesHighway
Subject: haines hwy

Hi Jim Scholl,

79a I'm all for the Haines Highway Project happening--put my vote down as a big YES!

Leslee Downer
Haines, Ak

Response to Comments

79a See Comment Response R05.

2013_08_09_**80EA**-
P_Goll_Bill_Thomas_Peter_Goll_Public_Comment

Lepley, Lesley

From: Peter Goll <psgoll@yahoo.com>
Sent: Friday, August 09, 2013 12:37 PM
To: Jim Scholl; Bill Hanson; Ben Ellis; Randall Bates; Stephanie Scott; Julie Cozzi; Steve Brockmann; Michael Eberhardt; DOT SER HainesHighway; cora.campbell@alaska.gov; Jonathan Kreiss-Tomkins; Warnock, Nils; jane.gendron@alaska.gov; john.barnett@alaska.gov; alex.viteri@dot.gov; david.c.miller@dot.gov; chuck.correa@alaska.gov
Subject: Bill Thomas/Peter Goll Public Comment Haines Highway Improvements

From Bill Thomas and Peter Goll

To the Editor of the Chilkat Valley News, the Department of Transportation and related government agencies and interested citizens.

For a total of 16 years, we served as State Representatives for Haines. We have both partnered and disagreed over issues in the past.

This letter is to express our joint support regarding the improvement of Haines Highway, and to ask the community to avoid conflict that could delay the project.

Here is our position on Haines Highway improvements:

80a 1. Safety concerns must be addressed in a responsible manner.
80b 2. Cultural and burial sites should be respected and protected.
80c 3. Fisheries habitat damaged in past projects must be repaired.
4. New damage to fish passage must not occur.
80d 5. Habitats required for the eagle gathering should be respected.
80e 6. Eagle trees important to the tourism industry should be protected. It is understood that the trees on the river side of the highway promote safety as they discourage birds from swooping down low over the road causing accidents.
80f 7. Parking areas and speed limits should ensure safety in the Preserve.
80g 8. Guardrails should be improved and strengthened.
9. Conflicts in the community should be avoided in order to promote this project successfully and retain community harmony.
80h 10. Fish wheels need to be retained.

This statement is approved by retired Reps Peter Goll and Bill Thomas. For confirmation, officials may contact either of us at any time.

Bill Thomas Peter Goll

1

80-1

Responses to Comments

80a See Comment Response R07.

80b See Comment Response R24.

80c See Comment Response R34.

80d See Comment Response R11, R12 and R13.

80e See Comment Response R13.

80f See Comment Response R12.

80g See Comment Response R05.

80h See Comment Response R35.

80-2

Terry Sharnbroich
HC 60 Box 6170
Haines, AK 99827

2013_08_12 **82EA** - T Sharnbroich

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AUG 12 2013
ALASKA DOT/PF SE REGION
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Mr. Jim Scholl
DOT & PF
P.O. Box 112506
Juneau, AK 99811-2506

82-1

Dear Mr. Scholl:

I am a resident of Haines, Alaska. I am supportive of the planned Haines Highway improvements. The proposed safety improvements are needed for those of us that travel the road on a regular basis.

82a Additional Comments: straightening & widening of the highway is definitely needed to improve safety for all who use it. It's long overdue.

Signature: Terry Sharnbroich
Printed Name: Terry Sharnbroich
P.O. Box HC 60 Box 6170
Haines, Alaska 99827

82-2

82a See Comment Response R05.

2013_08_12 **83EA** - A Sampson

August 9, 2013

JIm Scholl
Alaska Dep Of Trans
Box 112506
Juneau, AK 99811-2506

Dear Sir,

I am pleased to learn that the Haines Highway Mile 4.5 to 25 is at last scheduled to be upgraded and made more safe. Recent years has brought increased Cycle Traffic to where it has become hazardous both to the
83a Cyclist and Motor Traffic being exposed to injury & loss. I strongly support this project and feel that if I do not express my support I am guilty in a small way for harm coming to others.

Sincerely.

Albert D Sampson

Albert Sampson
P.O.Box
HAINES,Ak 99827

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DESIGN

83-1

Response to Comments

83a See Comment Response R05.

83-2

2013_08_12 **84EA** - C Hlavacek

August 9, 2013

Jim Scholl
Alaska Dep Of Trans
Box 112506
Juneau, AK 99811-2506

Dear Sir,

I am pleased to learn that the Haines Highway Mile 4.5 to 25 is at last scheduled to be upgraded and made more safe. Recent years has brought increased Cycle Traffic to where it has become hazardous both to the Cyclist and Motor Traffic being exposed to injury & loss. I strongly support this project and feel that if I do not express my support I am guilty in a small way for harm coming to others.

84a

Sincerely.

P.O. Box 434
Haines. Ak 99827

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DESIGN

84-1

Response to Comments

84a See Comment Response R05.

84-2

2013_08_12 **85EA** - D Axelson

August 9, 2013

JIm Scholl
Alaska Dep Of Trans
Box 112506
Juneau, AK 99811-2506

Dear Sir,

I am pleased to learn that the Haines Highway Mile 4.5 to 25 is at last scheduled to be upgraded and made more safe. Recent years has brought increased Cycle Traffic to where it has become hazardous both to the Cyclist and Motor Traffic being exposed to injury & loss. I strongly support this project and feel that if I do not express my support I am guilty in a small way for harm coming to others.

85a

Sincerely.

Donald Axelson

P.O.Box 1325
HAINES,Ak 99827

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AUG 12 2013
ALASKA DOT/PF SE REGION
DESIGN

85-1

Response to Comments

85a See Comment Response R05.

85-02

Haines, AK 99827

2013_08_12 **86EA** - D Dalmaso

August 9, 2013

JIm Scholl
Alaska Dep Of Trans
Box 112506
Juneau, AK 99811-2506

Dear Sir,

I am pleased to learn that the Haines Highway Mile 4.5 to 25 is at last scheduled to be upgraded and made more safe. Recent years has brought increased Cycle Traffic to where it has become hazardous both to the
86a Cyclist and Motor Traffic being exposed to injury & loss. I strongly support this project and feel that if I do not express my support I am guilty in a small way for harm coming to others.

Sincerely.

P.O.Box 1501
HAINES,Ak 99827

RECEIVED
AUG 12 2013
ALASKA DOT/PF SE REGION
DESIGN

86-1

Response to Comments

86a See Comment Response R05.

86-2

2013_08_12 **87EA**- D Highsmith

August 9, 2013

JIm Scholl
Alaska Dep Of Trans
Box 112506
Juneau, AK 99811-2506

Dear Sir,

I am pleased to learn that the Haines Highway Mile 4.5 to 25 is at last scheduled to be upgraded and made more safe. Recent years has brought increased Cycle Traffic to where it has become hazardous both to the Cyclist and Motor Traffic being exposed to injury & loss. I strongly support this project and feel that if I do not express my support I am guilty in a small way for harm comig to others.

87a

Sincerely.

Dan Highsmith PoBox 497 HAINES

Dan Highsmith
P.O.Box
HAINES,Ak 99827

RECEIVED
AUG 12 2013
ALASKA DOT/PF SE REGION
DESIGN

87-1

Response to Comments

87a See Comment Response R05.

87-2

Haines, AK 99827

2013_08_12 **88EA** - D Sheveet

August 9, 2013

JIm Scholl
Alaska Dep Of Trans
Box 112506
Juneau, AK 99811-2506

Dear Sir,

I am pleased to learn that the Haines Highway Mile 4.5 to 25 is at last scheduled to be upgraded and made more safe. Recent years has brought increased Cycle Traffic to where it has become hazardous both to the
88a Cyclist and Motor Traffic being exposed to injury & loss. I strongly support this project and feel that if I do not express my support I am guilty in a small way for harm coming to others.

Sincerely.

David Wilmot

P.O.Box
HAINES,Ak 99827

PO Box 495
Haines AK 99827

Poi

RECEIVED
AUG 12 2013
ALASKA DOT/PF SE REGION
DESIGN

88-1

Response to Comments

88a See Comment Response R05.

88-2

2013_08_12 **89EA** - E Fabeck

August 9, 2013

JIm Scholl
Alaska Dep Of Trans
Box 112506
Juneau, AK 99811-2506

Dear Sir,

I am pleased to learn that the Haines Highway Mile 4.5 to 25 is at last scheduled to be upgraded and made more safe. Recent years has brought increased Cycle Traffic to where it has become hazardous both to the
89a Cyclist and Motor Traffic being exposed to injury & loss. I strongly support this project and feel that if I do not express my support I am guilty in a small way for harm coming to others.

Sincerely.

Edward J Fabeck

P.O.Box 157
HAINES,Ak 99827

RECEIVED
AUG 12 2013
ALASKA DOT/PF SE REGION
DESIGN

89-1

Response to Comments

89a See Comment Response R05.

89-2

2013_08_12 **90EA** - G Richmond

August 9, 2013

JIm Scholl
Alaska Dep Of Trans
Box 112506
Juneau, AK 99811-2506

Dear Sir,

I am pleased to learn that the Haines Highway Mile 4.5 to 25 is at last scheduled to be upgraded and made more safe. Recent years has brought increased Cycle Traffic to where it has become hazardous both to the Cyclist and Motor Traffic being exposed to injury & loss. I strongly support this project and feel that if I do not express my support I am guilty in a small way for harm coming to others.

90a

Sincerely.

Gregg Richmond

P.O.Box 609
HAINES,Ak 99827

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AUG 12 2013
ALASKA DOT/PF SE REGION
DESIGN

90-1

Response to Comments

90a See Comment Response R05.

90-2

August 8, 2013

Mr. Jim Scholl
DOT & PF, Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506

Re: Haines Highway Mile 4.5 to Mile 25

Dear Mr. Scholl:

I am pleased to learn that the Haines Highway from Mile 4.5 to Mile 25 is at last scheduled to be upgraded and made safer. Recent years has brought increased cycle traffic to where it has become hazardous both to the cyclist and motor traffic being exposed to injury and loss. I strongly support this project and feel that if I do not express my support I am guilty in a small way for harm coming to others.

91a

Sincerely,

P.O. Box 1258
Haines, AK 99827

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ALASKA DOT/PF SE REGION
DESIGN

91-1

91a See Comment Response R05.

91-2

Haines, AK 99827

2013_08_12 **92EA** - J Hotch

August 9, 2013

JIm Scholl
Alaska Dep Of Trans
Box 112506
Juneau, AK 99811-2506

Dear Sir,

I am pleased to learn that the Haines Highway Mile 4.5 to 25 is at last scheduled to be upgraded and made more safe. Recent years has brought increased Cycle Traffic to where it has become hazardous both to the Cyclist and Motor Traffic being exposed to injury & loss. I strongly support this project and feel that if I do not express my support I am guilty in a small way for harm coming to others.

92a

Sincerely.

Joseph Hotch

P.O.Box 1276
HAINES,Ak 99827

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92a See Comment Response R05.

92-1

92-2

August 8, 2013

Mr. Jim Scholl
DOT & PF, Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506

Re: Haines Highway Mile 4.5 to Mile 25

Dear Mr. Sholl:

93a I am pleased that the Haines Highway from Mile 4.5 to Mile 25 is scheduled for upgrading, which I strongly support. It has been very hazardous to try and replace a flat tire or pull over for vehicle problems due to there being no way to pull off the highway. For this reason alone I am glad it has been scheduled for consideration.

Sincerely,

Jacquelyn Martin Jackie martin

P.O. Box 1318
Haines, AK 99827

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ALASKA DOT/PF SE REGION
DESIGN

93-1

93a See Comment Response R05.

93-2

John Schnabel
box 149
Haines, AK 99827

2013_08_12 **94EA**- J Schnabel

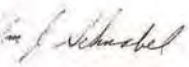
August 9, 2013

JIm Scholl
Alaska Dep Of Trans
Box 112506
Juneau, AK 99811-2506

Dear Sir,

I am pleased to learn that the Haines Highway Mile 4.5 to 25 is at last scheduled to be upgraded and made more safe. Recent years has brought increased Cycle Traffic to where it has become hazardous both to the
94a Cyclist and Motor Traffic being exposed to injury & loss. I strongly support this project and feel that if I do not express my support I am guilty in a small way for harm coming to others.

Sincerely.



94-1

Response to Comments

94a See Comment Response R05.

94-2

2013_08_12 **95EA** - K Waldo

August 9, 2013

Jim Scholl
Alaska Dep Of Trans
Box 112506
Juneau, AK 99811-2506

Dear Sir,

I am pleased to learn that the Haines Highway Mile 4.5 to 25 is at last scheduled to be upgraded and made more safe. Recent years has brought increased Cycle Traffic to where it has become hazardous both to the Cyclist and Motor Traffic being exposed to injury & loss. I strongly support this project and feel that if I do not express my support I am guilty in a small way for harm coming to others.

95a

Sincerely.

Kenneth S Waldo

Kenneth Waldo
P.O. Box 1092
Haines, Ak 99827

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ALASKA DOT/PF SE REGION
DESIGN

95a See Comment Response R05.

2013_08_12 **96EA** - P Katzeek

August 9, 2013

JIm Scholl
Alaska Dep Of Trans
Box 112506
Juneau, AK 99811-2506

Dear Sir,

I am pleased to learn that the Haines Highway Mile 4.5 to 25 is at last scheduled to be upgraded and made more safe. Recent years has brought increased Cycle Traffic to where it has become hazardous both to the
96a Cyclist and Motor Traffic being exposed to injury & loss. I strongly support this project and feel that if I do not express my support I am guilty in a small way for harm coming to others.

Sincerely.

Pete Katzeek
P.O.Box 335
HAINES,Ak 99827

RECEIVED
AUG 12 2013
ALASKA DOT/PF SE REGION
DESIGN

96-1

96a See Comment Response R05.

96-2

2013_08_12 **97EA** - P Schreckhise

August 9, 2013

JIm Scholl
Alaska Dep Of Trans
Box 112506
Juneau, AK 99811-2506

Dear Sir,

I am pleased to learn that the Haines Highway Mile 4.5 to 25 is at last scheduled to be upgraded and made more safe. Recent years has brought increased Cycle Traffic to where it has become hazardous both to the Cyclist and Motor Traffic being exposed to injury & loss. I strongly support this project and feel that if I do not express my support I am guilty in a small way for harm coming to others.

97a

Sincerely.

Phyllis Schneckhise

Phyllis Schneckhise
P.O Box 1729
Haines ,AK 99827

97a See Comment Response R05.

2013_08_12 **98EA** - R Hinkle

August 9, 2013

JIm Scholl
Alaska Dep Of Trans
Box 112506
Juneau, AK 99811-2506

Dear Sir,

I am pleased to learn that the Haines Highway Mile 4.5 to 25 is at last scheduled to be upgraded and made more safe. Recent years has brought increased Cycle Traffic to where it has become hazardous both to the Cyclist and Motor Traffic being exposed to injury & loss. I strongly support this project and feel that if I do not express my support I am guilty in a small way for harm coming to others.

98a

Sincerely.

Rebecca M. Hinkle
Rebecca Hinkle

P.O. Box 707
Haines, Ak 99827

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AUG 12 2013
ALASKA DOT/PF SE REGION
DESIGN

98-1

Response to Comments

98a See Comment Response R05.

98-2

Swinton
PO Box 1371
Haines, AK. 99827

2013_08_12 **99EA**- R Swinton

RECEIVED
AUG 12 2013
ALASKA DOT/PF SE REGION
DESIGN

Mr. Jim Scholl
DOT & PF
P.O. Box 112506
Juneau, AK 99811-2506

99-1

99a

Dear Mr. Scholl:

I am a resident of Haines. Alaska I am supportive of the planned Haines Highway improvements. The proposed safety improvements are needed for those of us that travel the road on a regular basis.

Additional Comments:

Signature:

Printed Name: Ralph Swinton

P.O. Box 1371

Haines, Alaska 99827

99-2

99a See Comment Response R05.

2013_08_13 **100EA** - T Katzeek

August 9, 2013

JIm Scholl
Alaska Dep Of Trans
Box 112506
Juneau, AK 99811-2506

Dear Sir,

I am pleased to learn that the Haines Highway Mile 4.5 to 25 is at last scheduled to be upgraded and made more safe. Recent years has brought increased Cycle Traffic to where it has become hazardous both to the Cyclist and Motor Traffic being exposed to injury & loss. I strongly support this project and feel that if I do not express my support I am guilty in a small way for harm coming to others.

100a

Sincerely.

Timi Katzeek
P.O.Box 335
HAINES,Ak 99827

RECEIVED
AUG 12 2013
ALASKA DOT/PF SE REGION
DESIGN

100a See Comment Response R05.

Brenda Jones
PO Box 51
Haines, AK 99827

2013_08_12 **101EA** - B Jones

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AUG 12 2013
ALASKA DOT/PF SE REGION
DESIGN

Mr. Jim Scholl
DOT & PF
P.O. Box 112506
Juneau, AK 99811-2506

Dear Mr. Scholl:

101a I am a resident of Haines, Alaska. I am supportive of the planned Haines Highway improvements. The proposed safety improvements are needed for those of us that travel the road on a regular basis.

Additional Comments: This will also improve safety for the bus and drivers during student pick up.

Signature: Brenda Jones

Printed Name: Brenda Jones

P.O. Box 51

Haines, Alaska 99827

101a See Comment Response R05.

2013 08 09 **102EA** - B Ryan Request Comment period ext

Takshanuk Watershed Council
P.O. Box 1029, Haines, AK 99827
(907)-766-3542

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

Hello Jim:

It was good to see you and your team Monday, the Haines crowd was lively as usual. As you know Takshanuk Watershed Council (TWC) has been participating as a member of the Interdisciplinary Team for this Haines Highway Upgrade for several years. Due to this TWC is more familiar with this project than most members of the public and will be able to submit comments by the August 15 deadline. However, TWC would like to add its name to the other organizations requesting a delay of the comment deadline.

102a

TWC supports upgrading the Haines Highway, the shoulders are too narrow and some curves should be reconfigured to make for a safer road. But as was pointed out Monday evening, there are many other values important to residents besides an efficient travel corridor. If TWC must comment on this project as proposed in the EA, we would likely have to conclude that there are going to be significant impacts to the fish and wildlife resources of the Chilkat Valley caused by this proposal.

102b

With more time to consider this project TWC would be able to work with DOT in finding ways to avoid some impacts and mitigate against the unavoidable impacts. There are a number of restoration opportunities that should be considered that would specifically enhance salmon spawning and rearing habitat. As proposed there is too much loss for too little gain. We would like to continue working with DOT to improve the fish and wildlife values in the Chilkat Valley, more time to review this project would help us reach that goal. Thank you for considering this request.

Sincerely

Brad Ryan
Executive Director
Takshanuk Watershed Council.

102a See Comment Response Number R01.

102b See Comment Response Number R30 and R89.

2013_08_09_**102EA** - B_Ryan_Request_Comment_period_ext

Dirks, Kristin L (DOT)

From: Brad Ryan [brad.ryan@takshanuk.org]
Sent: Friday, August 09, 2013 7:22 PM
To: haineshighway@alaska.gov
Subject: Request for Comment period extension
Attachments: Haines_Highway_request_Delay.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Jim

Please accept the attached request for an extension on the comment period.

Thank you

Brad Ryan
Executive Director
Takshanuk Watershed Council
(907) 314-0477
www.takshanuk.org

Takshanuk Watershed Council
P.O. Box 1029, Haines, AK 99827
(907)-766-3542

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

Hello Jim:

It was good to see you and your team Monday, the Haines crowd was lively as usual. As you know Takshanuk Watershed Council (TWC) has been participating as a member of the Interdisciplinary Team for this Haines Highway Upgrade for several years. Due to this TWC is more familiar with this project than most members of the public and will be able to submit comments by the August 15 deadline. However, TWC would like to add its name to the other organizations requesting a delay of the comment deadline.

102a

TWC supports upgrading the Haines Highway, the shoulders are too narrow and some curves should be reconfigured to make for a safer road. But as was pointed out Monday evening, there are many other values important to residents besides an efficient travel corridor. If TWC must comment on this project as proposed in the EA, we would likely have to conclude that there are going to be significant impacts to the fish and wildlife resources of the Chilkat Valley caused by this proposal.

102b

With more time to consider this project TWC would be able to work with DOT in finding ways to avoid some impacts and mitigate against the unavoidable impacts. There are a number of restoration opportunities that should be considered that would specifically enhance salmon spawning and rearing habitat. As proposed there is too much loss for too little gain. We would like to continue working with DOT to improve the fish and wildlife values in the Chilkat Valley, more time to review this project would help us reach that goal. Thank you for considering this request.

Sincerely

Brad Ryan
Executive Director
Takshanuk Watershed Council.

102a See Comment Response R01.

102b See Comment Response R89.

2013_08_09_**103EA** - C_Downer_YES

Dirks, Kristin L (DOT)

From: Chris Downer [Chris-Downer@live.com]
Sent: Friday, August 09, 2013 6:24 PM
To: haineshighway@alaska.gov
Subject: YES to the highway

Follow Up Flag: Follow up
Flag Status: Flagged

103a I vote yes on the Haines highway project.

Chris Downer

Mobile/text (907)-314-0762
Email: Chris-Downer@live.com

103a See Comment Response R05.

2013_08_09_**104EA** - D_Downer

Dirks, Kristin L (DOT)

From: Dwight [Dwight@SkyFile.com]
Sent: Friday, August 09, 2013 9:39 PM
To: HainesHighway@alaska.gov
Subject: haines highway rebuild

Follow Up Flag: Follow up
Flag Status: Flagged

Jim Scholl,

104a I am writing to you from the wheelhouse of a power troller off of Cape Cross. I am a 22 year resident of Haines. I strongly support the rebuilding of the Haines highway to heavy industrial standards. The Haines Borough needs the economic opportunity that a heavy haul highway would provide.

Thankyou.

Dwight Downer
F/V Bavaria
PO box 1045
Haines Ak

104a See Comment Response R05.

2013_08_09_**105EA** - M_Aronson

Lepley, Lesley

From: Melissa Aronson <aronson@aptalaska.net>
Sent: Friday, August 09, 2013 1:08 PM
To: HainesHighway@alaska.gov
Cc: Melissa Aronson
Subject: Haines Highway comment

Follow Up Flag: Follow up
Flag Status: Flagged

To: Jim Scholl- Environmental Coordinator DOT&PFP.O.

Box 112506

Juneau, AK 99811-2506

Fr: Melissa Aronson

PO Box 616

Haines AK 99827

aronson@aptalaska.net

(907)766-2185

Dear Jim:

105a I am writing with concerns about the proposed work on the Haines Highway from mile 3.5 to 25.3. I encourage DOT to NOT widen and straighten the road or to very greatly reduce the scope of the project.

105b This is a designated Highway National Scenic Byway. The proposed construction would seriously impact that designation. Scenic highways shouldn't have large, fast moving trucks on them. People drive Scenic Byways to enjoy the views and the wildlife, not to dodge large trucks. The two uses are incompatible and will provide a dangerous situation for tourists and local residents. The Haines Highway is scenic in the late fall with the gathering of the eagles, in the winter with the beautiful landscapes, in the spring as the trees bud out, in the summer with all of the natural beauty, and in the early fall with the beautiful changing colors of the leaves. I've driven the highway in all those seasons and can't imagine having to pay attention to speeding trucks and other

105c traffic. Faster moving traffic will be dangerous. People will die in accidents.

Cutting nesting and roosting trees for the eagles will negatively affect their feeding and breeding. Eagles have only recently been removed from the Endangered Species list; destroying this important part of their habitat is a giant move backwards for our national symbol. Up to 98% of the eagles congregate on Council Grounds between October and January. Cottonwood trees between

105d miles 19 and 22 are critical eagle roosting trees. There is no analysis of location or number of trees that would be cut along the road corridor.

The filling along the river has the potential to damage fish spawning areas and habitat. The Chilkat River is an important source of fish for subsistence, sport fishing, and commercial fishing. Many people, both Native and non-Native rely on the fish from the river for their diets and income. Shouldn't we protect economically sustainable resources like fish? At the very least, DOT should

105e supplement the EA or do a more thorough Environmental Impact Study (EIS) with information on eagle roosting trees and effectiveness of salmon habitat mitigation.

105f Why is the road being proposed to be widened and straightened? The answer is to promote mining in the area. Therefore, one can easily conclude that this expensive project is a form of corporate welfare. Tourists are put at risk, eagles are put at risk, a designated National Scenic Byway is put at risk. All to provide corporate welfare for a mining company that isn't even U.S. owned.

Our generation understands the impacts of our actions better than past generations. It is our responsibility to care for the Earth and protect it for future generations. We don't want to have to apologize to future generations for our poor decisions. Please, do NOT widen or straighten the beautiful and ecologically important Haines Highway.

1

105-1

Comment Responses

105a See Comment Response R07.

105b See Comment Response R09.

105c See Comment Response R08.

105d See Comment Response R11.

105e See Comment Response R02a and R02b.

105f See Comment Response R05.

105-2

Sincerely,

Dr. Melissa Aronson

Professor Emerita

2013_08_09_**106EA**- R_Josephson

Dirks, Kristin L (DOT)

From: Roy josephson [roy.josephson@gmail.com]
Sent: Friday, August 09, 2013 7:39 PM
To: HainesHighway@alaska.gov
Subject: Haines highway improvements

Follow Up Flag: Follow up
Flag Status: Flagged

106a I am a resident of Haines, Alaska. I am in support of the planned Haines Highway improvements. These improvements will help make the highway safer to travel. It will also improve the highway for transporting logs and other products into and out of Haines in a safe manner, which is important to our economy.

Roy

Roy Josephson
P.O. Box 51
Haines, Alaska 99827

106a See Comment Response R05.

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Saturday, August 10, 2013 9:35 PM
To: Gary E Hess; DOT SER HainesHighway
Subject: RE: Haines Highway Project

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for your support, Mr. Hess.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

-----Original Message-----
From: Gary E Hess [mailto:gdhess@aptalaska.net]
Sent: Saturday, August 10, 2013 6:38 AM
To: DOT SER HainesHighway
Subject: Haines Highway Project

I left the info meeting early due to the spiel from the far left & am taking this opportunity to render my support for the project. The objections over Eagle nests are emotional rather than factual. Eagles will build their nests close to highway when the highway runs close to the river. There a nests close to the highway now & the traffic noise doesn't bother. Case in point are the roosting trees at the pullouts at 22 mile & the nest at 19 mile.
Also there is the safety factor involved in the improvements to the highway. Due to the sharp curves in the present road when there is heavy traffic due to ferry passengers there are few areas to pass causing people to pass at unsafe places. Due to being a scenic highway & a beautiful drive some people like to drive slow or pull over to enjoy the view causing a traffic hazard. Improvements would eliminate much of this!
There are multiple other reasons to support the highway improvement
107a but I won't go into them right now but simply state that I ardently support the Haines Highway Project! Thank You, Gary E. Hess

107a See Comment Response R05.

2013_08_10_**108EA** - S_Resnick

Lepley, Lesley

From: Scholl, James W (DOT) <jim.scholl@alaska.gov>
Sent: Saturday, August 10, 2013 9:59 PM
To: Sharon Resnick; DOT SER HainesHighway; Alex.Viteri@dot.gov
Subject: RE: Haines Highway

Follow Up Flag: Follow up
Flag Status: Flagged

We have received your comments, Ms. Resnick. Thank you for your interest in the project.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

-----Original Message-----
From: Sharon Resnick [mailto:sharonresnick@yahoo.com]
Sent: Saturday, August 10, 2013 11:46 AM
To: DOT SER HainesHighway; Scholl, James W (DOT); Alex.Viteri@dot.gov
Subject: Haines Highway

108a I am opposed to DOT's plans to "improve" the Haines Highway between Milepost 3.5 to 25.3. I believe that it is a waste of money that would be better used to improve infrastructure elsewhere. At a time when we hear continuous forewarnings about our state's and country's financial ruin, I believe it's important to select projects with a keen eye toward where the money is most needed and will do the most good.

The Haines Highway is a safe, low-use road that is in good shape and allows vehicles to easily cruise at a reasonable and fuel-efficient speed of 55 mph. Not only does the highway run through a beautiful area with a world-wide recognition for its large population of bald eagles in the Alaska Chilkat Bald Eagle Preserve, but it also transects numerous salmon
108b rearing waters. With fish declining all over the world, it seems imperative that we do nothing to endanger the fish that are still here.

In addition to being a home for eagles and salmon, the current road also offers many viewpoints with gorgeous vistas. It
108c seems counterintuitive to increase the highway's footprint into the eagle and salmon habitat that played a part in qualifying it as the Haines Highway National Scenic Byway.

Sincerely,

108a See Comment Response R06.

108b See Comment Response R30.

108c See Comment Response R09.

Sharon Resnick
Box 771
Haines, AK 99827
907-766-2207

P.S. Please let me know that you received my comments.

2013_08_11_**109EA** -
R_Jackson_EIS_comments

To: Jim Sholl, DOT

Hi Jim. Here are some comments of mine on the Haines Highway rework, mile 4 to 25.

In reviewing the alignment changes proposed I have several comments and questions:

109a Haines 4: This entire area of the Yendistucky historic village should be carefully designed and evaluated as it has so much historical significance.

109b Haines 5,8: Why does this deviate from the existing? There seems to be no reason to change the road location.

109c Haines 20-21, 26: Same question. This is in the heart of the eagle preserve viewing and to create a significant clearing swath seems out of place. There are many places where the road stays on the original footprint, but in this area you have made the most significant deviations.

109d I feel it is important to keep the road in the original footprint as much as possible. It is a low volume road and does not need such a corridor width. The addition of bike lanes is fine.

109e In doing the design for this, consider that there is no speed enforcement in this valley. (Yes we have laws and an occasional trooper but not a realistic deterrent to speeding) You have a chance to regulate speed through your alignment choices and I would suggest you evaluate the design with that in mind. Things like adding some curvature in straight sections or keeping existing curves that would make drivers slow down to the 55mph design speed. Alignment is the only factor you have to influence speeds on this road area. I would like to see an alternative designed that purposely controls speed to the desired design speed by creating curvature where needed, except where it adversely affects eagle habitat.

109f During the winter in the 19-22 mile area it is very important to regulate speeds as there are many visitors watching the eagles, photographing, and walking about the area.

109g The entire section in the preserve needs to be designed to avoid impacts to eagles. An accurate assessment of all these impacts should be detailed in the EIS. Relocating the road as you have proposed will remove a lot of important cottonwood roosting trees and this should be avoided and at least displayed clearly to impacts of alternative designs can be evaluated.

109h For any anadromous stream crossing, use this opportunity to enhance salmon spawning and migration by adding projects coordinated with the local watershed council.

Ron Jackson
907-766-3703

Comment Responses

109a The design of the highway has been carefully coordinated to avoid and minimize impacts to cultural resources in the project area.

109b See Comment Response R03.

109c See Comment Response R13.

109d See Comment Response R04.

109e See Comment Response R08.

109f See Comment Response R12.

109g See Comment Response R11, R12, and R13.

109h 28 culverts which currently fragment fish habitat will be replaced with fish passage culverts.

2013_08_11_**110EA** - S_Horton

Response to Comments

Dirks, Kristin L (DOT)

From: Shane Horton [sdhorton@aptalaska.net]
Sent: Monday, August 12, 2013 8:41 PM
To: HainesHighway@alaska.gov
Subject: FW: highway improvement project

Follow Up Flag: Follow up
Flag Status: Flagged

From: Shane Horton [mailto:sdhorton@aptalaska.net]
Sent: Sunday, August 11, 2013 7:42 PM
To: 'haineshighway@alaska.gov'
Cc: 'jcozzi@haines.ak.us'
Subject: highway improvement project

110a I am fully in favor of the current project to improve the Haines Highway from 25 mile to town. I have some special circumstances that give me some insight into the road. I work for the Alaska state highway department and this section is the snowplow route that I am responsible for.

110a See Comment Response R05.

The section being discussed is old, worn out and dangerous. The sight lines on curves are insufficient. The shoulders are nonexistent. The guard rails are substandard and the road way itself is failing in many areas.

Wells bridge is narrow and the approaches are extremely rough. It is basically a one way bridge when we cross with a snow plow.

This is a designated scenic highway and yet is unsafe to drive on. Pullouts have poor sightlines and egress onto the road is dangerous.

There are several very active slide zones for both land/mud slides and snow slides. These present a very real hazard, there have been vehicles trapped in them and they present a very real threat to safety. They close down the highway for several hours or at times days at a time and as this is the only route to town and medical attention this is unacceptable.

We should be building a road to service the Haines area for the next fifty years, not the last fifty years. The bridge, the shoulders, the guard rails and so on need to be designed and constructed to handle the heavier traffic that may include mine trucks, freight trucks, large tour busses, motor homes and passenger cars. A failure to build now and to build to a higher standard would be extremely foolish and would end up costing a lot more money in the long run as well as endangering the motoring public every day.

Shane Horton

100-1

100-2

2013_08_12_**111EA** - B_Schulze

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Monday, August 12, 2013 9:49 AM
To: brad schulze; DOT SER HainesHighway
Cc: jcozzi@haines.ak.us
Subject: RE: haines highway project

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for your support, Mr. Schultze.

You mention the primary purpose of the project. Actually, the primary purpose of the project is to address highway and recreational deficiencies and to reduce maintenance of the debris flow areas at MP 19 and MP 23. All of the mining activities in the area and the Yukon are speculative at this time and may or may not go into production in the future. The Haines Highway MP 3.5 to 25.3 project has sufficient need whether or not any mining (or pipeline) project goes into production.

Thanks again,

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: brad schulze [mailto:schlzbrd@yahoo.com]
Sent: Monday, August 12, 2013 9:05 AM
To: DOT SER HainesHighway
Cc: jcozzi@haines.ak.us
Subject: haines highway project

To whom it may concern,

111a I am writing in support of the Haines highway improvement project. I'm a full time resident living at 34 mi. and drive this road to work nearly every day. I am intimately familiar with every twist, turn, bump, lump, dip, and frost heave to be encountered while negotiating the older sections of the highway. While I would like to see these maintenance and design issues resolved by a widening and re-alignment for my own personal comfort, the most important reasons for the re-alignment are for the sake of safety and economics.

There are sections of the old highway that are downright unsafe; I'm sure that the multitude of surveys that have been performed along this route would have made these issues self evident, and in icy conditions these irregularities can cause a loss of control. Wildlife is another safety issue; with the narrow or no shoulders,

winding turns, and the brush too close to the road, there is less reaction time to animals in ,or running onto the road. The opposition is using a concern for eagle safety as their primary reason for trying to halt this project. I can't imagine that a wider corridor with better visibility for all parties concerned would not also be a benefit to the eagles. I really don't believe that the proximity of the road to any "roosting trees" has any effect on the birds because I can tell by the placid look on their faces as I drive by that they really don't care. In fact a wider corridor through eagle viewing area would be much safer for the motorists and the idiot photographers who stand in the road instead of utilizing the nice big pullouts that were put there for their use.

It's my understanding that the primary motivation behind this project has been that it would make this highway more user friendly for badly needed economically stimulating projects like a pipeline supply route or a mine. Any such attempt at economic development would also be ardently opposed by this same very vocal minority who seem to have nothing better to do than make sure Haines turns into a ghost town fit for nothing to live in but fuzzy little animals and hippies.(well, same thing)

Please understand that the silent majority is silent not because they agree with the squeaky wheels or because they don't care. They are silent because they are busy trying to scratch out a living in this dying town and don't have resources that the big-money-backed conservation groups have.

Thank you,
Brad Schulze
767-5430

111a See Comment Response R05.

2013_08_12_**112EA** - C_Jimenez_support

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Monday, August 12, 2013 2:33 PM
To: Carlos Jimenez; DOT SER HainesHighway
Cc: Julie Cozzi
Subject: RE: support for Haines Highway Project

Follow Up Flag: Follow up
Flag Status: Completed

Thanks for your support.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Carlos Jimenez [mailto:carlitojimenez@gmail.com]
Sent: Monday, August 12, 2013 12:15 PM
To: DOT SER HainesHighway
Cc: Julie Cozzi
Subject: support for Haines Highway Project

To Whom it May Conern,

112a I am writing to you today in support of the Haines Highway Project.
Haines is the town that I have chosen to live and raise my family. We use the Highway to access recreational areas north of the town site, to travel to Whitehorse and other northern towns, skiing and hiking, berry picking, fishing, hunting, biking/jogging, and many other things. In the 6.5 years that I have lived full time in Haines I have also experienced countless close calls with wildlife and human traffic, both while I was commuting to work up the highway, or biking and being run off the road by an RV. Not only does this highway provide access to all of the wonderful things our community has to offer, but of equal importance it is possible to make this a much safer route for the countless annual visitors and the safe transport of trucked commodities that come to our town and our port. I urge the State to continue with their plan for Haines Highway improvements, and I for one appreciate the opportunity to support such work.

Thank You,

Carlos Jimenez
P.O. Box 962
Haines, AK 99827

112-1

112-2

112a See Comment Response R05.

Stickler

99827- 1325

USA 33

2013_08_12 **113EA** - C Stickler

RECEIVED
AUG 12 2013
ALASKA DOT/PF SE REGION
DESIGN

Mr. Jim Scholl
DOT & PF
P.O. Box 112506
Juneau, AK 99811-2506

113-1

Dear Mr. Scholl:

113a I am a resident of Haines, Alaska. I am supportive of the planned Haines Highway improvements. The proposed safety improvements are needed for those of us that travel the road on a regular basis.

Additional Comments: We are in need of more pull outs, wider shoulders for bicycles and pedestrians & passing lanes. Haines Hwy is dangerous.

Signature: Cheryl Stickler

Printed Name: Cheryl Stickler

P.O. Box 1325

Haines, Alaska 99827

113-2

113a See Comment Response R05.

2013_08_12_**114EA**-
G_Martin_HNS_Hwy_(Airport_to_Bluffs)

Dirks, Kristin L (DOT)

2221 Cook Ave
Port Townsend, WA 98368
(360) 385-7975

From: Glen Martin [glen.m@aptalaska.com]
Sent: Monday, August 12, 2013 5:43 AM
To: 'haineshighway@alaska.gov'
Subject: Haines Highway Improvements Milepost 3.5 to 25.3 (Airport to Bluffs)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear DOT,

The project is needed to address:
1. Highway curves:
a. 85% of the curves are below minimum curve length and 25% are below minimum curve radius for a 55 mph roadway, and
b. 85% of the corridor is a no passing zone.
2. Highway shoulders currently do not currently provide:
a. a recovery area for vehicles that leave the driving lane,
b. for emergency storage of disabled vehicles,
c. a safe width for pedestrian and bicycle use,
d. for snow management and storage, and
e. for maintenance vehicle space to work safely outside of the driving lanes.
3. Highway pavement has exceeded its 20-year design life and is showing signs of substantial wear.
4. Driveways entering the highway do not have minimum sight distance for a 55 mph design speed.
5. The Chilkat River (Wells) Bridge is deficient because:
a. it was built in 1958, has exceeded its 50-year design life, and is showing signs of deterioration,
b. it is 24 feet wide and does not match the 28-foot wide highway pavement
c. it does not meet the 55 mph design speed standard,
d. there are no shoulders for disabled vehicles or for pedestrian and bicycle use, and
e. it does not meet current seismic standards and places the bridge at increased risk of collapse during a seismic event.
6. Debris flow near MP 19 and 23 cause erosion and damage to the roadway, highway closures, and frequent maintenance to clear deposits, with depths of up to 20 feet.
7. The Haines Highway between MP 3.5 and 25.3 has deficiencies for recreational users, including vehicles, bicyclists, and pedestrians:
a. Many vehicle turnouts do not meet sight distance or intersection criteria,
b. There is inadequate parking for the Mount Ripinski Trail, and
c. Pedestrians and bicyclists share the highway with vehicles—the 12-foot traffic lanes and 2-foot shoulders are not designed for pedestrian and bicycle use.

I have used this highway and have concerns about its existing condition. This highway receives significant use by local residents, tourism, commercial traffic, and Canadian's and for public safety needs to be improved.
114a Please make this project a priority for your highway improvement funds.

Thank you,

Glen

Glen D. Martin

114-1

114-2

114a See Comment Response R05.

2013_08_12_**115EA**- H_Robichaud

Lepley, Lesley

From: Heidi Robichaud <scrimqueen@gmail.com>
Sent: Monday, August 12, 2013 2:26 PM
To: HainesHighway@alaska.gov
Subject: Haines Highway proposed project

Follow Up Flag: Follow up
Flag Status: Flagged

To Jim Scholl, Environmental Coordinator, DOT and PF,

With regards to DOTs proposed "improvements" to the Haines Highway, I have the following comments and concerns and these are the same as those expressed by retired legislators Bill Thomas and Peter Goll as well as Lynn Canal Conservation.

115a 1. Safety concerns must be addressed in a responsible manner.
115b 2. Cultural and burial sites should be respected and protected.
115c 3. Fisheries habitat damaged in past projects must be repaired.
4. New damage to fish passage must not occur.
115d 5. Habitats required for the eagle gathering should be respected.
115e 6. Eagle trees important to the tourism industry should be protected. It is understood that the trees on the river side of the highway promote safety as they discourage birds from swooping down low over the road causing accidents.
115f 7. Parking areas and speed limits should ensure safety in the Preserve.
115g 8. Guardrails should be improved and strengthened.
9. Conflicts in the community should be avoided in order to promote this project successfully and retain community harmony.
115h 10. Fish wheels need to be retained.

115i I request that DOT provide a range of alternatives with a smaller footprint in essential eagle and salmon habitat and to
115j supplement the EA or do a more thorough Environmental Impact Study (EIS) with information on eagle roosting trees and effectiveness of salmon habitat mitigation.

115k I support the use of engineered logjams rather than riprap. I
115l support keeping the roadbed in current location between miles 19 and 22 and not cutting down any eagle roosting trees in this
115m critical habitat area. There is no "need" to increase the road footprint into salmon and eagle habitat. The EA states the Haines Highway is a low volume road with a low accident

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115-1

Comment Responses

115a See Comment Response R07.

115b See Comment Response R24.

115c See Comment Response R34.

115d See Comment Response R10.

115e See Comment Response R13.

115f See Comment Response R12.

115g See Comment Response R05.

115h See Comment Response R35.

115i,m See Comment Response R07.

115j See Comment Response R02a and R02b.

115k See Comment Response R33.

115l See Comment Response R13.

115-2

115n **rate. A faster, less scenic road would be at odds with Haines Highway National Scenic Byway designation and compromise**

115o **the values for which the Preserve was established. This highway is special and merits a variance from the straight road/55 mph speed specifications so that the best job possible can be done for fish and wildlife habitat, for residents, for tourists, for photographers, for local businesses like rafters, and for safety.**

Thank you for your consideration,

Heidi Robichaud, 35 yr resident SE Alaska and 8 year resident in Haines

115n See Comment Response R09.

115o See Comment Response R07.

2013_08_12_**116EA** - J_Horton

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Monday, August 12, 2013 9:12 AM
To: eaglesnest@aptalaska.net; DOT SER HainesHighway
Cc: jcozzi@haines.ak.us
Subject: RE: Haines Road Project

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for your support, Ms. Horton.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Eagles Nest Motel [mailto:eaglesnest@aptalaska.net]
Sent: Monday, August 12, 2013 7:52 AM
To: DOT SER HainesHighway
Cc: jcozzi@haines.ak.us
Subject: Haines Road Project

To Whom It May Concern:

116a I am a Haines resident and I am in full support of the current project to improve the Haines Highway from 25 mile to town.

The sections of road in this in this project have become outdated and as a result have many dangerous elements. Most of the road is a non-passing zone due to many curves without the proper sight lines. Some curves don't even have the minimum curve radius. Shoulders are non existent in many spots, no adequate turnouts and lack of space on the shoulder for even a broke down vehicle to pull over add to the need for replacement and updating.

Wells Bridge needs replacement due to rough approaches on both ends, and significantly narrow lanes. When it was built over 50 years ago it probably matched the road, now it doesn't.

Each year there are slides at the area between 19 and 23 mile, closing the road for hours to days depending on the severity of the slide. Travelers are at the very least delayed during these times either stuck on the upside of the slide or on the town side. There have been times when vehicles have been trapped in the muck, so far no injuries have occurred.

Recreational access points are very limited in number and adequate space for pulling onto. The area receives a lot of use from locals as well as out of towners, we promote this as a great fishing and hiking area yet we don't have safe

access to much of it. People will instead park along white line just barely off the driving lane and go recreate anyway, especially dangerous in the early winter when we have many eagle watchers and the road is narrowed to do snowfall.

This project would improve the road system to be allow for more commerce whether it be tour buses, additional passenger vehicles or mining and freight trucks, we need this for our economy to survive.

Sincerely,

Janis Horton
jmhorton@aptalaska.net
PO Box 250
Haines, AK 99827

116a See Comment Response R05.

2013_08_12_**117EA** - J_Kitayama_comments_to_consider

Lepley, Lesley

From: Jeanne Kitayama <jeannek@aptalaska.net>
Sent: Monday, August 12, 2013 5:34 PM
To: HainesHighway@alaska.gov
Subject: comments to consider...

Follow Up Flag: Follow up
Flag Status: Flagged

I am concerned that the environmental assessment for the Haines Highway project does not consider critical habitat for the eagles in the Council Grounds at 18 Mile. This is a world renowned gathering of bald eagles, and ranges into the highway project area. In addition to environmental concerns, local, state, and national governments encouraging economic development should have concerns about disturbing the Haines Bald Eagle Festival that centers around the eagles in the preserve.

I am asking that DOT do the following:

117a • provide a range of alternatives with a smaller footprint in essential eagle and salmon habitat.

117b • supplement the EA or do a more thorough Environmental Impact Study (EIS) with information on eagle roosting trees and effectiveness of salmon habitat mitigation.

117c • Support use of engineered logjams - successfully used in Klukwan – rather than riprap, which makes poor salmon habitat.

117d • Keep roadbed in current location between miles 19 and 22 and don't cut down any eagle roosting trees in this critical habitat area.

117e • Consider that there is no "need" to increase the road footprint into salmon and eagle habitat.

117f • Consider that a faster, less scenic road would be at odds with Haines Highway National Scenic Byway designation and compromise the values for which the Preserve was established.

Thank you for considering these comments seriously.

Sincerely,
Jeanne Kitayama
PO Box 911
Haines, AK 99827

1

117-1

Responses to Comments

117a,e See Comment Response R07.

117b See Comment Response R02a and b, R11and R34.

117c See Comment Response R33.

117d See Comment Response R13.

117f See Comment Response R09.

117-2

2013_08_12_**118EA** - J_Knudsen

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Monday, August 12, 2013 8:22 AM
To: Jamie Knudsen; DOT SER HainesHighway
Cc: Haines Borough - Clerk
Subject: RE: Haines Highway

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for your support.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Jamie Knudsen [mailto:jamiemknudsen@gmail.com]
Sent: Monday, August 12, 2013 12:11 AM
To: DOT SER HainesHighway
Cc: Haines Borough - Clerk
Subject: Haines Highway

Dear Sirs,

118a I am writing in support of the Haines Highway Upgrade Project from 3.5 mile to 25.3. The Haines highway is a bloodline for southeast Alaska and the Haines economy. My family owns property at 26 mile Haines Highway and use the road and bridges to access our property year round. The only way for us to access our property, which is used by four generations, is to cross both bridges along the Haines Highway. I am in full support of doing whatever it takes to make the roads and bridges safer and up to the current standards. The highway is used by motor vehicles, bicycles, joggers, dog walkers, photographers, fishermen, and wild animals. The sight distance is very low which makes it dangerous to travel any time of the day and with very few places to pull over for emergencies, sight seeing, and recreational use. Twice a family member has had to been transported to Haines clinic by ambulance and they had to pull over to get an IV in because the road was so bumpy. We rely on the Haines EMT and Fire Department and Klehini Fire Department to respond to medial and fire emergencies. If these services and response times are slowed down because of the condition of the highway, it creates concern for everyone who resides along the Haines Highway.

The Haines highway is a bloodline that links Southeast with the national highways and links Southeast to the Interior. If the highway doesn't get improved, we will loose our travelers who use it year-round and Haines' economy will only get worse. As a permanent year-round resident of Haines for the past 25 years, I have three children and make my living here. The economy of Haines is very important to my family's survival.

Jamie M. Knudsen, resident of Haines and the Chilkat Valley for 25 years

PO Box 1305

Haines, AK 99827
907-766-3011 | 907-303-3008

118a See Comment Response R05.

2013_08_12_**119EA** - K_Menke

Sent: Monday, August 12, 2013 10:51 AM
To: Viteri, Alex (FHWA)
Subject: Comments Haines Highway Planned Improvements

To James Scholl, Haines Highway, Alex Viteri SE region engineer, and to others Whom it May Concern: (Local, State, & Federal Officials, Organizations, & Individuals):

The Haines Highway/Chilkat River/Klehini River corridor is an area that merits strong consideration for a variance from the "straight road/55 mph" standard that is currently under consideration. A variance from the "straight road/55 mph" standard is necessary to reduce the amount of wetlands disturbance and fill and river fill and rip-rap rom the massive number of acres currently being proposed. Faster speeds on this highway do not equate with "safety". In fact, faster posted speeds will likely lead to less safety.

This corridor is an area with many subsistence fishing holes, including at 4, 6, 7, 12, 13, 14, and 21 mile. Side channels are important rearing grounds for coho and other fish fry. Swans also use the side channels along 13-mile and the ponds at 10-mile, sometimes nesting and rearing young in those areas. Filling these side channels and wetlands would have significant negative impact on fish and wildlife resources and the people who use them.

The scenic beauty and the fish and wildlife resources along this corridor are important. People, both residents and travelers in private vehicles, frequently slow down, stop, and where opportunity provides, pull-over to look, fish, photograph. The area is a frequent destination for Canadian travelers. A faster speed limit goal is in conflict with these higher priority activities along this highway route. This is a highway where leaving some curves, living with a slower posted speed limit, and providing many opportunities for private vehicles to pull over and stop equate better to safety than a "straight/55 mph" road standard.

The rivers (Chilkat/Klehini) which this highway borders are home to five runs of wild salmon, to an important hooligan (eulachon) run, to Dolly Varden, and occasional steelhead. The side streams and wetlands are important to the health of these wild fish stocks. This area is also an important wildlife corridor. Moose regularly use the wetlands, willow, and alder areas at 13-mile and elsewhere. Dippers nest in these areas. Wildlife small and large, winged and four-legged, inhabit these areas. Thousands of bald eagles congregate here in the autumn. Their resting and nesting trees must be maintained and their fish habitat must be maintained.

Beyond bald eagles, this corridor is a significant bird migration corridor in spring and autumn. Species using the wetlands in the corridor include swans, snow geese, and several other species of geese and ducks and shorebirds. The amount of wetlands being filled must be kept to a minimum for these migrators as well as for the fish, bird, and other wildlife species who make their homes here. Some private residences are quite close to the existing highway and also merit special consideration, for example Margaret Piggot's home is located on the bluff at 8-mile.

There is plenty of time between now and next summer to make changes to the current plan and to begin this project in a more thoughtful way. A "straight road/55 mph speed limit" standard is inappropriate for this corridor. The Haines Highway/Chilkat River is a destination, not merely a thorofare. It is not only a scenic byway, but also an important fish and wildlife corridor. The current plan calls for destruction of too much wetlands and fills too much of the river and takes out too many trees important as bald eagle resting sites. It fails to consider that faster speeds and straighter roads in this corridor may be less safe, not more safe. It fails to take into adequate account the values of fish, wildlife, migrating birds, local people, and travelers in private vehicles.

Safety considerations must take into account that areas along this road are inhabited, visited, and used, much more than they are now, or may ever be, just passed through like other major roadways in the state. Haines is the end of the road and a northern terminus of the Inside Passage. It is a destination, not just a means to get from one place to another. The highway improvements along this corridor must take local values into greater account than has so far been done to date.

119-1

119a I urge DOT to re-examine the standards and priorities for this project and to seek a variance from the usual "straight road/55 mph" speed limit standards to accommodate local concerns and values. It is more appropriate for this highway to have some curves, to have slower speed limits, and many places to stop and pull over. It is essential to maintain the integrity of the river and wetlands. It is important that subsistence fishing holes and places to pull over and park be maintained and enhanced.

Thank you for your consideration.

Regards,
Kathleen Menke (18-year resident Haines) PO Box 781 Haines AK 99827

119-2

119a See Comment Response R07.

2013_08_12_**120EA** - K&J_Town_Making_it_a_Safe_road

Response to Comments

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Wednesday, August 14, 2013 6:53 AM
To: Kerry and Joyce Town; DOT SER HainesHighway
Cc: jcozzi@haines.ak.us
Subject: RE: Haines Highway-Making it a Safe road for everyone

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for your support.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Kerry and Joyce Town [mailto:canalmarine@aptalaska.net]
Sent: Monday, August 12, 2013 3:26 PM
To: DOT SER HainesHighway
Subject: Haines Highway-Making it a Safe road for everyone

To whom this concerns:
I would like to comment on the achievement of a Safe and reliable road to travel. Finally !! I live out at Mosquito Lake. Own a business in town. I travel this road a lot in the winter. It has been a scary ride many of time. With moose on the
120a road, no where for people to pull off the road and take pictures safely. We look forward to the improvements and plans to go forward with this VERY NEEDED AND IMPORTANT Project. Making it safer for the animals is very important too. I'm certain this all can be accomplished. Thank you for your time.
Kerry and Joyce
Canal Marine and Oceanside RV
Haines Alaska
907-766-2437
www.oceansiderv.com
greatview@oceansiderv.com

120a See Comment Response R05.

2013_08_12_**121EA** - L_Banaszak_Needed

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Monday, August 12, 2013 8:33 AM
To: Leonard Banaszak; DOT SER HainesHighway; jcozzi@haines.ak.us
Subject: RE: Needed Haines Hwy improvements

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for your support, Mr. Banaszak.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Leonard Banaszak [mailto:lenban@aptalaska.net]
Sent: Monday, August 12, 2013 2:26 AM
To: DOT SER HainesHighway; jcozzi@haines.ak.us
Subject: Needed Haines Hwy improvements

To whom it may concern:

121a I am writing to voice my complete support for the projected highway improvements from 3.5-25 mile Haines Hwy. I have lived at 26 mile since 1983 (30 years) and have traveled the highway daily to work in the town of Haines.

Apparently, there were a larger number of people attending the open meeting who voiced objections to the road improvements than were there to support it. The vast majority of people in Haines are supportive of improving the road to make it safer and more comfortable to drive. I'm sure to most, it would therefore seem unnecessary to attend a meeting in support of something so obviously beneficial to the community. So the seeming lack of support for the improvements was not indeed a lack of support, but the obvious, self-evident fact that this road is in serious disrepair and is very much in need of upgrading.

I can understand how the preservationists would like to see the Haines Hwy continue to be a quaint, scenic, meandering road for nostalgic reasons. There also seems to be a concern on their part that an improved road would lead to increased commercial use. However, increased commercial use will be based on economics, not road quality.

We cannot continue to live in the past but have to consider the very real infrastructure and safety concerns facing those who travel the road on a daily or even occasional basis. We also have to consider the tourists and travelers that use the road throughout the year.

I know that there have been numerous and sufficient studies regarding the road improvements completed already in preparation for the work to be done. These include studying the roadbed condition, visibility, environmental and animal impact, etc. I would like to list my own personal observations from driving the road on a daily basis.

1. The roadbed itself is in extremely poor condition. Many bumps and dips have developed in the road due to deterioration of the road substrate. In the winter this is further exacerbated by the effect of frost heaves, etc. Just this last winter a truck lost an entire axle going across one of the more serious heaves in the road. There are areas in the road with such washboard conditions that an unsuspecting person could be wash-boarded right off the road if caught off-guard. There is a particularly bad area on the southbound lane on an S curve between 17-18 mile.

2. There are an extremely high number of blind curves and S curves all along the highway making it potentially dangerous by making it difficult to be aware of what might be ahead or behind a vehicle. Just last week I was on an S curve at 13 mile and an emergency vehicle suddenly appeared behind me with lights flashing going at least 60-70 mph on route to an emergency. Because of the S curve, there was not much warning of his approach for me, or warning to him that I was just ahead.

I also know a person once traveling on the road while it was snowing and just barely being missed by a snow plow traveling at them on the same side of the road. The plow only missed the vehicle because the operator had the presence of mind to lift the plow in time to go over the hood of the car. No collision! The snow plows have to travel at a fairly fast speed in order to properly move the snow off of the road and eliminating the blind curves, straightening the road and widening the shoulders would make it much safer for the maintenance crews to perform their year-round duties.

In the summer we already have quite a number of commercial vehicles on the road, many in the form of full sized passenger buses carrying tourists for various tour operations. We also have rafting companies with trucks hauling long trailers with rafts for the river trips. Certainly, a straighter smoother road would greatly increase the safety of those passengers and raft-carrying vehicles. We also have numbers of single and tandem tractor trailers hauling fuel and supplies back and forth on the highway. They would also benefit from an improved road.

Throughout the entire year, in all weather conditions, we have numbers of travelers using the Haines Hwy for access to and from the lower 48 via our Alaska Ferry System. Most of them have no idea of the many problems they will encounter on the Haines Hwy since they are used to driving on roads that have been upgraded to highway standards. It is not uncommon to even see military convoys, or motorcycle groups traveling the road to the interior. I shudder to think of a motorcycle unsuspectingly hitting one of washboard sections at highway speeds and losing control.

3. There is virtually no shoulder area along either side of the road the entire way. The recommendation that the shoulder would be expanded to 6' is an encouragement to bicyclists, joggers and walkers. The smallest shoulder of only a few inches occurs where there are guard rails on the river side of the road. There are a considerable number of both local and long distance tourist bicycle riders that travel the entire length of the road continually throughout the summer as well as bicycle tour groups that use the highway.

Over and over again throughout the years I have come across bicyclists who are squeezed between a narrow, inadequate shoulder and/or guardrail and vehicles coming from both directions at the same time. A few years ago, I passed a traveling family of 5 bicycles, 2 of which were towing wheeled child carts behind. As I approached, I saw that they were being pressed against a very inadequate shoulder to stay out of harm's way from vehicles passing in both directions at the same time. Many of the locals have expressed concern over the lack of shoulder to ride, jog or walk safely on the highway.

Along with the very narrow shoulders, there is usually a ditch or drop-off directly on the outside of the shoulders. This makes it virtually impossible to adequately pull off the road for emergencies or tire repairs, etc. There is just no place to go in most places. Imagine how someone on a bicycle would feel with no place to go except into a ditch or down a ravine if traffic crowds them over. All it would take would be a small irregularity in the road or a piece of debris or even a stone to pitch a person's bike into traffic. A 6' shoulder would do much to greatly alleviate this safety concern. All one needs to do is drive the section from 25 mile to the border to see what a great improvement this would be.

Since I travel the road all year for work, I have seen countless vehicles that have gone off the road due to ice, snow and the very dangerous black ice that we experience here in Haines on a regular basis. You can be traveling on what you think is blacktop and suddenly find yourself on black ice. With the road straightening and wider shoulders, a driver would have a much better chance of recovery in the event of a skid. I once picked up some photographers who were here for Eagle viewing. They went off the road on the 10 mile curve and ended up in 3 feet of water in sub-zero temperatures, soaked to the skin, extremely expensive cameras and telephoto lenses ruined. I turned up the heat in my vehicle and took them to the hotel where they were staying. Fortunately, they were not seriously injured even though their equipment and rented vehicle was ruined.

4. The idea that the road improvement is somehow going to interfere with the wildlife is a myth. As I travel the entire section of highway to be improved, I see all kinds of wildlife that totally ignores the fact that a vehicle is going by. I regularly see eagles hanging on trees that are closest to the road, flying right over the vehicle and generally ignoring the fact that I am driving by at all. In the peak fall eagle season, there are so many eagles hanging on the trees next to the road they look like Christmas tree ornaments. They don't even move when vehicles go by.

Even moose will often stay put as you drive by. I have seen bears just continue to eat right next to the road while cars park in a line to watch them while other cars continue to drive by.

In addition, with the poor condition of the road as it is, it is not an uncommon occurrence that moose are struck by vehicles on the highway. It would seem logical, that if the road were straightened, road bed improved, shoulders widened, foliage cleared, it would result in much fewer accidents hitting moose. Accidents usually occur when a vehicle comes around a curve and there are moose standing in the road. An improved road would make visibility better and therefore safer for both moose and driver.

I would venture that an improved and widened road with wider shoulders would enhance the safety for the animals and place them at an even safer distance from the traffic than they are with the road in its current condition.

Also, in times of heavy snows, the same thing happens with trees that have been knocked down onto the road. You come around a curve during a heavy snowfall and there is a tree across the road. Difficult to stop on fresh snow.

5. Both the Wells bridge and 26 mile steel bridge are woefully inadequate, too narrow and seriously deteriorating. If you can imagine, the 26 mile steel bridge has wooden planking for a surface, can only accommodate one-way traffic and is barely tall enough to allow log and equipment trucks to cross. The upper trusses have been hit by loaded trucks on a number of occasions.

As with the 26 mile bridge, the Wells bridge is too narrow, has no place for bicycles or pedestrians, has exceeded its life expectancy and is in need of replacement.

6. The road is in poor condition and fails to meet normal safety standards required of highways. Since we now have federal funding available, it would make sense to take advantage of that fact and proceed with the projected improvements now while the funding is available. For certain, if we don't make the improvements in a planned and systematic way now while funding is available, and we can proceed in our own timing, we will definitely be forced to make repairs without the federal funding in a very unplanned and inadequate way as the road deterioration necessitates inadequate stop-gap emergency measures and repairs. The result being the continuation of using a deteriorating, sub-standard, poor quality, patch-work road.

7. A final consideration is that an improved road, would make travel within our Borough more attractive to travelers, tourists, and visitors with increased, safe and proper road pullouts and a much more pleasant driving experience. It would also be easier to move much needed supplies in and out of Haines by road. Haines has a very limited source of outside income and having a safe attractive road would incentify travel to Haines and improve our economy. Even people from Juneau, our closest city enjoy travel to Haines as a break from being on the closed road system in Juneau.

Many detailed studies and plans regarding the road improvements have already been made. In conclusion, I recommend we proceed with the much needed road improvements as scheduled without any additional costly and unnecessary studies which will do nothing to reveal any speculative problems which are imagined to occur.

I respectfully submit this for your consideration.

Sincerely,

Leonard Banaszak
26 mile Haines Hwy
HC 60 Box 2631 Haines, AK 99827
O = 907-767-5757, Cell = 907-314-0150
LenBan@aptalaska.net

121a See Comment Response R05.

2013_08_12_**122EA**- L_Wiggins

Response to Comments

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Monday, August 12, 2013 8:41 AM
To: L Gram; DOT SER HainesHighway; jcozzi@haines.ak.us
Cc: jcozzi@haines.ak.us
Subject: RE: highway imrovement project

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for your support, Ms. Wiggins.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: L Gram [mailto:lgram44@yahoo.com]
Sent: Monday, August 12, 2013 7:29 AM
To: DOT SER HainesHighway; jcozzi@haines.ak.us
Subject: highway imrovement project

Hello,

122a Just a note to encourage the Haines Highway Improvement to move forward. I drive approx 10,000 miles a year in my work with REACH and never without a prayer for safety! The curves and blind spots are esp unnerving with the mix of bicycles, semitrucks, RVs and tour buses. In Winter, the hywy is even more treacherous with ice and snow factors.

Thanks Very Much,
Lois Wiggins

122a See Comment Response R05.

2013_08_12_**123EA** - M_Boron

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Monday, August 12, 2013 2:27 PM
To: Boron, Matthew S (DOT); DOT SER HainesHighway
Cc: jcozzi@haines.ak.us
Subject: RE: Haines Highway reconstruction

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for your support, Matt.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Boron, Matthew S (DOT)
Sent: Monday, August 12, 2013 11:24 AM
To: Scholl, James W (DOT); DOT SER HainesHighway
Cc: jcozzi@haines.ak.us
Subject: Haines Highway reconstruction

To whom it may concern:

123a I'm writing this to give my full support to the Haines Hwy. upgrades. Small disclosure right up front, I am a DOT employee, and also the foreman for the Haines Maintenance Station. I am also a 25 year resident of Haines and a frequent user of the highway, and it is as a long time resident that I comment, not as a DOT employee.

From a safety standpoint, the highway is long overdue for an upgrade. We have many blind corners, very narrow or nonexistant shoulders, and many places with sub-grade failures to name a few. My wife is an avid runner and bicyclist, and she won't go past the airport because there is no shoulder or safe zone. When my men plow in the winter, they plow with zero margin of error. Six inches in, and the road is not wide enough, and six inches further, and they are in the ditch. The highway truly needs better sight distance and shoulder width. Haines has become quite a destination for bicycle riders and we have miles of guardrail where there is no more than one foot between the fog line and the guardrail. This is very unsafe for them and the motorists, trucks, and buses. From a DOT perspective, we struggle to fight back the vegetation to maintain sight lines, and of course the slide areas at 19 and 23 mile are a constant safety and cleanup irritation.

For those with environmental concerns, I really think we can point to the body of work that we have already completed. DOT has already upgraded 25-40 mile. This has to be one of the best stretches of road in Southeast. It's safe and easy to maintain. Environmentally, it was done with little impact, and what impact there was, was successfully mitigated. The coho rearing channels built at 35-37 mile have been productive beyond anyone's dream. Any concern there might be about tree cutting and vegetation removal for realignment, I can counter by pointing out that my crew gets called out 25-30 times a year to remove trees that have fallen on the road. We have had instances where vehicles have hit the trees, especially at night. In addition to the trees on the road, we observe even more that fall the other way into the river due

to natural erosion of the Chilkat River. To have a wider, safer ROW is very important and there will still be thousands of trees left for the birds and animals.

In summary, I have been with DOT for 9.5 years and the foreman for 3.5 of those. My path has easily crossed 80 to 100 other residents in that time. Every single time I talk to someone, they always ask, "When are you guys ever going to do something about the highway?" No one has ever approached me and asked that we do nothing. I've been approached by the City Manager, State Representatives, police, and just about everyone else asking about upgrading the highway. I can say without any reservation that the majority of Haines is totally onboard for highway upgrades based on the conversations that I have had with so many other residents. Sadly, I think the public comment meetings are often skewed with opposition, because many of us never know about the meetings, and I have to admit, even had I known, I don't know if I would have gone, since in my mind, who would need to speak in support of this project? It's a slam dunk, a no-brainer. I am learning I need to think differently I guess. Interestingly enough, even though I work for DOT, I didn't even know about the recent meeting in Haines. I don't always read the paper or listen to the radio. I know how much work has gone into this project and I thank the whole design team and administration in Juneau for your efforts to keep this project rolling.

Sincerely,

Matthew Boron
Haines Station Foreman &
Airport Manager
907-766-2340

123a See Comment Response R05.

2013_08_12_**124EA** - M_Johnson

Marlys J. Johnson
26 Mile resident

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Monday, August 12, 2013 8:40 AM
To: Marlys Johnson; DOT SER HainesHighway
Cc: jcozzi@haines.ak.us; Stephanie Scott
Subject: RE: Haines Highway

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for your support, Ms. Johnson.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Marlys Johnson [mailto:marlys_johnson@yahoo.com]
Sent: Monday, August 12, 2013 7:29 AM
To: DOT SER HainesHighway
Cc: jcozzi@haines.ak.us; Stephanie Scott
Subject: Haines Highway

To Whom It May Concern,

124a As a resident of Haines at 26 Mile for over 30 years, I want to place my full support for the improvements to the Haines Highway. I have transported hundreds of students from our little private school for swim lessons, various town programs, as well as adults getting to our Chilkat Bakery and Restaurant for early morning baking (before we sold it). I've also led many geological field trips over the years and students have kept themselves "entertained" by counting the 103 curves from 26 Mile to town! We have faced every danger imaginable over the years and the present plan to improve the road and make it safer was one of the best news I've heard! It means SAFETY for so many of us that need to more carefully drive that early morning stretch on such unpredictable roads. Many of us are still driving the Haines Highway daily - summer and winter - and we know the dangers.

I am very aware of some of the environmental needs but over the years I've seen our road builders work overtime to try to help improve conditions as well as honor and make allowances for various wildlife viewings. Safer roads mean safer wildlife protection and today I place my vote for PEOPLE SAFETY and as well. Safe roads, bicycle paths, snow removal areas, and general increasing of visibility is important for the protection of the residents of Haines as well as advancing our community for the welcoming of a larger traveling society. I'm sure that the early morning plow drivers would welcome safer and straighter roads as well ! I FULLY SUPPORT the improvements to the Haines Highway !

124-1

124-2

124a See Comment Response R05.

2013_08_12_**125EA** - M&A_Cedeno

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Monday, August 12, 2013 9:12 AM
To: Mau and Abbie Cedeno; DOT SER HainesHighway
Cc: jcozzi@haines.ak.us
Subject: RE: Haines highway Rennovation

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for your support.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

-----Original Message-----
From: Mau and Abbie Cedeno [mailto:mauandabbiecedeno@hotmail.com]
Sent: Monday, August 12, 2013 8:15 AM
To: DOT SER HainesHighway
Subject: Haines highway Rennovation

Dear Sir/Madame:

125a I am writing to petition you to move forward with the plan to renovate the portion of highway which extends from 3 mile to 25 mile. We have been anxiously waiting and hoping for this highway improvement for a number of years. Now we are informed that once again a very vocal minority are trying to stall an improved and safer quality of life for Haines and Chilkat Valley residents.

The current highway with its blind curves, lack of shoulders and guard rails, and curves pitched at the wrong angle, is causing multiple accidents every year. Please improve the highway and bridges and keep the people safe!

There is an argument being made by a few that the new highway will make it unsafe for the local wildlife and habitat. The portion of highway from 26 mile to the border which was redone a number of years ago has given us ample opportunity to prove that the

exact opposite is true. With blind curves removed and wide shoulders added, we can now see the animals from a safe distance and have room to pull over on that stretch of highway. Not to mention, the PEOPLE are kept safer by avoiding more accidents.

My husband and I drive the entire stretch of highway from 26 mile to town twice every day, year round, to get to work. We can personally attest to the number of accidents and narrow misses caused by the condition of and lack of visibility on the highway. Please improve the highway and bridges to allow residents and visitors alike safe passage in this beautiful valley.

Many thanks,

Mauricio and Abbie Cedeño

Sent from my iPhone

125a See Comment Response R05.

2013_08_12_**126EA** - M&K_Brooks

Response to Comments

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Monday, August 12, 2013 9:23 AM
To: Maria Brooks; DOT SER HainesHighway
Cc: jcozzi@haines.ak.us
Subject: RE:

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for your support.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Maria Brooks [mailto:silver_runner50@hotmail.com]
Sent: Monday, August 12, 2013 9:00 AM
To: DOT SER HainesHighway
Subject:

To whom it may concern:
I am writing in response to the delay in repairing the Haines Highway. My husband, Keith, and I have lived in Haines for thirty-four and thirty-five years respectively. We live at 26-mile and Keith travels to town every day for work and I go to town at least once a week for shopping, appointments, etc. The highway is our only means of transportation and the deterioration of it definitely makes the commutes more uncomfortable and unpleasant.
Another aspect to be considered is the tourists who come to Haines in motorhomes, campers, etc. Haines is one of the most beautiful spots in Alaska and to have the only road to get here be substandard would make their experience here be not so favorable and also possibly unsafe for their vehicles.
We also have sporting events where riding bikes or running on too narrow shoulders puts participants in dangerous situations.
126a We would definitely be in support of going ahead with the proposed improvements on the Haines Highway.
Sincerely,
Maria and Keith Brooks
Mile 1.8 Chilkat Lake Road
Haines, Ak. 99827

126a See Comment Response R05.

2013_08_12_**127EA** -
R_Bachman_ADF&G_fish_wheel

Lepley, Lesley

From: Scholl, James W (DOT) <jim.scholl@alaska.gov>
Sent: Wednesday, August 14, 2013 8:50 AM
To: DOT SER HainesHighway
Subject: FW: Haine Highway ADF&G fish wheel project comments
Attachments: Haines Highway ADF&G fish wheel project comments.pdf

Follow Up Flag: Follow up
Flag Status: Completed

From: Bachman, Randall (DFG)
Sent: Monday, August 12, 2013 2:00 PM
To: Scholl, James W (DOT)
Cc: Timothy, Jackie L (DFG); Gray, Daniel C (DFG); Kelley, Scott (DFG); Sogge, Mark M (DFG)
Subject: Haine Highway ADF&G fish wheel project comments

Hi Mr. Scholl,

I apologize for not making the Haines public meeting last week Monday. I heard it was a lively one. Attached here is a letter outlining our concerns for the areas on the highway realignment that are adjacent to our fish wheels. Natural as well as non-natural structure exists where our fish wheel fishing sites are now and fear that the new fill limits in areas between MP's 9 to 9.75 will make this area not usable for fish wheel gear. A plan should be put in place to either protect or modify the fill to enhance the use of fish wheel gear in this area of the project.

Thank you for the opportunity to comment.

Randy Bachman
ADF&G/Commercial Fisheries
Haines Area Management Biologist
PO Box 330
Haines, Alaska 99827
randy.bachman@alaska.gov

127-1

127-2

STATE OF ALASKA

SEAN PARNELL, GOVERNOR

DEPARTMENT OF FISH AND GAME

COMMERCIAL FISHERIES DIVISION

P.O . BOX 330
HAINES, AK 99827-0330
PHONE: (907) 766-2830
FAX: (907) 766-2189

To: James W. Scholl
Environmental Impact Analyst
Department of Transportation
6860 Glacier Highway, MS-2506,
Juneau, Alaska 99811-2506

Re: ADF&G Lower Chilkat River fish wheel project fishing sites

This letter is written in response to proposed changes to the Chilkat River shoreline in areas near mile posts 9-9.75 Haines highway. The Department of Fish and Game utilizes fish wheel gear to assess the relative abundance of Pacific salmon to the Chilkat River each year. The data collected is used to generate abundance estimates for Chinook, sockeye, coho annually and in some years for chum salmon populations. It is also used to judge relative run strengths of various salmon species for management purposes. We are very much in support of the Haines highway realignment project but request that current fish wheel deployment sites be protected or design improvements to protect small back eddy areas for this important long term salmon stock assessment project.

127a

The Department of Fish and Game staff in Haines would like to identify areas between areas 394 to 398 (Zimovia Point, Figure Set A, page 7, Existing and proposed ROW maps) and areas 452 and 458 (Figure Set A, page 9, existing fish wheel sites) as areas important to this project and the management of salmon stocks to the Chilkat River.

127b

Thank you very much,

Randall L. Bachman

Area Management Biologist
ADF&G/Commercial Fisheries Division
Haines, Alaska
(907) 766-2830

CC: Mark Sogge, Jackie Timothy, Daniel Gray, Scott Kelley

127a See Comment Response R05.

127b See Comment Response R35.

2013_08_12_**128EA** - S_Hansen

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Monday, August 12, 2013 11:14 AM
To: Hansens; DOT SER HainesHighway
Subject: RE: Haines Highway comment

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for your support, Mr. Hansen.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Hansens [mailto:svhansen@aptalaska.net]
Sent: Monday, August 12, 2013 10:58 AM
To: DOT SER HainesHighway
Subject: Haines Highway comment

128-1

128-2

Scott Hansen
HC 60 Box 2100
Haines Alaska 99827
(907) 766-3538

August 12, 2013

Dear Mr. Scholl,

I appreciate having attended the public meeting you hosted in Haines regarding the 3.5-25 mile project Environmental Assessment.

128a I have reviewed all your proposed changes and find them valuable improvements, mostly for safety reasons. My family of twelve appreciates wider shoulders for safety reasons. We anticipate riding bicycles next to the highway with wide shoulders. For now, we're not using the highway because it's too dangerous. We enjoy viewing eagles along with everybody else. We look forward to holding our breath over a new bridge that won't slam our suspension as we cross onto it from land.

Not having responded before to this project I take a bit of time to relate two stories regarding highway safety, one of which almost cost me and my family's lives. Around 6.5 mile, where the road has definite wheel depressions, I was driving my van at highway speed with family inside when my front end decided to begin shimmying. This was due to a failure of a steering dampener, now corrected. It hadn't shimmied until that portion of the roadway. At that speed my front wheels began to slam back and forth, my front tires losing rubber from the side-skidding action. It was so violent that the whole world became a big blur, and I began to drift into the middle of the road. The van began slewing side to side as I tried to hang onto the steering wheel. I also slowed down as fast as I could. A tourist bus was approaching a mile away, and I realized that I needed to wrestle the vehicle back to the shoulder. It seemed to take a couple seconds, which seemed much longer, but I was able to bring the vehicle to a more manageable speed and eventually stop it at a place wide enough for our full-size van. After I got out, expecting to see two front wheels facing different directions, I was thankful to find the vehicle still together, but long black marks on the pavement testified to the violence

128a See Comment Response R05.

of the whole event. Thanks to Les Schwab I think my equipment is now safer, but the roadway is the same.

My second story is after our experience driving the Al-Can last summer. We drove 5,400 miles on that trip, and I'm sorry to say that the worst part of the drive was the twenty miles closest to home. The bumps may not have been as big, but at the allowable speeds the road meets the vehicle at just the wrong frequency, and the end result is an unnerving, whole-vehicle slamming downright dangerous, particularly as it occurs both in straights and corners. We anticipate and will be grateful for these improvements.

Relationally, at the recent meeting I heard opposition to this project from a few of my fellow residents, some of it vehement, and I apologize for the vitriol expressed. Please understand that we all love to live here, but we all express this love for our region in different ways. Just for the record, rational Haines residents neither complete meals nor naps on the highway. Please do not impute this troubled thinking to the entire community. A vocal minority does not constitute a majority, as painful as some comments can be. Having a large family I recognize this as part of human nature that maturity heals, and I also realize that certain changes are part of life's normal existence. Our highway has changed because of time and also because of changing local needs. I believe that local needs are changing mostly because of a changed economy. We need prepare for more concentrated use of the highway with changing economic needs, and upgrades are warranted. There may be future biomass and mineral activity increases, and to anticipate all aspects of potential future development, preparation must occur with adequate time to build infrastructure. This international traffic corridor, besides showing God's beauty to us and a benefit for tourists, brought all of us (except the Natives) into the area at one point or another, and it is also necessary for commercial traffic.

Environmentally, I heard some concerns about taking away wetlands by changing the curves. Those concerned said that the impacts are too great to our gorgeous habitat area. I disagree with this. When the road was originally constructed there was hundreds of times more impact to the ecosystem than this proposed upgrade. That impact did not change the ecosystem enough to keep it from being gorgeous right now. The

128-5

128-6

complainers seem to love our quaint, sleepy little highway, but they don't regret its having been built. At the same time, I'm tired of avoiding tourists and eagles between 19 and 21 mile. Please consider specific expansions to the roadway for eagles' sake in this area, considering the attraction on the river side of the road for tourists and a significant number of the large, feeding birds. Perhaps we can find a reasonable, practicable way, taking into account snow removal, economic and safety reasons. Overall, I believe that there are not enough environmental significant impacts to warrant an Environmental Impact Statement if we can work out impacts to mile 19-21.

Archaeologically, the Native residents were slighted in the past by road projects. I consider it an embarrassment when I have to explain the obvious incursions into cemeteries and other cultural areas made by our road crews at the sacrifice of our Native residents' earlier generations. We wouldn't have tolerated this to our own people. I think those days are
128b past. For the past's sake, please consider these areas seriously and give thoughtful consideration. There are ways to work out these impacts, and I am encouraged by what planning commitments seem to be occurring in this regard. The Native community depends on this roadway, too, and as an employee of the governmental administration of one of the two local tribes I think that there will be practicable ways to work out these issues.

Thanks for your consideration during this public process. I hope the planning process stays true to the openness and thoughtfulness it presents. The highway upgrade project is coming at great cost, and I think this planning brings the best benefit over the longest time.

Scott Hansen family

128b See Comment Response R24.

2013_08_13_**129EA** - A_McEntire

Response to Comments

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Wednesday, August 14, 2013 7:22 AM
To: Ann McEntire; DOT SER HainesHighway
Subject: RE: To Jim Scholl Re: Haines Highway

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for your support, Ms. McEntire.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Ann McEntire [mailto:iceburg_alley@hotmail.com]
Sent: Tuesday, August 13, 2013 4:13 PM
To: DOT SER HainesHighway
Subject: To Jim Scholl Re: Haines Highway

129a Go for it! I'd like to see the improvement, and honestly I'm tired of the CAVE people (Citizens Against Virtually Everything) being so vocal and ruining progress. Thanks, Ann

129a See Comment Response R05.

2013 08 12 **130EA** - B Banaszak

Dirks, Kristin L (DOT)

From: Julie Cozzi [jcozzi@haines.ak.us]
Sent: Tuesday, August 13, 2013 2:20 PM
To: haineshighway@alaska.gov
Subject: FW: Haines highway repair

Follow Up Flag: Follow up
Flag Status: Flagged

From: Betty Banaszak [mailto:bettyaban@gmail.com]
Sent: Tuesday, August 13, 2013 2:06 PM
To: Julie Cozzi
Subject: Haines highway repair

To whom it may concern:

130a I feel it is urgent that our highway from the new section at 25 mile to town be completely repaired, straightened and widened. With federal monies available now it is a given that we proceed with this long awaited project. To not do so at this time would be, to put it mildly, an irresponsible and unwise decision. Just the fact that Haines Highway is THE ONLY ROAD GOING IN AND OUT OF HAINES from Canada and the rest of Alaska should speak for itself. Coupled with the fact that we live in a very challenging ecosystem of rain, fog, ice and extreme snow levels, it is all the more reason to get on this project quickly and without delay.

Do I have to further state that we have our own "locals" who travel from 26 mile to town at least 5 days a week serving the health care (REACH, Cornerstone and Assisted Living) and trades occupations (construction, remodeling, flooring installation, etc.) year round.

19 of our people at Covenant Life Center are seniors who make regular trips to town for medical reasons. Haines can well boast a caring, skilled professional health care community through SEARHC and private practitioners. The challenge is getting there from 26 mile year round!

I will relate just one of many personal experiences which I have had on this road. Two years ago my head was "on fire" with a severe migraine. My husband drove me to town at 6:00 a.m. crawling in a blinding snow storm in whiteout conditions. How I would have loved to travel a straighter, better road and have that emergency IV injected sooner.

Addressing those who think that preserving the eagles and moose is more important than protecting the lives of tourists who come to Haines, the "world's best kept secret" for "the trip of a lifetime": all we need is one tragic tour bus accident to change the minds of the naysayers. And I will interject here that the eagles who make their home in Haines and their feathered visitors who arrive in the winter for their seasonal salmon run don't seem to be deterred by the passing traffic. The greater problem falls upon the viewers for whom the road conditions are very marginal at that time of year.

Concerning our moose population, I would suggest that a wider, straighter road with broader visibility would minimize the number of road kills that occur from sudden unsuspecting appearances of these animals roaming the roadside.

130-1

Response to Comments

130a See Comment Response R05.

130-2

I would urge the DOT and the Borough Assembly to make the responsible decision for an immediate and affirmative decision to straighten, widen and upgrade the infrastructure of Haines Highway from 25 mile to town....for the sake of our own people who depend on traveling this ONLY ROAD for our livelihood and town services, for the visitors who delight in the pristine beauty of Haines's greatest offering--her majestic unrivalled scenery--and the wildlife that graces our land and skies year round.

Sincerely,

Betty Banaszak
Haines resident since 1983
Covenant Life Center
26 mile Haines Highway

130-3

2013_08_13_**131EA** - B_Kirkpatrick

Dirks, Kristin L (DOT)

From: Ben Kirkpatrick [rutzebach@hotmail.com]
Sent: Tuesday, August 13, 2013 5:48 AM
To: haineshighway@alaska.gov
Subject: HH EA Comments
Attachments: HH EA Comments BK.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Sorry you did not have time to chat yesterday. In the spirit of moving this along I'm submitting my comments early. ben

1

August 13, 2013

Mr. Scholl & Mr. Viteri:

As a retired Habitat Biologist who helped review, permit and monitor the last segment of the Haines Highway Upgrade, my comments are focused on wetland and fish issues. Though I do
131a question how the proposed project is compatible with the new Scenic Byway designation.

131b I support upgrading the Haines Highway with all the limitations stated by former Representatives Goll and Thomas. As state in their recent letter:

- 131c Safety concerns must be addressed in a responsible manner.
- 131d Cultural and burial sites should be respected and protected.
- 131e Fisheries habitat damaged in past projects must be repaired.
- 131f New damage to fish passage must not occur.
- 131g Habitats required for the eagle gathering should be respected.
- 131h Eagle trees important to the tourism industry should be protected. It is understood that the trees on the river side of the highway promote safety as they discourage birds from swooping down low over the road causing accidents.
- 131i Parking areas and speed limits should ensure safety in the Preserve.
- 131j Guardrails should be improved and strengthened.
- 131k Conflicts in the community should be avoided in order to promote this project successfully and retain community harmony.
- 131l Fish wheels need to be retained.

For this project to deserve a: Finding Of No Significant Impact, several changes are required.

- 131m No trees may be removed that are in the ROW adjacent to the Critical Habitat Area. This area is critical to feeding eagles in the fall/winter period and critical to the tourism industry in this community.
- 131n A Mitigation Plan must be developed that addresses unavoidable loss of fish habitat and wetlands. This Plan must address the types of habitat and wetlands being lost as well as
131o the amount, whether acreage or linear feet. Reconsidering the alignment in several sections would reduce the compensatory mitigation requirements substantially.
- 131p All mitigation, permittee responsible or in-lieu fee, must occur in the Chilkat Valley and be truly meaningful, otherwise losses to the Chilkat Bald Eagle Preserve and Chilkat River should be considered significant.

Comment Response

131a See Comment Response R09.

131b See Comment Response R05.

131c See Comment Response R82.

131d See Comment Response R24.

131e See Comment Response R34.

131f See Comment Response R85.

131g See Comment Response R86.

131h See Comment Response R11.

131i See Comment Response R82.

131j See Comment Response R87.

131k See Comment Response R88.

131l See Comment Response R35.

131m See Comment Response R13.

131n See Comment Response R57.

131o See Comment Response R28.

131p See Comment Response R63.

Specific comments follow and reference the section of the EA to which they pertain.

4.14.2 *Wetlands – Environmental Consequences*. There is only vague reference to the fact that DOT will somehow compensate for lost wetlands, apparently during the permitting process.

131q There is little discussion of how wetland functions will be replaced in the 'Mitigation Plan'.

131q See Comment Response R29.

4.14.3 *Wetlands Avoidance, Minimization, Compensatory Mitigation.*

E.O. 11990 Wetland Protections. This seems to be a talking point only, there are practical ways to further avoid wetlands with this project, they are just not your priority.

Compensatory Mitigation. The IDT correctly identified fish habitat as the primary function supported by wetlands in the project area.

Stream Restoration/Enhancement Sites. Contrary to what the EA states, the water quality in the Chilkat River and its tributaries is already excellent. There are locations where road runoff enters fish habitat and can cause problems, this will likely remain the case, just in different locations. The wetlands will not be improved by this proposed project; there will just be fewer

131r wetlands. The fish habitat being created is replacing existing excellent to good fish habitat. There will be little boost in wetlands values due to stream relocation.

131r See Comment Response R29.

131s It is not clear how the 'faunal' carry capacity will be improved, but the water quality is already very high.

131s See Comment Response R57.

4.15.1 *Affected Environment – Fish.* It is true that all areas of the mainstem Chilkat River provides rearing and migration for all salmon species in the project area. Natural logjams in the vicinity of the project area are the preferred habitat of rearing king and coho salmon. It should also be noted that the Chilkat River has clear water for approximately half of the year

4.15.3 *Avoidance, Minimization, and Mitigation for Fish and Essential Fish Habitat Impacts.* DOT plans to 'minimize' impacts from riverine fill in the Chilkat River by incorporating 'bioengineering' techniques into riprap. This will provide for some riparian vegetation along this large glacial river, but to claim it will improve water quality and increase the macroinvertebrate

131t community is a misuse of the cited literature not based on reality in the Chilkat River.

131t Text in 4.15.3 has been modified. See Comment Response R30.

131u The mitigation proposed appears reasonable for displaced stream channels, though more mitigation will be required. There is little proposed mitigation for the unavoidable losses associated with riverine fill and riprap placement. There are practical methods to reduce the impacts and improve the habitat in the project area.

131u See Comment Response R30 and Comment Response R57.

131v The proposal to replace 200 linear feet of spawning habitat with a like amount of created spawning habitat is not reasonable. It is well known that spawning habitat creation is a difficult process; temporal losses as well as ultimate failures are common. At least 2 to 1 should be the minimum replacement for spawning habitat and it should be 3 or 4 to 1.

131v See Comment Response R30 and Comment Response R84.

Agency Determination. While it is in the best interest of DOT to determine there is no adverse impact from this proposed project, fish and wildlife resources come up short. There is no proposal or practical way to replace eagle perching trees adjacent to the Critical Habitat Area.

131w There is no proposal to replace unavoidable impacts from riverine and wetland fills associated with this project, though these are completely practical and available on site.

131w See Comment Responses R11 and R57.

Final Recommendations:

To meet the high standard of finding no significant impact from this proposed project the following recommendations should be considered regarding the proposed project:

Due to the high value of perching trees to eagle feeding in the fall/winter period and the high value to the tourism industry of these eagles; no trees should be removed in the DOT ROW

131x adjacent to the Critical Habitat Area.

131x See Comment Response R13.

131y Including engineered logjams into the project design would reduce the compensatory mitigation obligation for riverine fill as well as meet the obligation for unavoidable impacts. Natural logjams are the preferred rearing habitat for king salmon in the Chilkat River. Rearing coho salmon also use these features as well as other out migrating salmonids.

131y See Comment Response R33.

Additional projects in the Chilkat Valley but outside the project boundaries to compensate for losses include the following:

131z Rehabilitating the stream near the Klukwan Y would improve fish habitat and wetlands. This stream has been overwhelmed by road runoff and natural sediment and no longer has a surface connection to the Chilkat River. Reestablishing a stream channel would improve fish habitat and wetlands in this area.

131z Habitat enhancements are proposed near the Klukwan y. See Section 4.15 and Figure Set D.

131aa Assist Klukwan with construction of their final engineered logjam adjacent to their culture camp. This would improve existing habitat and eliminate potential erosion at this site.

131aa This action is outside the scope of the proposed project.

131ab Connect the pond near the Porcupine (Steel) Bridge to nearby fish habitat and improve rearing habitat within the pond for salmonids. Wetlands creation and toad breeding area could be included in the design.

131ab This area is outside the scope of the proposed project.

131ac Create structures in Little and Big Boulder Creeks to increase spawning habitat for king salmon. These steams have been degraded due to channel constrictions related to the bridges installed across these creeks for the Haines Highway.

131ac See Comment Response R34.

2013_08_13_**132EA** - B_Stuart

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Tuesday, August 13, 2013 1:28 PM
To: Bengie Stuart; DOT SER HainesHighway; Julie Cozzi @ Haines Borough
Subject: RE: Haines Highway Project

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for your support.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Bengie Stuart [mailto:bengiesbusiness@aptalaska.net]
Sent: Tuesday, August 13, 2013 1:12 PM
To: DOT SER HainesHighway; Julie Cozzi @ Haines Borough
Subject: Haines Highway Project

8-13-13
To: Jim Scholl,

I have lived in Haines for 66 years and I am for the Haines Highway Project for a lot of reasons:

1. Safety
2. Traffic Flow
3. Scenic Byway
4. Economic Value

All of these reasons are good ones and I also believe that the improvements will NOT affect the
132a eagles. So please go
ahead with the project

132a See Comment Response R05.

2013_08_13_**133EA**- C_Culbeck

Response to Comments

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Tuesday, August 13, 2013 1:20 PM
To: Courtney Culbeck; Alex.Viteri@dot.gov; DOT SER HainesHighway
Subject: RE: Haines Highway

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for your support, Ms. Culbeck.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

-----Original Message-----
From: Courtney Culbeck [mailto:culbecks@yahoo.com]
Sent: Tuesday, August 13, 2013 10:31 AM
To: Alex.Viteri@dot.gov; DOT SER HainesHighway
Subject: Haines Highway

To whom it may concern,

133a I am in support of the realignment of the Haines Highway for a number of reasons.

133a See Comment Response R05.

1) Public Safety. I drive this road numerous times each year and feel that the shoulders are too narrow to allow for cars to pull over in case of emergency or mechanical difficulties. Some of the curves are especially dangerous and one even slopes outward. The bridge is too narrow and crossing it with oncoming traffic is scary. There is limited sight distance in some areas which causes safety issues for both animals and humans. In the fall the highway feels really dangerous during the fishing and Eagle viewing months. There are many visitors in Haines to see the eagles and fish and they have no shoulders to pull off of the road, and many times they just stop in the middle of the road...its a difficult time to be driving on the highway.

133-1

133-2

2) Economic Impact to Haines. This project will provide significant economic stimulus to Haines during construction and well into the future. It is critical for our community to have solid infrastructure.

3) Bike Lanes. I have been waiting for a bike lane that goes past the airport for many years. I can't wait for this to be done.

Thanks for all your efforts,

Courtney Culbeck
Haines, Alaska

133-3

2013_08_13_**134EA** - C_Tengs

Response to Comments

Dirks, Kristin L (DOT)

From: Christy Tengs [christytengs@hotmail.com]
Sent: Tuesday, August 13, 2013 5:11 PM
To: haineshighway@alaska.gov
Subject: Haines Highway comments
Attachments: IMG_0790.JPG

Follow Up Flag: Follow up
Flag Status: Flagged

From: christytengs@hotmail.com
To: haineshighway@alask.gov; alex.viteri@dot.gov
CC: jcozzi@haines.ak.us; darsie@live.com
Subject: Haines Highway comments
Date: Tue, 13 Aug 2013 17:04:08 -0800

To:
James W. Scholl
Alex Viteri

Dear Sirs:

My husband, Bob Fowler, and I own the Bamboo Room Restaurant and Pioneer Bar in the heart of Haines, Alaska. These businesses have been in my family for 60 years. My 86 year old mother, Helen Tengs, lives with us. We are deeply invested in this town. We have teenage boys in school here and are concerned for their future.

It has become increasingly difficult to make a living in Haines. With the price of fuel, winters are really tough. Recently, we joined the majority of local businesses which are seasonal and reduced our hours in half from December through March.

134a I am very happy about the planned improvements to the Haines Highway. This project would mean jobs for our town and an improvement in our economy. It would mean workers during the lifetime of the project and hope for our kids to have employment in what ever ventures might open up with an improved corridor.

We cater lunches for a local tour company which takes people to view the eagles. Although it would be nice if we could keep all the eagle perching trees, I would not want to risk losing the funds for the road or delaying the project. The benefits to our town far outweigh the inconvenience of an eagle switching trees. I also think the wider shoulder and straight and level highway will be a boon to our eagle watching visitors.

Most important to me, however, are the safety concerns. I have personally experienced many close calls due to the shape of our road. Last year, my 16 year old son was riding with a friend home from basketball practice in Klukwan. They came around a corner and swerved to avoid a moose with too little time to brake. They survived, but you can see the result in the attached photo.

I am thankful for this project and am in favor of moving it forward in an expeditious manner.

134-1

134a See Comment Response R05.

134-2

Sincerely,

Christy Tengs Fowler
P.O. Box 190
Haines, AK 99827
(907) 314-0444

134-3

2013_08_13_**135EA** - D_Poinsette

Lepley, Lesley

From: Derek & Dawn <mergus_ak@yahoo.ca>
Sent: Tuesday, August 13, 2013 9:33 AM
To: haineshighway@alaska.gov
Subject: Haines Highway Upgrades - Public Comment

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Jim Scholl,

We live on Mosquito Lake Rd, and drive the highway nearly every day, winter and summer, often towing a trailer loaded with heavy equipment or construction materials. Outside of a few bumps, there is very little wrong with the highway as it exists right now. In fact, it is one of the loveliest roadways I have ever driven. The nature of the road, its 45 and 50-mph curves, are almost perfectly engineered to encourage safe driving. One hardly ever sees drivers exceeding the 55-mph speed limit. The road has a comfortable, natural speed limit which greatly increases its safety--to both humans and wildlife. I don't understand why we would want to exchange this for a road on which some drivers are going 65 (or 80) and some 45, and hence encourage more passing and general unsafe driving. Building a road that can handle 70-mph traffic, and then relying on the trooper to keep everyone going 55 doesn't work. We already have a wonderfully engineered highway, let's not mess it up!

Additionally, the Haines Highway passes through nearly pristine fish and wildlife habitat. It is imperative, as well as legally mandated, that DOT consider preservation of fish and wildlife resources as primary in its planning processes. Given that
135a we already have a roadway that meets the needs of the community, and is both safe and a pleasure to drive, why would we want to disturb nesting eagles and spawning salmon so that in the end we can have a inferior highway? I am not opposed to smoothing a few bumpy stretches, but much of anything beyond that is truly unnecessary and a waste of tax dollars.

I argue that the highway is nearly perfect as it is, and we should leave it that way.

Thank you,

Derek Poinsette

POINSETTE WOODWORKS
Derek Poinsette &
Dawn Drotos

PO Box 555
Haines, Alaska 99827
907.303.6000
907.767.5414
mergus_ak@yahoo.ca

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135-1

Responses to Comments

135a See Comment Response R06.

135-2

2013_08_13_**136EA** - D_Turner

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Tuesday, August 13, 2013 3:37 PM
To: Helen Turner; DOT SER HainesHighway
Cc: jcozzi@haines.ak.us
Subject: RE: Haines Highway Project

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for your support, Mr. Turner.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Helen Turner [mailto:helen99827@live.com]
Sent: Tuesday, August 13, 2013 3:16 PM
To: DOT SER HainesHighway
Subject: Haines Highway Project

Jim Scholl Project Environmental Coordinator:

136a I am all for the Haines Highway Project to go forward as planned. The road needs to be done.

Thank You
Don Turner Jr.
P.O. box 85
Haines, Alaska99827

136a See Comment Response R05.

2013_08_13_**137EA** - F_Gray

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Tuesday, August 13, 2013 1:14 PM
To: Fred Gray; DOT SER HainesHighway
Cc: jcozzi@haines.ak.us
Subject: RE: Haines Highway Project Letter

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for your support, Mr. Gray.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

-----Original Message-----
From: Fred Gray [mailto:FredG@DeltaWestern.com]
Sent: Tuesday, August 13, 2013 9:47 AM
To: DOT SER HainesHighway
Subject: FW: Haines Highway Project Letter

137-1

137-2

Delta Western
ALASKA'S PETROLEUM DISTRIBUTOR

ANCHORAGE
229 Center Court, Unit 12
Anchorage, AK 99518
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Fax: (907) 563-7672

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P.O. Box 1209
Dillingham, AK 99576
Tel: (907) 842-5441
Fax: (907) 842-2697

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P.O. Box 920408
Dutch Harbor, AK 99692
Tel: (907) 581-1284
Fax: (907) 581-1688

HAINES
P.O. Box 1288
Haines, AK 99827
Tel: (907) 766-2190
Fax: (907) 766-3196

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120 Mt. Roberts
Juneau, AK 99801
Tel: (907) 586-2800
Fax: (907) 586-1226

NAKNEK
P.O. Box 209
Naknek, AK 99633
Tel: (907) 246-6174
Fax: (907) 246-6843

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4801 Shilshole Ave. NW
P.O. Box 70438
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Tel: (206) 782-6877
Fax: (206) 784-8348

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Seldovia, AK 99663
Tel: (907) 234-7672
Fax: (907) 234-7442

WRANGELL
P.O. Box 50
Wrangell, AK 99929
Tel: (907) 874-2388
Fax: (907) 874-3917

YAKUTAT
P.O. Box 29
Yakutat, AK 99689
Tel: (907) 784-3311
Fax: (907) 784-3409

Aug. 13, 2013

DOT & PF

Mr. James W. Scholl haineshighway@alaska.gov

Alex Viteri alex.viteri@dot.gov

Re: Haines Highway Project

Delta Western has been using the Haines Highway with our commercial fuel trucks for over 20 years. We have had only one issue during that time frame, which was a black ice situation and the truck went off the road with no spill nor damage to the truck. This is an outstanding Safety Record. However, we have had dozens of close calls on the Haines Highway at corners at 14, 17 and 18 mile. Have we been lucky? Well not really. Our contract drivers know the dangers of those corners, along with photographers in the highway, slow moving traffic looking at eagles, etc. Safety is paramount with our company and others commercial trucking operations that use the highway. This improvement will enhance the Safety of the Haines Highway and possibility save lives and prevent trucking accidents.

137a

Sincerely,

Fred Gray

Terminal Mgr and Southeast Lead

907-766-3190 or Fredg@deltawestern.com

137a See Comment Response R05.

2013_08_13_**138EA** - G_Baluss

Lepley, Lesley

From: Gwen Baluss <gwenbaluss@yahoo.com>
Sent: Tuesday, August 13, 2013 9:12 AM
To: haineshighway@alaska.gov
Cc: Jim Scholl
Subject: Comments: Haines Highway Environmental Assessment

Follow Up Flag: Follow up
Flag Status: Flagged

Below is the text from a letter sent to the address below. I am also submitting comments electronically to insure they are received before Aug. 15, 2013

Juneau Audubon Society
PO Box 21725
Juneau, Alaska
99802

Alaska Dept. of Transportation
Jim Scholl, Project Director, Haines Highway Environmental Assessment
Box 112506
Juneau AK 99811-2506

August 13, 2013

Dear Mr. Scholl,
On behalf of the Juneau Audubon Society Board, I submit the following comments regarding the July 2013 Haines Highway Mile post 3.5 to 25.3 Environmental Assessment.

The Juneau Audubon Society is conservation group serving Southeast Alaska. Currently we have 408 members. Our mission is to conserve the natural ecosystems of Southeast Alaska, focusing on birds, other wildlife and their habitats for the benefit and enjoyment of current and future generations.

We believe that the transportation in Southeast Alaska should be improved in a manner with the least possible impact to wildlife and fisheries, especially in sensitive areas.
The Chilkat River corridor is a sensitive area of local and regional importance. In addition to being a rich salmon resource and an important Bald Eagle feeding area, it runs between the interior and coastal environs providing habitat for a number of migratory birds. The banks of the Chilkat harbor rich plant communities from both zones, and acts as a biological corridor for mammals. It is also a National Scenic Byway and a region enjoyed by nature enthusiasts that take river tours, or participate in the Haines Bald Eagle Festival. Unfortunately, the proposal to improve the Haines Highway as it passes through the Chilkat Bald Eagle Preserve does not adequately state how it will minimize impact to these rich natural resources.

138a

We would applaud the attempt to enhance fish habitat as part of the project: culvert changes, log terraces etc. as described in Appendix D.

However, we find the following of concern:

- There is not a specific statement on the number and type of trees to be cut, and how DOT will minimize impact to nesting and roosting eagles. 138b
- Document states, "The Proposed Action would directly impact (excavate or fill in) approximately 23.7 acres of wetlands plus fill 7.4 acres of open water in the Chilkat River." We believe that an endeavor of this scope in a sensitive area warrants a full Environmental Impact Statement. 138c
- Document needs to give more attention to cumulative effects and past actions, including effectiveness of past mitigation measures. 138d

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138-1

138a See Comment Response R07.

138b See Comment Response R11.

138c See Comment Response R02b.

138d See Comment Response R41.

138-2

- Assessment states that invasive weeds found in the area could be propagated by construction, but makes no mention of
138e what measures would be taken to reduce the risk.
- Relocation of salmon streams; past success of such measures are specific techniques that would be used are not
138f adequately explained. Our research shows that streams are difficult to move without significant impacts to fish.

We urge DOT to:

- **Provide more alternatives** for highway improvement with a smaller environmental footprint, if possible; currently there is
138g only the entire proposal or the no-action alternative available
138h **Conduct further research** on newer techniques for minimizing risk to fisheries along roads
- **Question the necessity of changes** to this low traffic corridor. Infrastructure and safety are certainly important, but
138i changes such as straightening road or creating passing lanes which appear to be designed primarily to increase highway speeds may not be essential and could in fact create new safety issues for both animals and drivers.
- **Extend the comment period** to encourage more public participation. We believe this would result in an improved
138j Environmental Assessment, and we hope, a better plan for our roads and our irreplaceable natural resources.

Thanks for your attention.

Sincerely,

Gwen Baluss, Conservation Chair

138e The DOT&PF will comply with all federal, state, and local laws and regulations regarding invasive species during construction of the proposed project. Soil stabilization materials, top soils, and seed mixes that are free from noxious weeds will be used. If these materials are not available, locally produced products will be used to minimize potential importation of new weed propagules from outside Alaska. All disturbed areas will be reseeded with certified weed-free seed and vegetated with native species in accordance with the DNR Alaska Coastal Revegetation and Erosion Control Guide.

138f See Comment Response R31.

138g See Comment Response R07.

138h Comment is noted.

138i See Comment Response R06.

138j See Comment Response R01.

2013_08_13 **139EA** - G_Cornelius

Lepley, Lesley

From: Gene Cornelius <mizamook@gmail.com>
Sent: Tuesday, August 13, 2013 1:23 PM
To: HainesHighway@alaska.gov; lynncanalconservation@gmail.com
Subject: Comment on Haines Highway Project EA

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom It May Concern:

I am writing this to state my opposition to the widening, straightening, and other "improvements" to the Haines Highway. As a new full-time resident, the current state and scenic aspect of the highway and its immediate surroundings are one of the major things that draw me to this area, and the thought of the DOT coming in and laying waste to it in the name of progress fills me with trepidation. I have seen the results of many such "feats of engineering" to make traffic (especially that of industrial nature, which I suspect is the primary impetus for this proposed project) move smoother and faster, and the effects are never attractive. Anytime engineers come in with thoughts of "controlling" or "managing" nature (the river) or wildlife (fish and eagles), the very systems that make up and support so many of the natural elements we value suffer - those we depend on, hold dear, and otherwise value for their beauty. Something does not have to have economic worth to be valuable. Homogenizing a beautiful run of road by allowing heavy-handed construction techniques to take place with barely more than lip-service given to the concerns of the animals, fish, people, and vegetation - the environmental elements that make this area special - smacks of round-a-bout political maneuvering, and I feel strongly that those who would benefit from this project are far-off outsider tycoons and corporations, not the local traffic or the residents, much less the eagles or the fish!

139a Many of the statements in the Environmental Analysis express a total lack of regard for the natural wonders in
139b this area, and fall short of mitigating the effects of heavy road expansion. Since it is likely not a project aimed at improving the quality of life for the local residents or wildlife, I strongly request that the project be completely revamped, or scrapped altogether. The politicians, engineers, and workers have a choice whether to do the project or not. It is much easier for us humans to modify our environment or adapt ourselves (and our lifestyles) to suit the situation in which we find ourselves. We can move to a different climate/area altogether if
139c we choose. The eagles and salmon cannot. Please leave their habitat out of plans which, if allowed to proceed, would be yet another loss for them, the locals, the tourists, and the natural environment.

It ain't broke - please don't "fix" it!

Most Sincerely,

Gene Cornelius
PO Box 297
Haines, Alaska

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139-1

Responses to Comments

139a See Comment Response R07.

139b See Comment Response R06.

139c See Comment Response R03.

139-2

2013_08_13_**140EA** - H_Turner

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Tuesday, August 13, 2013 3:38 PM
To: Helen Turner; DOT SER HainesHighway
Cc: jcozzi@haines.ak.us
Subject: RE: Haines Highway Project

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for your support, Ms. Turner.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Helen Turner [mailto:helen99827@live.com]
Sent: Tuesday, August 13, 2013 3:13 PM
To: DOT SER HainesHighway
Subject: Haines Highway Project

Attention Jim Scholt Project Environmental Coordinator:

140a I am for the Haines highway Project and I feel it should be done.

Helen Turner
P.O. Box 85
Haines, Alaska 99827

Response to Comments

140a See Comment Response R05.

2013_08_13_**141EA** - K_Hathhorn

Jim Scholl- Environmental Coordinator DOT&PF
P.O. Box 112506
Juneau, AK 99811-2506
August 13, 2013

Dear Mr. Scholl,

Thank you for the opportunity to respond to DOT's proposal to widen and straighten the Haines Highway from miles 3.5 to 25.3. Please know that, although I am writing independently, there are many Chilkat Valley residents who are opposed to this proposed construction.

First, the Haines Highway is a low volume road with a low accident rate. From a purely financial point of view, it seems absurd to spend millions of taxpayers' dollars when it is possible to literally take a nap along much of the proposed stretch of highway designated for improvements.

141a It is also unclear why taxpayers should invest large sums of money in a project when there does not appear to be a need. Perhaps money is better spent elsewhere.

Secondly, the proposed area of improvement along the Haines Highway is also smack dab in the center of the Council Grounds where eagles

141b congregate between October and January. Cottonwood trees are critical eagle roosting trees and there is no analysis of which trees and how many would be cut during construction. The potential for destroying eagle habitat is unavoidable without careful research and planning. The

141c project should not move forward without a careful Environmental Impact Study, which must include extensive information on eagle roosting trees and effectiveness of salmon habitat mitigation.

It is both sad and ironic to think that such construction is proposed inside or adjacent to the Alaska Bald Eagle Preserve, a supposed safe haven for eagles and other plants and animals that form critical habitat for their survival.

I urge you to oppose moving forward with this project.

Sincerely,

Kristin Hathhorn
POB 1415
Haines, AK 99827
hathbat@gmail.com

141a See Comment Response R06.

141b See Comment Response R11.

141c See Comment Response R02a and R02b.

2013_08_13_**142EA** - M_Battaion

Lepley, Lesley

From: Mark Battaion <hathbat@gmail.com>
Sent: Tuesday, August 13, 2013 8:06 AM
To: HainesHighway@alaska.gov
Subject: Haines Hwy Comment

Follow Up Flag: Follow up
Flag Status: Flagged

To:
Jim Scholl- Environmental Coordinator DOT&PF
P.O. Box 112506
Juneau, AK 99811-2506

Dear Mr. Scholl,

I am writing to you regarding the proposed widening and realignment of the Haines Highway (mile 3.5 to 25.3). It is my understanding that the upgrades to the current road involve the filling of 8.5 acres along the bank of the Chilkat River, impacting 22 anadromous tributaries that flow into the Chilkat River. As well, 8 tributaries impacted by the road construction will require realignment, and over a dozen acres of prime fish rearing habitat will be filled.

142a As a former employee of ADF&G in Haines, I am familiar with the areas that will be impacted and believe there are alternatives to the currently proposed design to minimize these
142b impacts. Also of concern to me are the cumulative effects from past road projects, increased tourism, and the slow, but steady population growth in the area. The constant, continual destruction of critical fish habitat along the Chilkat River corridor as well as impacts on the Chilkat Bald Eagle preserve cannot be ignored, not to mention the cultural and historical importance of the area to the Tlingit.

142c I urge the Department of Transportation to conduct a more thorough and comprehensive study of the areas to be compromised to insure that all possible alternatives are reviewed and considered.

Thank you for taking the time to read my concerns. I believe construction of the road can be done in such a way that its impacts are minimized and the integrity of fish habitat and the importance of the Chlkat Bald Eagle Preserve can be maintained.

Sincerely,

Mark Battaion

1

142-1

Responses to Comments

142a See Comment Response R07.

142b See Comment Response R41.

142c See Comment Response R11.

142-2

POB 1415
Haines, AK 99827
hathbat@gmail.com

2

142-3

Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498

(907) 465 2016 FAX

2013_08_13_**143EA** - M_Cornelius_Concern

From: Michele [mailto:michelescornelius@gmail.com]
Sent: Tuesday, August 13, 2013 1:04 PM
To: DOT SER HainesHighway
Subject: Concerns about Haines Highway Project

Dear Mr. Scholl:

As a fairly new resident to Haines and a former tourist, I am very concerned about the Alaskan
143a Department of Transportation's plans to 'improve' Haines Highway. It sounds like these changes could have serious impacts to the Bald Eagle Preserve and could spoil the character of this scenic
143b highway. Increasing the speed is missing the point unless these changes are part of a bigger plan to send big rigs carrying ore from the Yukon mines for shipping out of Haines, which would really be in conflict with the eagle viewing, biking and tourism. A recent article in High Country News talked about this possibility, and this would ruin a wonderful area and a scenic drive with loud trucks. If I was an eagle, I would pick someplace else to nest!

143c These plans for the Haines Highway are not consistent with the Eagle Preserve Statutes to protect and sustain the natural salmon spawning and rearing areas within the preserve. Filling in anadromous streams and cutting roosting trees has unknown consequences and do not seem at all worth the risk for increased highway speed. As a former tourist, I know that the slower traffic on this road is far better for enjoying the beautiful scenery and wildlife. Tourists enjoy biking and walking along this road, and driving slowly pulling into the various spots to view the river and eagles. Having fast traffic whizzing by is no improvement! Tourism is important to this area.

143d I would like a full environmental impact statement for this project with a range of alternatives that address all the significant impacts of this project. With the high cost of this project, the money could be better spent in other places of Alaska fixing things that need fixing instead of ruining a beautiful scenic area.

143a See Comment Response R09, R10, R11, R12, and R13.

143b See Comment Response R05, R06 and R41.

143c See Comment Response R10.

143d See Comment Response R02.

Sincerely,

Michele Cornelius

3

143-3

2013_08_13_**144EA** - N_Coleman

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Tuesday, August 13, 2013 11:24 AM
To: BRATT; DOT SER HainesHighway
Subject: RE: highway project

Follow Up Flag: Follow up
Flag Status: Completed

Thanks for your support.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: BRATT [mailto:lilalaskabratt@yahoo.com]
Sent: Tuesday, August 13, 2013 4:55 AM
To: DOT SER HainesHighway
Subject: highway project

I am all for the highway project!!!
as a gal that drives it daily, i feel that something has to be done for safety reasons. I have had very close counters of hitting eagle viewers,people on bikes, wild life, and tanker trucks. I am glad that i am a careful driver. There are a lot of non careful drivers, and people in general. I do not want to be the one who has to live the rest of my life with someones blood on my shoulders due to a not safe highway, and stupid people.

Thank you
Natasha Coleman

144a See Comment Response R05.

144-1

144-2

2013_08_13_**145EA** - R_Tolles

Lepley, Lesley

From: Richmond Tolles <santaak@yahoo.com>
Sent: Tuesday, August 13, 2013 9:21 AM
To: HainesHighway@alaska.gov
Subject: Haines highway

Follow Up Flag: Follow up
Flag Status: Flagged

145a I would ask that we receive a full environmental impact statement, as well as time to review, and make comments.
145b I want to ensure that all natural salmon spawning, and rearing areas remaine natural!
145c I feel that lower speed zones should be established in critical eagle viewing areas.
Thank you
Rich Tolles
HC 60 Box 4012
Haines, AK. 99827

145a See Comment Response R01 and R02b.

145b See Comment Response R32 and R36.

145c See Comment Response R12.

2013_08_13_**146EA** - S_Bradford

Response to Comments

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Wednesday, August 14, 2013 6:53 AM
To: Scott Bradford; DOT SER HainesHighway
Subject: RE: haines highway

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for your support, Mr. Bradford.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

-----Original Message-----
From: Scott Bradford [mailto:bradfordscott@usa.net]
Sent: Tuesday, August 13, 2013 11:58 AM
To: DOT SER HainesHighway
Subject: haines highway

Dear Sir
146a I am writing this letter in support of the Haines Highway upgrade that is urgently needed ASAP! Over the years we have had many people die and injured on our highway, these planned up grades will certainly help reduce these accidents. With a wider and longer site distances you will be able to better see a moose or trees and rocks etc. are blocking the road.
We need to move this project along as quickly as possible with out delay!

Thank You
Scott Bradford
Haines Alaska

146a See Comment Response R05.

146-1

146-2

2013_08_13_**147EA**-S&J_Poor

Dirks, Kristin L (DOT)

Response to Comments

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Tuesday, August 13, 2013 1:22 PM
To: Joe Poor; DOT SER HainesHighway
Cc: jcozzi@haines.ak.us
Subject: RE: Haines highway

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for your support.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Joe Poor [mailto:sjpoor@gmail.com]
Sent: Tuesday, August 13, 2013 11:13 AM
To: DOT SER HainesHighway
Subject: Haines highway

My husband and I would like to add our comments regarding the improvements to the
147a Haines Highway. YES! We definitely want the work to be done. It has been needed for years and it is a safety issue for anyone traveling on the road. Our road out of Haines is one of the community benefits we enjoy and value. We also recognize it is one of the few economic assets our community has to offer over other SE Communities.

We apologize for Lynn Canal Conservation (AKA CAVE) Citizens Against Virtually Everything) membership's continuous misrepresentation of our community's position on potential beneficial projects Once again it is obvious that they are speaking loud and clear against any project that might be economically beneficial to our community of Haines. We do not believe they speak for most of the citizens of Haines. The current road is falling apart and needs to be brought up to current safety standards and improved for meet potential future capacity.

Please proceed with our highway project as designed by DOT.

Sincerely,

147a See Comment Response R05.

147-1

147-2

Susan & Joe Poor
PO Box 594
976 Young Road
Haines, Alaska 99827

147-3

2013_08_13_**148EA** - W_Atkinson

Response to Comments

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Tuesday, August 13, 2013 1:18 PM
To: walt@meialaska.com; DOT SER HainesHighway
Cc: jcozzi@haines.ak.us
Subject: RE: Highway Construction MIle 3 To MIle 25

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for your support, Mr. Atkinson.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Walt [mailto:walt@meialaska.com]
Sent: Tuesday, August 13, 2013 10:22 AM
To: DOT SER HainesHighway
Subject: Highway Construction MIle 3 To MIle 25

148a We understand there is opposition to the improvements of the Haines Highway. As a concerned citizen and driver of that highway from mile 26 to the city of Haines it is imperative that the improvements be made. Making improvements will considerable improve driving and safety issues that now exist. With fuel costs rising I fear that more and more people will start to take alternate forms of transportation which the highway currently does not support.

We enjoy many benefits of a staple economy and if the road helps to improve that condition and offers the City of Haines additional improvements in parks and recreation facilities than improving the highway should not be a question.

Sincerely,

Walt Atkinson
HC 60 Box 2634
Haines, AK 99827

148a See Comment Response R05.

148-1

148-2

2013_08_14_**149EA** - A_Boyce

Lepley, Lesley

From: Anne Boyce <annepaul@aptalaska.net>
Sent: Wednesday, August 14, 2013 5:37 PM
To: HainesHighway@alaska.gov
Subject: Haines Highway Revisions 3.5 mile - 25.3 Mile
Attachments: Haines Hwy Project.docx; ATT00002.htm

Follow Up Flag: Follow up
Flag Status: Flagged

August 14, 2013

Attn Jim Sholl – Environmental Coordinator DOT & PF

PO Box 112506

Juneau, AK

99811-2506

Re Haines Highway Revisions 3.5 Mile – 25.3 Mile

Dear Mr. Sholl et al:

My husband, Paul Swift, and I have lived in Haines 43 and 34 years, respectively. Fifteen of those years – from 1979 to 1994 – I lived at 6 Mile Haines Hwy, and obviously drove that section from there to town & back frequently. I also served as EMT I/II with the Haines Volunteer Fire Department from 1993-2010, and consequently responded to vehicle accidents on the highway.

My husband drove the highway school bus from downtown to the Canadian border and back twice daily from approximately 1971-1980. Between bus runs he drove truck on the highway for Haines Transfer about twice weekly. Now we drive the highway often to hike, and to visit friends and family in Canada and Interior Alaska.

At the 8/5/2013 hearing in Haines many individuals spoke publicly and persuasively about the questionable necessity for, and shortcomings of, the proposed road revisions and the associated Environmental Assessment. We concur with those remarks, particularly as articulated by Lynn Canal Conservation, and

149a request that the project produce an EIS adequately to assess impacts especially to salmon streams and bald eagle habitat plus permanent disruption to sites having cultural/archeological significance.

149b We find no necessity to "upgrade" Miles 3.5 – 25.3 of the Haines Highway to a 55- mph road. The present route is safe provided people drive prudently, i.e., within designated speed limits. Serious accidents I observed – with fatalities and/or significant injury – were caused by one or more of the familiar driver errors including excessive speed [for the conditions], fatigue, inattention, alcohol &/or drug effects, and not wearing seat belts. With one such accident, the vehicle was traveling at only 35 mph, on a straight stretch.

The Haines Highway is a Scenic Byway, and the goal should be to encourage people to drive at moderate speeds to appreciate its scenery and wildlife. In 2011 and 2012 I drove the 22 miles to Klukwan Village and back each week to work at the medical clinic there. I averaged 45 mph, and saw eagles, swans, waterfowl, coyotes, moose, and bears – a very rewarding time.

Apart from these issues we wish to draw your attention to several other personal concerns:

1. 149c Irrespective of the final project outcome please contact NOAA to identify and relocate if necessary monumented points of geodetic triangulation and benchmark elevations on or adjacent to the highway ROW.

2. 149d The creek at 6 Mile is a spawning stream for pink salmon (at least); we're not sure if it has been so recognized.

3. 149e If the project extracts rock from 5.75 Mile adjacent to the Richard Boyce Estate property at 6 Mile, please be advised that the access drive for that property of necessity turns 90 degrees on bedrock at the eastern 6 Mile property boundary. Its stability may well be impacted or compromised if rock is removed at that boundary.

Sincerely,

Anne Boyce and Paul Swift

PO Box 564

Haines, AK 99827

907-766-2350

149a See Comment Response R02a.

149b See Comment Response R05, R06 and R08.

149c Your comment has been noted.

149d The creek at 6 mile has been identified as an anadromous stream.

149e Thank you for the information, it has been forwarded to the project design engineer.

2013_08_14_**150EA** - Audubon_Alaska

Audubon ALASKA

441 West Fifth Avenue, Suite 300
Anchorage, AK 99501
Tel: 907-276-7034
Fax: 907-276-5069
www.audubonalaska.org

August 14, 2013

Jim Scholl
Department of Transportation
Box 112506
Juneau AK 99811-2506

Dear Mr. Scholl:

Thank you for the opportunity to comment on the Haines Highway Environmental Assessment (EA). National Audubon Society devoted significant resources and time to the creation of the Chilkat Bald Eagle Preserve (Preserve) and remains committed to its mission to protect and perpetuate the world's largest concentration of bald eagles and their critical habitat. This mission is an important one, with global significance. Any action that may impact the Preserve and the Preserve's ability to fulfill its mission therefore requires heightened scrutiny.

150a We believe the modifications to the Haines Highway outlined in the EA may have significant impacts on the Preserve and that the preparation of an Environmental Impact Statement (EIS) is required by law. The preparation of an EIS is also good public policy that would provide both the public and the federal and state agencies involved a better opportunity to examine alternatives to the proposed action.

Audubon is concerned that the project will impact the Preserve and its eagles in two important ways.
150b First, the project will impact significant acres of wetlands and nearshore salmon habitat and realign eight anadromous fish streams. Abundant salmon are one of the lynchpins of the Preserve, and an assertion that the destruction of over 20 acres of local salmon habitat and the alteration of a number of salmon streams will not have impacts on the local population requires careful examination that the EA does not provide.

Second, the project will entail cutting trees in the Preserve's Critical Habitat Area. The trees between miles 19 and 22 of the current highway host over 90% of the resident eagles in some winter months and are critical to eagle survival. Unfortunately, the EA does not provide any details about the number or
150c location of the trees to be cut in the area, making it impossible for the public or the responsible agencies to evaluate the impact of the loss of trees on the eagles of the Preserve. Given the dearth of information, the EA must conclude that highway construction may have a significant impact on the eagle population in the area.

This project requires an EIS. It deserves closer examination and the evaluation of a number of alternatives in order to ensure that the public has the information necessary to comment appropriately, and that the agencies involved have the information necessary to make a reasoned decision.

150d Summer is a busy time for Alaskans, from commercial salmon fishermen to tourism business operators. In the spirit of ensuring the agencies have as much useful public input as possible, Audubon therefore respectfully requests an extension to the comment deadline in order to facilitate helpful public participation in the process. Thank you for your consideration.

Sincerely,

Jim Adams
Policy Director
Audubon Alaska

150a See Comment Response R02b.

150b See Comment Response R28 and R57.

150c See Comment Response R11.

150d See Comment Response R01.

2013_08_14_**151EA** - B_Sheldon

Lepley, Lesley

From: Burl Sheldon <burls.ncs@gmail.com>
Sent: Wednesday, August 14, 2013 4:31 PM
To: HainesHighway@alaska.gov
Subject: Comments on Haines Highway EA

Burl Sheldon

P.O. Box

952 Haines, AK 99827

8/14/2013

Jim Shull, Project Manager

Alaska DOT+ PF Haines Highway Improvement Project

RE: Comments on Haines Highway Project Environmental Assessment

Dear Mr. Shull,

I am a 20 year Haines resident. Below are my comments on the Department of Transportation and Public Facilities (DOTPF) Haines Highway Environmental Assessment (EA). There are both important public benefits that will result from the project, but also deleterious and permanent impacts that I strongly oppose. Remarkably, DOTPF offers no reasonable alternatives, no suite of choices, placing the community in a subservient and untenable, "take it or leave it" position. This approach reflects narrow-minded, top-down politics and is especially troublesome given that the lands affected by the project are inside of legislatively created Alaska Chilkat Bald Eagle Preserve and involve highly valued cultural areas.

I cannot support this project in its current form, but I do look positively towards a number of components. I hope that the community can come together over the important improvements the project offers and redesign and reduce significantly the habitat-destroying components.

The Alaska Chilkat Bald Eagle Preserve (Preserve) was created by an act of the Alaska Legislature. The preserve was established to "*protect and sustain the natural salmon spawning and rearing areas of the Chilkoot and Chilkat River systems within the preserve in perpetuity* "(citation from AS 41.21.610 (B)1). Contrary to the establishing language, the DOT+PF plans to channelize, mitigate and rip-rap "natural" spawning and rearing areas. The law clearly bars agencies from mitigating and substituting man-made salmon habitat for the real, natural habitat within the preserve.

Below are the Good and the Wrong aspects of this project:

151-1

Responses to Comments

151a See Comment Response R10.

151-2

The Good—

Culvert Improvements: Establishing correctly sized (larger diameter) culverts to improve fish passage and sediment movement is vital to improving and accessing Salmon habitat.

Wells Bridge Replacement: Replacing the Wells Bridge is a safety and a commerce issue. The bridge has surpassed its life expectancy and should be replaced.

Improved Safety in Three Accident-Prone Sections: The Klukwan intersection, the private driveway access/egress near Wells Bridge and the 6.5 Mile intersection area have been identified as safety concerns and should be improved.

Pull-Out and Parking Upgrades: 7-mile parking and other pullouts that do not impact eagle or salmon habitat are a benefit.

Slide-Area Reduction: The project proposes improvements that will decrease the likelihood of slides and slide-related seasonal risks and delays.

The Wrong Approach--

151b Salmon Habitat Destruction by Rip-Rap and Fill – Extensive areas of fill and rip-rap are proposed that destroy "natural" spawning and rearing areas.

151c Prime Eagle Habitat Destruction: The project proposes to remove numerous roosting trees that line the current highway corridor, thus causing the birds to seek less productive perches and denying visitors the viewing opportunities we have come to enjoy.

151d Hwy. Shoulder Too Wide: The Federal Highway Administration standards for "rural arterial" roadways is a 4-ft wide shoulder. This is plenty. The DOT+PF is planning to widen the shoulders to 6-ft which is not needed.

151e Filling Natural Wetlands: Filling wetlands reduces rearing habitat and impacts nutrient cycling. Instead, DOT+PF should be focused on fulfilling the spirit and purposes of the preserve law and staying out of natural wetland areas, *even if it means some areas of the project will remain unchanged*.

151f 22 of 25 Anadromous Streams Impacted: The project anticipates impacts to 22 fish streams, including realigning 8 productive, salmon producing drainages. NO!

Clearly DOT+PF is fast-tracking plans and executing the Parnell administration's "Roads to Resources" philosophy. This project, however, is a case of Roads *Through* resources. If we have to "take it or leave it," I say leave it.

On the other hand, if the administration is willing to listen, I am sure the good people of Haines and Klukwan will help them produce a project that enhances the safety and commerce of travel within the Valley of the Eagles with very few habitat impacts. Thank you for this opportunity to comment.

Sincerely,

Burl Sheldon,

151b See Comment Response R30, R31, R32, and R33.

151c See Comment Response R11.

151d See Comment Response R04.

151e See Comment Response R10.

151f See Comment Response R36.

2013_08_14_**152EA** - C_Buxton

Lepley, Lesley

From: Cindy Buxton <cindyb@alaskageos.com>
Sent: Wednesday, August 14, 2013 12:18 PM
To: HainesHighway@alaska.gov
Subject: comments on Haines highway improvements

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Scholl,

As a Haines resident, I understand the great importance of the Chilkat Bald Eagle Preserve, both as a major tourism site and a significant habitat area. As such, I do not believe that the current EA provides enough information about the
152a project's impact on the area, specifically the impacts to eagle roosting trees. It is important to protect eagle habitat, and as such eagle roosting trees along the highway should not be cut down. This also prevents eagles from flying at road level, increasing road safety. I am also unconvinced about the effectiveness of riprap and would much rather see engineered
152b logjams. Overall, although the Haines Highway is not perfect, I believe protection and conservation of the eagle preserve should have priority over improvements to the road. This road does not have a high accidental rate or high traffic volume,
152c so we should not risk the eagle and salmon habitat for low priority road improvements.

Cindy Buxton

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152-1

Responses to Comments

152a See Comment Response R11.

152b See Comment Response R33.

152c See Comment Response R06.

152-2

2013_08_14_**153EA** - C_Frick

Lepley, Lesley

From: claydeepsix@aol.com
Sent: Wednesday, August 14, 2013 8:40 AM
To: haineshighway@alaska.gov
Subject: Haines highway

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for taking my comment on the proposed Haines highway project.
153a This project is of such magnitude it needs a full EIS review. The impact this project will have on salmon and eagle habitat
153b has not been fully addressed in the environmental assessment. To keep my comment brief, I would like to echo the
153c concerns Lynn Canal Conservation has submitted. I ask that the public comment period be extended so that the people who work in the field during summer months have a chance to submit comments Thank you, Clay Frick PO Box1222 Haines, Ak 99827

Sent from my iPhone

1

153-1

Responses to Comments

153a See Comment Response R02a and R02b.

153b See Comment Response R11 and R31.

153c See Comment Response R01.

153-2

2013_08_14_**154EA** - E_Van_Burgh

Lepley, Lesley

From: Elizabeth Van Burgh <betsvburgh@gmail.com>
Sent: Wednesday, August 14, 2013 11:26 PM
To: HainesHighway@alaska.gov
Subject: Haines Hwy Project

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom This May Concern,

I recently learned about the Haines Hwy Project a week ago and I was shocked that it was even being considered. The
154a impact from this project could result in habitat destruction and hence fisheries decline, wildlife viewing or hunting being negatively affected, money being wasted on an unnecessary project in a time where everyone in our country is cutting
154b back, and a potential of destroying our State Park Eagle Preserve that was set aside for the public to enjoy the hundreds of eagles that use this area for nesting or fall feeding on our late Chum salmon run. This road that is very scenic has
154c provided a huge boost to the economy by offering Eagle viewing, float trips, and sport fishing to many tourists over the years. The potential is high that this project would gravely effect these uses.

I have lived in Haines for 22 years, driving the Haines Hwy all year around in all kinds of weather. I love the drive, seeing Eagles, moose, swans, and various ducks along the route, as well as stopping to go coho fishing in the sloughs, or fishing for sockeye for subsistence/personal use. I do not find it a hazardous road that needs to be straightened out, especially to the determent of fisheries habitat. I worked for Fish and Game here in Haines for 10 years, trapping and tagging fish out of the Chilkat River. It is very rich in abundance of feed, habitat for rearing of coho, king and chum
154d salmon as well as food for many species of wildlife. I feel if this project were to continue, the widening and destruction of spawning and rearing habitat would greatly hurt the fisheries that so many of us local residents depend on as well as the wildlife.

154e I also feel very strongly that in our time of sequestration, that we should not be using Federal funds for a project that supports a town with a population of 2500 people and its seasonal visitors. I recently drove the hwy and found it very smooth, no bumps, no potholes, no area that I would feel needed repair. It is a fine road that runs along a beautiful river, and that supports a wild variety of wildlife, local jobs, and rural lifestyle. I urge you not to continue with this project and let the road maintain its beauty. We do not need to build a road out into the river just because we feel people need to drive a straight road to be safe. I find this road very safe as long as one pays attention while driving and drives at the speed limit or lower in rough weather conditions. This road is no different than other rural roads all throughout our country; roads that people love to take their family out for Sunday scenic drives. Why do we have to improve something that is already working?

Please leave the Haines Hwy as it is and keep our fisheries and wildlife healthy.

Thank you for your time in reading my concerns.

Sincerely

Elizabeth Van Burgh
box 122
Haines

1

154-1

Responses to Comments

154a See Comment Response R13, R21, R22 and R23.

154b See Comment Response R10 and R11.

154c See Comment Response R09.

154d See Comment Response R30, R31, R32 and R33.

154e See Comment Response R06.

154-2

2013_08_14_**155EA** - Florske

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Wednesday, August 14, 2013 9:38 AM
To: Northern Construction; DOT SER HainesHighway
Cc: jcozzi@haines.ak.us
Subject: RE: Haines Highway Project

Follow Up Flag: Follow up
Flag Status: Completed

Thank you for your support Mr. Florske.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Northern Construction [mailto:northern@aptalaska.net]
Sent: Wednesday, August 14, 2013 9:09 AM
To: DOT SER HainesHighway
Subject: Haines Highway Project

To: Jim Scholl
From: Northern Construction, Inc.

Please see attached letter.

155-1

155-2

Northern Construction, Inc.
P.O. Box 489
Haines, AK 99827

August 13, 2013

To: Jim Scholl

Mr. Scholl,

As the owner and operator of a Haines business, it is extremely important to me and my employees that the infrastructure that links Haines to Canada and the rest of Alaska is improved and maintained. We understand that in order to ensure future transports of goods and tourism through our town we must bring the Haines Highway up to the federal standard.

Beyond the importance of the highway to our local business, there are many safety issues that have needed to be addressed for years. In reviewing your talking points from the meeting I believe that ADOT&PF has thoroughly covered these concerns.

155a I am writing this letter to let you know that you have my complete and full support for this highway project. Please do not let the outspoken voices of a few of our resident complainers discourage you from the task at hand.

Sincerely,

John Floreske, Jr.
President
Northern Construction, Inc.

155a See Comment Response R05.

2013_08_14 **156EA** - L Dadourian 08Aug'13

To Jim Schpk - Environmental Coordinator AK DOT + PF
Re: Comments on AK DOT's proposal to widen + straighten Haines Hwy from miles 3.5 to 25.3

156a Please provide a range of alternatives with a smaller foot print in essential eagle + salmon habitat; instead of all or nothing. Supplement the EA or do a more thorough EIS with information on eagle roosting
156b trees and effectiveness of salmon habitat mitigation.
156c Support use of engineered log jams (successful in Klukwan), rather than riprap which makes poor salmon habitat.
Keep the roadbed in its current location between miles
156d 19 + 22 and don't cut down any eagle roosting trees, especially in this critical habitat area. There is no
156e need to increase the road foot print into salmon + eagle habitat. The EA states the Haines Hwy is a low volume road + a low accident rate. A
156f faster, less scenic road would be at odds with the Haines Hwy Nat'l Scenic Byway designation and compromise values for which the Preserve was established

Thank you for your effort,
Laurie Dadourian

RECEIVED
AUG 14 2013
ALASKA DOT/PF SE REGION
DESIGN

156-1

156a,e See Comment Response R07.

156b See Comment Response R02a and R02b.

156c See Comment Response R33.

156d See Comment Response R13.

156f See Comment Response R09.

156-2

2013_08_14_**157EA** - M_Cassidy

Lepley, Lesley

From: Macky Cassidy <mackycassidy@gmail.com>
Sent: Wednesday, August 14, 2013 1:52 PM
To: HainesHighway@alaska.gov
Subject: Haines Highway Comments

Follow Up Flag: Follow up
Flag Status: Flagged

To James Scholl, Haines Highway, Alex Viteri SE region engineer, and to others Whom it May Concern:

I am a resident and subsistence user of the Chilkat/Klehini River corridor/Haines Highway. I support replacing the Chilkat River Bridge, improving debris flow areas, and providing parking at 7 Mile Saddle. I also support making safety improvements to specific corners that have been identified as unsafe. As a bicycle user of the Haines Highway, I support wider shoulders only when wetlands and salmon/eagle habitat is not disturbed.

The Chilkat Bald Eagle Preserve was created to protect Chilkat eagles, their food source, and habitat. The Preserve was also created to protect traditional uses such as subsistence. (AS 41.21.610(b) (5). The Environmental Assessment (EA) acknowledges that the filling of 8.5 acres or 14,230 lineal feet (2.7 miles) of Chilkat riverbank, could subsequently affect subsistence. (EA, page 52).

Installing 2.7 miles of riprap along the corridor will likely have significant impacts to salmon and salmon habitat, and will definitely alter "natural" salmon habitat, which is protected by AS 41.21.610(b)(1). Filling 22 of 25 anadromous tributaries of the Chilikat in the project area will (EA, pages 77 and 80) will also impact all five species of salmon. "In contrast to the turbid Chilkat River, the tributary channels provide rearing fish with relatively clear water and more abundant sources of
157a food and cover." (EA, page 78). Impacting 88% of the anadromous tributaries into the Chilkat River will have irreversible impacts on salmon, eagles, and subsistence users.

Because the current EA acknowledges a wide range of impacts to salmon and "natural" salmon habitat, I request that DOT make the following changes to the proposed Haines Highway project plan:

157b • Replace insufficient culverts and repair salmon habitat damaged during past construction.
157c • Lessen the footprint by designing 4-foot shoulders rather than 6.

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157-1

157a See Comment Response R22 and R36.

157b See Comment Response R34 and R36.

157c See Comment Response R04.

157-2

157d • Improve the safety at the three locations identified during the Haines Public Hearing, including the Klukwan Road.
157e • Cut no trees in the Critical Habitat Area.
157f • Retain as many curves as necessary to avoid placing fill in salmon habitat.
157g • Enhance the values associated with the National Scenic Byway designation, including lowered speed limits in areas where people are viewing eagles.
157h • Design the project to allow Alaska Department of Fish and Game fish wheels to remain in the river.
157i • Protect identified cultural and burial sites.
157j • Use Engineered Log Jams (successfully being used in Klukwan) and no riprap.

157k Please conduct an EIS to determine how effective the proposed mitigation will be in replacing many acres of functioning, productive natural salmon habitat that supports Chilkat residents, eagles and salmon.

Sincerely,

Macky Cassidy

PO Box 1682

Haines, AK. 99827

157d See Comment Response R05.

157e See Comment Response R11.

157f See Comment Response R03.

157g See Comment Response R09 and R12.

157h See Comment Response R35.

157i See Comment Response R24.

157j See Comment Response R33.

157k See Comment Response R02b, R32 and R36.

Trout Unlimited Alaska

August 14, 2013

Jim Scholl
State of Alaska, Department of Transportation
Box 112506
Juneau AK 99811-2506
haineshighway@alaska.gov; jim.scholl@alaska.gov

Mr. Scholl:

Please accept the following comments on the proposed actions contained in the Haines Highway Environmental Assessment on behalf of the Trout Unlimited Alaska Program. Trout Unlimited is the nation's largest cold-water fish conservation group with roughly 150,000 members nation-wide and some 1,200 members in Alaska.

Our main concern with regard to the Alaska Department of Transportation's (DOT) plan for modifications to the existing highway corridor centers on the filling of anadromous fish habitat and waters along the Chilkat River. The Chilkat River is a primary fish producing water-body which contributes substantial numbers of salmon to commercial, sport and

158a subsistence fisheries near Haines and throughout Southeast Alaska. As such, we believe the Proposed Actions should be revised to incorporate design options which do not require filling of riverine habitat along the Chilkat.

We are especially concerned about the following proposed actions in Essential Fish Habitat:

158b *Fill in Chilkat River to widen shoulders in eight areas between MP 5.5 to 7.5; (10 anadromous streams impacted).

158c *Mile 7.5-10.0- Fill in Chilkat River for realignment in sixteen areas; (three anadromous streams impacted).

158d *Mile 10.0-16.5- Fill in Chilkat River for realignment in fifteen areas; (eight anadromous streams impacted).

Our read of the plan indicates filling of the Chilkat River is proposed so the road can be straightened and a speed limit of 55 miles per hour can be accommodated. We question the need for this, given the route is a low-volume rural highway, a designated National Scenic Byway which transits the Chilkat Bald Eagle Preserve, and because all traffic must

158-1

158a,b,c,d See Comment Response R28, R32 and R36.

158-2

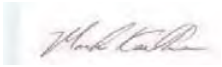
158e stop at U.S. Customs regardless of speed limits. To avoid the destruction of fish habitat we believe the existing centerline of the road should be maintained throughout the project area and any road straightening deemed absolutely essential should be accomplished by incursions into the areas uphill (opposite the river) of the Chilkat.

158f In addition to our concerns regarding the filing of the Chilkat River, Trout Unlimited believes that to best support fish access to off-channel habitat, DOT should maintain or employ Tier 1 level fish passage structures on all crossings where anadromous fish habitat may be encountered and a minimum of Tier 2 level passage for all other waterway crossings.

158g We also urge DOT to incorporate engineered large wood structures rather than rip rap for bank stabilization to help maintain channel complexity and avoid armoring of stream banks along waterways that are or could potentially be used by anadromous fish. In locations where rip rap must be employed, the addition of large wood and the planting of vegetation should be employed (see FEMA document "Engineering with Nature: Alternative techniques to rip rap stream bank stabilization- http://chl.erdc.usace.army.mil/dirs/SSEP/DERRICK-STUFF/MANUALS-MODELS-GOOD%20STUFF+/FEMA%20-%20riprap%20alternatives.pdf)

In closing, Trout Unlimited believes this project should be made far more fish-friendly through the plan modifications we have submitted and given the outstanding fish values of the Chilkat River, these modifications are more than warranted. Thank you for the opportunity to comment.

Sincerely,



Mark Kaelke
Southeast Alaska Project Director
(907) 321-4464

Cc- Alex Viteri, FHWA alex.viteri@dot.gov
Jackie Timothy, ADFG jackie.timothy@alaska.gov

158e See Comment Response R07.

158f Approximately 28 existing culverts would be replaced with fish passage culverts throughout the project.

158g See Comment Response R33.

2013_08_14_**159EA**- P_Blank

Lepley, Lesley

From: Patricia Blank <blanks@aptalaska.net>
Sent: Wednesday, August 14, 2013 11:30 AM
To: HainesHighway@alaska.gov
Subject: Proposed DOT changes to Haines Highway

Follow Up Flag: Follow up
Flag Status: Flagged

159a The Haines Highway has been designated a National Scenic Highway, any proposed changes must take that into
159b consideration. The area between 19 mile and 22 mile is especially critical for eagle and salmon habitat and deserves an EIS rather than an EA.

159c The road location through the Eagle Preserve should not be changed, nor should any roosting trees be removed.

Thank you for your consideration,
Patricia Blank
Box 112
Haines, Alaska

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159-1

159a See Comment Response R09.

159b See Comment Response R02b and R13.

159c See Comment Response R03 and R11.

159-2

2013_08_14_**160EA**- P_Goll

Addendum to Peter Goll's comments

August 14, 2013 comments on the Haines Highway Environmental Assessment
To Alaska Department of Transportation
To Federal Highway Authority

160a 160b 160c For the past few weeks since the project map was made available in Haines (after May 23, 2013, I have been engaged in an effort to either insist upon and EIS due to multiple instances of significant impact, habitat alteration in the Bald Eagle Preserve and along the Chilkat River, its tributaries and environs. The cutting eagle perching and feeding trees uses by the birds in the preserve, and all anadromous fish spawning streams are among the essential habitats that are threatened. The movements over gravesites are significant impacts affecting our Alaska Native population. In an effort to resolve these matters in the EA process, discussions are ongoing. I hope they succeed.

160d Success will mean that our highway remains a scenic byway as its primary use. That safety needs be met by appropriate design and driver restrictions and not at the expense of our habitats. All fish and eagle habitats in the Preserve and rights of way through the Preserve are critical habitats and any permanent damage is a significant impact.

Below I am reproducing in whole the testimony of Lynn Canal Conservation. I am doing so to affirm my support for its content and to ask that as you review it you consider that the significant impacts discussed have not as yet been resolved. Resolution is my goal. An EIS will be necessary if the issues are not satisfactorily been resolved. I urge and support complete resolution of all issues to create a perfect and perfectly beautiful tourist experience consistent with safety, habitat protection, and respect for natural and cultural values of our area.

Thanks you.

Peter Goll

Most of the proposed Haines Highway project is adjacent to or inside the Chilkat Bald Eagle Preserve (CBEP), a unique, nationally and internationally significant area known for the world's largest congregation of bald eagles. The Haines Highway Environmental Assessment (EA) correctly states the CBEP is not a multiple use area, rather has "an exclusive use management intent focused on the protection of bald eagles and their associated habitat, as well as the spawning and rearing areas of the anadromous streams that provide food for the bald eagle population."[1] Available information, both from the EA and other sources, indicates that the Haines Highway Project as proposed may significantly affect Chilkat bald eagles and their associated habitats, and may have

[1] EA, page 26

1

160-1

Responses to Comments

160a See Comment Response R02b.

160b,c See Comment Response R11, R31and R36.

160c See Comment Response R24.

160-2

2013_08_14_**161EA**- R_Schnabel_Support

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Thursday, August 15, 2013 10:57 AM
To: Roger; DOT SER HainesHighway
Subject: RE: Letter of Support - Haines Highway Improvments

Thank you for your support, Roger.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Roger [mailto:Roger@seroad.com]
Sent: Wednesday, August 14, 2013 3:28 PM
To: DOT SER HainesHighway
Subject: FW: Letter of Support - Haines Highway Improvments

Mr. Scholl:
Please note the attached.

TY
Roger Schnabel

161-1

161-2

Roger J. Schnabel
Box 732
Haines, Alaska 99827
(907) 766-2833

August 14, 2013

Mr. Jim Scholl
DOT&PF Southeast Region
POB 112506
Juneau, Alaska 99811-2506

Re: Haines Highway Improvements
Milepost 3.5 to 25.3
Letter of Support

Dear Mr. Scholl:

161a I submit this letter in support of the plan to improve the Haines Highway noted above. As a resident of Haines I have traveled this road consistently for the past 50 years. I drive through the inherent safety hazards of a 65 year old design, and encounter ones that have evolved due to time and lack of repair. I find it hard to comprehend if there is an issue or question as to whether to make the improvement if safety is any concern.

There have been times that I felt like the donkey in William Faulkner's book, turned movie, "The Reivers" with Steve McQueen, when their Winton Flier gets stuck in a bog and there is no way out but to hire the donkey standing by, only I didn't make the bog nor have I ever charged to help others in need. Typically, only the victim and the passer byers are aware of the event. The strategic location of my home, and with available equipment, presents opportunities to help which go unnoticed and undocumented. I have pulled cars from ditches, have uprighted cars that have overturned and pulled several out of the adjacent Chilkat and Klehini River. I cannot confirm the cause, however the common reasons by the drivers seem reasonable; tire caught on pavement edge (no shoulder), dodging a bicyclist on the road, (no shoulder), icing conditions on curves without supers in the winter is also common. Rocks and debris on the road adjacent to active slopes can be overcome with current designs. The new homes built in the past 40 years without paved driveways from the highway are sources of roadway contamination, with debris and penetrating water which presents other safety concerns.

Bike riding is the new local rave. Cyclists go past our 4.8 mile site daily, where over 10 years ago they were virtually non-existent. My concern for their safety under the existing conditions of no shoulder is noted, especially with oncoming traffic. I have been there. Regarding road congestion, I have also been there, between 19 mile and 16 mile especially, without any opportunity to pass for the 3 miles behind those wanting to enjoy the ride and scenery @ 30 miles/hour impeding traffic, with over ½ dozen cars ready to pass by the time we hit the 16 mile stretch.

Another hopeful correction is the obscure safety issue @ 12.5 mile heading west then south then west within a 300 yard stretch. The temperature change is dramatic. I have pulled several vehicles including

161a See Comment Response R05.

a Local Fuel Truck (full) on the southbound stretch due to the immediate roadway icing conditions and curve. This phenomenon was prevalent past the Mosquito Lake turn-off heading north, not corrected, which motivates me to make the comment. Possibly it cannot be, but ask for an investigation as a minimum.

I look forward to an improved Haines Highway, and remain confident our priority for the safety of the traveling public will remain intact.

Sincerely,

Roger J. Schnabel
Individual

161-5

2013_08_14_**162EA** - S_Boisvert

Lepley, Lesley

From: Sally Boisvert <sallygbear@hotmail.com>
Sent: Wednesday, August 14, 2013 3:59 PM
To: haineshighway@alaska.gov; Sally Boisvert
Subject: Comments on proposed highway changes

Follow Up Flag: Follow up
Flag Status: Flagged

Here are my public comments:

I am a resident of the Mosquito Lake area in the Haines Borough at 27 mile on the Haines Highway. I drive the highway from 27 mile to town regularly all year long as part of my life here and to access my work.

I feel very strongly that one of the only reasons there are so few injuries and fatalities along the Haines Highway is the lower (45-55mph) speed limit. If the proposed changes were to occur and the speed limits were raised to 65mph, I would feel much less safe driving to and from my home along the highway. The winter weather is often terrible for driving, and diminished speed of all motorists keeps us safe from cars using excess speed and losing control even on straight sections of the road. The road being curvy keeps drivers alert and
162a keeps speed in check which is safer for all of us. I would hate to see a changed highway produce an increase in speed and an increase in accidents leading to more injuries and deaths of my fellow residents.

I am also the owner of a commercial salmon gillnetter with my husband. Filling in so many acres of the Chilkat River and its wetlands with 'riprap' sounds to a fisherman like a really stupid idea. Especially when you consider not only the commercial value of our five salmon species, but also the value to tourism for sport fishing, much of which happens immediately off the Haines Highway in the many wonderful side slews and river access points which are currently NOT full of 'riprap.' Salmon spawning and rearing areas are extremely important areas to protect, and often cannot be repaired once destroyed. I feel it would be short sighted and dangerous to implement the changes in the DOT's highway plan in light of our community's reliance on a healthy fishing economy. Fish habitat must be protected.

162b Also important to me, as a resident of Haines, are the many cottonwood trees used every year by bald eagles. I enjoy watching them along the river, I enjoy that our town is benefited by all the visitors who come to see the eagles, and I understand that these animals are to be protected.

The highway is a wonderful route for residents and visitors alike with its conservative speed limits. When motorists have the ability to safely pull off the road as we do now, to fish, watch birds, or just stop and tale a break, it makes the highway a good road to have in our community. If the speeds at which motorists traveled were to increase, the fishing spots to disappear, and the eagle trees to be logged off, it would be a far less scenic byway. And if the spawning and rearing areas were to be eliminated then effects would be felt by everyone in the community, not just the people whose livelihood depends directly on healthy wild salmon runs.

I have also worked as a fisheries technician (on the ADF&G Commercial Fisheries Fish Wheel Project) along many stretches of the Chilkat River. At many of the sites proposed to be filled in of changed in some way there is fish habitat which I have seen while working for AK Dept. of Fish and Game. I am also a biologist and I
162c have an understanding of what fish need to successfully reproduce and grow in our rivers. The changes proposed for the highway will undermine the fish rearing habitat along the highway side of the Chilkat River,

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162-1

Responses to Comments

162a See Comment Response R08.

162b See Comment Response R11.

162c See Comment Response R30, R31, R32 and R33.

162-2

and as a concerned citizen I think much more research and planning would need to occur before this project could go forward in accordance with all applicable environmental laws.

Sally Boisvert

Sally Boisvert
P.O. Box 578
Haines, AK 99827
(907) 767-5515

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162-3

2013_08_14 163EA - S Rossman

Dear Mr. Scholl:

I am a resident of Haines, Alaska. I am supportive of the planned Haines Highway improvements. The proposed safety improvements are needed for those of us that travel the road on a regular basis.

Additional Comments: YES WE NEED
163a Any Improvements on this Hwy
Will It would be much Appreciated!

Signature:
Printed Name: Scott Rossman
P.O. Box 1411
Haines, Alaska 99827

163-1

163a See Comment Response R05.

163-2

Takshanuk Watershed Council
P.O. Box 1029, Haines, AK 99827
(907)-766-3542

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

Hello Jim:

It was good to see you and your team Monday, the Haines crowd was lively as usual. As you know Takshanuk Watershed Council (TWC) has been participating as a member of the Interdisciplinary Team for the Haines Highway Upgrade for several years. TWC supports upgrading the Haines Highway, the shoulders are too narrow and some curves should be reconfigured to make for a safer road. But as was pointed out Monday evening, there are many other values important to residents besides an efficient travel corridor. TWC's stance on the EA is that in order to qualify for a Finding of No Significant Impact (FONSI) there would need to be a significant reduction in impacts in the 3.5 to 12 mile phase.

As you know under the Clean Water Act there are three steps to proposing a project. The first priority is to avoid impacts, second is to minimize impacts, and the third is to mitigate. You have put extensive work into step three which is to develop mitigation opportunities which are witnessed in the plans that you have provided for public review. These plans appear very professional; however I still feel the plans fall short of sufficiently avoiding and minimizing impacts. In short 14,249 linear feet of rip rap in the Chilkat River, 7.4 acres of fill in the Chilkat in the Chilkat River, and 23.7 acres of wetland being filled or excavated is a significant impact to the fish and wildlife resources in the Chilkat River. 164a

TWC's number one priority would be for you to reevaluate opportunities to avoid impacts. After reviewing the plans TWC feels that a significant proportion of the impacts could be avoided with an exception from the federal highways 55 mph speed requirement in the 3.5 to 12 mile section of the Haines Highway. This exception would allow the highway to remain in its current location and the design engineers to significantly reduce the amount of rip rap placed in the river and the amount of wetlands filled or excavated (Figures 1 to 6). 164b

I would also like to add that with more time to consider this project TWC would be able to work with DOT in finding ways to avoid some impacts and mitigate against the unavoidable impacts. Along that vein I have provided comments on some of the areas that I feel could be improved upon (Figure 1, 2, 6, and 7). Thank you again for allowing TWC to participate in this process and all the effort you have put into making this project as low impact as possible. 164c

Sincerely

Brad Ryan
Executive Director
Takshanuk Watershed Council.

164a See Comment Response R30, R31 and R32.

164b See Comment Response R08.

164c All recommendations provided by the Takshanuk Watershed Council have been incorporated into the project design. The revised proposed action has minimized the amount of fill being placed in the Chilkat River.

2013_08_15_**165EA** - A_Hansen

Lepley, Lesley

From: Hansen, Andrew <hansen@montana.edu>
Sent: Thursday, August 15, 2013 7:14 AM
To: haineshighway@alaska.gov
Subject: Haines Hwy MP 3.5-25.3 Project 68606

Follow Up Flag: Follow up
Flag Status: Flagged

Jim Scholl, Project Environmental Coordinator
DOT&PF, Southeast Region
P.O. Box 112506
Juneau, AK 99811-2506

Mr. Scholl,

I write to express concern over the proposed changes to the Haines Highway in the Alaska Chilkat Bald Eagle Preserve. I was a member of the original National Audubon Society research team on whose work the Preserve boundaries were created. Our research at the time showed the critical importance of bald eagle perching trees and nesting trees to bald eagle survival and reproduction. A publication on this work can be found at: http://webdev.msu.montana.edu/hansen/documents/downloadables/hansen1987.pdf.

165a Removal of cottonwood trees along the Haines Highway in the Preserve as proposed in the highway project would seriously reduce bald eagle habitat quality. I urge you to seek consultation on how to minimize such impacts.

Sincerely,

Andrew Hansen
Professor
Ecology Department
Montana State University
Bozeman, MT 59717
406 994 6046

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165a See Comment Response R11.

2013_08_15_**166EA** - A_Revenaugh

Lepley, Lesley

From: Adrian Eve Revenaugh <rilkemaid@gmail.com>
Sent: Thursday, August 15, 2013 8:13 AM
To: HainesHighway@alaska.gov
Subject: Haines Highway Realignment

Follow Up Flag: Follow up
Flag Status: Flagged

Though this highway project has been on the board for three decades, centuries of habitat development is in jeopardy.

166a The drive to rework the road is based on possible future use for hauling ore out of Canada and the Upper Klehini Valley. The potential for irrevocable damage to the salmon streams, the forest habitat of dozens of other animals and the impact on the simple, natural beauty of the cliff sides and wetlands, should the Haines Highway become such a route, is staggeringly irresponsible.

That an intact, complex world class ecosystem is already accessible by a good highway and is in grave danger of permanent damage is foolish planning.

I appreciate the chance to state my opinion on this 'improvement' proposal.

Adrian Revenaugh
30 year resident at 39 Mile Haines Highway

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166-1

Responses to Comments

166a See Comment Response R05 and R06.

166-2

2013_08_15_**167EA** - D_Henry

Lepley, Lesley

From: Daniel Henry <mudbase@gmail.com>
Sent: Thursday, August 15, 2013 12:51 PM
To: HainesHighway@alaska.gov
Subject: Comment from Daniel Henry

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Highway Planners:

I have lived in Haines 30 years and am very concerned about the proposed "improvements" currently proposed for the Haines Highway.
While the road is, of course, an important corridor for residents and visitors, the plan to straighten it will cause significant problems:

167a -Health of the Chilkat River watershed is vital to us, with economic impacts that resonate statewide. Commercial, sport, and subsistence fishers depend on the river, which in Tlingit means "salmon storehouse." Filling swamps, backwaters, and feeder streams in the service of "improvements" will likely result in great harm to this key fishery.

167b -Passage of the highway through the Alaska Chilkat Bald Eagle Preserve demands the utmost care. Eagle Preserve laws holds habitat concerns paramount, trumping the need for faster traffic. Current DOT plans completely disregard this sensitive area.

167c -In my many years of working with local Tlingit people, I have gained awareness of dozens of significant cultural sites along the narrow highway corridor, many of which would be destroyed by the highway "improvements." Foremost of my concerns is the entire Yandeistakye village site between 3- and 4-mile, the 7-mile historic Chilkat fort site, and the Kuthwultu village site near the 19-mile slide.

167d There is no question that the entire project requires much more careful planning, as well as a full Environmental Impact Statement.
For years I have published works relating to the human and natural history of the valley--work has already begun to draw attention to the pending crisis precipitated by highway plans. I urge you to approach this project with great caution...and significant revision to accommodate these concerns.

Thank you,

Daniel Henry
PO Box 1001
Haines, Alaska 99827

--
Dan
http://danielhenryalaska.com/
http://sheldonmuseum.org/Daniel_Henry/danhenry.htm
http://www.nwwriterss.com/

1

167-1

167a See Comment Response R30, R31, R32 and R33.

167b See Comment Response R10, R11, R12, and R13.

167c See Comment Response R24.

167d See Comment Response R02b.

167-2

HAINES BOROUGH, ALASKA
P.O. BOX 1209 • HAINES, ALASKA 99827
Administration 907.766.2231 • (fax) 907.766.2716
Tourism 907.766.2234 • (fax) 907.766.3155
Police Dept. 907.766.2121 • (fax) 907.766.2128
Fire Dept. 907.766.2155 • (fax) 907.766.3373

August 13, 2013

James Scholl, Environ Impact Analyst III
Alaska Department of Transportation and Public Facilities, Southeast Region
P.O. Box 112506
Juneau AK, 99811-2506

SUBMITTED VIA E-MAIL TO: haineshighway@alaska.net

RE: Haines Highway Improvements - Milepost 3.5 to 25.3
Environmental Assessment Comments

Dear Mr. Scholl:

On behalf of the Haines Borough Assembly, we respectfully submit the following comments regarding the proposed Haines Highway Improvements from MP 3.5 to MP 25.3 Environmental Assessment (EA). The Haines Borough supports the plan presented in the EA that mitigates the impacts to eagle and fish habitat, avoids cultural resources, and creates a safe transportation corridor. We understand that the Alaska Department of Transportation and Public Facilities (ADOT&PF) is continuing to address concerns regarding cultural resources and eagle and fish habitat. We recognize that there may be beneficial changes to the plan as a result of information received from the community. Please keep up apprised of any such modifications. Specifically, we are concerned with the following:

168a

- Safety concerns must be addressed in a responsible manner. 168b
- Cultural and burial sites should be respected and protected. 168c
- New damage to fish passage must not occur. 168d
- Habitats required for eagle gathering should be respected. 168e
- Eagle feeding trees important to the tourism industry should be protected—it is understood that the trees on the river-side of the highway promote safety as they discourage birds from swooping low over the road causing accidents. 168f
- Parking areas and speed limits should ensure safety in the Chilkat Bald Eagle Preserve. 168g
- Guardrails should be improved and strengthened. 168h

168-1

168a See Comment Response R05.

168b See Comment Response R07.

168c See Comment Response R24.

168d See Comment Response R34.

168e See Comment Response R11, R12 and R13.

168f See Comment Response R13.

168g See Comment Response R12.

168h See Comment Response R05.

168-2

The Haines Highway connects the community of Haines with Haines Junction in the Yukon Territory and is the primary surface transportation link between Southeast and Interior Alaska. First used by the Chilkat Indians, the highway became a packhorse trail to the Klondike goldfields in the late 1880s. In 1943, the U.S. Army used the highway as a military access road during World War II. The Haines Highway travels through important eagle and fish habitat and passes by sensitive cultural resources. We are all stewards of these resources. We are directly fed by the fish and indirectly fed by the economies that depend on thriving salmon and eagle populations in the Chilkat Valley. The cultural resources explain who we are and we deeply treasure them as well. The Haines Highway is a designated Scenic Byway that, in part, is encompassed by the Alaska Chilkat Bald Eagle Preserve. The Preserve was established in 1982, and is seasonal home to 3,000 bald eagles. The eagles are attracted by fall and winter salmon runs in the Chilkat River. It is common to view hundreds of birds roosting in the cottonwoods along the Haines Highway between October and January.

The Haines Highway began as a path that meandered along the Chilkat River; it was important in the past and it is important today as the link between coastal and interior Alaska. The difference is that we travel it more routinely than in the past; and we travel in motor vehicles, not on foot. It has become dangerous. There have been multiple accidents along this stretch of the highway due to substandard conditions which have resulted in numerous injuries and losses of life and property. Lives have been lost on the meandering curves. The forest has grown into the road and travelers and animals cannot see one another in time.

The ADOT&PF is proposing a project to upgrade the Haines Highway to current standards from MP 3.5 to MP 25.3. The road, which was originally constructed in 1943, has been periodically upgraded over the years, with the portion from the MP 25.3 to the Canadian border being the most recently completed. During this last project, the design speed for Haines Highway was designated as 55 mph in order to make the U.S. and Canadian highways consistent. The goal of this project is to bring the last portion of the Haines Highway up to a 55 mph design standard by realigning, widening and straightening portions of the roadway. DOT&PF is also planning to replace the existing Chilkat River Bridge, and is developing long-term solutions to debris flow problems near MP 19 and MP 23. This highway is an important international transportation system, as it connects the Alaska Marine Highway System in Haines with Canada. These upgrades will provide a safe, consistent and efficient roadway.

There are multiple deficiencies and hazards along this entire roadway segment that expose the public to unnecessary risk of injury and death. The Haines Highway between MP 3.5 and MP 25.3 has exceeded its 20-year design life and is showing signs of considerable deterioration. The Chilkat River (Wells) Bridge was built in 1958 and has exceeded its 50-year design life and is also showing signs of deterioration.

Approximately 85 percent of the curves are below minimum curve length and 25 percent are below minimum curve radius for a 55 mph roadway. The existing highway shoulders do not provide for a recovery area for vehicles that leave the driving lane, a safe area for disabled vehicles to park, a safe width for pedestrian and bicycle use, or a safe area for ADOT&PF maintenance crews to operate. The existing Chilkat River Bridge is only 24 feet wide, which does not match the 28-foot wide highway pavement. Additionally, the bridge does not meet current seismic standards, which places the bridge at increased risk of collapse during a seismic event. The lack of shoulders on the bridge precludes a safe area for disabled vehicles or for pedestrian and bicycle use. Debris flow near MP 19 and 23 cause erosion and damage to the roadway, highway closures, and frequent maintenance to clear deposits, with depths of up to 20 feet. The Haines Highway between MP 3.5 and 25.3 has deficiencies for recreational users, including vehicles, bicyclists, and pedestrians; for example, pedestrians and bicyclists share the highway with vehicles—the 12-foot traffic lanes and 2-foot shoulders are not designed for pedestrian and bicycle use, many vehicle turnouts do not meet sight distance or intersection criteria, and there is inadequate parking for the Mount Ripinski Trail.

The lack of adequate shoulders can be particularly problematic for tourists and visitors viewing wildlife, participants in International Kluane-Chilkat International Bike Relay and recreational bicyclists on the Haines Highway—one of the most recently designated United States Bike Route, and drivers with disabled vehicles. The lack of adequate sight distance contributes to animal-vehicle collisions. The deterioration of the existing roadway and major bridge will need to be upgraded or replaced in the very near future. Funding for the MP 3.5 to MP 12 segment is already in place, with the next major segment covering MP 19 to MP 25.3, including the Chilkat River Bridge, identified in the ADOT&PF 2013-2015 Statewide Transportation Improvement Program (STIP). A delay in the scheduled construction for the MP 3.5 to MP 12 portion of the project could jeopardize future project phases.

In conclusion, we believe that the EA strikes a balance between addressing public safety concerns, while protecting and safeguarding important cultural, biological, and environmental assets. Thank you for your inclusion of our comments regarding this important safety enhancement project into the Haines Highway Improvements - Milepost 3.5 to 25.3 Environmental Assessment document.

Sincerely,

Stephanie Scott,
Mayor

Sincerely,

Mark Earnest
Borough Manager

168-5

2013_08_15_**169EA** - ATA_REVISED

Alaska Trollers Association
130 Seward #205
Juneau, AK 99801
(907) 586-9400 phone
(907) 58604473 fax
ata@gci.net

August 14, 2013

Jim Scholl
State of Alaska, Department of Transportation
Box 112506
Juneau AK 99811-2506

RE: Haines Highway Environmental Analysis

Dear Mr. Scholl:

The Alaska Trollers Association (ATA) offers the following comments on Alaska Department of Transportation and Public Facilities' (DOT & PF) Environmental Assessment (EA) regarding proposed improvements to the Haines Highway from Milepost (MP) 3.5 to 25.3.

ATA represents hook and line fishermen in Southeast who primarily target Chinook and coho salmon. With over 2,000 troll permit holders, our fishery ranks among the largest in the state and is 86% resident. Most trollers reside in the Southeast region and a large number live in small coastal communities, including Haines. Nearly one out of every 35 people in our region works on the back deck of a troll boat.

Chilkat River provides an important component of the season's harvest for our fleet and many others. As such, we are concerned about any development activity that has the potential to negatively impact critical habitat and the abundance of wild salmon. Our comments will concentrate on three areas: public process, protection of Chilkat River salmon, and the value of those fish to Haines and other Southeast Communities.

Public Process

In reviewing the EA and past documents it becomes quickly apparent that DOT & PF have held numerous public meetings and listening sessions since 2005. However, given the length of time and delays involved, it is likely that many people either weren't ever aware of these meetings, or stopped paying attention due to the long project time delays. In fact, this association has only known about the EA for a few days, and it is the heart of fishing season. Our members have not had adequate time and
169a notice to review the documents. To my knowledge, no outreach was made to commercial fishing organizations. Given the potential for negative impacts on fishermen, I suggest that the comment

period for the EA should have been longer and scheduled during a timeframe when more fishermen were available to comment.

Environmental Impact Statement v. Environmental Assessment

169aa The Chilkat River supports immense fish and wildlife values, important for their own merit, but also relied on heavily by residents of Southeast Alaska. This large scale project spans over 20 miles of critical habitat. An EIS could have better fleshed out the broad ramifications of this project. Typically, federal NEPA reviews consider human impacts an important part of the equation:

> The agency must analyze the full range of direct, indirect, and cumulative effects of the preferred alternative, if any, and of the reasonable alternatives identified in the draft EIS. For purposes of NEPA, "effects" and "impacts" mean the same thing. They include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial. It is important to note that human beings are part of the environment (indeed, that's why Congress used the phrase "human environment" in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects.[1] [2]

169b DOT & PF obviously considered some of the human impacts in its documents. However, the very nature of an EA effectively leaves out opportunity for full discussion of the thousands of people and multiple communities that rely on healthy Chilkat River salmon for their sustenance and livelihood. There appears to be no mention of the seafood industry in the planning documents, so I offer a few facts for the record.

Economics of Salmon to the Region

The value of the local seafood industry, particularly as it relates to Southeast jobs and income in our small communities must not be underestimated. In most towns there are few other options for work. ***Salmon produced in the Chilkat River are harvested by commercial, sport, and subsistence fishermen, particularly those who fish from Cape Spencer to Haines.*** When you add in the processing and support sectors, the value of these fish quickly expands. Maintaining access to healthy wild salmon populations across the region proves vital to securing the economic and social well-being of a great many people and businesses. So, while Haines is an important town to consider for this decision, it should not be the only town considered.

Nearly 3,000 **Southeast Alaska** resident permit holders and 1,800 resident crew members fish our region each year. In 2011, they were paid $215 million, while the processing sector paid resident workers $22 million in payroll. Between 2007-2011, the Southeast seafood industry contributed over $36 million in landing taxes to both the state and local communities. Fisheries are interconnected for both fisherman and processor; reductions in any aspect can dramatically affect the whole operation.

The **Haines Borough** is home to 114 commercial fishing permit holders and 86 deckhands, most of whom fished in 2011. That year, 80 commercial fishing vessels were home ported in Haines and that fleet took home $7.5 million in ex-vessel wages. It took 448 processing workers to handle the fish

[1] A Citizen's Guide to the NEPA, p. 22 http://ceq.hss.doe.gov/nepa/Citizens_Guide_Dec07.pdf
[2] CEQ NEPA Regulations, 40 C.F.R. §§ 1508.7, 1508.8, § 1508.14.

landed in Haines and those workers took home $3.8 million in wages. The Haines Borough and the State of Alaska both made over $122,600 in landing taxes for that year's catch. Haines ranked 63rd amongst the top 100 U.S commercial fishing ports in 2011.

Many **Juneau area** fishermen fish in Lynn Canal or other areas where Chilkat River fish transit. In 2011, the Juneau Borough was rated the 46th US Fishing Port. 738 commercial fishing vessels were home ported in Juneau, operated by 800 permit holders and crew who earned $26.4 million. Nearly 500 processing workers made $4.5 million that year. The state and borough each added to the coffers $430,500 in landings revenue.

Commercial fishing families rely on health salmon populations in the Chilkat River and the vast majority of them plug their earnings right back into Southeast communities. In addition, salmon fishing by sport, personal use, and subsistence fishermen heavily contribute to the social and economic fabric of Southeast.

Many commercial fishing openings and closures hinge on the health of Chilkat salmon, because that system is part of what's known as the 'index streams'. There are times that all or part of the troll fishery must close, or can't be extended, due to apparent weakness of the Chilkat coho runs. Seiners and gillnetters are regularly managed on the strength of Chilkat River runs.

Chilkat River Salmon Critical Habitat

Salmon are the lifeblood of many Alaska communities. Alaska has put a tremendous amount of money and energy into protecting habitat, researching salmon stocks, and managing fisheries. This commitment should be furthered through sound development decisions, made with an eye towards maintaining a sustainable environment for fish and wildlife and those who live, work, and recreate in the region.

169c ATA urges the DOT & PF to continue and enhance its collaboration with the Alaska Department of Fish and Game (ADFG) and Chilkat River stakeholders on all remaining planning and permitting issues.

It is essential that there be meticulous permit reviews of the Haines Highway project. Additional monitoring for unanticipated outcomes should be built into the terms of the permit and occur on an ongoing and scheduled basis long after all construction phases are complete.

ADFG should be directly involved in assisting DOT & PF with design and placement of any structure or water feature that could impact salmon passage, spawning, and rearing. For instance, ADFG should assist in the selection of culverts, to ensure appropriate size and depth to accommodate variable water levels and the range of salmonid life stages.

The rip rap discussed for some of the project areas seems inappropriate for rearing. More natural technology is available and should be employed, which should better mimic a natural riparian environment. Important trees should be preserved to ensure proper shade, water temperatures, and woody debris. ADFG is rightly placed to make recommendations for these aspects.

Important to the seafood industry and other harvesters will be securing fish wheels and access to sites currently utilized by ADFG to evaluate salmon production and seasonal run size. The indexes derived

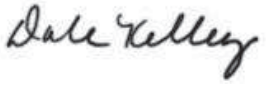
from these data are essential to the sustainable management of our fisheries. As noted above, these indexes are directly relevant to the conduct of our fisheries.

Finally, it is apparent in the documents and meeting notes that DOT & PF intends to improve various infrastructure and streamside areas along the road, which are currently failing or otherwise have potential to negatively impact salmon. We applaud those intentions and only stress again our desire to see a close working relationship between ADFG and DOT & PF, to ensure that fish and wildlife values are adequately protected.

169d In conclusion, ATA urges your diligent commitment to protect instream and shoreside habitat and water quality in the Chilkat River, both during construction phase of this project and beyond. Properly caring for, and sustaining, healthy and productive fish and wildlife populations in the Chilkat River drainage will provide intrinsic value and economic opportunity for Haines and Southeast residents for many years to come. We can't afford to see mistakes made simply to straighten and widen an already scenic highway.

If I can answer questions regarding ATA's position on this or other related issues, please don't hesitate to contact me.

Sincerely,



Dale Kelley
Executive Director

169a See Comment Response R01.

169aa See Comment Response R02b.

169b See Comment Response R30, R31, R32 and R33.

169c Consultation with ADF&G, the U.S. Fish and Wildlife Service and the National Marine Fisheries Service is ongoing and will continue throughout construction of the project and mitigation.

169d DOT&PF has modified the highway alignment to further avoid and minimize (reduce) impacts to essential fish habitat. Additional measures have been proposed to enhance fish habitat along the banks of the Chilkat River.

2013_08_15_**170EA**- C_Weishahn

Lepley, Lesley

From: Weishahn <weis@aptalaska.net>
Sent: Thursday, August 15, 2013 2:43 PM
To: HainesHighway@alaska.gov
Subject: Haines Highway EA comments

Follow Up Flag: Follow up
Flag Status: Flagged

August 15, 2013
To: Commissioner Patrick Kemp
From: Carolyn Weishahn, Haines resident

I am writing to express my serious concerns about the current EA for the Haines Highway construction, MP 3.5 - 25.3. This segment of the Haines Highway passes through some of the most productive salmon, eagle, bear, moose, and other wildlife habitats in the Haines Borough as well as significant cultural sites, fish camps, and subsistence and gathering areas for local residents. It is a National Scenic Byway with spectacular scenic vistas that attract visitors and support numerous local tour companies. It also passes through the Alaska Chilkat Bald Eagle Preserve (ACBEP) and the crucial fall/winter eagle feeding area on the "Council Grounds."

170a The current EA is inadequate in addressing potential impacts to these critical natural, scenic, and cultural values. The EA does not consider a range of alternatives as required by law, just 'no action' and **one** highway construction plan. Because of the complex and sensitive nature of the salmon and eagle habitats, there is more than enough evidence that this project may significantly impact the environment and requires an EIS.

As a 32-year resident of the upper valley on the Haines Highway, I am very familiar with the route from 40 Mile to Haines and the driving conditions year-round. While I am cautious driving the road in winter and always watch for wildlife on the road, I do not consider this an 'unsafe' highway. Increasing the speed will make this road more dangerous for drivers and wildlife. Elevating the highway above the surrounding area will make it more likely that wildlife will suddenly appear on the highway out of the ditch as I have witnessed several times. Higher speeds will make it more likely that eagles will be hit by vehicles in the ACBEP. A speed zone of 45-50 mph in the Preserve will make the road safer, protect eagles and other wildlife, and maintain the scenic, meandering nature of the Haines Scenic Byway.

170b The area near the Critical Habitat Area/Council Grounds should **remain in the current roadbed** and opportunities for
170c eagle and wildlife viewing should be enhanced. The paved shoulders should be 3-4 feet to reduce impacts of widening the
170d road. Eagle perching, resting and roosting trees should be preserved as required by the ACBEP management plan:

Chapter 2 – Page 2

"4. Damaging or Destroying Eagle Roosting Trees and Feeding Areas. To the extent feasible, trees suitable for roosting or perching and feeding areas should not be damaged, destroyed or altered by construction of roads, trails or other structures or facilities. These critical areas should be monitored to identify human disturbance."

170e Under the current highway reconstruction plan, 22 of 25 anadromous salmon streams would be impacted. The Alaska Statute that created the ACBEP requires that the **natural** salmon spawning and rearing areas in the Preserve be protected and sustained. Clearly, these areas will no longer be 'natural' after the project is completed if it goes forward as planned.

AS 41.21.610(b) "1. protect and sustain the natural salmon spawning and rearing areas of the Chilkat River and Chilkoot River systems within the preserve in perpetuity."

Other deficiencies of the EA include:

1

170-1

Responses to Comments

170a See Comment Response R02b and R07.

170b See Comment Response R13.

170c See Comment Response R04.

170d See comment Response R11.

170e See Comment Response R36.

170-2

170f The magnitude of the loss of eagle nesting, perching, resting, and roosting trees has not been adequately quantified and evaluated. These are trees that are essential to current and future eagle populations.

170g The environmental impacts of extensive use of riprap have not been evaluated nor have alternative riverbank protection systems such as engineered logjams been evaluated. ELJs have been successfully used in other salmon environments and should be considered for use in the Chilkat River and nearby sloughs. Other bank protections should also be considered.

170h Because the highway reconstruction will occur over up to an 8-year period, cumulative impacts of season after season of construction activities may be significant. These cumulative impacts have not been identified and evaluated.

As a resident and frequent traveler on the Haines Highway, I appreciate DOTs efforts to maintain and improve the roadway. However, impacts to other values must be more thoroughly identified, reviewed, and protected before this highway project proceeds. An EIS should be conducted to satisfy the requirements of NEPA.

Thank you for considering my comments,

Carolyn Weishahn

HC 60 Box 3977

Haines, AK 99827

170f See Comment Response R11.

170g See Comment Response R27 and R33.

170h See Comment Response R41.

CHILKAT INDIAN VILLAGE

An Indian Reorganization Act Village
Under Act of Congress June 15th, 1935
32 Chilkat Ave. Klukwan, Alaska 99827
HC60 Box 2207 Haines, Alaska 99827
Phone: 907-767-5505
Fax: 907-767-5518
klukwan@chilkat-nsn.gov

Jim Scholl
Environmental Coordinator
AK DOT
PO Box 112506
Juneau, AK 99811-2506
August 15, 2013

Via email: haineshighway@alaska.gov

The Chilkat Indian Village (CIV) is a Federally Recognized Tribal Government located in Klukwan, an ancient Alaska Native village positioned on the banks of the Chilkat River in Southeast Alaska. Klukwan is located twenty-two miles northwest of Haines, Alaska and is on the Haines Highway which connects to Haines, Haines Junction, Anchorage, Fairbanks, Canada, and the Continental United States.

This document conveys the Chilkat Indian Village Tribal Government's comments and concerns on the position of the Haines Highway Environmental Assessment. CIV agrees with letters written by Lynn Canal Conservation and former state habitat biologist, Ben Kirkpatrick.

171a Chilkat Indian Village's request for a sixty day extension to the comment period on the Haines Highway Environmental Assessment remains intact.

Environmental

171b
- Detail the mitigation of the Klukwan Y stop sign creek area. Clear the road runoff out of the stream and re-create a channel for the water to flow through. In regards to the other salmon spawning streams along the highway, mitigate channel flow and enhance streams for further spawning habitats.

171c
- Commercial fishing is a major part of our economy locally and statewide. Fisheries will be affected by this project and the fertile feeding and spawning grounds can be irreversibly damaged.

171d
- Identify nests and perch trees to ensure that no eagle roosting trees are cut down. Respect needs to be shown to the eagle population and habitat. They have been here as long as the Tlingit people have and must be shown the proper respect our culture would expect.

171e
- Do not use rip rap. Rip rap will affect the river flow, salmon habitat and degrade it. Salmon is our life and a historical part of our culture and identity. We believe that the Engineered Log Jam method of bank enhancement is the preferred method.

171f
- The protection of having a thriving, healthy river is extremely important to all living things in the valley. As an example, if the river is harmed, the health of the salmon will be endangered. If salmon are less abundant, the bears and eagles will be searching for food elsewhere, endangering the people of the valley to more encounters with bears. The balance of life in the valley cannot be disrespected.

171g
- Traditional areas used for hunting will be affected by blasting. Mitigation plans need to be considered for these areas to minimize unavoidable loss of fish habitat, wetlands and hunting grounds.

171a See Comment Response R01.

171b,c See Comment Response R30, R31, R32 and R33.

171d See Comment Response R11.

171e See Comment Response R33.

171f See Comment Response R89.

171g DOT&PF would comply with all permit conditions and ADF&G blasting standards.

CHILKAT INDIAN VILLAGE

An Indian Reorganization Act Village
Under Act of Congress June 15th, 1935
32 Chilkat Ave. Klukwan, Alaska 99827
HC60 Box 2207 Haines, Alaska 99827
Phone: 907-767-5505
Fax: 907-767-5518
klukwan@chilkat-nsn.gov

171h • The 19 mile culvert impact. Channeling the land slide directly into the river will have an environmental impact on the Chilkat River that may cause a negative impact on the fish habitat.

Chilkat Indian Village Land and Native Allotments

171i • Right of way (ROW) areas that the state uses through Native allotment and Chilkat Indian Village land is not State of Alaska DOT property to do as they will. It is Native land and therefore it is privately owned land. The state is not allowed to do anything other than work on the highway within the ROW.

171j • Any work that goes outside of the ROW will result in compensation to the owner/s.

171k • There will be no damage or material left on any Native Allotment and/or Chilkat Indian Village land unless permitted by the owner/s.

171l • While going through Native Allotment land, ask owner/s if there is anything that can be done on the land for mitigation purposes. Examples would be; driveway enhancement-creation-removal, creek enhancement, slide protection, river access, etc.

171m • The unused ROW area/s needs to be given back to CIV and allottees.

171n • ROW needs to be reduced from 300 feet to 120 feet through Native Allotments and Chilkat Indian Village land.

Cultural

171o • Cultural and burial sites need to be respected and protected.

171p • Cultural monitors for the entire duration of the project.

171q • Cultural monitors at each active construction site will have the right to stop construction and call in additional monitor/s if needed.

171r • Archeological sites and artifact/s (Traditional Clan Trust Property) will be handled at Chilkat Indian Village's discretion.

171s • Cultural monitors from this area will be used. Chilkat Indian Village has trained staff for this purpose.

171t • State of Alaska DOT will work with Chilkat Indian Village in creating a legal document/agreement clarifying the nature of this relationship.

Thank you for your time and consideration regarding these comments.

Sincerely,

Jones P. Hotch, Jr.
President

cc: Alex Viteri, FHWA
Mike Eberhardt, AK DNR

Responses to Comments

171h	See Comment Response R25.
171i	Comment noted.
171j	Any ROW needed would be acquired during the ROW acquisition phase of the project.
171k	Comment noted.
171l,m,n	Coordination would be conducted during the ROW phase of the project.
171o	See Comment Response R24.
171p-t	The State of Alaska DOT and the Chilkat Indian Village have reached an agreement regarding these issues.

2013_08_15_**172EA** - CIV_Tribal_Pres_Comment

Dirks, Kristin L (DOT)

From: Brian Willard [bwillard@chilkat-nsn.gov]
Sent: Thursday, August 15, 2013 4:53 PM
To: HainesHighway@alaska.gov
Subject: Comment from the Chilkat Indian Village Tribal President

Importance: High

Follow Up Flag: Follow up
Flag Status: Completed

To whom it may concern,

172a The Tribal President of the Chilkat Indian Village asked me to forward his comments to you by email." The Chilkat Indian Village Tribal Government is thankful for all the government to government meetings that Federal Highways and State of Alaska Department of Transportation had with the tribe on the Haines Highway Project. Both agencies listened to all the tribe's concerns on the highway realignment through our native lands and worked with the tribe to resolve them. The tribe still supports the changes that both agencies made to accommodate the tribe's concerns and we appreciate all the respect that both agencies gave the Chilkat Indian Village tribe. Thank you, Jones P. Hotch, Jr."

Thank you,

Brian Willard
Chilkat Indian Village
Acting Administrator

1

Response to Comments

172a Thank you for your comments.

2013_08_15_**173EA** - D_Nelson

Lepley, Lesley

From: dianne nelson <akporcupinedianne@hotmail.com>
Sent: Wednesday, August 14, 2013 4:42 PM
To: HainesHighway@alaska.gov
Subject: Haines Highway

173a Please leave the highway alone! It is fine as it is with some upgrades now and then but as for widening the road you will be raping the land from native rights to fishing grounds, Bald eagle habitat and so many more wild things. If it is widened there will no doubt be more accidents with idiots thinking they have plenty of room to get out of the way, passing and who knows what all. Spend money on the ferry system highway not the Haines highway. Take a vote of the Haines folks and see how many want you to come in and mess things up again!
Dianne Nelson
P.S. I know it does no good to write and email my opinion but I had to try.

1

173-1

Responses to Comments

173a See Comment Response R03, R04, R05, R06 and R89.

173-2

2013_08_15_**174EA** - G_Figdor

Comments on the Haines Highway EA

Submitted by George Figdor, Box 612, Haines, AK 99827
figdor@aptalaska.net

I'm a long-time Haines resident and have reviewed the DOT EA on the highway project. I have concluded that there are serious deficiencies in the document that will prevent the FHWA from finding that there will be no significant impacts from this project.

Considering the high values involved---salmon habitat, the eagle preserve, the scenic byway, and the Native cultural sites---I would have presumed that a full Environmental Impact Statement would have been required. Given the number of salmon streams that will altered, the extent of the river fill, the acreage of wetlands that will be displaced, the eagle roosting nests that will be cut, and the amount of straightening and widening of the
174a alignment that will be made, there are likely to be significant impacts to the following:

- the values of Chilkat Bald Eagle Preserve
- the quality of salmon habitat
- the socio-economic value of local commercial, sport, and subsistence fishing
- the inherent qualities and value of the Scenic Byways designation
- the Native cultural sites near the Haines Airport
- local tourism potential of the Scenic Byway and the Eagle Preserve.

All these impacts would be significant and certainly warrant a full EIS.

174b Sadly missing from your EA process was a draft version with sufficient time for the
174c public to comment and viable alternatives rather than an all or nothing choice. Because of the values stated above, it should have been your task to present alternatives that would have specifically had design consideration that maximized the value of the preserve, the scenic byway, and the salmon and eagle habitat. These alternatives would have had retained more of the meander of the road, for example.

Of course, safety is a priority, but the other less-realigned alternatives could have included reduced speeds for sections that pass through the preserve and the certain parts of the scenic byway. It is not without precedent that roadways that pass through parks and along scenic byways have modified designs. I have reviewed the FHWA's guidelines for
174d scenic byways and refer you to the sections on roadway improvements. There is just one paragraph in the EA that addresses the scenic byway values---and that deals with the addition of new pullouts. But the federal guidelines suggest a great number of other considerations that must be studied. I would find it ironic if the FHWA just after granting the Haines Highway the federal byways designation agrees to diminish many of its inherent values by approving a road design that fails to preserve these.

I am including as an amendment at the end of my comments some excerpts and citations from the FHWA scenic byways guidelines.

174a See Comment Response R02b.

174b See Comment Response R01.

174c See Comment Response R07.

174d See Comment Response R09.

I would argue that most of the above deficiencies can be addressed by modifying the proposed design to fit the requirements of a 50mph rather than a 55mph roadway. This would allow for slightly less straightening of the alignment and as a result would require far less fill and alteration of salmon steams, less damage to eagle trees, and more
174e retention of the values of the scenic byway. Specifically, I would propose that the road be designed as a 50mph road, with more of a park-like character in the majority of the preserve----from milepost 10 to the west side of the Chilkat River bridge.

I would note that 16 of the currently posted curves in the project area are posted as 50mph curves (only 3 are posted at 45mph.). So in fact, with a slightly reduce speed through the preserve, much more of the current alignment can be retained. I would further point out that reducing the speed limit to 50 in this stretch would only add about 90 to 120 seconds to the total travel time from town to the Canadian border.

This seems to be a small and reasonable price to pay for avoiding many significant impacts that the project as planned would bring. It is imaginative solutions like this that resulted in the original creation of the Eagle Preserve.

Amendment to Comments:

FHWA Scenic Byways Design Guide
http://contextsensitivesolutions.org/content/reading/byways_design/

(Excerpts)

Roadway Improvements

(p. 78) "Many aspects of roadway improvements are governed by State, local, and agency standards that must be met. However, there are also many conventions that are not actually standards. The creative planner or designer can propose alternatives as long as safety and function are not compromised. When planning roadside improvements, look for designs that reflect the intrinsic qualities of your byway."

Designing Byway Roadside Improvements

(p. 79) "As visitors drive along a scenic byway, they are focused on the surrounding scenery. They are probably not aware of the number of driving lanes, width of the driving lanes, shoulder width, construction materials, sharpness of the curves, how rock crops are treated, and how the road follows the topography. Yet these factors have a dramatic effect on their experience.

174e See Comment Response R08, R12 and R13.

2013_08_15_**175EA** - H_Bochart

Lepley, Lesley

From: Hannah Bochart <hbochart@gmail.com>
Sent: Thursday, August 15, 2013 11:47 AM
To: HainesHighway@alaska.gov
Subject: DOT Haines Highway project

The issue of whether or not to widen and straighten the Haines Highway is not simply an environmental one, it's also a question of what is best for the economy. The Haines Highway is witness to massive amounts of human traffic each year, its scenic and utterly unique route passing not only through scenic wilderness but also through the largest congregation of eagles in the world. People come from all across the globe, via cruise ship, car, bus, bicycle, or even by foot to partake in what we have to offer. Tourism has an impact on our economy that cannot be understated. While mining, logging, and road improvement provide temporary jobs and money, their reach is finite. Eventually those resources are gone, along with the exports and jobs they bought. The natural assets we have extend far beyond simply what we can harvest, it's the landscape itself, untouched, that we draw money from. This highway was designated Haines Highway National Scenic Byway for a reason. What we have to offer is not the faster, slicker travel that one finds down south. People come here for the view, and up to 98% of the eagles congregate on Council Grounds, with cottonwood trees between miles 19 and 22 being critical roosting trees. Outside of those boundaries are critical as well, as one area of an ecosystem cannot be impacted without repercussion all down the corridor. The Eagle Preserve was not established to simply protect another species without human gain. By destroying eagle roosting trees and the points from which to view them, the DOT project puts in dire jeopardy of the biggest, if not THE biggest draws this valley has to offer. Is concept behind the widening of the road to allow for a greater volume of traffic? Is so, the logic behind it is tragically flawed. Aside from locals driving to and from work, the people on this highway are here to see the valley. What is the point of having a sprawling, slick road if no one wants to drive it? It should also be stated that, for the record, I have been driven/driving this highway my entire life, and the portion that was straightened made no impact on my getting to work on time. I am able to drive the same speed on the original highway as on the "improved" portion. So what did I really gain except construction delays, impacted scenery and damaged salmon habitat for my subsistence fishing?

Along the theme of harvest, salmon represent not only an integral part of the ecosystem that we live on and off of, they are also immense sources of monetary and dietary gain. Between subsistence and commercial fishing,
175a salmon are imperative to the Alaskan economy and lifestyle. The proposed project would impact over twenty salmon tributaries of the Chilkat River, re-aligning at least 8 of those tributaries, with disastrous potential for the salmon, and it would fill *twelve and a half acres* of imperative wetlands that provide fish passage and
175b rearing habitat that also cycle nutrients for the ecosystem. These wetlands also help control flooding, and if destroyed could present immense property damage for locals. Floods and landslides already present a problem along certain areas of the highway, and the damaging of protective wetlands will only increase the potential for property damage. A large portion of what cause the national disasters surrounding Hurricane Katrina was the destroyed wetlands that had previously served as natural storm breaks and overflow receptors. While on a smaller scale, we are running the same risk. In addition, the inevitable blasting required to put in a new road in this terrain would damage existing landscapes designed to reduce and/or funnel landslides. As a prospective property owner, and a lifetime resident along the Haines Highway, the concept increased property risk does little for my peace of mind.

175c The most basic argument against the proposed project, however, is the simple one of necessity. The Haines Highway has low traffic volume and a low accident rate. That being said, what is the desired result of widening the road? To create more jobs? The jobs created by the project are temporary and threaten to impact long term venues of employment such as fishing and tourism, in addition to raising the risk of property damage. To allow

1

175-1

Responses to Comments

175a See Comment Response R30, R31, R32, R33 and R36.

175b The Haines Highway Project does not constitute a significant encroachment upon the floodplain, pose a significant risk or impact or compromise any natural process or resource at the site. The hydraulic function of the area will essentially remain unchanged (See Floodplain in Appendix H of the EA).

175c See Comment Response R06.

175-2

for large traffic such as mining vehicles and trucking transport? Such traffic has gone up and down this valley for years without incident, and show no sign of increase or decrease. Would allowing said trucks to go a mile or two faster an hour (which, as I mentioned above, doesn't seem to be the case) really be worth the economic expenditure and risk of this entire project?

175d So truly, what is the projected benefit to this project? As a fisher, a local, a highway resident, an Alaskan, and a hard working taxpayer, I see little or no benefit, either personally or for the Alaskan community at large for the proposed road project. Indeed, any temporary benefits gained by this venture pale in comparison to the lasting impact on our environment and our economy.

2

175-3

175d See Comment Response R05 and R06.

175-4

2013_08_15_**176EA** - K_Kermoian

Kip Kermoian
PO Box 1024
Haines, AK 99827
Aug. 15, 2013

Jim Scholl
Environmental Coordinator DOT&PF
PO Box 112506
Juneau, AK 99811-2506

Re: Haines Highway Realignment Plan

Dear Mr. Scholl,

176a After investing this issue and speaking with you, it is clear that this proposed plan is inadequate in scope and that with few exceptions, the "need" for this project has not been demonstrated in any meaningful way.

DOT's proposal to spend more than 100 million dollars in order to increase the speed limit to 55mph, disregard the Clean Water Act and put at risk hundreds of local livelihoods alone, by mitigating the unnecessary destruction of high value, functioning wetland and salmon rearing habitat, and remove eagle roosting trees in the Chilkat Bald Eagle *Preserve*, along 21.8 miles of the Haines Highway (a distinguished National Scenic Highway) defies reason.

When questioned as to who proposed this plan, you state that, although you were "…not positive, but from experience, I would guess with 99.999% certainty that it came from DOT". When asked if the federal government required a speed of 55mph in order to receive federal funding, you stated they did not, and that there was a range of speeds from 45 to, you thought, either 65 or 70 mph, which would satisfy their requirement to fund the project. Thus, DOT has the latitude to propose a reduced speed from what is being proposed. You further stated that it is desirable to engineer the highway in such a way as to reduce speed changes. This can be accomplished by keeping the speed at 45mph while

176b greatly reducing *unnecessary* impacts. The difference in time for a driver driving from 3.5 mile to 25.3 mile at 45 rather than 55 mph is about 8 minutes. This time expenditure on a low volume highway does not justify the spending of untold millions of dollars that the federal government does not have.

176c By reducing the proposed speed limit to 45mph DOT will further comply with the Clean Water Acts requirement to avoid and reduce impacts to wetlands and rearing habitat, enhance the safety of the already safe highway, free up untold millions of dollars to further reduce the federal deficit, save critical roosting trees within the Bald Eagle Preserve whose significance DOT has been negligent in quantifying.

176d Of the points DOT has put forth to promote this project, I view improving safety as the only reasonable one mentioned. Improving safety is always a noble aspiration. But given

176-1

Responses to Comments

176a See Comment Response R05 and R06.

176b See Comment Response R08.

176c See Comment Response R07 and R11.

176d See Comment Response R03 and R04.

176-2

the relatively safe status that the Haines Highway current enjoys, with a very few exceptions, improved safety can be accomplished to a few notable areas such as the Wells bridge approach, while greatly reducing the impacts.

176e DOT needs to produce a range of reasonable alternatives each with a detailed assessment of the impact to fish and wildlife, and the habitat that currently supports healthy populations, and demonstrate, by way of example, effective mitigation.

176f Your admission of very limited success with reengineering wetlands should exempt wetlands from further destruction; they are far too valuable. Mitigating for wetlands in another area does nothing to sustain all of the species, habitat or hydrological benefit that a functioning wetland provides.

I do not support this project as proposed.

Sincerely,
Kip Kermoian
ADF&G Advisory Committee Board Member

176e See Comment Response R07 and R11. The Essential Fish Habitat Assessment is included in Appendix F of the EA. An assessment of the project impacts on Bald Eagles and Bald Eagle Habitat is included in Appendix G.

176f Mitigation measures for the Haines Highway MP 25 to the Canadian border project have been monitored for ten plus years and the success of these measures can be viewed at http://www.adfg.alaska.gov/static/home/library/pdfs/habitat/11_10 and http://www.adfg.alaska.gov/static/home/library/pdfs/habitat/12 08.

2013_08_15_**177EA** - P_Kermoian_Copy

Patricia Kermoian
PO Box 1024
Haines, AK 99827
Aug. 15, 2013

Jim Scholl
Environmental Coordinator DOT&PF
PO Box 112506
Juneau, AK 99811-2506

Re: Haines Highway Realignment Plan

Dear Mr. Scholl,

I am writing to express my dissatisfaction with the proposed plan to bring the Haines Highway, between mile 3.5 and 25.3, 'up to federal standards' by widening and straightening current road bed.

The EA inadequately addresses so many of the biological concerns such as the long term impacts associated with filling in wetland, the removal of Eagle roosting trees, the loss of habitat due to the over zealous use of riprap, etc.

The proposed plan makes minimal effort to comply with the Clean Water Acts requirement to first avoid impact and then minimize impacts. The Haines Highway is rated as low volume and low accident rate highway. As a result, it does not warrant many of the changes being proposed.

I would like DOT to:

177a - extend the comment period to allow stakeholders, such as commercial fisherman, to have an opportunity to investigate and respond to the plan

177b - present a range of additional alternatives that minimize impact to functioning wetlands and rearing habitat

177c - change the proposed speed from 55 to 45mph, which will mitigate an enormous amount of disturbance

177d - conduct an EIS to thoroughly assess the impacts being proposed

The current proposal does little to quantify impacts in any meaningful way and needs a great deal more attention to detail including an explanation of how spending unknown amounts in excess of one million dollars is a cost effective way of meeting needs that have yet to be demonstrated.

Responses to Comments

177a See Comment Response R01.

177b See Comment Response R07.

177c See Comment Response R08.

177d See Comment Response R02b.

Revise the plan, it is not adequate and places too high a cost on habitat, numerous, species and funds we do not have.

Sincerely,
Patricia Kermoian

177-3

Lepley, Lesley

From: Keith Lincoln <kthlkn@alaska.net>
Sent: Thursday, August 15, 2013 1:39 PM
To: HainesHighway@alaska.gov
Subject: Haines Highway

Follow Up Flag: Follow up
Flag Status: Flagged

To: Alaska Department of Transportation and Public Facilities
From: Keith Lincoln

Subject: Haines Highway Improvements

178a This is to state that there are significant impacts to people in the EA for the Haines Highway improvement project that indicate that a complete EIS is necessary.

178b I understand that some discussions are underway to resolve significant habitat, cultural, and economic damage.

I urge you to complete these in a manner that leads to no impact on area fish habitat or eagle roosting trees and addresses safety matters with speed limits rather than by excessive damage to area resources.

Keith Lincoln
583 Nordale Rd
North Pole AK 99705

On 8/15/13 1:16 PM, "Rebecca Redwine" <auntbot@alaska.net> wrote:

Rebecca
auntbot@alaska.net

Travel Light, live light, spread the light, be the light.

Begin forwarded message:

From: Rebecca Redwine <auntbot@alaska.net>
Subject: road
Date: August 15, 2013 1:13:32 PM AKDT

178-1

Responses to Comments

178a See Comment Response R02b.

178b See Comment Response R07, R11 and R12.

178-2

2013_08_15_**179EA** - LCC

LYNN CANAL CONSERVATION, INC.
BOX 964 • HAINES, ALASKA 99827

August 15, 2013 comments on the Haines Highway Environmental Assessment

Introduction

Alaska Department of Transportation has prepared the Haines Highway Environmental Assessment (EA) to address identified deficiencies with the Haines Highway from Milepost (MP) 3.5 to 25.3. Most of the proposed Haines Highway project is adjacent to or inside the Chilkat Bald Eagle Preserve (CBEP), a unique, nationally and internationally significant area known for the world's largest congregation of bald eagles. The proposed action impacts two of the 5 CBEP management units, the Bald Eagle Council Grounds Management Unit (Council Grounds) and the Haines Highway and Adjacent Lands Management Unit.

The Haines Highway Environmental Assessment (EA) correctly states the CBEP is not a multiple use area, but rather posses "an exclusive use management intent focused on the protection of bald eagles and their associated habitat, as well as the spawning and rearing areas of the anadromous streams that provide food for the bald eagle population."[1] Available information, both from the EA and other sources, indicates that the Haines Highway Project as proposed may significantly affect Chilkat bald eagles and degrade their associated habitats, and may significantly impact many natural salmon spawning and rearing habitats inside the statutorily protected CBEP. We are very concerned about the proposed Haines Highway project and request a thorough reconsideration of the proposal as described in these comments.

The CBEP was established to provide strong protections for bald eagles, salmon, and subsistence, among other values. AS 41.21.610 provides:

(a) The primary purpose for establishing the Alaska Chilkat Bald Eagle Preserve is to protect and perpetuate the Chilkat bald eagles and their essential habitats within the Alaska Chilkat Bald Eagle Preserve in recognition of their statewide, nationally, and internationally significant values in perpetuity.

(b) The Alaska Chilkat Bald Eagle Preserve is also established to

(1) protect and sustain the **natural** salmon spawning and rearing areas of the Chilkat River and Chilkoot River systems within the preserve in perpetuity; (emphasis added)

(2) provide continued opportunities for research, study and enjoyment of bald eagles and other wildlife;

(3) ensure to the maximum extent practicable water quality and necessary water quantity under applicable laws;

[1] EA, page 26

179-1

(4) provide for other public uses consistent with the primary purpose for which the Alaska Chilkat Bald Eagle Preserve is established; and

(5) provide an opportunity for the continued traditional and natural resource based lifestyle of the people living in the general areas described in AS 41.21.611(b), consistent with the other purposes of this subsection and (a) of this section.

This EA fails to address certain crucial factors, consideration of which are essential to a truly informed decision about whether or not to prepare an EIS. The Proposed Action is incompatible with the mandate of the CBEP. We urge the Federal Highway Administration and Alaska Department of Transportation and Public Facilities (together, ADOT) to reconsider the project. As we describe more fully below in the "alternatives" and "remedies sought" sections, we request ADOT consider an alternative to the proposed project that is more targeted and better protects the values of the CBEP. Our comments focus on how the Proposed Action adversely impacts the significant values of the Preserve recognized by the Alaska Legislature, how the EA fails to take a hard look at the direct, indirect, and cumulative effects of the proposed action on bald eagles and their essential habitats and natural salmon habitat, and how the agency's "Section 4(f)" analysis falls short of statutory and regulatory requirements.

The EA does not satisfy NEPA

NEPA is designed to ensure "that important effects will not be overlooked or underestimated only to be discovered after resources have been committed or the die otherwise cast." *Robertson v. Methow Valley Citizens Council*, 490 U.S. 332, 349 (1989). Agencies are responsible for taking a "hard look" at environmental consequences that includes a full and honest assessment of negative effects. *Northern Alaska Envtl. Ctr. v. Kempthorne*, 457 F.3d 969, 975 (9th Cir. 2006). If there are even "substantial questions" that significant effects "may" occur, an EIS is required. *Idaho Sporting Congress v. Thomas*, 137 F.3d 1146, 1150 (9th Cir. 1998), *overruled on other grounds*, *The Lands Council v. McNair*, 537 F.3d 981 (9th Cir. 2008) (en banc). The Ninth Circuit has explained that this "is a low standard." *Klamath-Siskiyou Wildlands Ctr v. Boody*, 468 F.3d 549, 562 (9th Cir. 2006).

As described more fully below, the EA prepared by ADOT fails to meet NEPA's requirements. It fails to take a "hard look" at a number of critical issues. For example, it fails to assess the importance of roosting trees to eagles, the number and location of trees to be cut, and the effect of their removal on eagles and eagle populations. It fails to assess the extensive disturbance of natural salmon habitat inside the Preserve due to filling the Chilkat River and clear water tributaries and wetlands. If fails to assess how degrading salmon habitat would affect eagles' food source and how a diminished food source could have population effects. Without analysis of these and other issues described below, ADOT cannot reach a reasonable conclusion about the potential impacts of the project. If information is lacking, ADOT must obtain it before moving forward. 40 C.F.R. § 1502.22. The EA is clearly deficient, and an EA must be sufficient in order to determine whether or not to prepare an EIS. To the extent information about the

179-2

effects of the project is available, it suggests that those effects may be significant, warranting preparation of an EIS.

Major issues warranting assessment:

1. **Chilkat Bald Eagles and Essential Habitats**

The EA omits any meaningful consideration about fundamental factors such as how eagles use Preserve habitat and how road construction, including the removal of trees, might negatively impact both resident and wintering eagles. This lack of information precludes the type of informed decision-making mandated by the National Environmental Policy Act (NEPA). There is a brief mention of "short-term impacts" of disturbing breeding and roosting eagles[2], but there is no meaningful analysis of long-term impacts, which could be severe. Further, even short-lived effects could be significant in the context of necessitating preparing an EIS. We will elaborate on this later.

There is no mention of the importance of the communal roosting trees located between M.P. 19 and 22, in what is known as the Council Grounds or Critical Habitat Area for the winter gathering of eagles, only a vague reference that "major roosting trees exist along many sections of the project corridor."[3] Because this information is not available in the EA, decision makers cannot take the required "hard look", and make the informed decision required by NEPA.

The information that does exist strongly suggests that removing communal roosting trees may have significant adverse effects. Information about the importance of communal roosting trees to the winter gathering of eagles was documented in studies conducted for the National Audubon Society and the U.S. Fish and Wildlife Service (USFWS) by Boeker, Hansen and Hodges, and published in 1981, 1982 and 1984. Funding was provided by the Department of Natural Resources, the Alaska Department of Fish ad Game, The National Audubon Society, USFWS, U.S. geological Survey and U.S. Soil Conservation Service. It is remarkable that none of this critical information is cited in the EA's bibliography. The "Findings and Recommendations" section of the *Haines Klukwan Cooperative Resource Study Final Summary Report June 1984*, gives the rationale for why **no communal roosting trees should be cut inside the CBEP**.

"Since eagles conserve energy by seeking habitats which offer protection from weather, prudent management dictates that deciduous roosting and perching trees not be harvested. Preventing increases in human disturbance in the vicinity of such trees will enable eagles to avoid the energy costs of evasive flight. Maintaining tall perch and nest trees will help minimize the loss of eagles to predation and injury."[4] This research also documented that as the weather became more severe, eagles left the far side of the river

[2] EA, page 93

[3] Id., pages 53-54

[4] Boeker et al, 1984 page 21

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and the gravel bars for roadside communal roosting trees,[5] making this habitat essential for the winter gathering of eagles.

These essential roosting habitats are "environmental features which allow eagles to maximize food intake, minimize energy output, and minimize injury."[6] These are described as "factors which regulate eagle survival and reproduction."[7] Given the importance of roosting trees to eagle survival and reproduction, it is reasonable to assume that cutting an unknown number – or perhaps even any - communal roosts *may significantly affect* eagles and eagle habitat that are protected by Alaska statute. For this reason alone an EIS is required.

179a ADOT confirmed that trees will be cut in the Critical Habitat Area during the Haines public hearing on August 5, 2013, but the EA failed to indicate the number or location of trees to be cut, or the direct, indirect, and cumulative impacts to eagles and their essential
179b habitats as required by NEPA. The "statewide, nationally, and internationally significant values"[8] at stake require ADOT to take a hard look at both the context and intensity of these impacts, over both the short and long-term. When an adequate analysis is done, ADOT will have to conclude that an EIS is required.

EA Appendix G contains comments from USFWS, which mention the importance of "many" trees along the highway utilized by eagles as hunting perches and communal roosts. "Even if construction can be done outside of the breeding season, there is risk that eagles using important communal roosts and feeding areas will be disturbed."[9] Given this information, an adequate environmental document would provide essential details on both how many and which trees will be cut. Without this crucial information, neither ADOT, nor other agencies, nor the public can make the type of informed decision-making required by NEPA.

179c Because 11 of 25 nests in the project area are within 330 feet of the construction zone[10] and because of the potential for disturbance from construction, USFWS recommended ADOT apply for an Eagle Take Permit in the event an eagle is taken through disturbance.[11] Due to a paucity of information and analysis in the EA, there is no way for the public or decision-makers to determine the number of eagles that may be taken, and no discussion of whether taking one or more eagles in the Eagle Preserve is appropriate, legal, or significant. Given the statewide, national, and international significance of the
179d CBEP, the effects on the local eagle population will be significant. Again the EA is deficient in that it does not fully address direct, indirect or cumulative impacts to bald eagles in the Eagle Preserve from the proposed action. The EA is also deficient in that it

[5] Boeker et al, 1982, Third Annual Progress Report Chilkat River Cooperative Bald Eagle Study, page 15
[6] Boeker et al, 1984, page 21
[7] Id.
[8] AS 42.21.610)
[9] Appendix G page 10)
[10] EA, page 27
[11] Id.

179a See Comment Response R11 and R41 and Appendix G of the EA.

179b See Comment Response R02a and R02b.

179c Figure Set C of the EA shows Eagle Nest locations in relation to the project. Section 4.2 of the EA discusses the potential impacts of the project to eagle nests.

179d See Comment Response R10, R11, R12, R13 and R41. Additional studies have been conducted regarding the impacts of the project on Bald Eagles. This study is included in Appendix G of the EA.

179e offers no assessment of impacts to individual eagles or eagle populations. This is true for both local and regional populations – local impacts during nesting and regional impacts during the winter gathering. This falls far short of the NEPA requirement that DOT take a hard look at all reasonably foreseeable significant environmental impacts.

2. Salmon and Natural Salmon Habitat

The current EA does not contain an adequate analysis of the proposed project's impacts to salmon. Although it generally acknowledges short-term impacts from filling wetlands and filling and rerouting tributary streams, its analysis falls far short of the "hard look" required by NEPA. The EA admits direct impacts will occur to extensive reaches of natural salmon habitat from changes in water quality, (protected under AS 41.21.610(b)(3)) sedimentation of spawning gravels, changes to food supply, and changes in stream structure used for resting, hiding and over-wintering. It summarily concludes, however, that "[t]hese types of fish impacts would occur during and after construction until conditions stabilize and new habitats are established." These impacts could also
179f occur in mitigated areas during construction.[12] There is no admission or analysis of long-
179g term impacts or cumulative impacts from significant natural habitat degradation, and no analysis of the effectiveness of the proposed mitigation. There is also no analysis of how impacts to natural salmon habitat will impact the winter food source for both resident eagles that rely on salmon for successful nesting, and wintering eagles that come to the Preserve precisely because of a scarcity of food elsewhere. ADOT cannot make reasonable conclusions about impacts absent an analysis of these important issues. Given the extent of disturbance to natural salmon habitat and the statutory requirements to protect that habitat, an EIS is required.

Further, the information that does exist suggests impacts from the project may be significant. For example, the EA states ADOT will fill 8.5 acres or 14,230 lineal feet (2.7 miles) of Chilkat riverbank, and indicates this could affect subsistence.[13] Continued traditional use - consistent with the protection, perpetuation, and sustenance of eagles, salmon and their habitats - is a Preserve purpose[14]. There is no information on the number of families that rely on subsistence fishing in Haines, although there is acknowledgment that 100% of Klukwan residents use subsistence resources.[15] We know that the total number is large and that the socioeconomic impacts would be "significant", in the context of NEPA. There will be 2.7 miles of affected riverbank along a corridor that is 23 miles long, meaning more than 10% of the roadside riverbank will be filled with riprap.
179h Changing more than 10% of Chilkat River habitat will likely have significant impacts to salmon and salmon habitat, and will degrade "natural" salmon habitat, which is protected by AS 41.21.610(b)(1), and may significantly restrict the subsistence salmon resource and uses.

[12] EA, page 79
[13] EA, page 52
[14] AS 41.21.610(b)(5).
[15] EA, page 51

179e See Comment Response R11 and Appendix G of the EA.

179f See Comment Response R30, R31, R32, R33 and Appendix F of the EA. See Section 4.21Cumulative Effects of the EA. Mitigation measures for the Haines Highway MP 25 to the Canadian border project have been monitored for ten plus years and the success of these measures can be viewed at http://www.adfg.alaska.gov/static/home/library/pdfs/habitat/11 10 and http://www.adfg.alaska.gov/static/home/library/pdfs/habitat/12 08.

179g See Section 4.2 Chilkat Bald Eagle Preserve of the EA. There would be no fill in the Chilkat River in the Critical Habitat area of the Preserve (location of winter food source).

179h See Comment Response R30, R31, R32, R33 and Appendix F of the EA.

The Army Corps of Engineers has determined that riprap added to healthy riparian streams is detrimental: "Generally, streams with healthy riparian vegetation communities . . .will be harmed ecologically from the addition of riprap structures."[16] The Corps is removing riprap on the Suiattle River in Washington to improve habitat complexity for Chinook salmon. Putting 14,230 linear feet of fill in crucial areas for outmigrating smolts
179i makes no sense when it may need to be removed at a later date. This project should not allow impacts to the natural rearing and feeding areas in the lower Chilkat River by adding riprap.

Essential fish habitat along 22 of 25 anadromous tributaries of the Chilkat in the project area will be filled.[17] These tributaries provide rearing habitat for all five species of Pacific salmon and some also have gravels suitable for spawning. "In contrast to the turbid Chilkat River, the tributary channels provide rearing fish with relatively clear water and more abundant sources of food and cover."[18] Potential impacts are elaborated in Table 4.15-1 and include the following:

* Elimination of riparian areas, stream channels, waterways and associated wetlands.
* Loss of substrate type/habitat at fill locations.
* Impacts to sediment movement and chemical processes
* Changes in hydrology/water flow including developing scour holes and sediment build up.
* Opening habitat for invasive species.
* Loss of available fish food at fill sites.
* Loss of ability to move from one part of the stream to another for shelter from predators or to find favorable habitat.
* Loss of spawning gravels.
* Burying of eggs and alevins in sediments.
* Changes to fish passage patterns.

8 of these 22 impacted tributaries will be re-aligned. Listed impacts include:

- Changes to flow and substrate types.
- Changes to aquatic life colonizing new substrates.
- Possible change in water quality/characteristics.
- Drying of stream channel during periods of low precipitation.
- Unstable stream channels with bank erosion, channel incision, sediment deposition and variable water regime until water reshapes the constructed channels into a more natural geometry.
- Reduction in available food for fish.
- Inability to move from one part of the stream to another for shelter from predators or to find favorable habitat.
- Degradation of spawning gravels.
- Entombment of eggs and alevins in sediments.
- Changes to aquatic life colonizing these new substrates.

[16] Fischenich, J. Craig -"Effects of riprap on riverine and riparian ecosystems" US Army Engineers R+D Center 2003
[17] EA, pages 77 and 80
[18] EA, page 78

179i See Comment Response R33.

- Changes to fish passage patterns.

179j All of the direct impacts listed above will significantly degrade the "natural" salmon habitat inside the Preserve and are expressly prohibited under AS 41.21.610(b)(1).

179k Impacting 88% of the anadromous tributaries into the Chilkat River will also significantly impact eagles. The salmon food source is essential to the survival of eagles, and this close connection between eagles and salmon is not analyzed in the EA. Studies conducted for Audubon and USFWS state:
"Data on bald eagle ecology gathered during Audubon's four-year study show consistent patterns regarding population dynamics and the use of specific habitats in the Chilkat and Chilkoot valleys. This information in conjunction with that derived from ongoing multidisciplinary companion studies involving fisheries, hydrology, soils and vegetation, and wintering big game populations indicates that the approximately 48,000 acres of habitats placed in sanctuary status by establishment of the Alaska Chilkat Bald Eagle Preserve in 1982 are essential to perpetuation of the Chilkat eagle population. . . . There should be an ongoing commitment on the part of managers to provide all necessary protection to the Chilkat bald eagles and their essential habitats in recognition of their significant state, national and international values. **This will involve protecting salmon spawning and rearing areas of the Chilkat** and Chilkoot river systems."[19]

179l The project would also fill 24 acres of wetlands including 12.5 acres of high value wetlands that currently provide fish passage and rearing habitat, cycle nutrients, and help control flooding.[20] This project would affect about 10% of the 248 acres of wetlands in the project area.[21] This is a significant percentage of essential, "natural" salmon habitat that would be significantly degraded.

It would be hard to argue that these many and widespread impacts would not be "significant" to any important salmon habitat, let alone to an area where anadromous streams in their natural state are statutorily protected. Given the extent of disturbance to natural salmon habitat, and the statutory requirements to protect that habitat, this issue rises to the level of significance as defined by NEPA[22], and an EIS is required.

3. Lack of Alternatives

By requiring agencies to consider multiple alternatives, NEPA ensures that the "most intelligent, optimally beneficial decision will ultimately be made." *Northern Alaska Envtl. Ctr. v. Kempthorne*, 457 F.3d 969, 978 (9th Cir. 2006). Courts have repeatedly found that the "existence of a viable but unexamined alternative" renders an analysis inadequate." *See, e.g*., *Natural Res. Def. Council v. U.S. Forest Service*, 421 F.3d 797, 813 (9th Cir. 2005) (quoting *Citizens for a Better Henderson v. Hodel*, 768 F.2d 1051, 1057 (9th Cir. 1985)). Notably, even where a proposed action does not trigger the EIS

[19] *Haines Klukwan Cooperative Resource Study Final Summary Report June 1984,* page 22, emphasis added
[20] EA, page 74
[21] EA, page 73)
[22] 40 CFR 1508.27

179j See Comment Response R30, R31, R32, R33 and Appendix F of the EA.

179k See Comment Response R36 and Appendix F of the EA.

179l See Comment Response R36 and Appendix F of the EA.

process, courts have affirmed that the "consideration of alternatives is critical to the goals of NEPA[.]" *See, e.g.*, *Bob Marshall Alliance v. Hodel*, 852 F.2d 1223, 1228-29 (9th Cir. 1988). Regardless of whether developing an EA or an EIS, agencies should identify and assess those alternatives that would "avoid or minimize adverse effects of [proposed] actions upon the quality of the human environment." 40 C.F.R. § 1500.2(e).

179m The EA examines only two alternatives: do nothing or the proposed action. However, alternatives are "the heart" of an environmental document.[23] ADOT has failed to examine any alternative that is consistent with Preserve statutes and the CBEP Management Plan. There is no alternative that would avoid or minimize adverse environmental effects.[24]

179n ADOT needs to evaluate a range of alternatives that avoid impacts to salmon, eagles, and their essential habitats, consistent with the mandate of the Preserve. For example, it is arbitrary to not include an alternative that has 4 foot rather than 6-foot shoulder, since 4 feet is the standard shoulder width for rural arterial highways.[25] At least one build alternative should retain all curves that cannot be re-aligned without impacts to salmon and eagle habitat. This alternative should also lessen shoulder widths if necessary, through important habitat areas. There is no reason not to do this, as the appropriate design width for rural arterial highways is for 4-foot shoulders. Additional elements ADOT must consider as part of its alternatives analysis are outlined below under "relief sought." ADOT cannot disregard alternatives merely because they do not offer a complete solution to the perceived problems. The existence of viable but unexamined alternatives renders the EA inadequate.

4. Proposed Mitigation

The premise that even though all previously EA outlined impacts to resources may occur, that mitigation can somehow provide as productive a habitat in the Preserve as currently exists is speculative and unsupported. The EA lacks any discussion of how effective the proposed mitigation will be in the context of past ADOT mitigation efforts on the Haines Highway. For example, this project proposes to re-route 8 clear water tributaries. Previously Little and Big Boulder Creeks were re-routed, and there is evidence salmon habitat has been degraded in these creeks.[26] Past productivity of these creeks was corroborated by former Representative Bill Thomas at the Klukwan public hearing on August 6, 2013, and is part of the administrative record. ADOT needs to take a hard look at this information and evaluate the effectiveness of the proposed mitigation.

This project proposes to fill acres of functioning wetlands. There is no evaluation of the effectiveness of the new wetland cells created near MP 35. Considering that ADOT plans on putting riprap in 2.7 miles of the Chilkat, the EA should have evaluated how the riprap at the 25 mile dike and in the 35 mile area have affected fish habitat and river dynamics. These questions should be addressed in an EIS in order to determine how effective the proposed mitigation will be in replacing many acres of functioning,

[23] 40 CFR 1502.14
[24] 40 CFR 1500.2(e)
[25] Appendix H, page 171
[26] Personal communication from former ADF&G Habitat Biologist Ben Kirkpatrick

179m See Comment Response R07.

179n See Comment Response R03, R04, R07, R10, R11, R12, and R13.

productive natural salmon habitat that supports Chilkat eagle and salmon populations that
179o are legally protected. Further, there is no substantial evidence in the EA that the proposed mitigation will lower the threshold of adverse impacts below a level that is significant, creating a need for an EIS.

Some of the proposed mitigation will include in-lieu fees.[27] This means that mitigation for CBEP habitat that will be adversely affected will be done outside of the Preserve. Given Preserve statutes and given that the Purpose for setting aside 48,000 acres is exclusively for protecting eagles, salmon, and natural eagle and salmon habitat, in-lieu mitigation is inappropriate and ADOT has not reasonably demonstrated that it has considered all practicable alternatives or proposed all practicable measures to minimize
179p harm to Preserve wetlands and other resources. In fact, the EA should have discussed the even bigger question regarding mitigation: is it legal to affect natural habitat in the ways already discussed to the extent proposed in an area that has been explicitly legislatively protected?

Additional issues:

1. **Need for road improvements**

The risk of "take" of eagles and the degradation of their essential habitats during construction is significant. These and other significant impacts to eagles and salmon as outlined above call into question the footprint of this project. That is, the EA characterizes the Haines Highway as a "low volume rural highway"[28] with "a relatively low crash [accident] rate"[29] and a low number of wildlife related accidents.[30] This would lead a reasonable person to conclude that the highway is already safe, except for three specific areas: the intersections at MP 6.5 and Klukwan, and the driveways near the Chilkat River Bridge.[31] There is no objection to fixing these specific unsafe areas.

No evidence is given that a faster road is a safer road. Common sense indicates that "speed kills." Given the legislative mandate of protecting eagles and salmon, and given information that this is already a safe highway, there is no real rationale for why all but two of the 45 and 50 mph curves need to be straightened at the expense of eagle and
179q salmon habitat.[32] The presumed need to "bring the highway up to a 55 mph design standard"[33] at the expense of eagle and salmon habitat in this statutorily protected area is unreasonable. Appropriately weighing environmental consequences inside this unique, and nationally and internationally significant treasure is lacking.

2. **National Scenic Byway**

[27] EA, page 66
[28] EA, page 4
[29] EA, page 42
[30] EA, page 86
[31] EA, page 42
[32] EA, page 8
[33] EA, page 14

179o See Comment Response R02a and R02b.

179p See Comment Response R36.

179q See Comment Response R08 and R10.

The Haines Highway is also a National Scenic Byway, where people expect to view the Eagle Preserve and "the prime eagle roosting and feeding grounds. This Preserve and its ecosystem are of national and world significance due to hosting the largest congregation of bald eagles in one location."[34] Any construction that could have direct, indirect and cumulative impacts on eagles will diminish the value of the scenic byway designation, and harm people's enjoyment of eagles, which is one of the purposes for which the Preserve was created. (AS 41.21.610(b)(2) and (4).

179r

While a limited number of the proposed improvements to the highway are appropriate, the scope of the proposed action is unacceptably large and will impact the resources for which the Preserve was established. The "need" to bring the highway up to a 55 mph design standard is not a real need. A real need would be to enhance tourism values while protecting Preserve resources.

In fact FHWA has identified suggestions for roadway improvements along scenic byways, including "designs that reflect the intrinsic qualities" of the byway.

> "As visitors drive along a scenic byway, they are focused on the surrounding scenery. They are probably not aware of the number of driving lanes, width of the driving lanes, shoulder width, construction materials, sharpness of the curves, how rock crops are treated, and how the road follows the topography. Yet these factors have a dramatic effect on their experience.
>
> "While road design is influenced by the physical aspects of the terrain, road use, design speed, and the technical standards set by the local, State, or Federal governments, there is *flexibility* in roadway design." (Emphasis added).
>
> "Meandering roads that follow the banks of a river, wind through narrow canyons, or skirt the cliffs of mountains and high mesas often began as a foot trail or wagon road. As travel increased and vehicles changed, the road was updated to the extent the terrain would allow. As roads evolve in response to increased use, they are often straightened and passing lanes are added. While evaluating the economic and safety considerations of road realignments along your byway, *careful consideration should be given to how they will change the character of the byway*. (Emphasis added.)
>
> "Many scenic byways are characterized by the curving nature of the road as it winds its way through the landscape. Road alignment can take us by historic sites or landscape features. Meandering curves reveal the landscape a little at a time and allow us to view in many directions. The alignment can also steer us away from undesirable features or features that need to be protected." (http://contextsensitivesolutions.org/content/reading/byways_design/)

3. CBEP Management Plan

[34] www.byways.org

179r See Comment Response R09 and R10.

The EA concludes that "the Proposed Action is consistent with existing state and local land use plans summarized in this section."[35] This conclusion is unreasonable because the discussion in the EA conveniently omits discussion of the CBEP Management Plan in this section. The Proposed Action is inconsistent with both Preserve law and Management Plan, and the EA fails to take a hard look at this significant issue.

179s

In general, given the potential impacts to eagles, salmon, and habitat previously discussed, and given the uncertainty of the effectiveness of the proposed mitigation, it is difficult to reconcile much of any of the CBEP Management Plan with the proposed action. The EA correctly states the CBEP has "an exclusive use management intent focused on the protection of bald eagles and their associated habitat, as well as the spawning and rearing areas of the anadromous streams that provide food for the bald eagle population."[36] Given what has already been discussed regarding potential direct and indirect impacts to eagles and salmon, the Proposed Action is inconsistent with the CBEP Management Plan.

Specifically, the Plan states the Council Grounds are to be managed to maintain the "unique" winter (October 1 through February 15) and summer gatherings (June through August) of eagles by avoiding disturbing eagles, ensuring adequate roosting areas, particularly in places that provide protection during bad weather.[37] Construction activities will disturb nesting and roosting bald eagles along the project corridor and roosting trees will be cut, although the EA fails to identify or evaluate such significant impacts with the site-specificity required by NEPA.

The Plan states that the Council Grounds is the richest of all units in fish and wildlife resources and that the majority of fall chums spawn in these areas and provide the eagles' winter food source.[38] There is no analysis in the EA of impacts to this chum run that is the primary food source for the winter gathering of eagles.

The Plan directs that the Haines Highway Unit is to be managed primarily to protect fish and wildlife habitat. "A portion of this unit generally north of MP 13.5 in the area of the river sloughs and side channels is part of a larger area to be *carefully* managed for the protection of the bald eagle population."[39] There is no analysis of how this special and necessary area will be protected.

The Plan provides that "except for limited additional improvements adjacent to the Haines Highway, all other upland areas are to be retained in their **natural** condition."[40] This management directive would preclude all of the proposed action in the upland areas of these units, including major portions of the proposed 4(f) land swap.

[35] EA, page 22
[36] EA, page 26
[37] CBEP Management Plan at 3-26 (Plan)
[38] Plan at 3-32
[39] Plan at 3-34, emphasis added
[40] Plan at 3-40, emphasis added

179-18

179s See Comment Response R10 and Section 4.2 of the EA.

179-19

And finally, "the rich and widespread distribution of anadromous streams provides the basis for the support of the bald eagle concentration."[41] Given that 88% of Chilkat anadromous feeder streams will be impacted, it is impossible to make the proposed action consistent with the Plan and the statutes upon which the Plan are based.

4. Prior Commitment of Existing Resources

179t ADOT has already initiated right-of-way acquisition and final design prior to completing the NEPA process.[42] This prior commitment of resources will likely prejudice the outcome (defying 40 CFR 1502.2(f)) despite assertions to the contrary in the EA.

An EIS is Required

According to a letter from DOT Commissioner Kemp to Representative Kreiss-Tomkins, the state plans to recommend FHWA declare a Finding of No Significant Impact (FONSI). We believe this to be in error **because any action that may significantly impact the environment requires an EIS.**

Significance defined by CEQ regulations require consideration of the:

- Intensity of impacts (1508.27(b)). 88% of the anadromous clear water tributaries, 10% of Chilkat roadside riverbank, and 10% of area wetlands will be impacted. In addition, an unknown number of eagles may be "taken", and an unspecified number of eagle roosting trees in the Critical Habitat Area will be cut. This is a significant amount of disruption to eagle and salmon populations, and natural, essential habitats.
- Unique characteristics and proximity to an ecologically critical area (1508.27(b)(3)). The CBEP was created because of its uniqueness as the world's largest roadside concentration of bald eagles. The "Critical Habitat Area" is so named precisely because it is ecologically critical. The unique characteristic of being the world's largest gathering of bald eagles qualifies for significance, as does the existence of the Critical Habitat Area.
- Uncertain risks and unknown consequences (1508.27(b)(5). Impacts from cutting roosting trees to the winter gathering of eagles create uncertain risks with unknown consequences. Since the effectiveness of the proposed mitigation is not evaluated, risks and consequences to salmon and eagles and their essential habitats remain unknown, rising to the level of significance.
- Cumulative impacts (1508.27(b)(7)). Although cumulative impacts to fish and wildlife are neither admitted nor analyzed in the EA, the disruption and realignment of natural habitats over the 6 to 8 years of anticipated construction time[43] raises

179tt substantial questions about potentially significant cumulative impacts.

- Adverse effect on object eligible for National Register of Historic Places (1508.27(b)(8)). The Chilkat River Bridge Section 4(f) property will be destroyed.

[41] Plan at 1-7

[42] EA, page 13

[43] Alaska Department of Transportation website

179t See Comment Response R14.

179tt See Comment Response 41.

- A violation of state law imposed for the protection of the environment (1508.27(b)(10)). As proposed, this project violates the environmental protections established for the CBEP under AS 41.21.610.

In summation, more than half of the actions that can trigger significance apply to the proposed project. An EIS is required.

The Section 4(f) Analysis is Inadequate

The FHWA has determined that the CBEP is protected by Section 4(f) of the Department of Transportation Act of 1966.[44] *See* 23 U.S.C. § 138; 49 U.S.C. § 303; 23 C.F.R. § 774. Appendix C contains a letter from FHWA requesting concurrence by the State Park Director that anticipated impacts to the Preserve and adjacent habitat will have a de minimis impact on Section 4(f) property within the CBEP. The scope of the 4(f) evaluation is improperly limited to 3 acres of ROW acquisition and the Chilkat River Bridge. This limited analysis contravenes the statute's requirement that in order to make a de minimis determination, the Secretary must find that the "transportation *program or project*" – not simply the use of the land alone - "will have a de minimis impact on the *area*," 23 U.S.C. § 138(b)(1)(B) (emphasis added), meaning that the "program or project will not adversely affect the *activities, features, and attributes* of the park, recreation area, or wildlife or waterfowl refuge . . . ." *Id.* § 138(b)(3) (emphasis added). Although ADOT's ROW is excluded from the CBEP, the potential environmental consequences from the proposed action are both significant and extensive, and will adversely affect resources inside the CBEP, directly, indirectly, and cumulatively.

Specifically, the proposed project abuts the Preserve boundary from MP 8.3 to 16.8, and again from MP 20.2 to 21.5. The ROW divides Preserve property between MP 16.8 and 20.2, and again from MP 23.6 to 25.[45] The entire project except for MP 3.5 to 8.3 is either adjacent to or inside Preserve boundaries. Salmon and salmon habitat impacts from the proposed project have been analyzed in a previous section of these comments. We have made the case that impacts are widespread and extensive, and will affect resources inside the CBEP, directly, indirectly, and cumulatively. The EA does not provide supporting information that the project would **not** affect the "natural" spawning and rearing areas inside the Preserve, one of the significant features and attributes for which the Preserve receives 4(f) consideration. Also, affecting salmon and salmon habitat will have significant impacts on Chilkat bald eagles, the primary significant feature and attribute for which the Preserve receives 4(f) consideration. We have already discussed how removing roosting trees may significantly impact the winter gathering, the viewing of which is a major attribute of the Preserve, as well as a Preserve purpose.[46]

179u

DPOR Director Ellis lacks a reasonable basis for his concurrence "that the proposed action would not adversely affect the activities, features, and/or attributes of the Chilkat Bald Eagle Preserve." There is no rationale and no convincing evidence for this de

[44] Appendix C, page 4
[45] EA, page 26
[46] AS 41.21.610(b)(2)

179u See Comment Response R83.

minimis finding. The finding was signed on March 13, 2012, a full year before the EA was released,[47] indicating information was not yet available to make an informed determination. Absent a de minimis finding, ADOT needs to provide an alternative that considers all possible planning to minimize harm to this 4(f) property.

Remedies Sought

179v • An EIS needs to be prepared to determine the level – if any - of natural salmon habitat disturbance that could be lawfully allowed in this unique area. The EIS should contain specific information on how eagles use the habitat in general, and roosting trees specifically. It needs to evaluate the effectiveness of any mitigation measures proposed.

179w • A reasonable range of alternatives must be considered, including minimizing the road footprint by using 4-foot shoulders.

179x • An alternative must be considered that complies with the Section 4(f) standard of including all possible planning to minimize harm to the CBEP.

179y • The project must comply with AS 41.21.610 and the management intent for the Critical Habitat Area by keeping the roadbed in its current location, cutting no cottonwood trees between 19 and 22 mile, and not impacting the chum salmon spawning area in this location.

179z • No construction or road building disturbance to the special river slough and side channel habitat in the Haines Highway unit north of 13.5 mile, which "is part of a larger area to be carefully managed for the protection of the bald eagle population."[48]

179aa • Consideration and analysis of speed reduction as a means to improve safety while allowing the road to remain in much of its current alignment.

179ab • When necessary, engineered logjams should be considered rather than riprap if any bank stabilization needs to occur.

179ac • No in-lieu mitigation be allowed.

179ad • ADOT extend the comment period, which did not meet the 30-day legal requirement for an EA.[49] As was brought up at the Haines Public Hearing, the first notice of the availability of the EA and the de minimus determination occurred in the July 18 Chilkat Valley News allowing only 29 days to comment on both. Given the amount of fish and wildlife habitat to be disturbed and given this is the heart of the commercial fishing and summer tourism seasons, individuals and organizations whose livelihoods depend on productive fish and wildlife habitat deserve an opportunity to provide comments.

We support replacing the Chilkat River Bridge, improving debris flow areas, and providing parking at 7 Mile Saddle. We support making safety improvements to the three areas identified as unsafe. We support driveway and recreational turnouts and

[47] Appendix C, page 11

[48] Plan at 3-34)

[49] 23 CFR 771.119(e), (f), April 1, 2009 adopted by reference in 17 AAC 12.040(a)(7)), and did not meet the 45 day period for Section 4(f). (Pages 13374-5, Federal Register Vol 73, No 49/Wednesday March 12, 2008 Final Rule for 23 CFR Parts 771 and 774 and 49 CFR Part 622

179v See Comment Response R02a and b, R10, R11, Section 4.2 and 4.15 of the EA, and Appendices F&G of the EA. Mitigation measures for the Haines Highway MP 25 to the Canadian border project have been monitored for ten plus years and the success of these measures can be viewed at http://www.adfg.alaska.gov/static/home/library/pdfs/habitat/11_10 and http://www.adfg.alaska.gov/static/home/library/pdfs/habitat/12_08.

179w See Comment Response R04 and R07.

179x See Comment Response R70 and R83.

179y See Comment Response R10, R11 and Section 4.2 Chilkat Bald Eagle Preserve.

179z See Comment Response R83.

179aa See Comment Response R03 and R08.

179ab See Comment Response R33.

179ac See Section 4.14.3 Wetlands or the EA.

179ad See Comment Response R01.

wider shoulders only when salmon and eagle habitat is not disturbed. We support protecting identified cultural and burial sites.

Thank you for the opportunity to comment.

Eric Holle, President

2013_08_15_**180EA** - N_Szatkowski

Lepley, Lesley

From: Nicholas Szatkowski <glaciallogic@gmail.com>
Sent: Thursday, August 15, 2013 3:39 PM
To: HainesHighway@alaska.gov
Subject: comments re: Hns Hwy reconstruction project

I send you these comments to respectfully urge you to direct all public (i.e., State and Federal) monies to other projects in Alaska that better serve the actual needs of taxpaying residents. While I appreciate your willingness to devote resources to our valley, you would be more responsible to tailor any upgrade projects in the Chilkat to serve the interests and needs of the residents and businesses that already exist here.

The fact that the project covers exactly that part of the highway that leads from the Porcupine road to town, including the Porcupine Crossing bridge, makes it clear that the real intent is to provide subsidized infrastructure for a potential heavy industrial-scale mine in the Porcupine area, with the added possibility of providing a route for ore trucks to travel the highway from Canada. While providing some amount of infrastructure to help enable businesses to operate with security and consistency could be considered appropriate, spending $30 Million or more for an industry that isn't even operating in our valley is outrageous and wildly inappropriate.

This project is actually at odds with the interests of the 2 largest grossing and largest employing industries in Haines: commercial fishing and wildlife- and nature-oriented tourism. The project is also against the interests of the traditional village council of Klukwan.
If DOT wishes to do improvement work on the Haines Highway, go back to the drawing board to look at what is actually needed here:

180a -speeds need to remain slow, rather than being sped up. In fact, throughout the Eagle Preserve Critical Habitat area, the speed limit should actually be REDUCED to allow for greater safety for eagles, other wildlife, and for visitors and locals enjoying the Preserve.

180b -a bike lane should be provided for the entire stretch between Klukwan and Haines. The current shoulders create hazards because bicyclists are forces to ride in the traffic lanes. This is a hazard during the phenomenally popular Kluane-Chilkat bike race, and also deters residents from using the highway corridor as a safe, healthy bicycle route.

180c -in no instance should any existing river channel, wetland or other potential salmon spawning or rearing area be filled or altered in any way. Not at all. Salmon have declined by over 95% in the lower 48, and we are now beginning to see regular declines and low escapements here in Alaska. We must take every step and precaution to make sure that we do not diminish any aspect of the precious salmon habitat that we are lucky to have here in the Chilkat valley. Our tourism, our commercial fishing, and our subsistenct and general ways of life depend directly and indirectly on the continued health and abundance of these salmon runs. In particular, we must safeguard the habitat needs of the river-spawning Sockeye, which are possibly a unique and distinct population of this species.

180d -the Migratory Bird Treaty Act requires a "no take" standard for birds and in particular eagles. Your proposed project will certainly result in take as defined by the Act, and must therefore be redesigned or else incur legal challenges and obstruction from a variety of parties.

Please remember that the DOT is not a political entity with the authority to pursue its own agenda. You are simply a department of our state government whose only true mandate is to serve the needs of the people who pay taxes in our great state. Please remember that it is your fiduciary responsibility to serve the individuals who actually live and work in the Chilkat valley now. We don't want to risk any potential degradation of our salmon populations or habitat, however slight it might appear, to gamble on an industry that may or may not even

180a See Comment Response R08 and R12.

180b See Comment Response R19.

180c See Comment Response R06 and R07.

180d See Section 4.16 of the EA. DOT&PF would comply with all requirements of the Migratory Bird Treaty Act.

develop in our valley. And certainly any expenditure of public funds must democratically support the interests and needs of local voters and taxpayers, not subsidize the operational costs of foreign corporations, even Canadian ones.

Thank you for your attention, and your public service,

Nicholas Szatkowski
HC 60 #2621
Haines, AK 99827

2013_08_15_**181EA** - R_Redwine

Lepley, Lesley

From: Rebecca Redwine <auntbot@alaska.net>
Sent: Thursday, August 15, 2013 1:34 PM
To: HainesHighway@alaska.gov
Subject: Haines Highway

Follow Up Flag: Follow up
Flag Status: Flagged

To: Alaska Department of Transportation and Public Facilities
From: Rebecca Redwine

Subject: Haines Highway Improvements

181a After review of the Haines Highway improvement project, it is clear that the widening and straightening planned will have significant impact on the population and that a complete EIS is necessary.

Please revise the EA or halt this project until these matters are resolved.

They include impact to fisheries habitat, impact to eagle feeding trees in and around the preserve, impacts on Chilkoot graves, and excessive speeds in scenic areas used by tourists.

No damage to fish or eagle habitat should be permitted. Absent those changes this is to request an EIS.

Rebecca Redwine
P O Box 206
Haines AK 99827

181a See Comment Response R02b.

2013_08_15_**182EA** - Rivers without Borders

August 15, 2013

Rivers Without Borders is an organization committed to protecting the outstanding resources of the Alaska Chilkat Bald Eagle Preserve (Preserve). We have had an opportunity to review the Environmental Assessment for the Haines Highway Project (EA), which will bisect the Preserve for about 5 miles, and abut it for another 10 miles. Our concern is that the project will adversely impact a world-class resource that is both nationally and internationally significant. We believe that the EA does not adequately address environmental consequences to Chilkat bald eagles and their salmon food source, the primary and secondary purposes for protecting 48,000 acres of essential habitats inside the Preserve.

Significance of the Chilkat Bald Eagle Preserve

The significance of this resource is recognized in many places, including:

- Alaska statute: "The primary purpose for establishing the Preserve is to protect and perpetuate Chilkat bald eagles and their essential habitats within the Alaska Chilkat Bald Eagle Preserve in recognition of their statewide, nationally, and internationally **significant** values in perpetuity." (AS 41.21.610, emphasis added).
- National Scenic Byways: The Haines Highway National Scenic Byway runs through the Alaska Chilkat Bald Eagle Preserve. "This Preserve and its ecosystem are of national and world **significance** due to hosting the largest congregation of bald eagles in one location." (www.byways.org, emphasis added).

The words "significant" and "significance" have implications in the context of the National Environmental Policy Act, or NEPA. Any federal action that may significantly affect the environment requires an Environmental Impact Statement (EIS).

Environmental Consequences that May Significantly Affect Preserve Resources

The Preserve provides unique and outstanding habitats that are utilized by the world's largest congregation of bald eagles from October through February, as well as a resident eagle population year round. All of the habitat is important to Chilkat bald eagles, including habitat that is adjacent to and bisected by the Haines Highway: "The approximately 48,000 acres of habitats placed in sanctuary status by establishment of the Alaska Chilkat Bald Eagle Preserve in 1982 are essential to perpetuation of the Chilkat eagle population." (Haines Klukwan Cooperative Resource Study, June 1984, Boeker, Hansen and Hodges). The highway project, viewed in its entirety, will impact miles of eagle habitat, including the designated Critical Habitat Area.

TRANSBOUNDARY WATERSHED CONSERVATION

Will Patric, Executive Director, PO Box 1968, Port Townsend, WA 98368, (360) 379-2811 will@riverswithoutborders.org
Chris Zimmer, Alaska Campaign Director, PO Box 210402, Auke Bay, AK 99821, (907) 586-2166 zimmer@riverswithoutborders.org
Tadzio Richards, Canadian Transboundary Conservation Campaigner, PO Box 41, Hazelton, BC V0J 1Y0, (250) 842-2272, tadzio@riverswithoutborders.org
Terry Portillo, Finance and Operations Director, PO Box 154, Clinton, WA 98236, (360) 341-1976 admin@riverswithoutborders.org
www.riverswithoutborders.org

(Printed on 100% Post Consumer recycled paper)

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It is common to see 50 or more eagles roosting in the cottonwood trees along the highway right-of-way beginning in October. Photographs of the annual phenomena have appeared in many publications. According to information presented at the Haines Public Hearing of August 5, 2013, some of these much-photographed roosting trees will be cut in order to straighten curves and widen shoulders on both sides of the roadway. Cutting these trees will have environmental consequences to the winter gathering because these roosting trees provide the optimum habitat: "Since eagles conserve energy by seeking habitats which offer protection from weather, prudent management dictates that deciduous roosting and perching trees not be harvested." (Id.) These roosting trees allow eagles to "maximize food intake, minimize energy output, and minimize injury…. factors which regulate eagle survival and reproduction." (Id.) We saw no mention – or evaluation - of potential environmental consequences from cutting roosting trees to Chilkat bald eagles in the EA.

182a

Roosting trees provide eagles easy access to the salmon food source, which is essential to their survival. In the winter eagles come from hundreds, and sometimes thousands of miles to feast on late salmon runs, due to the unique geological feature of warm water upwellings in the Critical Habitat Area. Consequences to eagle survival and reproduction are significant in an area set aside for the purpose of protecting Chilkat bald eagles. An Environmental Impact Statement is the appropriate venue for analyzing these and other environmental consequences that may be significant.

The proposed altering of much of the available prime natural salmon habitat is alarming. Potential impacts listed in EA Table 4.15-1 include eliminating riparian areas, changes in hydrology, loss of spawning habitat, and much, much more. The EA makes an assumption that somehow through a combination of avoidance, minimization, mitigation, and in-lieu payments that the salmon habitat inside the Preserve will not be significantly affected. However Preserve statutes clearly state that the "natural" salmon habitat is to be protected in perpetuity. (AS 41.21.610(b)(1)). Mitigation efforts will drastically change the natural habitat, as elaborated in the EA. In lieu payments that restore damaged habitats outside of Preserve boundaries do nothing to protect and sustain natural Preserve salmon habitat, as required by Alaska statute.

182b

Impacts to productive Preserve salmon habitat are not allowed in this unique, special place. "The Chilkat bald eagle population appears to be at carrying capacity of its habitat with food being the principal limiting factor.... Maintaining the Chilkat eagle population while other resources are developed will be an increasing challenge to managers. Ecologically sound eagle management strategies can be derived from an understanding of the factors which regulate eagle survival and reproduction. Maintaining the present population level will require that those environmental features which allow eagles to maximize food intake, minimize energy output, and minimize injury can be protected." (Boeker, et.al., 1984) This highway project as proposed is not protective of salmon and salmon habitats that "allow eagles to maximize food intake, minimize energy output, and minimize injury".

NEPA Process

The National Environmental Policy Act ensures that decision-makers have access to quality information before resources are committed, although the EA mentions that ROW acquisitions

(2)

182-3

182a See Comment Response R11.

182b See Comment Response R10.

182-4

182c are occurring before completion of the NEPA process. (EA, page 13). This seems to violate the letter and spirit of NEPA. An EA must be sufficient to determine whether or not to do an EIS.

182d Yet information on how eagles use their essential habitats and how utterly dependent they are upon the salmon food source is lacking. Agencies cannot take the required "hard look" without quality information. Quality information includes an analysis of environmental consequences in

182e the context of a reasonable range of alternatives. This EA has only two alternatives. The existence of a viable but unexamined alternative renders the document inadequate. We are proposing such a reasonable alternative under the next heading.

A discussion must occur about the extent to which adverse effects can be avoided. Our proposed reasonable alternative avoids many of the potential adverse effects of the proposed project. Every reasonably foreseeable significant aspect of the environmental impact must be considered, including loss of critical habitat that allows the winter gathering to be extraordinary. Detailed analysis is required where impacts are likely, such as the cutting of roosting trees. The NEPA process has not been well served, rendering this EA deficient.

A Reasonable Alternative to Consider

182f • Replace insufficient culverts and repair salmon habitat damaged during past road construction.

182g • Lessen the footprint by designing 4-foot shoulders rather than 6.

182h • Improve the safety at the three locations identified during the Haines Public Hearing.

182i • Cut no communal roosting trees in the Critical Habitat Area.

182j • Retain as many curves as necessary to avoid placing fill in salmon habitat.

182k • Enhance the values associated with the National Scenic Byway designation, including lowered speed limits in areas where people are viewing eagles.

182l • Design the project to allow Alaska Department of Fish and Game fish wheels to remain in the river.

182m • Protect identified cultural and burial sites.

182n • Use Engineered Log Jams and no riprap.

Section 4(f) and de minimis

The Alaska Department of Transportation plans on cutting eagle roosting trees in the highway right-of-way inside the Critical Habitat Area (confirmed during the Haines Public Hearing). DOT project engineer Jim Scholl asserted his right to do this in "our" right-of-way. Environmental consequences to wintering eagles are likely because these roosting trees are prime (critical) habitat that provides protection from inclement weather and predation, while also providing close proximity to the salmon food source, as outlined by eagle experts Boeker, Hansen and Hodges in *Haines Klukwan Cooperative Resource Study Final Summary report, June 1984*.

182o Direct, indirect and cumulative environmental consequences of actions taken in the DOT ROW will occur **inside** the Preserve, potentially affecting eagle population dynamics and likely decreasing viewing opportunities for the public. A similar case can be made for salmon habitat impacts that would directly affect eagle populations **inside** the Preserve. Since the entire Preserve qualifies as a Section 4(f) property in the context of the Department of Transportation Act of 1966, and since road construction will likely create significant impacts inside the Preserve, a de minimis finding is unjustified. The Director of Parks provided no rationale for why extensive disruption of salmon and eagle habitat will not impact eagles, salmon,

182c See comment Response R14.

182d See Comment Response R11, R30, R31, R32 and Section 4.2 and 4.15 of the EA, and Appendix F and G of the EA.

182e See Comment Response R07.

182f See Comment Response R36 and R34.

182g See Comment Response R04.

182h See Comment Response R05 and R06.

182i See Comment Response R11, Figure Set C and Appendix G of the EA.

182j See Comment Response R07.

182k See Comment Response R09 and R12.

182l See Comment Response R35.

182m See Comment Response R24.

182n See Comment Response R33.

182o See Comment Response R70 and R83.

subsistence, eagle viewing, and therefore "the activities, features, and attributes that qualify the property for protection under Section 4(f)." Section 4(f) protections encompass the entire CBEP, not just a land exchange and a historic bridge. Yet the de minimis finding focuses on these two
182p areas. Further, the record indicates a de minimis finding occurred well before the publication of the EA, indicating a lack of diligence and an uninformed decision.

Absent a de minimis finding, the project has to provide more rigorous environmental protections under a standard of "all possible planning to minimize harm". Far more could be done to minimize harm to salmon and eagle habitat, as our "reasonable alternative" proposes. We would
182q expect the EIS to contain an alternative where all possible harm is minimized.

We believe the receipt of these Section 4(f) comments dated August 15, 2013, necessitate the implementation of a full 45-day comment period required by 23 CFR Parts 771 and 774 and 49 CFR Part 622. (Federal Register Vol 73, No 49/Wednesday March 12, 2008, pages 13374 and 13375 regarding Paragraph 774.5(a)). Therefore we expect to see a public notice extending the comment period.

Concluding Remarks

Given the significance of the resource, the strong habitat protections provided in Alaska statutes, the lack of basic information on eagles' use of Preserve habitat presented in the EA, a lack of analysis of environmental consequences that may significantly affect Preserve resources, and a lack of reasonable alternatives, we request an EIS be made available for public comment. Since we believe the de minimis finding is in error, an alternative must be presented that does "all possible planning to minimize harm" as required by 23 CFR 774.

Thank you for your consideration of these comments.

Nancy Berland

(4)

182p Public notice was given of FHWA's "intent" to make a Section 4(f) de minimis finding of impacts for the Chilkat Bald Eagle Preserve. No finding occurred prior to publication of the EA.

182q A No-Action Alternative was considered in the EA.

Southeast Alaska
Conservation Council

419 Sixth Street, Suite 200 Juneau, AK 99801 Phone: (907) 586-6942 Fax: (907) 463-3312

Sent via email August 15, 2013

Jim Scholl, Project Coordinator
Alaska Dept. of Transportation (ADOT)
haineshighway@alaska.gov

re: comments on Environmental Assessment for the Haines Highway Project (#68606/SHAK-095-6(28))

Dear Mr. Scholl:

Please accept these comments on the Environmental Assessment (EA) for the above-referenced project on behalf of the Southeast Alaska Conservation Council (SEACC). By this reference, we incorporate the comments submitted today by Lynn Canal Conservation (LCC) on the EA into these comments.

We agree with LCC's conclusions that the proposed project may significantly degrade the human environment, in particular the Chilkat Bald Eagle Preserve and its eagles, salmon, habitats and uses. We
183a join LCC in requesting preparation of an Environmental Impact Statement before this project proceeds any further. Like LCC, we believe that ADOT failed to give the effects of this proposal on bald eagles, salmon, and their habitats the hard look required by NEPA. We also concur with LCC that the proposed
183b 4(f) *de minimis* determination is unreasonable and the supporting documentation insufficient to reasonably demonstrate a *de minimis* impact from the proposal on the incredible resources of the Chilkat Bald Eagle Preserve.

183c Finally, we object to the inadequate public notice and comment provided by ADOT on the EA. Pertinent federal regulations require announcement of the availability of an EA to be published in the "local paper" and for the public to be given 30 days to review and comment on the EA. 36 C.F.R. ¶ 771.119(e), (f) (2009). ADOT specifically adopted this regulation by reference, without modification, in 17 AAC 12.040(a)(7). The notice of availability for this EA was published in the Juneau Empire on July 17, 2013, giving only 29 days for public comment on the EA. DOT lacks the discretion to substitute Alaska's Online Public Notice System for 30-day notice in a "local paper" as required.

In sum, we urge DOT and the Federal Highway Administration to quit taking shortcuts with Alaska's incredible Chilkat Bald Eagle Preserve.

Best Regards,

Buck Lindekugel
Grassroots Attorney

Cc: Alex Viteri, FHWA, via Alex.Viteri@dot.gov.

183a See Comment Response R02b.

183b See Comment Response R70 and R82.

183c See Comment Response R01.

2013_08_15_**184EA** - T_Cosgrove

Lepley, Lesley

From: tomcoz@alaska.net
Sent: Thursday, August 15, 2013 5:58 PM
To: HainesHighway@alaska.gov
Subject: Haines Highway Comments

Dear Project Manager;

184a The current Haines Highway proposal has several elements that significantly impact the environment and therefore I ask that a full Environmental Impact Statement be done so that the Bald Eagle Preserve and critical salmon habitat remain protected.

184b However, I believe an EIS would not be required if the proposal was modified to protect and sustain the natural salmon spawning and rearing areas of the Chilkat River and Chilkoot River systems within the Bald Eagle Preserve.

Requested modifications are:
- do not use rip-rap but alternative means which prevent erosion and mimic natural environments
- leave in place a much greater number of eagle roosting and community trees
- Protect and preserve many more than just 3 of the 25 anadromous streams in the project area

Thank you for your consideration.

Tom Cosgrove
1003 B. St.
Juneau, AK

1/2 mile Chilkat State Park Rd.
Haines, AK

184a See Comment Response R02b.

184b See Comment Response R07.

2013_08_15_**185EA** - T_Faverty

Lepley, Lesley

From: Tom Faverty <faveryak@yahoo.com>
Sent: Thursday, August 15, 2013 8:48 AM
To: haineshighway@alaska.gov
Subject: Haines Road Project

Follow Up Flag: Follow up
Flag Status: Flagged

I would like to express my concern and dismay concerning the proposed Haines
Highway road project. The proposed construction will degradate salmon spawning
grounds and destroy cultural areas.

The Haines Highway is well suited with it's present route configuration. It is an official
Scenic Highway of Alaska. Tourists enjoy the beautiful twists and turns of the road.
Haines does not need a interstate type highway coming into it's town. We are a rural town and need to maintain a rural atmosphere. This means preventing government from
developing infrastructure projects that countermand the rural character of this town.

185a If the Department of Transportation wants to spend money on our Haines Highway let them resurface the road and create scenic pull-offs and picnic areas. We do not need a
straightening project which is not needed and destructive to the environment and cultural
areas of our valley.

Thank You,

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185-1

Responses to Comments

185a See Comment Response R03, R04 and R07.

185-2

Tom Faverty
PO Box 1107
Haines, Alaska
99827

2

185-3

2013_08_15_**186EA** - T_Ganner

Lepley, Lesley

From: Tom Ganner <tom@majorproduction.net>
Sent: Thursday, August 15, 2013 10:33 AM
To: HainesHighway@alaska.gov
Subject: comments on Haines Highway improvements

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Scholl,

I would like to add my voice to those concerned about the impact of some of the proposed Haines Highway
186a improvements. While some straightening and slide mitigation would be welcome, I doubt the necessity or wisdom or appropriateness of widening the highway along its length.

186b I have concerns with regard to removal of trees in the Eagle Preserve which are used by the eagles for nesting, feeding,
186c or roosting. I have concerns with respect to disturbing salmon habitat through compromising wetlands. I have concerns
186d about disturbing cultural grounds honored by the Tlingit nation near the airport or any other areas regarded as sensitive by the Tlingit people.

The Haines Highway is a Scenic Byway and appears to work well as a travel artery between Haines and the AlCan
186e Highway. I believe a wholesale widening of the road would severely impact the scenic quality of this Byway, and is unnecessary overall. I see no reason to make the Byway more of a highway than it already is.

Thank you for your time and consideration in adding my voice to those of others.

Tom Ganner,

Haines, Alaska

186a See Comment Response R04.

186b See Comment Response R11.

186c See Comment Response R28.

186d See Comment Response R24.

186e See Comment Response R09.

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186-1

186-2

United States Department of the Interior
FISH AND WILDLIFE SERVICE
Juneau Fish & Wildlife Field Office
3000 Vintage Blvd., Suite 201
Juneau, Alaska 99801-7100
(907) 780-1160

August 15, 2013

Jim Scholl
Environmental Coordinator
Alaska Department of Transportation and Public Facilities
6860 Glacier Highway
POB 112506
Juneau, AK 99811-2506

Re: Haines Highway Environmental Assessment – Project # 68606

Dear Mr. Scholl,

The Juneau Fish and Wildlife Field Office (Juneau Field Office) has reviewed the Environmental Assessment (EA) in support of the Haines Highway Mileposts 3.5 to 25.3 Project, near Haines, Alaska. The project proposes to upgrade the highway by:

- Widening shoulders to 6 feet on each side to improve bicycle capacity.
- Realign most curves, providing sight distances to allow for passing zones.
- Replace the Chilkat River Bridge.
- Enhance drainage at mile posts (MP) 19 and 23 where water and sediments frequently overtop the highway; install four to six larger diameter culverts at debris flow areas near these MPs.
- Raise elevation of the highway 15 to 18 feet at MP 19 and 23.
- Construct drainage ditches and upgrade, replace, and/or add new culverts.
- Rehabilitate or relocate driveways, turnout access points, and road intersections.
- Install or upgrade guardrails and other safety features.
- Acquire approximately 25 acres of right-of-way.
- Construct parking area for access to Mount Ripinski Trailhead.

Biologists from the Juneau Field Office have participated as part of the Interdisciplinary Team (IDT) and met with ADOT&PF staff on this project since 2005. Our contributions have focused on minimizing impacts to nesting, roosting, and feeding habitat for bald eagles; minimizing loss of wetland habitat along the proposed road re-alignment; identification of culverts and fill areas with potential to block or otherwise impact fish passage and fish habitat; and development of mitigation concepts to avoid, minimize, and compensate for impacts. Each of these topics is discussed below. We remain available to coordinate with ADOT&PF and others to resolve these issues, and are confident that by

187-1

working together with other stakeholders we will succeed in designing a project that addresses the safety needs of the traveling public while avoiding unnecessary impacts to fish and wildlife habitat.

Bald Eagle Habitat

Bald eagles nest and feed throughout the project area. Approximately 17 miles of the 22-mile-long project corridor is adjacent to the Alaska Chilkat Bald Eagle Preserve. The preserve supports many active eagle nests, but is most famous for the large number of bald eagles that visit during fall and early winter to feed on a late spawning run of chum salmon. The Haines Highway right-of-way between MP 8.3and 16.8 and between MP 20.2 and 21.5 abuts the boundary of the Chilkat River Critical Habitat Area, known locally as the "Council Grounds". This is likely the most important bald eagle habitat in the project area. According to the EA, about 200 to 400 bald eagles are year-round residents within the preserve; over 3,000 bald eagles use the preserve during fall congregations.

Nesting Habitat – U.S. Fish and Wildlife Service (USFWS) staff surveyed bald eagle nest locations along the project corridor by helicopter with ADOT&PF staff in 2006 and 2012. The most recent survey documented 25 bald eagle nests in the project area. Eleven nests were within 330 feet of the proposed construction areas; one nest was just beyond at 356 feet from the construction area. Of the 25 identified nest locations, 20 are within 660 feet of the proposed construction. ADOT&PF has agreed to fund surveys for nesting eagles during the course of the project to better document eagle nest locations in the project area. Juneau Field Office staff will work with ADOT&PF to conduct these surveys.

Bald eagles can be sensitive to habitat alterations and disruptive activities near their nests, leading, in some cases, to nest abandonment, mortality of eggs or young, or destruction of a nest. The USFWS has developed national guidelines to help developers and others avoid such impacts. These guidelines recommend no habitat alterations within 330 feet of eagle nests, and no habitat disturbance or disruptive activity within 660 feet of an active nest during the nesting season. No blasting or similar loud noises should be done within ½ mile of an active nest. These distances are guidelines only – smaller buffers may be adequate for eagle pairs that have demonstrated tolerance to human activity.

In this case, scheduling disruptive construction activities outside the March 1 to September 30 nesting season would likely result in disturbance of wintering eagles, which could have greater impacts on a larger population of eagles. This is particularly true for nests in the northern portion of the project area (adjacent to the Council Grounds), where the greatest concentrations of wintering eagles occur. In cases where disturbance cannot be avoided, the USFWS can issue a permit authorizing disturbance, provided that all practicable measures to avoid and minimize impacts have been incorporated into project plans.

We understand that ADOT&PF is preparing an eagle permit application. Specific measures to minimize disturbance should be included for each nest in the project area.

187-2

For example, there may be opportunities to schedule disruptive activities such as clearing and blasting in October, when nesting is completed but before large numbers of wintering eagles arrive, particularly for nests in the southern portion of the project area. We might also consider installing exclusion devices in specific nests to encourage eagles to use alternative nests further from the construction zone. Juneau Field Office staff remains available to identify additional strategies for minimizing impacts to nesting eagles.

Foraging Areas and Communal Roost Sites – Portions of Haines Highway project area, and the adjacent Chilkat Bald Eagle Preserve are important eagle-use areas, as defined by the Eagle Permit regulations (Fed Reg 74(175):46876-46879). "Important eagle-use area" is defined as an eagle nest, foraging area, or communal roost site that eagles rely on for breeding, sheltering, or feeding, and the landscape features surrounding such nest, foraging area, or roost site that are essential for the continued viability of the site for breeding, feeding, or sheltering eagles. "Foraging area" is defined as an area where eagles regularly feed during one or more seasons. A "communal roost site" is an area where eagles gather repeatedly in the course of a season and shelter overnight and sometimes during the day in the event of inclement weather. These important eagle-use areas should be protected to the maximum degree practicable, in order to qualify for a permit to disturb eagles during construction of the Haines Highway Project.

187a We have discussed the need for better delineation of roosting and foraging areas, including perch trees that are used by foraging eagles. ADOT&PF has agreed to conduct surveys during the winter of 2013-2014, and perhaps subsequent years, to identify trees used by eagles during the fall and winter. It is especially important to delineate areas where large numbers of eagles congregate during that time. Juneau Field Office biologists are available to assist in survey design, if requested by ADOT&PF.

Until information from such surveys is available, we have agreed to consider all mature trees within 100 feet of the riparian forest edge along the river as potentially important foraging and roosting habitat. We understand that ADOT&PF is currently mapping this 100-foot zone, and identifying where removal of trees within this zone is proposed. At

187b each such location, ADOT&PF should evaluate alternatives such as alignment shifts or guard rails with retaining walls or steeper fill slopes to avoid or reduce the need to remove trees within 100 feet of the forest edge. This analysis will help ensure that take disturbance is avoided to the maximum degree practicable.

187c Compensatory mitigation may be required as a condition of your permit, because we anticipate that the permit will authorize multiple takes (see Fed Reg 74(175):46844). We recommend that ADOT&PF explore a variety of options as compensatory mitigation. For example, there may be places between the highway and the river where transplanting of cottonwood trees, salvaged from elsewhere in the project area, may accelerate recruitment of new perch and roost trees. Providing trees on the river side of the highway may also improve safety for humans and eagles if it reduces the incidence of eagles flying across the highway to reach perch trees on the upland side of road. Improvements to fish spawning and rearing habitat might also provide benefits to the eagle population

187a DOT&PF has completed these surveys. See Appendix G of the EA.

187b Disturbance has been avoided to the maximum degree practicable.

187c DOT&PF would work with the USFWS to explore a variety of options as compensatory mitigation. Final compensatory mitigation measures would be determined as part of the permitting process.

and be used as compensatory mitigation. Additional comments on fish habitat are provided below.

187d The ADOT&PF should anticipate a requirement to provide post-construction monitoring to evaluate the effects of the project on use of the area by eagles, for up to three years following completion of construction. The surveys designed to provide baseline information on nesting activity and fall/winter eagle distribution in the project area (discussed above) could likely be designed to meet this project need as well, if planned accordingly.

Vehicle Strikes - Carrion along highways resulting from vehicle strikes often attracts eagles, which will scavenge on road kills. Moose are the primary species struck by vehicles in the project area (EA, p. 86). Eagles feeding on roadside carrion are often slow to take flight, and are therefore particularly vulnerable to being struck by vehicles. Efforts to minimize the incidence of wildlife strikes can reduce this risk. A focused effort to promptly move carrion away from the road corridor can also reduce risk.

Eagles foraging along roadside salmon spawning areas can also be vulnerable to vehicle strikes, putting both motorists and eagles at risk. During the fall and winter, eagles often carry fish from the river into roadside trees, sometimes flying across or along the highway. These heavily-burdened birds are slow-flying and have limited maneuverability, so may not be able to avoid fast-moving vehicles. In some cases, eagles may drop from trees along the highway to seize fish in the adjacent stream channels. These birds may be more focused on their foraging than on avoiding traffic, making them vulnerable to vehicle strikes.

187e In addition to improvement of sight distances through modification of roadway design, as proposed, we recommend that ADOT&PF consider reduced speed limits and increased posting of signs to alert motorists and minimize the risk of vehicle-wildlife collisions.

Impacts to Aquatic Resources

Over the nearly decade-long planning cycle associated with this project, ADOT has invested in a Wetland Delineation Report (2006), Stream and Habitat Inventory (2006), Hydrology and Hydraulics Report (2009), Conceptual Mitigation Opportunities and Steam and Habitat Mitigation Plan (2009), and the Wetland and Stream Functions and Values Assessment (2012). Generally, the project IDT and ADOT&PF met upon completion of each of these analyses. Overall, the field-based approach and detailed mapping associated with these products has positively informed the process to date and form the basis for our understanding of the project itself, its potential impacts to fish and wildlife resources, and range of potential mitigation opportunities.

The proposed action would directly impact 23.7 acres (ac) (or about 10 percent) of the 248.4 ac of wetlands in the project area (EA, p. 73). Additional fill would be placed on approximately 14,244 linear feet (lf) of Chilkat River and 2,315 lf of Chilkat River tributaries, covering 8.3 ac. As defined in the EA, the riverine wetlands in the project area

187-5

187d DOT&PF anticipates this requirement.

187e See Comment Response R08 and R12.

187-6

are unique in their function along the Chilkat Valley floor and provide for flood storage, source flows to anadromous and resident fish streams, fish and wildlife habitat, sediment retention, and nutrient cycling. Emergent wetlands provide many of these same functions, and provide much of the available fish and wildlife habitat in the project area.

The EA addresses wetland avoidance and minimization efforts to date to reduce impacts to wetlands, Chilkat River and tributary waters. Much of the proposed alignment would occupy the existing roadbed and many of the wetland acres in the project area would be impacted at the toe-of-slope of the widened embankment. We believe, however, that wetland and riverine impacts can be further reduced. Our station-specific comments, based on site visits and our review of *Wetland Impacts and Proposed Stream Mitigation, Figure Set C Sheets* dated April 26, 2013, are attached to this letter as Appendix 1. We recommend that ADOT&PF re-evaluate options for additional impact avoidance at each of the areas discussed in that Appendix.

187f

Streambank Erosion Control

Figure 4.15-1 in the EA illustrates a proposed typical section of erosion control for Chilkat River streambanks. The EA narrative implies that the typical section would be constructed at a 2:1 slope and that this approach would be replicated for all Chilkat River banks in the project area, rather than a station-by-station design for each streambank requiring stabilization. This simplistic approach may produce greater impacts to riparian areas and riverine wetlands than necessary. Instead, we recommend that each section of constructed streambank be designed for the specific conditions at each location, considering existing slopes, hydraulics, habitat sensitivity, and other physical considerations relevant to streambank design.

187g

We concur that constructed streambanks should be seeded and planted with cuttings to replace riparian vegetation. We recommend that the typical section and/or station-by-station sections also incorporate large woody debris features as depicted on the Figure 9, *Bank Toe Enhancement Sheet* dated March 26, 2012.

187h

The EA mentions incorporation of "large and small woody debris and other bio-stabilization techniques into the riprap" (p. 82) as a minimization approach, but does not adequately detail the design or location of these features. We support incorporation of vegetation and woody debris, but recommend that ADOT&PF procure additional design expertise to inform site-specific planning and placement of these features in consultation with resource agencies.

187i

Fish Stream Culvert Improvements

The focus of the Haines Highway IDT since inception has been to offset unavoidable impacts within the project area and to create net environmental improvements where possible. We agree with the approach and outcomes of the October 30, 2009 Draft Preliminary Hydrology and Hydraulics Report and the subsequent Appendix D of the Essential Fish Habitat report listing the attributes of the proposed culvert upgrades. Of

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187-7

187f DOT&PF has modified the proposed alignment resulting in further reduction of wetland and riverine impacts.

187g The Revised Proposed Action includes station-by-station design for each streambank requiring stabilization.

187h The station-by-station designs include woody debris.

187i The station-by-station designs are detailed in the Revised Essential Fish Habitat Assessment in Appendix F of the EFH.

187-8

the 25 culverts identified, 16 structures have been proposed to adopt a Tier 1 design approach, 3 structures will be Tier 1 or 2 depending on final design considerations, and 6 structures will meet Tier 2 guidelines. We agree with this approach and look forward to reviewing more specific fish passage designs at permitting.

Maintenance and replacement of fish passage structures is characterized as "mitigation" in Sections 4.14.3 and 4.15.3 of the EA. Various laws, regulations, and guidance, however, require stream crossings to be designed and installed in a manner that does not impede movement of fish and other organisms (see FHwA 2007 *Federal Highway Administration Design for Fish Passage at Roadway-Stream Crossings: Synthesis Report*, pp. 1-8 to 1-9). Proper design of stream crossings to provide for fish passage is one method for avoiding and minimizing environmental impacts and therefore may be accurately characterized as avoidance and minimization forms of mitigation. The EA

187j should clearly state that compliance with federal and state laws that require maintenance of fish passage will not be considered compensatory mitigation for any impacts.

187j This statement has been added.

Stream and Habitat Mitigation Plan, Appendix D

In 2009, ADOT&PF formulated a suite of Conceptual Mitigation Opportunities and an associated Technical Memorandum. Elements of these documents are included in the EA as Appendix D, and outline on-the-ground mitigation opportunities at 11 proposed locations (survey stations). On the June 20, 2013 agency site visits, four of these

187k locations were discussed in the field. Our station-specific comments and recommendations on the proposed actions are attached to this letter in Appendix 2.

187k All station-specific comments have been incorporated into the Revised Proposed Action.

Essential Fish Habitat Assessment, Appendix F, Agency Determination

187l This document (p. 28) states that *"Based on the project design, DOT&PF on behalf of FHWA, believe that permanent adverse effects from this project would be offset by beneficial effects of the following: Construction of approximately 14,244 linear feet of inner bank erosion control, designed to enhance habitat by increasing interstitial spaces, velocity refugia, and cover for fish"*. We disagree with depiction of this activity as a beneficial effect to fish habitat, and stated this at the February 16, 2012 draft EFH Assessment meeting in Juneau. Salmonid utilization and occupancy of engineered streambanks is variable, species dependent and not well understood in river systems with glacier-dominated flow regimes. Geomorphic effects of placement of long, uniform alignments of riprap have been well documented, often resulting in thalweg attraction to the embankment toe, and simplifying local floodplain complexity. We recommend that this statement be removed.

187l This statement has been removed.

Design Alternatives

We understand that many of the impacts associated with proposed roadway alignments result from your efforts to meet a 55 mile per hour design standard through the entire

187m project corridor. We recommend that ADOT&PF consider lower speed limits for specific

187m See Comment Response R08.

areas where reduced design standards could be used to reduce impacts to wetlands, fish habitat, or eagle habitat, or reduce the risk of wildlife-vehicle collisions.

We appreciate ADOT&PF's coordination with the Juneau Field Office over the many years that this project has been in planning. Site visits organized by ADOT&PF have helped to clarify issues and our work together has resolved many of the difficult issues presented by this project. Thank you for the opportunity to comment on the EA. If you have any questions on our comments, please feel free to contact Neil Stichert or Richard Enriquez.

Sincerely,

Bill Hanson
Field Supervisor

cc
Richard Chapell, ADFG
Jackie Timothy, ADFG
Chiska Derr, NMFS
Micheal Eberhardt, DNR
Jane Gendron, ADOT
Kristen Hanson, DOWL-HKM

Appendix I. Station-specific comments on wetland impacts (Reference *Wetland Impacts and Proposed Stream Mitigation, Figure Set C Sheets* dated April 26, 2013 for station numbers and wetland polygons described).

Sheets 1-3, Stations 212+00 to 284+00 and Sheet 5, Stations 316+00 to 340+00 (approximate) - While much of these palustrine emergent wetlands are located at the toe of embankment slope, they provide seasonal rearing habitat for juvenile anadromous fish for much of the length, with functional scores for 'salmonid habitat' ranging from 2 (low) to 6 (high), depending on connectivity. Most of these wetland polygons rate 'high' for groundwater discharge, a plausible correlation with salmonid rearing habitat in the area. Please consider alternative embankment designs and/or alignment shift to reduce impacts to these wetlands.

Sheets 6-7, Stations 380+00 to 390+00, 412+00 to 416+00 (approximate) - Chilkat River fill is this area is significant in what appears to be a depositional area of the floodplain. Evaluate alignment options and hydraulic conditions at this site to reduce riverine fill.

Sheet 8, Stations 428+50 to 446+00 - The 2.29 ac Chilkat River fill into riverine/open water wetlands is the largest continuous polygon of its type in the project area and is rated 'high' for salmonid habitat in the functional assessment materials. Evaluate alignment options, alternative embankment design, and hydraulic conditions at this site to reduce riverine fill. The abandoned road segment is not depicted as reclaimed or restored.

Sheet 9, Stations 448+00 to 466+00 - This section is also depicted as a nearly uniform length of riverine fill into the Chilkat River. All of these wetland polygons rate 'high' for salmonid habitat and groundwater discharge. Evaluate alignment options and hydraulic conditions at this site to reduce riverine fill.

Sheet 10, Stations 483+50 to 489+50 (specific), and 486+50 to 494+00 (approximate) - This 0.72 ac palustrine scrub-shrub wetland is rated 'high' for salmonid habitat, is contiguous to a fish stream, and is adjacent to a palustrine emergent wetland contributing groundwater discharge. Both wetlands are largely pristine with the exception of the highway embankment to the south. Evaluate alignment options or alternative embankment designs at this site to reduce or eliminate this fill. The abandoned road segment is not depicted as reclaimed or restored.

Sheet 11, Stations 512+00 to 523+50 (specific) - This 0.65 ac palustrine emergent wetland is rated 'high' for salmonid habitat, is contiguous to a fish stream, and is adjacent to a large palustrine emergent wetland/relic side channel contributing groundwater discharge. During the 20 June 2013 site visit, this site was visibly occupied by high densities of juvenile coho salmon. We recommend alternative embankment designs at this site to reduce fill into these fish bearing wetlands. We also support the mitigation concept of habitat creation at this site (discussed later).

Sheet 13, Stations 589+50 to 606+50 (specific) - This 1.61 ac palustrine scrub-shrub wetland is rated 'high' for salmonid habitat, is contiguous to a fish stream, and is adjacent to an upslope palustrine scrub shrub wetland contributing groundwater discharge. Evaluate alignment options or alternative embankment designs at this site to reduce or eliminate this fill. The abandoned road segment is not depicted as reclaimed or restored.

Appendix 2: Station-specific comments and recommendations on proposed Stream and Habitat Mitigation Plan actions (EA, Appendix D)

Station 240+38 - This site is part of a fish-bearing wetland/stream complex; juvenile coho salmon were observed throughout this site. We recommend that further avoidance of impact to fish-bearing wetland be evaluated. We support the concept of moving this stream from the toe of embankment and connecting it to the scrub-shrub slough and the Chilkat River directly. This work addresses a project need and should not be counted as compensatory mitigation.

Station 319+13 - This site is part of a more defined stream system than 240+38 and juvenile coho salmon were observed throughout this site. We support the concept of moving this stream from the toe of embankment and connecting to the scrub-shrub slough and the Chilkat River. We do not believe that addition of large woody debris along the Chilkat River at this site will be beneficial, as construction impacts could exceed potential habitat benefits. This work addresses a project and should not be counted as compensatory mitigation.

Station 512+24 - This site is intended to replace fish bearing wetlands through the excavation of a slough/channel through an adjacent upland cottonwood stand. This site has a reasonable likelihood of achieving its mitigation objectives if it can be constructed without damaging existing functions in the adjacent wetland. We recommend deleting the waste material 'ditch block' from the concept and initiating an investigation of groundwater flux at the site to informed refined design work.

Station 530+70 - This site is similar to 319+13 and we support the concept of moving this stream from the toe of embankment and connecting to the slough feeding into 512+24. This work addresses a project need to move flows away from the road embankment more than mitigation, and should not be counted as such.

Station 647+20 and 653+00 - This site offers a combination of benefits of consolidating flowpaths on the upslope, moving downstream flows away from the embankment, and potentially creating some additional length of fish habitat. We recommend pursuing more refined design at this site and we will revisit this site to evaluate its mitigation potential.

Station 736+83 - This site offers most of it benefit in consolidating flowpaths on the upslope and potentially creating some additional length of fish habitat. We will revisit this site to evaluate it more critically and then make a determination of its mitigation potential, which appears low.

Station 733+70 to 726+70 Chilkat Side Channel - This concept attempts to recreate spawning habitat for coho and chum salmon through a shallow, graded excavation of an adjacent gravel bar. Surface flow, interflow, groundwater flow, substrate type, and sediment transport patterns all interact with the selection, spawning, and emergence of salmonids. We prefer additional impact avoidance measures at this site, and if there are

net unavoidable impacts, then attempt the proposed activity, without mitigation credit due to a low likelihood of measureable success.

Station 865+88 - This site offers a combination of benefits of consolidating flowpaths on the upslope, moving downstream flows away from the embankment, and potentially creating some additional lengths of fish habitat. We recommend pursuing more refined design at this site and we will revisit this site to evaluate its mitigation potential. The abandoned road segment is not depicted as reclaimed or restored.

Station 887+60 - This site is a combination of routing a stream crossing under a new alignment, removing a culvert and associated fill, and partial excavation of abandoned roadbed. This site offers a high degree of efficacy to offset direct stream impacts on site as proposed on an equal basis. There are remaining wetland impacts which largely will not be mitigated in-situ as the roadbed fill in the abandoned arc is only partially excavated. Details on the relic pipeline/ utility crossing at the excavated culvert site are lacking.

2013_08_16_**188EA**EA -G_Stigen

Response to Comments

Dirks, Kristin L (DOT)

From: Scholl, James W (DOT) [jim.scholl@alaska.gov]
Sent: Friday, August 16, 2013 11:01 AM
To: Gary Stigen; DOT SER HainesHighway
Subject: RE: Haines highway improvements

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you for your support, Mr. Stigen.

Jim Scholl
Environmental Analyst
ADOT&PF SE Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Gary Stigen [mailto:gstigen@hbsd.net]
Sent: Friday, August 16, 2013 9:34 AM
To: DOT SER HainesHighway
Subject: Haines highway improvements

188a Sirs; Iwanted to let you know that I fully support the proposed highway improvements. I worked for S.E Roadbuilders for 14 years, and have been up and down this road 1000's of times in commercial and private vehicles. I also drove school bus out this road. Currently I am Maintenance Supervisor at Haines Schools. This project is overdue, and deperately needed. We had to wait a long time for the road improvements to the Ferry terminal, it is so much better now and a highlight to visitors. Please do the highway improvements project. Gary Stigen. HBSD

188a See Comment Response R05.

188-1

188-2

... while talking to alaska.gov.inbound10.mxlogicmx.net.:
>>> DATA
<<< 553 Invalid recipient hainehighway@alaska.gov (Mode: normal)
550 5.1.1 <hainehighway@alaska.gov>... User unknown
<<< 551 No valid recipients
8/11/13

Jim Scholl
DOT&PF Southeast Region
P.O. Box 112506
Juneau, AK

Dear Mr. Scholl,

189a We are writing this letter in support of the Haines Highway Project. We have lived in Haines for 46 years, raised our 3 children here, and have been up and down the Haines Highway many times.

We are looking forward to the proposed improvements in the highway with wider lanes and shoulders and straightening of the roadway. The completed improvements from 25 mile to the border have made a huge difference to us in terms of safety and enjoyment of the drive. We have both volunteered for many years at the Kluane to Chilkat International Bike Race at the 19 mile check station and we can both attest to the safety issues that arise with no shoulders for the bicyclists to ride on and with the many curves and fewer pullouts on the highway between 25 mile and town. The proposed road improvement will help greatly in this regard.

In just seems like common sense that if you have something of value (the Haines Highway being a major transportation artery to Canada and Northern Alaska) that you expect to do upkeep and make improvements and this project will certainly do that.

As to the concerns that some seem to have about the eagles, I'm sure that your EA has already addressed those since the highway goes through the eagle preserve. As life long Alaskans we have lived with and enjoyed watching eagles,and we have also seen many eagles perched in trees watching numerous logging trucks going up and down the highway in the 1970's as well as other trucks and vehicles continuing to the present time. We have also seen an eagle perched right near a rock crusher and rather than being deterred, they seem to be enjoying the show! The many safety issues that now occur with visitors stopping in the roadway to view eagles will be greatly helped by wider roadways and shoulders, more pullouts & better sight lines with the straightening of the highway.

We appreciate the work the DOT&PF has already done in preparing for this construction project and look forward to the improvements to the highway.

Please consider this email as 2 people in strong support of the Haines Highway Project!

Sincerely,

Terry and Bonnie Sharnbroich
HC 60 Box 6170
119 Piedad Road
Haines, AK 99827

189-1

Responses to Comments

189a See Comment Response R05.

189-2

2013_08_16_**190EA** -
S_Libenson_protect_Chilkat_Bald_Eagle_Pres

Lepley, Lesley

From: sue libenson <suelibenson@gmail.com>
Sent: Friday, August 16, 2013 4:58 PM
To: HainesHighway@alaska.gov
Subject: protecting Chilkat Bald Eagle Preserve

Follow Up Flag: Follow up
Flag Status: Flagged

I am concerned that the current proposal to reroute the Haines Highway does not adequately take into consideration the importance of the Bald Eagle Preserve. Due to the globally unique habitat in the road
190a corridor, DOT needs to take exceptional consideration of habitat related issues including eagle perching trees and salmon spawning areas. I do not think this has been adequately addressed in current documents.

Sue Libenson
907-766-2841
Box 1064
Haines, AK 99827

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190-1

Responses to Comments

190a See Comment Response R07.

190-2

2013_08_05 **191EA** - Berland_N

PUBLIC TESTIMONY BY NANCY BERLAND

MS. BERLAND: Okay. These are my personal comments, and I wanted to add that I will submit written comments on behalf of Rivers Without Borders before the comment deadline. And they will

191-1

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191-2

191a include 4(f) issues. And according to the Federal Register, as I read it, a 45-day notification period is required for 4(f) comments. And I'm asking that you research this and please verify. And if I am correct in my interpretation, you have to re-notice this project with the appropriate 45-day comment period due to the 4(f).

191b I would like to say that the EA is deficient in that it does not evaluate the ecological significance of the communal roosting trees between Milepost 19 and 22, which is also known as the critical habitat area for bald eagles.

The use of these trees was documented in four years of studies conducted for the U.S. Fish and Wildlife Service and National

191c Audubon Society. The EA does not divulge the number or location of trees that will be cut in this area; and without this information, the general public and decision-makers cannot take the required hard look required by NEPA necessary for informed decision-making. It is important that people have the information before decisions are made and actions are taken.

191d Salmon habitat impacts are discussed and appear to be enormous, given the

191-3

191a 23 CFR 774.5(b)(2)(i), **b)** Prior to making *de minimis* impact determinations under § 774.3(b), the following coordination shall be undertaken. **(2)** For parks, recreation areas, and wildlife and waterfowl refuges. **(i)** Public notice and an opportunity for public review and comment concerning the effects on the protected activities, features, or attributes of the property must be provided. This requirement can be satisfied in conjunction with other public involvement procedures, such as a comment period provided on a NEPA document. Hence the comment period for Section 4(f) has been met.

191b,c See Comment Response R11.

191d See Comment Response R31.

191-4

statutory protection for eagles and salmon habitat inside the preserve. For example, 88 percent of the Chilkat's anadromous tributaries would be impacted, along with more than 10 percent of the Chilkat River roadside habitat and about 10 percent of the total wetlands.

191e So while there might be some site-specific information, there is no analysis of the cumulative impacts from all this blasting, filling, rerouting, and destruction of productive salmon habitat.

191f A finding of no significant impact, as requested or recommended by DOT Commissioner Kemp is in error because a project that may have significant environmental effects requires an EIS, an Environmental Impact Statement. And significance is triggered by cumulative impacts, which I believe we talked about for the salmon habitat, and by impacting an area with unique features, such as the world's largest gathering of bald eagles, by unknown impacts such as the removal of communal roosting trees in the critical habitat area for eagles.

191g So I would ask that an EIS be produced and that the EIS contains a reasonable

191-5

191e See Comment Response R41.

191f See Comment Response R02b.

191g See Comment Response R07.

191-6

range of alternatives. And the EA, as proposed,
191h only had two alternatives. I would request that it include an alternative that has a much smaller footprint and a rational purpose and need.
191i The EA states that the Haines Highway is already safe. It has a low traffic volume and a low accident rate. There is no real need to straighten all the curves to achieve a uniform 55-mile-an-hour speed along this national scenic byway.

It's a 22-mile stretch of road, and if it's driven at the 55-mile-an-hour speed that is proposed, it would take 24 minutes. And driving it at the 50-mile-per-hour posted speed limit for most of the curves, it would take 26 minutes; so that's a 2-minute difference for all
191j this -- what I would term illegal habitat damage because of the statutory requirements for the preserve and protecting eagles and salmon habitat in perpetuity.

And so I believe, while parts of the project may be worthwhile -- like replacing culverts, like fixing the slide area, are two examples -- that the environmental document is inadequate, and far too much habitat is being

191-7

191h See Comment Response R07.

191i See Comment Response R03 and R06.

191j See Comment Response R10.

191-8

disrupted, and it's not really necessary.
Thank you.

191-9

2013_08_05 **192EA** - Holle_E

PUBLIC TESTIMONY BY ERIC HOLLE

MR. HOLLE: I'm representing Lynn Canal Conservation. We have a 40-year history in this area, and we are instrumental and involved with the creation of the Chilkat Bald Eagle Preserve. I think we qualify as stakeholders in this process; 192a but we have not actually been contacted directly by DOT or the Federal Highway Administration, so please include us in future IET deliberations or site visits.

I will -- rather than repeat what the previous speaker, Nancy Berland, said, I'll skip some of those. I should mention that we will submit detailed comments in writing, so this is just some general comments that I have.

192b I definitely support her statement regarding the need for an EIS because this is a unique area and one of a kind, the Chilkat Bald

192a Your request to join the IDT has been considered and declined. We have received your comments, are aware of your concerns, and are carefully evaluating them along with all other comments.

192b See Comment Response R02b and R02c.

Eagle Preserve. There is nothing else like that in the country or in the world, as far as I know.

192c We're most concerned with impacts to fish habitat, wetlands, and wildlife -- especially bald eagles, but also swans and other water fowl and large mammals that need escape cover when they need access to and from the river.

192d We do feel like this -- the purpose and need of this project has not really been demonstrated. This is a highway that gets very little use at present. You can actually eat lunch on the yellow line sometimes without fear of being run over. And, as a friend of mine said, you can even take a nap after that. It strikes me as something where we might be accused of having another "Bridge to Nowhere" or "Road to Nowhere." It doesn't look good for Alaska.

192e But as I was saying regarding fisheries impacts, if the project does go ahead against our wishes, before DOT embarks on any further stream alignment, we'd like to see rehabilitation of past damage, particularly the inadequate bridge spans at Big Boulder and Little Boulder Creek which prevent the stream from fanning out and continuing to create good king salmon habit

192-3

192c See Comment Responses R07, R11, R30 and R41.

192d See Comment Response R06.

192e See Comment Response R34.

192-4

there. Rather than continuing the channelization and scouring, we would like to see the bridge expanded in length.

Let's see. So based on the history at Big Boulder and Little Boulder -- which I should say is ongoing. There is new fill placed in there, new riprap just placed in there recently to protect the bridge that was inadequate -- based

192f on that, we really question DOT's apparent confidence in their ability to realign eight tributaries.

We also have a -- we're skeptical

192g about the ability to create wetlands. We just heard that there's going to be 23.6 acres of wetlands fill. That's a big footprint. There has been some success with mitigating wetlands, but there's also good evidence up the highway between 33 and 36 miles that those wetlands go dry and become forested with alders pretty quickly.

192h Probably the biggest impacts to fisheries that we're worried about is the use of riprap, so I'll read a quote. This is from the U.S. Army Corps of Engineers, 2003. It says, "Generally, streams with healthy riparian vegetation communities will be harmed" --

192-5

192f,g Mitigation measures for the Haines Highway MP 25 to the Canadian border project have been monitored for ten plus years and the success of these measures can be viewed at http://www.adfg.alaska.gov/static/home/library/pdfs/habitat/11 10 and http://www.adfg.alaska.gov/static/home/library/pdfs/habitat/12 08.

192h See Comment Response R26, R27 and R33.

192-6

MS. STEER: You have 30 seconds.
MR. HOLLE: Excuse me?
MS. STEER: I'm sorry. I'm just letting you know you have 30 seconds.
MR. HOLLE: 30 seconds?
MS. STEER: Continue, please.
MR. HOLLE: "Generally, streams with healthy riparian vegetation communities will be harmed ecologically from the addition of riprap structures."
You know that if the Corps of Engineers says it's bad for fish, it's really bad for fish.
192i We are recommending that you use engineered logjams rather than riprap. You can see that in front of Klukwan. Anyone who has trapped minnows for out-migrating smolt knows that the logjams are where you place the minnow traps to catch the smolt, and you don't find them where the riprap is.
Thank you.
(Applause.)
MS. STEER: Mario. And then up

192i See Comment Responses R33.

2013_08_05 **193EA** - Benassi_M

PUBLIC TESTIMONY BY MARIO BENASSI

MR. BENASSI: Okay. In looking at this EA, it's lacking in a number of ways, and in particular in addressing biodiversity. There is no mention of biodiversity. And I'm not going to bridge up the other obvious things, which is the 193a lack of identifying roosting trees -- you know, feeding trees, resting, and roosting. Those are all three different types of trees that eagles use, and none of that is addressed in the EA.

And one of the obvious things 193b lacking is an assessment of biodiversity and its effect. When you're talking about apex predators like eagles, in the establishment of parks around the world, eagles are always looked at very closely because they are an indicator of biodiversity. And so when you do anything, you affect biodiversity; and so this has not been addressed either in the EA. No talk of that.

And then the obvious other hole in 193c the EA is wildlife passage. We have a number of moose that are killed. We have a limited number of moose here in this valley anyway, and we manage them very close to the, you know, take. And so on

193-1

193a See Comment Response R11.

193b See Comment Response R41.

193c See Comment Response R37.

193-2

this road, many moose are killed. There is no wildlife passage even mentioned here.

And in particular, in the Bald Eagle Preserve and looking to the future, this area and with its protections has the potential to be a Yellowstone-like or a Yosemite-like area, a park in that regard. And it has all the protections in place to make it such, but we're not planning for those in this EA. We're not seeing any wildlife passage.

And, you know, this is pretty forward-thinking. If you're going to spend $100 million on a roadway, you should be thinking about how to let moose pass over and under a highway so they don't actually cause -- and actually do a study on where moose cross most frequently on the highway. And none of that is addressed in the EA.

Those are my comments.

193-3

PUBLIC TESTIMONY BY DANIEL GONCE

MR. GONCE: Daniel Gonce. I'm not representing anybody in particular, but I am a member of the Haines Volunteer Fire Department and the Planning Commission.

And I just want to applaud the department for working on safety. Having worked multiple accidents, some resulting in death and in paralysis, the safety of my family and my kids is very much in my mind as I travel that road, especially in the middle of the night, in the middle of winter, trying to go up to Klukwan to help somebody out that's in need.

194a And so I do applaud the department for working to help bring a safer highway to Haines.

MS. STEER: Tim Shields. After Tim is Peter Goll.

194a See Comment Response R05.

2013_08_05 **195EA** - Shields_T

PUBLIC TESTIMONY BY TIM SHIELDS

MR. SHIELDS: I would like to address the lack of information about feeding, resting, and roosting trees in the EA. There was

195-1

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195-2

mention made in the official presentation that the EA was sort of a comprehensive address of all the
195a environmental problems. And without addressing this factor in the eagle survival in the area, the EA does fail to be comprehensive; and, for that reason, an EIS is warranted.

Unknown -- this is an unknown but not unknowable portion of the equation that needs to be investigated. It would be quite easy. I'm a field biologist, and I've been a field biologist for 36 years. I've done a lot of field studies. I understand structuring a field study, asking a question, and how to answer it.

I was also, for seven years, the executive director of Takshanuk Watershed Council, and we did deal with a lot of fish habitat issues and wildlife issues.

And there is a big hole here in making this project -- in minimizing its negative impacts on bald eagles. And the way to do that is to identify not just specific trees but also characterizing the sorts of trees that are used by eagles, and not just for nesting. I saw mention of nesting trees being identified, but eagles do a lot more in this corridor than simply nest. And for

195a See Comment Response R02a, R07 and R11.

that reason, you've got a big gap in your knowledge base of how the project is going to affect eagles.

And it's not that difficult to fill it, but it is going to take time. And motion-capture cameras placed strategically, or a periodic count with photo points -- all of this could be done to identify specific trees. You could also characterize the sorts of trees that are used by eagles for these different functions. So just realize that eagle biology and ecology is very complex.

You're dealing with an area that is really valuable for our economy. The tourism potential here is immense and it's growing. We've got a world-class situation here, and a simplistic and hurried approach without sufficient prior knowledge is a mistake and it puts at risk something that's really valuable for our community.

Thank you very much.

MS. STEER: Peter Goll, and up next after Peter is Rob Goldberg.

2013_08_05 **196EA** - Goll_P

PUBLIC TESTIMONY BY PETER GOLL

MR. GOLL: Thank you.

I wonder if the people here who are state and federal officials could at least wave to me so I know whom I'm speaking to. Thank you. I'm glad you're all here.

And could you tell me when I have a minute left?

MS. STEER: I'll tell you.

MR. GOLL: It's hard to know where to begin. I haven't started yet.

I think the best thing for me to do is to put the key points on the record; and then, if I have a couple of minutes left, I'll chat.

196a This is to request a full Environmental Impact Statement on this project. I've reviewed the data that has been collected by the Department of Transportation and provided by the Department of Fish and Game and the Department of Natural Resources. It's woefully inadequate. It doesn't even begin to address the issues. The Environmental Assessment is structurally incomplete and therefore is explicitly damaging.

196-1

196a See Comment Response R02a and R02b.

196-2

The knowledge base of DOT at this time -- and I didn't expect to have to be looking at these, but I guess I do need to, if I can just find the darn thing -- basically states that DOT doesn't know where the trees are that are in question. For the last 40 years, these trees have been studied. There is a movement of birds from the conifers down into the cottonwoods down to the water and up on the other side. It's very, very different from what's going on at tidewater. We're speaking about the area of the eagle preserve.

This is a unified habitat. It's not a place where you go and muck around without knowing what you're doing. We need a full EIS.

The preserve law -- there are two areas that are in question. One is the right-of-way through the preserve. The other are the areas below the preserve. Those two are multiple-use areas. The benefits of the road and the values, the other values, need to be weighed together and adjudicated properly, and the data is not there to do it. 196b We need an extension of the comment period. 196c We need a full EIS and then a comment period.

This is low attendance tonight.

196-3

196b See Comment Response R01.

196c See Comment Response R02a and R02c.

196-4

196d It is an example of DOT's failure to make the public aware of what's going on. I called a half a dozen people today. Three of them didn't know the meeting was here, and all of them were key players in this enterprise.

196e The preserve law is absolutely explicit: No habitat damage is permitted, period. No mitigation, nothing. No habitat damage. It's there for the perpetual protection, the perpetuation of the salmon and eagle habitats. There is no need to show that some eagle is going to suffer or some fish is going to suffer. The property is protected. There is no administrative way to exchange land with the DOT. It is an invasion of the preserve. It is illegal.

196f The areas under the right-of-way where they're going to disturb fish passage, those areas affect the preserve on either side. It needs to be fully examined by the U.S. Fish and Wildlife Service, because we cannot depend upon the Department of Fish and Game to give us adequate information; and if that doesn't work, a court-appointed set of biologists to get down to the real facts here.

But, you know, they're not

196-5

196d See Section 7.0 of the EA for a summary of Public Outreach on this project.

196e See Comment Response R10.

196f See Comment Response R70.

196-6

necessary, because we have 40 years of data. And you know what? The Department of Fish and Game never presented it to DNR. And so DNR cavalierly said, "Oh, well. We're going to get 6 acres and we're going to give away 3, so everything is just great." Well, they didn't bother to look at the habitat values in that land. The whole thing has been a matter of process over content.

Because I could go on for about 30 minutes with specific examples, I'm just going to tell you the quick story that's been in my mind for a week. It's the story of the scorpion and the frog. The scorpion and the frog are sitting by the riverbank. The scorpion says to the frog, "Will you give me a ride across?"

The frog says, "You're going to bite me and kill me."

The scorpion says, "Hey, would I do that? We'll be out in the middle of the river. If I bit you and I kill you, I'm going to drown. I'm going to die."

"Okay," say the frog. He takes the scorpion on his back, and off they go into the river. The scorpion bites the frog. The frog starts to die. The scorpion starts to drown. The

frog says to the scorpion, "You knew you were going to die. Why did you do that?"

And the scorpion says, "It's my nature."

The DOT is not the scorpion. The scorpion is the basic premise that was presented here tonight, that the goal is to create a high-speed highway with the best engineering possible. No, sir. The goal is to have a highway in a precious, federally designated, state-designated scenic byway where absolutely no habitat damage is permitted and to make that road conform to it. And then you use your engineering to get the best road possible.

So you need to go back to step one, do a full EIS, look at what it is you're impacting, and then, sir, then start making your plans. You think this is delayed? When you're in court, we'll see how long it's going to be delayed. You are not going to impact the Chilkat Alaska Bald Eagle Preserve, and I'm promising you that.

2013_08_05 **197EA** - Goldberg_R

PUBLIC TESTIMONY BY ROB GOLDBERG

MR. GOLDBERG: I'm Rob Goldberg. I am the chair of the Haines Borough Planning Commission. I'm not here to speak for the planning commission, but I will tell you that on July 11th, at our meeting, we took testimony from the public. And I've summarized those comments and sent them to the borough manager to be included in the Haines Borough's comments to you.

I'll just relay to you that we took testimony from quite a few people. There was 197a support for the 6-foot-wide shoulders so that bicyclists can be safer on the highway.

There was also quite a bit of concern about the road leaving the present roadbed. And this road goes through -- the entirety of it is in riparian habitat, which is the most productive 197b habitat probably in the borough. And anytime the road leaves its present roadbed and cuts into

197a See Comment Response R04.

197b See Comment Responses R03, R04 and R07.

197-1

197-2

what's now forest or wetlands, there was a great deal of concern about what would happen to the habitat, the creatures that live there.

197c There was especially a lot of concern about the river's edge being turned into riprap where it's now a natural edge. Quite a few people spoke about that and their concern for the loss of that river-edge habitat.

197d There was also a lot of concern about the speed of cars going through the Bald Eagle Preserve and the possibility of eagle strikes with cars, and that people requested us to request to you that the speed be kept down through the critical habitat area.

197e People want to preserve the trees along the highway. Places where the new alignment would just veer quite a bit away from the current alignment and just take out acres and acres of trees -- that was a big concern for people.

197f And there was also concern expressed for some of the cultural and archaeological areas along the highway, as there have been thousands of years of Tlingit presence along the way.

So that's pretty much a summary of

197c See Comment Response R27.

197d See Comment Response R12.

197e See Comment Response R03.

197f See Comment Response R24.

the comments that we took at our July meeting.
Thank you.

197-5

2013_08_05 **198EA** - Goll_S

PUBLIC TESTIMONY BY SHERRIE GOLL

MS. GOLL: Hi. I'm Sherrie Goll. I'm testifying just for myself as a resident of the Chilkat Valley. Thank you very much for coming here to collect our public testimony on the proposal to change the road.

In 2009, in recognition of its outstanding qualities, the United States Secretary of Transportation designated the Haines Highway as a national scenic byway. It is also designated an Alaska scenic byway. And that program is administered by DOT&PF, and it recognizes routes that provide access to our most scenic areas, cultural riches, and recreational resources.

The most significant natural resource along the Haines Highway is the Chilkat River and the Alaska Chilkat Bald Eagle Preserve with its prime eagle roosting habitat and feeding

198-1

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198-2

grounds. This preserve and its ecosystem are of national and world significance due to the hosting of the largest congregation of bald eagles in one location.

The Chilkat River is, as its Tlingit name implies, the winter storage container for salmon. Between October and February of each year, approximately 3,500 eagles flock to the area from as far as Washington state to feed on our salmon. During this period, it's common to view hundreds of eagles roosting in the cottonwoods along the Haines Highway.

The preserve is state land that's set aside to protect the bald eagles and their habitat in perpetuity, yet this EA is proposing to damage the protected habitat, disrupting 22 anadromous tributaries that flow into the Chilkat, realigning 8 of those streams, and filling 12 and a half acres of high-value wetlands and removing the actual cottonwood trees on which the feeding eagles perch, although where those and which of those cottonwood trees are to be taken are still unknown.

198a These proposals are contrary to the eagle preserve law. There is to be no damage to habitat in the preserve. Plans to damage the

198-3

198a See Comment Response R10.

198-4

habitat in and then mitigate that damage are not acceptable.

198b The EA you're presenting tonight is an inadequate investigation of this national treasure, and a full Environmental Impact Statement should be developed before any further action on

198c the proposed project. And the deadline for comments should be extended, as other people have

198d said. And I'd like to associate myself with all of Nancy Berland's comments and with Eric Holle's comments regarding riprap.

The Haines Highway is a wonderful

198e transportation corridor. It does not need to be moved or widened. Traffic is low. The speed limits are appropriate. I have a friend who makes his living driving hazardous materials along the pipeline road up north, and he has, on occasion, driven oil and gas products down to Haines. And he's assured me that the current road configuration meets the need of both the 18-wheelers and bird watchers.

The salmon depend upon the habitat the preserve protects, feeding both the eagles and the people of the valley. Commercial and subsistence fishers and the tourism industry that

198b See Comment Response R02a and R02b.

198c See Comment Response R01.

198d See Comment Responses R27 and R33.

198e See Comment Response R06.

sustain the community depend on the integrity of the preserve. Please have respect for the international phenomenon we have been trying to protect for the past 35 years.

Thank you.

198-7

2013_08_05 **199EA** - Brouillette_H

PUBLIC TESTIMONY BY CHUCK SMYTHE
ON BEHALF OF HARRIET BROUILLETTE

MR. SMYTHE: My name is Harriet Brouillette. I wish that I could address you in person, but since I cannot, I've asked Charles Smythe of Sealaska to read my personal statement into the record.

I am a Raven from the Frog House. My father is the late Charles Brouillette, an Eagle of the Thunderbird House from [redacted] His grandmother was Louise Campbell Hinchman, also an Eagle of the Thunderbird House from [redacted] held by Sealaska. Great-grandmother Louise had

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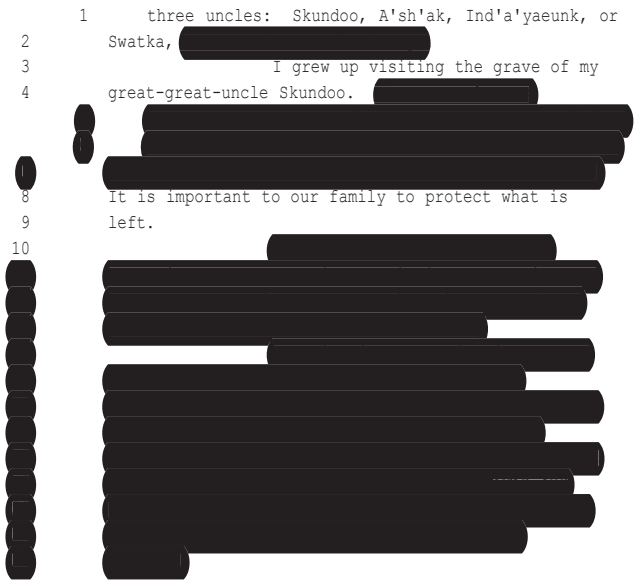

three uncles: Skundoo, A'sh'ak, Ind'a'yaeunk, or Swatka, [redacted] I grew up visiting the grave of my great-great-uncle Skundoo. [redacted] It is important to our family to protect what is left. [redacted]

199a

199a See Comment Response R24.

2013_08_05 **200EA** - Smythe_C

PUBLIC TESTIMONY BY CHUCK SMYTHE

MR. SMYTHE: Okay. I'm going to give my own comments now. Thank you.

Good evening. My name is Charles Smythe, and I'm representing Sealaska Heritage Institute, a regional nonprofit organization established by Sealaska Corporation in 1980.

SHI's mission is to perpetuate and enhance Tlingit, Haida, and Tsimshian cultures. Our goal is to promote cultural diversity and cross-cultural understanding. I manage the history and culture department that has, as one objective, the protection and preservation of places and objects of cultural and historical significance to [redacted]

Seated in the audience but with me here is Michele Metz, lands manager for Sealaska Corporation, a regional Native corporation established by ANSCA. Sealaska has selected and received conveyance of [redacted] under Section 14(h)(1) of the Act. Along the Haines Highway, these sites include [redacted]

Sealaska has a goal of protecting and preserving the irreplaceable heritage of its tribal member shareholders, including places and

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objects of cultural, historical, sacred, and archaeological significance. Sealaska has an obligation to protect the 14(h)(1) historic sites from damage and any activity that would disturb the cultural integrity or is in derogation of the site's value as an historical place.

The Chilkoot Indian Association is a sovereign tribal government that has a responsibility for maintaining the public health, safety, economic welfare, and resource management needs and interests of its tribal members.

Sealaska, SHI, and the Chilkoot Indian Association have an MOA regarding the cooperative management of Sealaska lands and resources within the traditional territory of the CIA. This testimony is offered as a cooperative statement reflecting the shared position and perspectives of the three entities.

Both Sealaska Corporation and the CIA are recognized as Indian tribes under the NHPA, and the following statements represent the official position of these tribal organizations.

First point: Archaeological

200a construction monitoring. The tribes strongly assert that there is a need for archaeological

200-3

200a See Comment Response R24.

200-4

monitoring by qualified archaeologists in all areas of cultural resources along the proposed highway expansion route. There are many sites [redacted] that have been identified in the path of the project by the tribes and by investigators hired by the FHA and DOT&PF during the planning process.

We recognize that FHA and DOT&PF have committed to funding archaeological monitoring and do consulting with the tribes and the SHPO to develop and implement an archaeological construction monitoring plan for ground-disturbing activities that will incorporate a tribal observer.

We would like to acknowledge the efforts of the agencies to commit to this process as described in a letter to the tribes dated January 15th, 2013, which includes a listing of specific monitoring stations, including all areas of subsurface excavation in undisturbed locations. We are committed to working with the agencies in the development and implementation of this plan.

200b We point out that there is a need to add [redacted] to be included as a monitoring station.

Assessment of effects on the

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200b See Comment Response R24.

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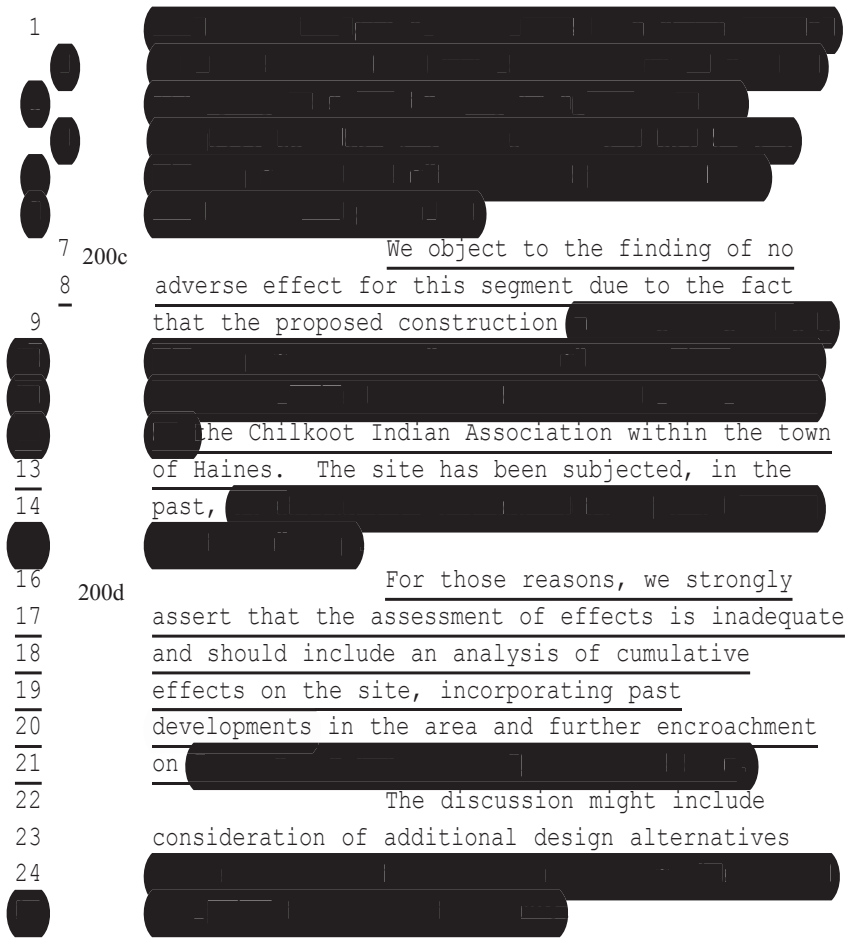

200c We object to the finding of no adverse effect for this segment due to the fact that the proposed construction [redacted] the Chilkoot Indian Association within the town of Haines. The site has been subjected, in the past, [redacted]

200d For those reasons, we strongly assert that the assessment of effects is inadequate and should include an analysis of cumulative effects on the site, incorporating past developments in the area and further encroachment on [redacted] The discussion might include consideration of additional design alternatives [redacted]

200c See Comment Response R24.

200d See Comment Response R24 and R41.

Need for additional documentation using ground-penetrating radar [redacted]

200e We strongly recommend that more complete archaeological documentation of the proposed development corridor be undertaken, using ground-penetrating radar to [redacted]

MR. NOBLE: Please summarize.

MR. SMYTHE: Please summarize?

This documentation should be completed and the results communicated to the tribes prior to further planning for the exact route of the proposed highway so that the issue may be factored into tribal consultations.

I have written comments which I have copies of and I have handed in. The other areas I intended to comment on are right-of-way reduction and relinquishment, [redacted]

200-9

200e See Comment Response R24.

200-10

encroachment, the need for public education in this area, and a statement about the significance of subsistence in the EA and the lack of adequate coverage of that topic and effects of the project on subsistence, and another comment on [redacted]

PUBLIC TESTIMONY CONTINUED BY MR. SMYTHE

MR. SMYTHE: Thank you. I'm up to No. 4, right-of-way reduction and relinquishment. The size of the existing right-of-way along this route varies between 150 and 300 feet, and the highway does not have a standardized-sized right-of-way throughout its length. In one area it is as small as 60 feet on one side but is larger on the opposite side.

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200f We have concern that there are larger 300-foot rights-of-way over sites which have been conveyed to Sealaska under 14(h)(1), [redacted] We request the agencies to enter into consultations with us about this issue and explore avenues for reduction and relinquishment of the right-of-way in [redacted] The same issue is found at other known sites such as the [redacted]

200g We note that the APE, [redacted] We are opposed to any improvement in this area and strongly encourage that the design of this segment include the positioning of structural barriers to discourage access at this location, such as the accommodation of trailers.

Public education. Page 1 of EA includes a descriptive statement that the Haines Highway follows a travel corridor used for centuries by the Chilkat Tlingit and the Chilkoot Tlingit. We are encouraged by this statement which

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200f,g See Comment Response R24.

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identifies the route as an ancient one, developed, used, and maintained for hundreds and perhaps thousands of years by the local Tlingit

200h communities. We point out that this project provides an unprecedented opportunity for the cooperating agencies to place interpretive signage at various locations along the route that will present the deep Indian history of the area associated with sites such as [redacted] and the route itself.

These informative wayside installations would serve to educate the public about the cultural and historical significance of this area to the Tlingit people who have resided here since long before the recent development by Euro-Americans and complement waysides that are to be improved for the appreciation of the natural environment and creatures along this corridor. The tribes would be interested to collaborate with the agencies in the development of the content for these displays.

Statements about the significance of subsistence in the EA and Section 4.7. In Haines and Klukwan, subsistence is a principal characteristic of the economy, culture, and way of

200h See Comment Response R24.

200i life. The cultural and economic centrality of subsistence is not adequately presented in the affected environment section of the EA, and we recommend that the description of subsistence needs to be strengthened and given greater emphasis.

For example, subsistence is not mentioned at all in the discussion of the economy of the Haines Borough, while key information about high levels of household participation in subsistence activities appears in the section on Klukwan. Comparative data is available for Haines from 1996. 98 percent of Haines households use subsistence resources, and 91 percent were successful harvesters.

Thank you.

200i See Comment Response R20.

2013_08_05 **201EA** - Figdor_G

PUBLIC TESTIMONY BY GEORGE FIGDOR

MR. FIGDOR: I'd like to address my comments primarily to the federal highway officials that are here and to perhaps communicate a little bit more about what this highway means to the people of Haines. I'm presuming that the state people know a little bit about the road and the community's attachment to it, but I guess the question that I'm going to raise now is what we have now and is it worth the risk and the expenditure of $100 million to achieve that? And what do we get for that $100 million?

Right now we have something that we've recognized for a long, long time, but the

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federal government just recognized, is that we have an incredible scenic highway now as it exists without touching it, without doing anything.

We have the world's largest congregation of bald eagles here in this incredible preserve. We have a tourist industry which I think gets a lot of mileage out of the scenic value of the highway. We have a fisheries habitat along the river that supports all five species of salmon and supports, you know, a hopefully profitable fishing industry; and a lot of people in this community depend on it.

So the question is, you know, what is driving the need for change? What is driving the need to spend $100 million to improve this? And what do we get? What are we going to get for that, and what are we going to risk?

201a And I think, you know, the answer isn't simple but the answer certainly warrants -- or at least, you know, the question certainly warrants addressing it with a full EIS.

You know, this community has a lot at stake here, and it's rather difficult for me to understand why it wasn't designated for an EIS from the very get-go. And as a resident of this

201-3

201a See Comment Response R02b.

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community, I don't want to be faced with two options, either to do it or not do it. I think the least you can offer me is, you know, a half a dozen options -- we can do it this way, we can do it this way, we can do it this way -- so we can evaluate what we have, what we gain, and what we risk.

But this process is inadequate for the people of Haines. And I think you should know that the people of Haines are looking at this project very carefully, and a lot of us are going to be affected in a lot of different ways.

And, you know, we are not quite sure what the problem is right now. I mean, I don't think the community would have spontaneously

201b said, "This road is a problem." You know, you yourself found out that it's a low-use road with a low accident rate. Certainly there are a handful of specific changes you can make to address specific safety issues, but I want to see a range of options.

I want to see you addressing the needs of, you know, the fisheries, the cultural heritage, the tourist industry, the wildlife habitat and migrations. And the document that you produced is inadequate for this community.

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201b See Comment Responses R06 and R07.

201-6

Thank you.

2013_08_05 **202EA** - Tuynman_C

PUBLIC TESTIMONY BY CAROL TUYNMAN

MS. TUYNMAN: I'm going to be very brief and, if it's okay, I would like to give the balance of my time, once I speak for a minute or two, to Mr. Charles Smythe, who wasn't able to finish his comments. Would that be okay? Thank you.

I just want to say that the people of Haines are very passionate about many things, and we want to be informed. And I really hope that you will extend the public comment period and provide the information that not only is being requested today, but also that will come up in questions over the next several weeks and months.

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202b

I specifically would like to know what the traffic count is. I would also like to know specifically how the intersection at the Klukwan Village is going to be changed. In the conversations and the maps, it wasn't clear to me what that is going to actually look like.

202a See Comment Response R01.

202b The 2012 Average Daily Traffic on the Haines Highway near Klukwan is approximately 500 vehicles per day. At the Klukwan intersection, the Haines highway would be raised approximately 9 feet to correct a deficient vertical curve. The Klukwan intersection would be raised to meet the new road grade and realigned to improve the approach and sight distance. The grade on the Klukwan intersection will not be any steeper than it is now.

We want a balance of our economy and our environment. This is something that's always a conversation in the Chilkat Valley, and I think increasingly we're beginning to understand that they are one and the same thing.

Several decades ago, there was a really heated fight over the Bald Eagle Preserve. Some of the people who are in this room today and are still living in this community were terribly opposed to the Bald Eagle Foundation -- I mean, excuse me. That was a slip -- were opposed to the Bald Eagle Preserve, and yet today their businesses are run and profiting from the Bald Eagle Preserve.

So the reason I bring this up is because I think we all want the same thing, and I hope this little story helps, and I hope it's not too long.

In 1959, my family left Rochester, New York. We drove across the country, went through Yellowstone, the Grand Canyon, Bath, Jasper, up the Alcan Highway, all over Alaska. And when we drove down the Haines Highway, it was the most beautiful road we had ever seen in the whole country.

Since then I've been on the Blue

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Ridge Parkway and other scenic highways, which are much larger and very beautiful; but there is nothing like the Haines Highway. Back then it was not a paved road; it was gravel. But it was really well maintained.

And I think that's what we need, 202c
is we need a really well-maintained -- not a gravel
road -- but a well-maintained road. We need better 202d
bicycle paths and better use of it for the people who want to go out there and see it and enjoy it.

And I now defer my time. Thank you.

202c See Comment Response R03.

202d See Comment Response R19.

2013_08_05 **203EA** - Kirkpatrick_B

PUBLIC TESTIMONY BY BEN KIRKPATRICK

MR. KIRKPATRICK: My name is Ben Kirkpatrick. I'm a retired ADF&G habitat biologist. I was involved with the review, permitting, and monitoring on the Haines Highway upgrade from the

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Wells Bridge up to the border, and I'm currently on the Eagle Preserve Advisory Council.

I would like to address somewhat the question that was on the public notice, "Do you care about the Haines Highway?" And I think everybody who lives in this valley cares very much about this highway and depends on it.

But after reading this EA in more detail than I really care to, it really is apparent that that is really the only concern that DOT has, and there are many other things related to this valley besides the Haines Highway.

And I agree with many of the comments that have been made already, but I guess I 203a was going to focus on a couple of things. One of them is public process. It seems like that this project has been pushed through without really very adequate notice to the public. The public notice basically started on an online website, the 30-day review, which really gives us minimal time in the middle of the summer and didn't really get noticed until we were well into that.

Also, it is noted in the EA that there have been many public meetings, and I've attended several of them, especially at the Eagle

203-3

203a See Comment Response R01.

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Preserve Advisory Council. But in all of those meetings, this is the first time, in reading the EA, that I read about that the Division of Parks and DOT have been discussing a 4(f) exclusion, and they have also been discussing, between DOT and Parks, about trails and pullouts and other upgrades.

And these are topics that were, if 203b they were discussed at all at the Eagle Preserve Advisory Council, they were never discussed and asked for input from us. And it just is another -- the Advisory Council's main focus is a forum for the community to give their input to DNR specifically, but anything that does happen in and around the preserve.

The other few comments I'd like to make is on habitat issues. Well, I guess before I finish public notice, one comparison I have is, when we did the upper highway, I think the public notice was similar to what was given on this project; but the big difference is, is this project is going through the heart of the eagle preserve. While the upper part of the highway is important, I think there is really nothing up there that even comes close to comparing to the council grounds.

203b DOT and DNR have provided the Chilkat Bald Eagle Preserve Advisory Council the requested information.

As far as the habitat issues, it was talked about riprap and the concerns of using -- over 10 percent of the corridor is going to be covered in riprap. DOT's EA and also the Essential Fish Habitat document both very much downplay the impacts on fish habitat of riprap.

203c And as was pointed out, the engineered logjams, as used in Klukwan, is a stark difference if you look at what the riprap is like between 34 and 36 Mile and compare it to the logjam in Klukwan, where there is obviously much slowed current and use by fish.

203d The other thing in a more general term is the mitigation plan. There is a mitigation plan in the EA, and, well, as far as it goes, it is not a bad plan; but it is very incomplete. It does not come close to mitigating for the significant impacts that are going to be presented with this project.

And I do agree with the comments that we do need more than one choice, either build it or not build it. We do need to have another choice, or at least a couple choices, so we have options.

203e And the request of DOT of the goal

203c See Comment Responses R33.

203d See Comment Response R29.

203e See Comment Response R02b.

of getting a finding of no significant impact, given the type of habitat we're dealing with and the magnitude of impacts, is totally unwarranted.

203f And also, when we do get around to mitigation, we really have to make sure any mitigation for impacts in the preserve have to be completed within the preserve and not outside at some other area in the valley.

203f See Comment Response R29.

2013_08_05 **204EA** - Campbell_G

PUBLIC TESTIMONY BY GEORGE CAMPBELL

MR. CAMPBELL: George Campbell. I actually live at 18 Mile -- well, I guess it's 17 Mile now that they changed the highway.

I'm one of the few people that have testified so far that live out there. I watch the traffic go by. I live on probably one of the top three corners for accidents. I think Danny Gonce could probably confirm that. And I get to hear the people come by the house. I hear the brakes squealing occasionally as the guys are sliding, so I see the real reason why this road does need improved.

I have, more than one time, been coming down through the critical habitat area and going at my slow 30 miles an hour, pulling a trailer, come around the corner and had a gentleman or a lady standing with a camera in the middle of the road.

And it's been stated that you could lay on that highway without being run over. As I live on that road, I'm not sure when that would be. But I do know, when you've got a 30-foot trailer jackknifing behind you and your pickup is sideways, you have no control. And the way that our corners are right now, I implore you to fix them sooner than later.

I wish you would start with that section just so that we could get some sightlines. Whether or not we need to travel at 55 or 45, I'm not going to make a judgment call on that. I would not like to see any faster, but just sightlines so we can see, so people have time to run the heck out

of the way.

204a The Chilkat River bridge -- I'd just like to say I would like to see that built to the highest weight standard possible. Who knows what the future will bring, but let's build it better now, because we'll never get it repaired afterwards. We can always beef up a road.

Then back to my house. I myself and the Jackos are probably the most private property size that's impacted, because they're taking away part of my runway, which is in my business plan. They're taking away part of my farm area, an area we were looking at putting an orchard in. We've got a whole bunch of severe impacts on our personal stuff, and we're kind of in limbo because we talked to DOT -- and I understand you're 35 percent in our section and 65 percent in the other section, so I know you can still make lots and lots of changes, by your testimony.

But, you know, we're a private property owner. We're sitting here -- what do we do? We start building something or we start planting something that we're looking at ten years out before we are ever going to get our money back. And, three years later, you finally negotiate with

204a The bridge will constructed to DOT standards for this type of highway. The Alaska DOT&PF has successfully used precast concrete decked bulb-tee girder bridges throughout the state. This style of bridge has proven to be a very cost-effective, durable structure in most environments.

us and then you buy it. And now we're -- you know. So it's demoralizing to think that we're going to put our effort into something that's going to get torn out. So I'd like to have you guys up your schedule on that, and that would sure make our lives easier.

204b And the critical habitat area, we've got a real public safety issue that seems to get missed. I've talked to Mr. Scholl about it briefly. We have a lot of people who come here in November. We plow the snow. We get 6 inches of snow. The DOT goes by, and they throw the snow onto the beautiful little bike path we got next to the highway.

The bike path is very, very wonderful in the middle of the summer. But in the wintertime, it gets covered with snow. And then we plow the snow from the highway onto the bike path. And then we implore all these people and invite people from all over the world to bring their cameras to see our beautiful eagle preserve, and we whisk them out there early in the morning to let them see the beautiful eagles feeding. And the only place for them to stand is in the middle of the road.

204b See Comment Response R13.

So then we're driving down the road, and we're all trying to -- you know, we got trucks coming and we got pickups and we got guys trying to go to school and we got guys trying to go to work, and so then you've got these visitors in town jumping off into the berms.

204c So I've made the suggestion that we need to have large areas that -- the large trucks that DOT drives up and down with snowplows in the front, they need to be able to plow that snow off the side of the road and have a place where we can drive and a place where people can walk.

204d And that area there -- and I realize that we're talking roosting trees and width of roads and all that, but that area needs big sightlines. We need big pull-off areas where we can get trucks -- last year we had a propane truck -- I don't know how many of you drove out the road and saw the propane trailer there. But the propane truck was coming around the corner and hit the little lump there at about 20.5 Mile, and it broke the frame. And, I'm sorry, it wasn't propane; it was high explosives. It was liquid explosives.

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204c See Comment Response R13.

204d See Comment Response R13.

204-8

He broke the frame on the truck, and it sat there for five days. And then, unbeknownst to us, somebody went out and welded the frame up with explosives in the container. So things are happening, and anything you can do that would make that safer, we would like to encourage.

I've done a lot of stream work, in-stream work. Mr. Scholl and I have had lots of discussions after I've done projects that were in the worst weather possible. And Dan Miller, who did a lot of your design work for your in-stream -- he's a really, really intelligent man, and I really did like the work that I saw and I was able to review today.

Thank you.

2013_08_05 **205EA** - Kirsch_K

PUBLIC TESTIMONY BY KATYA KIRSCH

MS. KIRSCH: Thanks for the hearing, and hopefully you'll do the right thing. We've got an amazing resource here, as many folks have said. I've been here for almost 40 years, and we didn't used to have this

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volume of tourism. Nobody thought about it in November, that it was even possible.

It's an amazing resource. It makes absolutely no sense to be talking about cutting one single roosting tree, much less ten or more. It makes no sense to be saying that this

205a environmental assessment is adequate when you don't know how many roosting trees you're talking about cutting. We in this room don't know. Nobody can answer that question today. It makes no sense.

205b You need an Environmental Impact Statement. The Bald Eagle Preserve has some of the highest -- the highest protection standards in the state, and it deserves an Environmental Impact Statement. We also need, for the same reason, an extended comment period. Not to mention all the wild salmon resources of the eagle preserve as well.

205c There should be absolutely no expansion on the footprint in Mile 19 to 22. If

205d you have any safety issues, it should be addressed with signage and off-road pullouts. People should be getting off the road to view the eagles. But again, it makes no sense to damage the roosting, feeding, resting trees, this incredible resource

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205a See Comment Response R11.

205b See Comment Response R02a.

205c See Comment Response R13.

205d See Comment Response R13.

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that this community and this habitat has. People need to be following the speed limits too.

And as has been noted, this is a low-volume road with a low accident rate. I think the things I just said, addressing signage and having actual places for people to view the eagles off the road and making sure they get off the road, is the real answer to a lot of the safety issues.

205e Other than very, very specific areas like the Wells Bridge, there is no real purpose or need for this project as it's designated.

I wonder where you're going to get the funding also for the second two phases of the project. Maybe doing the less damaging parts of the project is more appropriate.

205f And again as was mentioned, 3.8 acres of acquisition from the Bald Eagle Preserve -- I don't think that's possible without changing the law.

I additionally support all the comments made by Nancy Berland, Eric Holle, Mario Benassi, Tim Shields, Peter Goll, Sherrie Goll, George Figdor, Carol Tuynman, and Ben Kirkpatrick. And you probably will not have heard the last from some of us if you don't make a better project.

205e See Comment Response R06.

205f See Comment Response R10.

205g Next step, extended comment period and an EIS, please. Do the right thing.

205g See Comment Response R01 and R02b.

2013_08_05 **206EA** - Egolf_D

PUBLIC TESTIMONY BY DAN EGOLF

MR. EGOLF: I'm Dan Egolf, a 33-year resident and a member of the Haines Chamber of Commerce and the owner of Alaska Nature Tours.

I support road improvements but in 206a a much smaller footprint. I got a copy of the e-mail of Mr. Scholl's letter that said the way to deal with cutting the eagles' feeding trees would be to plant more trees, and I consider that to be absurd.

I've got pictures here. This is the north side of the Haines Highway, 19.5 Mile; the north side of the Haines Highway, 20 Mile; the north side of the Haines Highway, 21 Mile; and the north side of the Haines Highway at 25 Mile.

I've been conducting a business since '85, taking pictures -- or taking people out to take pictures of the world's greatest

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206a See Comment Response R11.

206-2

concentration of bald eagles, and eliminating the trees that those eagles feed from would be shooting yourself in the foot.

Here's the south side of the Haines Highway at 21 Mile, the south side of the Haines Highway at 20 Mile, and the south side of the Haines Highway at 21.5 Mile. This is a dead tree that gets used all the time that would be in the way of the construction as well.

Haines is the Valley of the Eagles. I helped create the Eagle Festival here. It's our namesake. It's a big part of our economy.

206b I'd like to see a full EIS, an extended comment period, and I support all the people that Katya Kirsch supported as well.

Thanks for having this meeting. I'll just leave these here for you guys.

206b See Comment Responses R01 and R02b.

2013_08_05 **207EA** - Campbell_L

PUBLIC TESTIMONY BY LYNETTE CAMPBELL

MS. CAMPBELL: I'm Lynette Campbell. And I didn't know what my husband was going to say; but he says pretty much what I would say, so I'll support his comments.

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I will say that living on the road and being a homeowner, my property is going to be impacted significantly; but I support the safety improvements and the improvements in the reduction of maintenance costs.

And I think the Haines Highway is an important corridor for not only tourism, but it's an important economic corridor for the community. And having lived there, I think that I can say that that curve that we live on is extraordinarily harrowing when we hear the trucks go by.

207a

So thank you all for working on this, and I support this project.

MS. STEER: Up next, Alain d'Epremesnil. And after Alain, Irene.

207a See Comment Response R05.

2013_08_05 **208EA** - D'epremesnil_A

PUBLIC TESTIMONY BY ALAIN D'EPREMESNIL

MR. D'EPREMESNIL: My name is Alain. I'm a resident here. And I'm concerned that a faster highway is not necessarily going to be a safer highway. I worry that there is going to be increased roadkill. And then we'll have other animals moving on the highway to eat those

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roadkills, and cars driving 10, 15, 20 miles an hour faster on that straighter highway towards an animal with much reduced reaction time and increased braking distance.

208a And human nature being what it is, I think an increase of 6 feet, broadened by a straighter highway, will be compensated by human nature to go faster. And pretty soon the teenagers, drunk, driving 90 miles an hour on the highway -- I don't think it's maybe the most -- the best way to go about this, given the impact on the Bald Eagle Preserve.

Thank you.

208a See Comment Response R03, R04, R07 and R38.

2013_08_05 **209EA** - Alexakos_I

PUBLIC TESTIMONY BY IRENE ALEXAKOS

MS. ALEXAKOS: Irene Alexakos. We hear that the need for this proposal is because of deficient curves and insufficient sight distances, but I would pose that curves enhance the aesthetic value of traveling this road and that people should slow down.

Indeed, because carbon dioxide is

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a major contributor to global warming, and cars are the major source of carbon dioxide emissions, each gallon of gas burned puts 19 pounds of carbon dioxide into our atmosphere. Over its lifetime, the average car emits about 50 tons. And the U.S. is the world's largest emitter of this pollutant.

209a So I believe our government should be encouraging reduced speeds, not increased speeds. This proposal does the opposite.

As of today, the national debt is $16.7 trillion. In the last year, it has increased an average of $2.27 billion a day. Though somewhat vague, we learned tonight that the cost estimate

209b for this proposal is over $100 million. To ignore our national debt -- in fact, to even think of adding to the taxpayers with millions of dollars of more debt for an unnecessary project is irresponsible.

209c I support an Environmental Impact Statement and an extended comment period.

209a See Comment Response R08.

209b See Comment Response R06.

209c See Comment Responses R01 and R02b.

2013_08_06 **210EA** - Burattin_S

SALLY BURATTIN: My name is Sally Burattin. (Speaking in Tlingit) is my name. I want to talk to you about 19 Mile. You said that you were going to put culverts. You know, that thing

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comes -- when that thing comes down, it really comes down, big boulders and what have you.

This last time it came down, a couple of weeks ago, [redacted]

Now, what we want to know is, when we put the culverts in, we're digging down. We're digging down below the road level and put these -- I don't know how deep those big culverts are and how wide they are. And when the slide comes, where are you going to push this debris? Where is it going to go? Out into the waters, into the Chilkat River, up into the land where it is now, or what? It's going to change the environment where the Chilkat is, the river, is what I want to know.

And there's a few more questions that, in my mind, right now I can't -- it's so full, my head is -- you know. May I quit for right now and let someone else have the floor?

MR. SCHOLL: Could I answer your question?

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Response to Comment

210a See Comment Response R25.

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SALLY BURATTIN: Yeah.

MR. SCHOLL: And I'm probably going to ask for some help, because I've got design engineers here.

SALLY BURATTIN: Okay.

MR. SCHOLL: So you asked several questions. And I want to tell you what I heard, and then I'll try to answer those questions. Okay?

SALLY BURATTIN: Okay.

MR. SCHOLL: And so you asked me where is the debris going to flow.

SALLY BURATTIN: Yeah.

MR. SCHOLL: And what we hope is -- if it remains fluid, like you said, it comes down (indicating). And when it's saturated, it's a fluid. It flows like a big fluid. And we hope that it continues to flow all the way to the Chilkat River, but we can't guarantee that. We don't know that for sure.

What we wanted to do is flow under the road so that we don't have so much maintenance in removing it from on top of the road. Okay?

You asked me how far down are we going to dig?

SALLY BURATTIN: Yeah.

MR. SCHOLL: First of all, I'm going to ask for some help on that one, but I'd like to tell you that we're going to raise the grade of the road 15 to 18 feet. We're going to build the road up so that the bottom of the culvert will be at the natural grade. Okay?

Now, how deep we're going to dig down, I'm wondering, Steve, do you have an idea of how much excavation? This is Steve Noble. He's our . . .

MR. NOBLE: Sure. So the culverts right now, as we envision them, the culverts are --

SALLY BURATTIN: Can you come over here? I'm not an owl, you know.

MR. NOBLE: Sure.

(Laughter.)

SALLY BURATTIN: Thank you.

MR. NOBLE: You're welcome.

So right now we envision that the culverts will be 16 feet high by about 19 feet wide. That's the clear distance inside the culverts. And they are going to be a big box, so they are not a circular culvert like you're accustomed to seeing, probably, on most of the culverts that are around here. These are box

concrete culverts. Okay? They are a big opening under the road. They'll almost look like a bridge. Okay?

And so they're that big so that when this debris flow happens, the DOT maintenance folks will be able to drive a front loader into the culverts, pick up the debris, and back out of there and clean them out really easily. Okay?

SALLY BURATTIN: Oh. So in my mind, what I picture is there will be no difference to what is happening now. Only where the road is, the road will be safe then, the passage for the people to drive safely then, is what you're saying?

MR. NOBLE: That's what we're -- that's our objective. We are putting in four or five of these big -- actually, we say four to six of these big 16-by-19 culverts in each location, raising the road up. And so this way the material hopefully flows underneath the road.

On severe flows, it's still possible they might plug and get some material up and over the road; but we're predicting that it's going to be a lot less than it is today and that the road will be open for a greater percentage of the time. There should be fewer closures.

We're not going to guarantee that there will never be another closure or that there will never be a debris flow that overtops the road, but we think that we have a solution that will minimize that over the long term and that will make it so -- and it will also make it so that DOT's cost to maintain those debris flows or to clear the road off will be faster and cheaper.

Right now those two debris flows are two -- they are No. 1 and No. 3 in the state on the most costly locations for material maintenance issues for the state. So it's a problem that -- like Jim said, it's a big problem that they need to get fixed.

Just one of those debris flows last year, or maybe two years ago, cost $250,000 to remove the material from.

SALLY BURATTIN: So you want to build a bridge over this? Why didn't you say that you wanted to build a bridge over it?

MR. SCHOLL: Can I fill in?

MR. NOBLE: Yes. Please do.

MR. SCHOLL: We, DOT and the engineers, think of a bridge as something a little bit different. We think of it as more than 20 feet

long. These will be 18 feet long. So we think of them as big culverts rather than a bridge.

MR. NOBLE: And the biggest difference between the culverts and a bridge is there is not a bridge deck on top.

SALLY BURATTIN: Yeah.

MR. NOBLE: And the reason that we don't want that is because if they do plug, a bridge can get pushed over pretty easily with the debris pushing on the side of it.

SALLY BURATTIN: Yeah.

MR. NOBLE: And then you have a road that is impassable.

SALLY BURATTIN: Yeah.

MR. NOBLE: Whereas these culverts, they can plug, and they'll -- they will plug, and the material will go up over the top.

SALLY BURATTIN: Yes.

MR. NOBLE: And then we can come back and pull the material out, and it will still be able to continue on.

SALLY BURATTIN: Well, like they have in Canada, then? They have those big culverts that come down, and they drive over it. They have the same kind of thing in Canada that protects --

MR. NOBLE: Okay.

SALLY BURATTIN: The same thing, then.

MR. NOBLE: Right. And so one of your questions earlier was how deep do we have to excavate to put these in.

SALLY BURATTIN: Right.

MR. NOBLE: As so, as we said, we are raising the road 15 to 18 feet. There is still probably some excavation, probably 3 or 4 feet deep on the downstream side of the road. And on the upstream side of the road, there's probably less. So it just depends on the location. Maybe I got that backwards.

There is 3 or 4 feet on the upstream side and none on the downstream side. But it's not a very deep excavation, because we are building the road up so high.

SALLY BURATTIN: Well, how are you going to keep those campers from going in and camping on the grounds there? Because there's people go there and camp.

MR. SCHOLL: You know, I'm not going to guarantee we'll be 100 percent successful in keeping them off. And the other thing you got to

know is, we can't just erect something in that area because it's always fluid and moving.

SALLY BURATTIN: Yeah.

MR. SCHOLL: And whatever we construct in there could get wiped out.

MR. NOBLE: And it will be harder to get down there. I mean, it's going to be harder for a camper to pull off of a road that's 18 feet high and drive down onto these flat areas, so it's going to be -- at least initially it will be harder for them to get down there.

SALLY BURATTIN: So if, in the wintertime, somebody goes and gets into an accident, what happens then?

MR. NOBLE: It will be just like anywhere else on the road. If there is an accident, then it will have to get cleared out. There will probably be guardrail on both -- on the sides of the road to prevent cars from going down these steep embankments or from dropping off over the top of these culvert areas. So there will probably be some guardrail to help prevent the cars from going off the road in these areas.

SALLY BURATTIN: Those flimsy guardrails that we have, or those great big, heavy

guardrails that will help really protect people from going over? Because people are crazy when they drive. They're not going to go 55 miles an hour, and you know that as well as I do. They'll be going 80, 90 miles an hour after straighting up all these curves. You know, that's the beauty of this place, is all these curves. It takes the natural beauty away from most of all this, that you're talking about.

But I'm concerned about 19 Mile and what's going to happen during the wintertime. You know, wouldn't you?

MR. SCHOLL: Yes.

SALLY BURATTIN: I mean, if your loved one was coming around there, and all of a sudden a moose comes up -- because they do come down that. Four and five of them come down, and you have to make a stop. And there's -- they come over that thing, and there is no way in God's green earth you're going to stop.

I know, because I come through there one time, and there was three of them standing right in the middle of the road. And I had to slide underneath of it. And I could feel their chin right underneath, just (indicating).

MR. SCHOLL: You know, the project is specifically designed to improve sight distance so that we can -- so that a traveler can see moose from a longer ways away. The wider shoulders, the straighter highway, it will improve sight distance.

And we do have serious moose collision accidents. We do have serious animal collision accidents. And I believe the best we can do is to improve sight distance so you can see them and have the room to stop before you hit them.

SALLY BURATTIN: Well, I'll let somebody else come up. Thank you.

EDWARD WARREN II: Thank you.

MR. SCHOLL: Could you state your name first?

EDWARD WARREN II: Before I speak, I notice that you have an awareness of culture.

MR. SCHOLL: Yes.

EDWARD WARREN II: So, therefore, I'll introduce myself in the Tlingit manner. (Speaking in Tlingit), he who carries. (Speaking in Tlingit.) I'm from the Wolf house. I have

something that -- Social Security knows me as Edward Thomas Warren II. It's their insistence that my family have the II, the III, the IV, and all of them are alive.

Now, my comments covers subsistence, covers your DNR concerns, covers the commercial values. And let me put it this way. DNR commissioner is very important to be involved in what's going on here because, on the commercial value, where you will get your pay, our highways, the cement pavement, is substandard to Yukon's highways.

Our Native corporation was buying tons of trees from the First Nation in Canada. In our planning phase, we realized we cannot break even, because 40 tons of forest timber up there has to be unloaded to a 25-ton. And the Canadians want -- Canadian labor, U.S. labor scales; so we could not break even. Now, that's the commercial value of the work you're doing.

Can you impose on DNR commissioner to improve that to at least equal to the Canadian standard? Question one. You don't have to answer any of them.

MR. SCHOLL: Okay. I can answer

that. Unfortunately, we can't set the wages in a different country. Is that what you're asking?

MR. NOBLE: No. He's asking if the load rating of the road can be --

EDWARD WARREN II: Equivalent.

211a MR. NOBLE: Are you asking if the loads -- the capacity of the road can carry the same weight capacity of the roads in the Yukon?

EDWARD WARREN II: Yes. You listen. Yes.

MR. SCHOLL: Could you answer that?

MR. NOBLE: So the answer is we'll -- I can't say for sure that we'll match that, but I'll go back and look at that. The bridge that we're designing is probably the most -- is that where you met the conflict in your load rating --

EDWARD WARREN II: Commercial, yes.

MR. NOBLE: -- your commercial load restrictions?

EDWARD WARREN II: Yes.

MR. NOBLE: So I'll have to go back and look, but we are upgrading the capacity of the bridge to carry a higher loading than what it can today. And so I'll look into that to make sure that the bridge loading is consistent with what is upper

211a The Chilkat River bridge would be designed to accommodate current and future traffic. The Alaska DOT&PF has successfully used precast concrete decked bulb-tee girder bridges throughout the state. This style of bridge has proven to be a very cost-effective, durable structure in most environments.

on the highway elsewhere and make sure that it's not a restriction for loads. And then I can get back to you, Edward.

EDWARD WARREN II: Okay. Another point on the commercial value where DNR is necessary. We pay the highest fuel tax in the nation on one gallon of gas, on one gallon of diesel, but we almost have the lowest percentage on a nationwide. The only other nation that gets less fuel tax benefits is Canada. Their fuel taxes cannot even keep their roads open spring and summer.

We have -- the third -- 19 Mile is a point of orientation in my discussion. There's probably no money left. So you see -- for DOT. So you see the pile of gravel, rock still sitting there. No money to pay for it.

We need DNR to work with Congress, with our senators and House of Representatives, so we can ask for 90 percent of the fuel tax. Right now we're getting about 22 percent. We insist everybody has to be singing the same song, especially DOT, the same as the tribes, same as the citizens. And perhaps we'll get 90 percent. Or if they give us 60, we'll complain real hard, you know; but it's still better than 24 percent.

These are the Native corporation's concerns on what's going on and what's not going on, what is promised and never comes around. Some of it is that we ourselves like to participate in the process. The process is a continuous effort, just like you.

You probably get all kinds of names, and the next day you got to put on the salesman smile and try it again. I know what I'm talking about. I get the same treatment. It's not -- there's no guarantees any constructiveness will be accepted the first time around.

Corps of Engineers. Does the Corps of Engineers have input on everything? Because the Corps of Engineers has a concept called your property goes with the meandering of the river.

This village here is moving the river. I hope they can move it another 20 feet. Keep building the rest areas for -- you can build in the rest areas for the salmon. That's where this man is going to put his tent -- his net, rest areas. I'm giving you some details on survivorship.

Now, what rest areas does the

engineer have financially, rest areas? Perhaps the Corps of Engineers. We have less people in the whole state. We can get outvoted on federal programs by downtown Seattle, yes or no? Of course it's yes. So where is the financial rest areas for the engineers? Probably DNR, federal funding.

MR. NOBLE: I don't know the answer to that one.

EDWARD WARREN II: I want to -- there are other issues, but it gets cloudy. The longer I talk, the more confusing it's going to get. So I want to thank you.

2013_08_06 **212EA** - Strong_K

KIMBERLY STRONG: I'm Kimberly Strong. And I'm probably going to have to leave in a few minutes, so I wanted to say a few statements.

212a One, I support what Sally was saying about the 19 Mile slide area. And I kind of

212a See Comment Response R25.

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have a question in the environmental impact of all of that going into the river now in that specific area, as the river narrows down in this area, down through 19 Mile. How much impact will it have on the fish that are coming up the river to have -- right now, I think you guys were -- excuse me.

I think that the Department of Transportation was stopped from pushing the debris over the edge of the river and impacting the river in that fashion. And so I kind of wonder about that impact.

And then on the slides -- you know, we kind of get the concept of things. And I want to say that I am in support of straightening of the road, and I do appreciate the project that's coming forward.

My concern, again, on the environmental impact -- what Uncle Ed talked about with the -- Ed Warren spoke -- about the areas that you're going to move the road and it's going to impact -- the highway is now going to impact the river, and you're going to be putting in bank stabilization.

In one of the photos you showed rock pilings going in or rocks going in and

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improving the embankment there. Well, the tribe had done -- the Chilkat Indian Village had done some bank stabilization, and we did extensive reviewing on which kind of stabilization would be less -- make the least amount of environmental impact.

And we found that the artificial logjam project was the best. When we look at the big rocks going in, I see that -- I think it's at the 31 Mile, 32 Mile straight stretch -- DOT had put in boulders to hold the bank back there.

212b Well, it causes the river to run much swifter in those sections, and so it's going to cause some kind of damage downriver. The faster the river flows, the harder the impact on the side walls of the river. And so that concerns me, of what kind of bank stabilization is DOT putting in. And I don't know that answer.

And then the next one is the impact on the birds, eagles, between -- I know that there is a lot of concern, it sounds like, around 18 Mile to 19 Mile, but I also have a lot of concern about the impact on the perching of the eagles between 19 and 21 Mile.

There are places on your map that

212b See Comment Response R26.

shows that the road is moving closer to the river in places, and I understand there's all kinds of other reasons for moving it this way or that way. But if you're going to take out all of the perching trees for the eagles along that stretch where people come during the winter months of -- well, October and November, late fall. Then you talked about the economic impacts of doing the project.

212c Well, that also would have, I think, an adverse economic impact, on taking out the perching trees.

So I'd hate to see what everybody has come to photograph -- it's accessible. It's right along the bank -- for all of those trees to be taken out. And I don't know, but I think there's going to be a lot of perching trees removed from Sections 20 to 21 Mile, 19 to 21 Mile. So that would be of concern.

I'm sad that you're not going to get the 14 Mile area done this year, or the first year, because I think that, for safety purposes -- I know so many people have had car accidents, running into moose at 14 Mile. I think if everybody documented the moose that were hit there --

SALLY BURATTIN: Yeah. That's

212c See Comment Response R11 and R13.

right.

KIMBERLY STRONG: -- you would find that that has the biggest impact of moose.

SALLY BURATTIN: Right there.

KIMBERLY STRONG: Moose incidences. So those are some of my concerns. And thank you for --

MR. SCHOLL: Do you want answers right now, or --

KIMBERLY STRONG: Yeah. Whenever.

MR. SCHOLL: Okay. Or can we get back to you on those answers? I've got answers for you. Would you like me to answer them now, or --

KIMBERLY STRONG: Well, I'm going to leave, but are you going to answer it in a letter form, or were you going to answer it -- maybe some people want to know.

MR. NOBLE: I can answer it in letter form, but I can answer it right now, and you can leave and --

SALLY BURATTIN: Now.

MR. SCHOLL: Okay. The overwhelming consensus is we answer those now.

So the first one is, there is a difference -- let's talk about riprap in the river,

up in the Klehini and how we are placing riprap, and our concerns in the Chilkat.

We've had some failures in the Klehini. And what we did there, to reduce our footprint in the Klehini River, was to steepen up the slope to 1.5-to-1, a fairly steep slope (indicating), which our engineers thought was too steep for the rock to hold the bank. And so they put in the some rock spurs to drop the energy of the Klehini River before it impinged on the rock.

And it was just too steep. The Klehini took out the little rock spurs. It created failures of our embankment in the Klehini, and it cost us an awful lot of money to fix those.

And what we did was, we put it back in at a 2-to-1, a shallower slope. And so the energy was dissipated over a larger area when the water hits the rocks. And that's held.

The Chilkat River is a little bit different than the Klehini River, of course. The Klehini River is a higher velocity river. And what my hydrologist has told me is that the Chilkat River's main characteristic is that it doesn't have enough capacity to hold all of the sediment that's coming down. And so that's why you see it move

around. It's very abraded. And we asked the specific question to our hydrologist about will that create more scouring of the river near the rocks. And the answer is, not in the Chilkat. It's a lower velocity river, and it's more interested in dropping its sediment than coming toward the banks.

So that's the riprap. The next one was --

KIMBERLY STRONG: The sediment that is going to go directly into the river at 19 Mile.

MR. SCHOLL: Yeah. If the sediment flows into the river naturally, and we kind of hope it does --

KIMBERLY STRONG: That's not naturally, though. That's not naturally.

MR. SCHOLL: Well, if it continues to flow -- okay? If it continues to flow and flow the river, that's what it does; but we don't think it's going to do that. We think it's going to deposit out beneath our road.

And we don't have a grand solution yet. We have still got a problem there. And the best I can say is, we're working on that problem. We are going to have to continue to remove sediment

and store it someplace, but there is so much of it that we don't have a grand solution. And I can't delude you folks and say that our road is the grand solution for taking care of all of that sediment that comes down. Okay?

The third thing was?

KIMBERLY STRONG: The trees.

MR. SCHOLL: The trees. Okay. What we tried to do in the design of the project is to avoid roosting trees, especially on the downhill side. We know that it's an economic benefit. It's a huge economic benefit to the community. And so especially in the council ground areas, we tried to avoid taking any roosting trees. However, because of environmental constraints and some cultural resources, it's hard to fit our road without taking any roosting trees.

We are working with Fish and Wildlife Service right now to identify those important roosting trees. We're working on a mapping, and we're going to meet with Fish and Wildlife Service in the field. I'd love for the Chilkat Indian village to have somebody attend that meeting. And once we identify the trees, we'll see what we can do to avoid. And if we can't avoid,

we'll minimize. And if we can't minimize and avoid, you know, we're looking at things right now to mitigate.

I don't want to make a commitment, because I don't know exactly what those measures are. I can tell you what we've done to avoid, is in the Milepost 21 area, we must shift the highway slightly downhill. And to minimize impacts to your proposed trail and a subsistence area, what we've done is, we've constructed a road on top of a wall. And so on the downhill side of our road toward the river, it's a nearly vertical face. And we'll put in a skookum guardrail. So we've tried to minimize cutting the trees in that area.

SALLY BURATTIN: What's skookum?

MR. SCHOLL: What's skookum? It's a guardrail that, when you hit it, it makes the car go back onto the road.

SALLY BURATTIN: Okay. All right. As long as you tell me what it is.

2013_08_06 **213EA** - Hotch_L

LANI HOTCH: I, too, am concerned about the trees along the river. We are investing a lot of money in this building that you see going up here. That's going to be the Bald Eagle Observatory. It's going to serve the Chilkat Bald Eagle Preserve visitors. The tribe has invested a

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213a See Comment Response R15.

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lot of money in that and a lot of time and effort to accommodate visitors who come here.

And, you know, this is a big opportunity for the village to create some economic development here. And, you know, we've been working on this for years, and I would hate for anything to damage that area along the river, because people come in droves in the wintertime to see this. And they haven't, thus far, had a good place to come inside and warm up; and we're building that right now. And so I'm concerned about that.

But that's not all. I mean, these eagles have been our neighbors for hundreds of years, and we've learned to respect them. We've learned to appreciate them, and we need to protect their habitat. And, you know, their welfare is closely connected to our welfare.

You know, if we treat the salmon, if we treat the eagles, if we treat our environment with respect, it gives back to us. But if we are disrespectful, if we have no regard, and we damage it, it's going to hurt us too. I mean, that's just the way we believe. You know, we're closely tied to our environment.

And that proverb that Joe Hotch shared with us -- our life is close by our food. (Speaking in Tlingit.) That's a Tlingit proverb. It has very deep meaning, and this is our food source here, this Chilkat River. Every one of us who live here, we depend on it. And it's hard to undo damage once it's done. That's what I'm concerned about.

SALLY BURATTIN: Yeah. That's true.

LANI HOTCH: And we depend on this river, and so we're very aggressive in wanting to protect it. You know, I'm not trying to hurt your feelings or be disrespectful to you, but I just want you to know where we're coming from on this.

The mitigation -- you spoke of different ways of mitigating the impact that the highway will have. We are working on rebuilding this salmon stream. I know you're going to do some work on the highway by the entrance to the village here. And that salmon stream that comes across there, we're working with Takshanuk Watershed Council to realign that stream so the fish will come back up it.

Because right now, it doglegs; and

that's not a natural flow for that stream. So we
213b want to maybe get some of that mitigation funds to fix that stream. Because that was -- I think that dogleg was put in when that highway was built initially. So try to fix that and restore -- I think it was a coho stream years before.

And I'm also concerned about the [redacted] And I don't know everything that's been said already, because I came in late, but I'm concerned about protecting that site. [redacted]

And I've had this in my mind since I was a teenager, going to school at the University
213c of Washington back in the '70s. I heard of another tribe who had an [redacted] and I thought we should do that, because I knew of [redacted] And so I'm concerned about that, and I hope that you can work with our tribe on that.

213b See Comment Response R32.

213c See Comment Response R24.

And also we found out -- [redacted] we found out from a couple of different tribal members -- and it's corroborated in a book that was written by an anthropologist in the late 1800s, early 1900s, George Emmons, that there is a [redacted] And we don't know exactly where it's at, but we have to be careful of that area too.

MR. SCHOLL: We understand.

LANI HOTCH: So we need to -- I probably shouldn't even have said it, but I'm concerned about that.

So those are all my issues. And I have to leave because I have another pressing issue over here.

MR. SCHOLL: Okay. We can continue to talk.

LANI HOTCH: Okay.

MR. SCHOLL: And we've consulted in the past, and we will continue in the future. And I'd like to talk to you personally about some answers to this.

LANI HOTCH: Okay.

MR. SCHOLL: Okay.

213d See Comment Response R24.

LANI HOTCH: All right. Thank you.

2013_08_06 **214EA** - Warren_P

PATRICIA WARREN: Instead of people raising their hand, you've had people just coming up and sitting down, so --

MR. SCHOLL: Well, that's fine. Would you tell us your name?

PATRICIA WARREN: Yes. My name is Patricia Warren. I'm the environmental planner for the village. I'm also a resident of Klukwan.

214a And I support the comments of

214b Kimberly and Lani concerning 19 Mile and the riprap not being used and the logjams being used instead, look into more thoroughly.

Also, on the cutting of trees, in the EA it doesn't say how many you're cutting. And you were talking in your -- what do you call it? --

214c your presentation, I'm sorry, that you did a study on the nests of the eagles, but you didn't mention doing a study on the perching, on the roosting places, because those are important trees also, where they are going to -- where they actually sit and dry their wings out and all that. So that's another concern.

But you had talked about that you

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214a See Comment Responses R25 and R26.

214b See Comment Response R33.

214c See Comment Response R11.

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planned to have meetings with Fish & Game to look at the different stream sites, and you would like a tribal -- you'd like representation from the tribe. If you could let us know when those meetings are, we'd be happy to work at getting a tribal member out there, I believe.

And the last thing I have to say -- because everything has been said already that I was going to be saying -- was going to be talking about -- and I don't want to be redundant -- but you made mention that we need to hurry up with these comments because "we have a plane to catch at 1:30."

MR. SCHOLL: We do too.

PATRICIA WARREN: Well, this is -- no, I'm talking about that's what you said.

MR. SCHOLL: Oh, okay.

PATRICIA WARREN: Mr. Scholl said that --

MR. SCHOLL: Yes. Excuse me.

PATRICIA WARREN: -- that "We have to hurry up with our comments because we have a plane to catch at 1:30."

Well, I'm sorry to say, but this is summertime, and you could have scheduled your

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flight later. And because of that, it just gives
214d us one more reason, in my book, that we are to ask for an extension of looking at the EA, which we -- the village has put a letter in for an extension of the EA, because our meeting is today. The 15th is just around the corner. And you said just go on the web to download or to read it.

Well, I can do that, and there's others than can. But I did go on to my home computer to try to download some other documents from your -- from the road site, and they were so slow that I couldn't get them down.

So there are some people that do not have high-power computer access to do that, so is there any other way they can look at the EA besides going on your computer site?

MR. SCHOLL: We have got CDs with us.

PATRICIA WARREN: Do you?

MR. SCHOLL: Yes. They're back there.

PATRICIA WARREN: They're back there? Okay. Because there are people that may want to -- I have a copy --

MR. SCHOLL: Oh, you have a copy?

214-5

214d See Comment Response R01.

214-6

PATRICIA WARREN: -- but there are people in here that don't have -- elders don't always have good Internet access. And there are other people that don't even know -- have the Internet access, and we may have to help them look at it. But at the very least, thanks for bringing the CDs, and thanks for hearing me out.

(Environmental Assessment CDs distributed to meeting attendees.)

214-7

JOE HOTCH: Yeah. Good morning, everybody. My name is Joe Hotch. I'm 83 years old. I spent two years in the military, and I grew up amongst the elders for about 30 of them here. I

went to college in Sitka, but I figured I need to understand my way of life. So I came back to the elders instead of continuing to college. If I went to higher education, I would have been thinking only about Joe Hotch, nobody else. But because I made that decision to come back, I'm here for my children and grandchildren.

I'd like to -- I believe that it has been touched on quite a bit already. I'd like to speak about the border move from Wells Bridge to 42 Mile. The border was there and -- right at the bridge. And they came and told the chief, "This is our land."

And the chief said, "No, it's ours. If you don't move from there in three days, we are going to declare war on you."

And the Canadian officer came back. He talked to the elder, the chief. "Where is your boundaries?"

(Indicating.) "You see the mountaintop? That's my boundaries for Chilkat tribe."

So it wasn't the District of Alaska, it wasn't the Territory of Alaska, it wasn't the State of Alaska that moved the border.

It was us. So we are concerned all the way from
215a here to the border. Our traditional, cultural way of life is going to be harmed if the environmental issue is not protected for us. It's going to be harmful.

I would like to mention that Indian country is a dependent tribe, reservation, and allotment. The Chilkat is watching over
215b allotments. Probably -- is John Brower around? I think there is about 70 allotments under the care of the tribe. They have to watch out for that allotment.

When I was growing up -- I'm going to speak a little bit the against the little -- fast little boats that go up river. Our elders, when they come to my age, they started saying (speaking in Tlingit). "I'm already chewing on the edge of the water." That's a message to the younger people. Listen now and you'll know what will happen.

So to us, the salmon that's going up river, I saw it, (indicating). A coho was chewing on a riverbank. It's leaving a message there for the next cycle of fish that's coming up.
215c If we don't protect our river, we're going to lose

215a See Comment Response R41.

215b New ROW would be required from five (5) native allotments. DOT&PF is working with allotees to address the effects of the acquisitions.

215c See Comment Response R28.

out. There will be no -- what is that? -- eagle watchers coming. They're going to gone, and there won't be no money coming to Haines.

There's a lot of things that will be involved. It's going to be injurious to us Native people. It's going to injure us pretty bad.

215d I would like to say the tribal council needs to have an agreement made up with the state -- not just giving them permission, making an agreement that will protect us, our children, and grandchildren in the future. This is the way we were brought up. The elders told us, "Make sure you take care of your children and grandchildren." This is why I'm saying this. And I support Chilkat Indian Village to have that agreement on the road.

215e I oppose the spraying on the sides of the road. They have been spraying the sides of the road, and now the soap berries is gone. There used to be a lot of soap berries down there, raspberries all the way up the river highway. It's gone. They are spraying it.

They think they are doing a beautiful job, but they are harming us Natives and other non-Natives that use the area for their berries.

215d See Comment Response R24.

215e The Alaska Department of Environmental Quality no longer requires a permit for herbicides sprayed for vegetation and invasive weed control. A copy of the required ADOT&PF Integrated Vegetation Management Plan (IPM) can be viewed at http://dec.alaska.gov/eh/docs/pest/PermitsIPMs/dot%202014.pdf

And an elder like me usually takes an hour. When I ask for water, you better watch out. You're going to go two hours. So I'm through. Thank you very much.

MR. SCHOLL: Thank you.

2013_08_06 **216EA** - Hotch_C

My name is Christopher Hotch, and I work for Chilkat Indian Village. You had touched on the archaeological monitoring earlier. Can you go over that again real quick, please?

MR. SCHOLL: Through consultation, which is continuing, we have identified areas with sensitive archaeological and historic sites. We've made a commitment, and it will be in writing. We're working on a Memorandum of Agreement right now that there will be an archaeological monitor on-site while construction is proceeding.

We've also made a commitment to

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216-1

216-2

Chilkat Indian Village that the archaeological monitor would contact the tribe in advance. And if they have a tribal observer willing to go along, the tribal observer would be in the car and be next to the archaeological monitor as the archaeological monitor monitors construction.

And the reason being is that your tribal council wanted reliable information delivered from a tribal member back to the tribal council. So there you go.

CHRIS HOTCH: All right. I believe that the tribe would like a monitor at each active construction zo[redacted]

MR. SCHOLL: Both of those are -- yeah.

216a CHRIS HOTCH: So we'd like one at each active zone.

MR. SCHOLL: Okay.

CHRIS HOTCH: And there are some other culturally sensitive -- information that we'd like to speak with you about in private, I believe.

MR. SCHOLL: If I can make -- if I have time today, I'd really like to talk to you

216a See Response Comment R24.

guys. If not, very, very soon. It seems like I come back often here.

CHRIS HOTCH: All right. Thank you.

MR. SCHOLL: Thank you.

2013_08_06 **217EA** - Burattin_V

VALENTINO BURATTIN: My name is Valentino Burattin. And my question is: Do you know what kind of -- besides big truck of fuel and propane, what other environmental -- other stuff is coming with this big truck now?

Because I was informed that all kind of chemical come by, and also the mine require the improvement of the road so that they -- every 15 minutes, a big truck can go by to transport the material.

217a That, and I came to know also that that mine will -- when they extract, what, the gold and, what, the precious metals that they want, arsenic comes out. And that will create pollution, because if it don't go -- it will go slip underground and then will go in the river. And so no more fish. That is my concern.

What kind of -- do you know what kind of truck goes by on this highway?

217-1

217a For information regarding hazardous materials safety visit http://www.ops.fhwa.dot.gov/publications/fhwahop08058/20.htm

217-2

MR. SCHOLL: I think Steve can help me out with this one. But first off -- I'll start our answer, and I'm going to ask Steve to help me out about the trucks.

But first off, you know, right now, mining, as we know it -- and we've been talking to the Haines Borough -- is speculative. There isn't any commitment to produce. Right now, there are several mines that are in development, but there is no commitment to produce. Okay?

Do we know what kind of trucks are coming down the highway?

VALENTINO BURATTIN: Yes.

MR. SCHOLL: Since those mines are speculative in nature, we don't have an idea of what kinds of -- what kinds of trucks will be coming down with what kind of ore or chemicals. We don't know, because they're all speculative in nature. You know, none of them could produce. Some of them could produce. We don't know right now.

But I'd like Steve to take over about the kind of trucks that the highway is designed for.

Do you have the something on that?

MR. NOBLE: Well, the highway

itself is not going to be the limiting factor for the loads. I mean, the bridges are really going to be the limiting factor for the trucks that are able to come down the road.

VALENTINO BURATTIN: My question is not about the road can -- I know that the road will be able to support those truck.

But my question is about -- I'm concerned about those truck with chemical that go by. If one of those truck roll over, goodbye salmon. That is my concern. What kind of -- because we don't have -- we don't know.

But I know that -- a guy know how to read those labels on those trucks, and he told me that all kind of chemical goes by without knowing, because we can't -- we don't know how to identify. But he was trained because was his job around here.

And so my concern is -- like last year, that the fuel truck roll over.

SALLY BURATTIN: Right above us.

VALENTINO BURATTIN: Yeah. And if it's one of those chemical, we don't have no more fish. Is our main support. Our main food is salmon.

MR. NOBLE: Yeah. So like Jim said, we don't have a good idea of what kind of chemicals or what the processes are for the mining activities. It's very speculative, like he said. And they have to go through their own environmental process to get approval for the mines to proceed. And, really, there hasn't been collaboration with those mines on trying to have our project accommodate their mining activities.

We're designing a road for the regular traffic that uses the highway, you know, the regular freight trucks and shipments that go up and down the highway. Those kind of vehicles are accommodated by the design of the road.

The loading on the bridge will be consistent with what the state standards are for comparable bridges. And we are not doing anything special, I guess I would say, to accommodate any specific mining activities. It's just regular -- we're just following the regular DOT standards for the highway. And if the mines have special needs, then they'll have to work out those issues as their mining plans develop.

VALENTINO BURATTIN: I know that they ask -- the improvement of the road, because

they plan to transport, every 15 minutes, a big truck load of their material to go. So you said that they don't have plan to produce, but they are working to, because if not, then it's just money thrown away. They study it, but they want it. They want to produce. They want to go. They want the road to be affordable for them to go.

And so we will have to work on other way to put a stop, because if arsenic comes out when they extract that material, no more fish.

Who work over there? They pay a lot of money to work over there. But who doesn't work over there, they don't have no money.

But fish, that's it. We can't eat our dog. But no more fish. That is my concern, because is our -- we don't go much to the store, because we have our fish to eat.

MR. SCHOLL: I'm not aware of any contact that we've had with the mines. I don't believe we've gotten a request from the mines to make road improvements to accommodate their trucks.

VALENTINO BURATTIN: No, I was informed that they did. Anyway, it doesn't matter. I've will do a written a request regarding what kind of chemical, because I will ask that person what

kind of chemical is going by and show that -- you can answer --

SALLY BURATTIN: On the back of those trucks.

MR. SCHOLL: Okay.

VALENTINO BURATTIN: Okay. Thank you.

MR. SCHOLL: Yes. Is there anyone we haven't heard from? Okay.

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VALENTINO BURATTIN: Okay. Thank you.

MR. SCHOLL: Yes. Is there anyone we haven't heard from? Okay.

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PATRICIA WARREN: I'd just like to answer Val's question about the mining issue real quick.

MR. SCHOLL: Sure. Could you come up?

PATRICIA WARREN: I'm sorry.

MR. SCHOLL: That's all right.

PATRICIA WARREN: Patricia Warren.

About the mining issues, the Chilkat Indian village has applied for and received -- the tribal government has received a grant, and we are working -- we have a draft position paper out about the mine, and we are going to present more about the mine at our community meeting.

It's going to be in September or

October, Brian? Our community meeting.

BRIAN WILLARD: October.

PATRICIA WARREN: October, at our community meeting in October. So you'll hear more about that.

VALENTINO BURATTIN: Okay.

PATRICIA WARREN: But, you know, we are working on the mining issues that are speculative in nature right now. So I just wanted to put that out there.

SALLY BURATTIN: Just a moment. Will we be shown how to read those signs on the backs of the trucks also?

PATRICIA WARREN: Well, we can -- I can write that down as teaching you, because those are hazardous waste signs.

SALLY BURATTIN: Yeah.

PATRICIA WARREN: There are MDS, Material Data Sheets, that have to be on all of the trucks that carry any kind of material -- of oil, any kind of fuel or any kind of material.

SALLY BURATTIN: And how to protect our --

PATRICIA WARREN: Yeah.

SALLY BURATTIN: And how to protect

our waterways and --
PATRICIA WARREN: Yeah. We can deal with that in the annual meeting.
VALENTINO BURATTIN: I think the village should request to know --
PATRICIA WARREN: Yes.
VALENTINO BURATTIN: -- to be informed what kind of chemical goes by.
PATRICIA WARREN: Yeah. That's -- we're working on that as well.
VALENTINO BURATTIN: Okay.
PATRICIA WARREN: And I can let you know more about that in October.
MR. SCHOLL: Thank you.

BILL THOMAS: Thank you. Thank you for coming to Klukwan. My name is Bill Thomas. I'm born and raised in Haines, but I'm a quarter Hotch, a quarter Willard, which is just about everybody in the room. And half Thomas. And former Mayor Shields asked me, "Where did the Thomas come from?"

I said, "California."

I spent 17 years in Klukwan in my lifetime; but ever since I've been a child, we've

been coming to Klukwan to see my grandmother and great uncles, you know. So I have very many miles on this road.

Before I go any further, I want to point out that this is building sits on 19 Mile slide material. Years ago, when I was living here and the village wanted to build the ANS Hall, we worked with Klukwan Inc. for the building material. And when Peter Lapp, may he rest in peace, was alive, we got a permit to truck all this material in here. So this material you have here is 19 Mile slide area material.

So in going forward, I attended that meeting last night. I was very disappointed in listening to the 15, 20 people talk more about the protection of the eagles than the public safety of the people in the village of Klukwan and up the highway.

I spent 17 years and, again, all my life driving up and down the road. I'm 66 now, so I think I'm an elder, because I get Social Security checks now. In the lifetime that I've lived here, my wife and I, we probably have an incident with moose two to three times a year, usually on blind corners and you don't see them at

all.

So I look forward to realigning the highway for the public safety. I call it George's corner, because George Gray also lived where George Campbell lives. It's the worst section of that road. And I was telling -- welcome back, Chuck Correa. Everybody in here knew his mother, Jan Correa -- to fix that road this summer before we lose somebody.

I come up -- was coming up the highway today, and I told you it rattles. Wait till you go back the other way. If your driver is not familiar with that part of the road, you can end up in the other lane, meeting the other car coming the other way.

But I want to -- I would like to see the realignment and protection of the culture. I'm a commercial fisherman -- my 44th year this year of fishing -- and I don't believe that the damage in the environment has been the cause of the fish. I call it lack of management by Fish & Game.

In my years, as I become more and more into fishing, the lack of listening to the people on sustainability, lack of salmon going up to Chilkat Lake, the Chilkoot, has been -- I think

219-3

219a

Response to Comments

219a See Comment Response R05.

219-4

more of the damage has been done by mismanagement of the department out of Juneau than it has been for anything that man has probably done on the road, you know, through the years, with the exception of Big Boulder, where the department made a mistake. We tried to rectify it. We gave money to Takshanuk Watershed Council to meander the road. I believe Ensera put a -- not a spawning channel, but incubation boxes there. But because it plugged, they walked away from it.

219b I think you'd be doing some mitigation work, but it may be to your advantage to talk to Ensera and Dipac to revitalize and reopen that. When I was a kid, we used to gaff fish out of Big Boulder. When we first -- when we become a state, they made it illegal to gaff. You know, that was how you picked your fish. You looked around in the river, and you hopefully drug it up the bank and not you down into Big Boulder.

But, you know, I welcome the road, the new road. I think it's -- you know, I attended that meeting last night, and people said, "EIS, EIS." But I believe the Bald Eagle Preserve part of the highway that was realigned is already in the preserve, and nobody had an EIS or impact statement

219b See Comment Response R34.

on that section of the road.

Many of us in this room went through the bald eagle battle. Lani and I went to DC, when the original bill from Senator Hart was to annex and have condemnation rights into the Chilkat Valley. Lani and I went to DC. We prepared testimony. Only one of us got to testify, so I had Lani. And her closing comment to the committee was, you know, "You have condemnation rights. What's next for the village of Klukwan? Oklahoma?"

And that struck right to the heart. I mean, if you're going to get rid of the Alaska Natives, Indians, anyway, you put them -- send them to Oklahoma. And that -- you know, that's how they, all of a sudden, let the State of Alaska come in and start working on the Bald Eagle Preserve.

And, you know, we went through the

219c battle. A lot of wounds. I just want to point out that the land across from here is within the preserve because that was roosting area for eagles, you know. And in my lifetime of coming up and down here, and many people here, you can see the spruce -- I mean, the cottonwood trees fall into the river. And, you know, two years ago, maybe, an

219c See Comment Response R11.

eagle was sitting there. But they move around. I got pictures this year of an eagle sitting on a trolling pole in Juneau, where Alaska Glacier Seafoods was waiting to pitch. Earlier in the summer there was one sitting on a crane in Juneau. So they're pretty versatile. I think they'll move.

219d But my main thing is the safety of the people that live outside of Haines and up the highway. It's very key. I think -- you know, we've had -- if you've lived on the highway up here, like I did for 17 years, you -- it's not if, it's when did you have an incident. You had one or two all the time.

We are lucky there's -- not lucky, it's sad. Again, we have a lot less moose than we used to have. I think we took 60 to 80 moose. Now we're taking 25. Again, wise management.

And so one more comment, and then I'll finish. Don Hotch had to leave, but he said that, if I was going to talk, to point out that --

219e make sure you lift the road high enough on the floodplain areas. I think it's 10 Mile and 14 Mile. Because if you're the first one from the village going to town, you don't know it's flooding. And if it's early in the morning, you

219d See Comment Response R05.

219e See Section 4.13 of the EA.

may run into one that's creeping over the road. And I think DOT should know where those are and lift the highway up so that the road -- or the river doesn't come onto the highway again.

MR. SCHOLL: Okay.

BILL THOMAS: So, again, my concern is public safety. You know, the eagles, they've been here forever. We didn't even know we had eagles until somebody pointed out that there was eagles living here. And I was living in Klukwan at the time. Yeah. And that's when they started creating this Bald Eagle Preserve.

So I want to thank you and everybody for coming up here, and the people from Klukwan to allow me to speak up here. Again, this is my home town, my village.

EDWARD WARREN II: Jim?

MR. SCHOLL: Yes? Would you like to come up?

EDWARD WARREN II: I noticed, Jim, that you tolerate the women when they interrupt you. I want the same privilege.

(Laughter.)

SALLY BURATTIN: But they only had five minutes.

MR. SCHOLL: They trained me.

EDWARD WARREN II: That means five hours.

I want to -- I have to keep asking what you said, because I have a cochlear which needs to be tuned up, and that's not going to take

place until the 28th of this month.

However, I understand the English language. In college I was a tutor for the Department of Education. And part college, part Missouri -- 17 minutes north of Kansas City, Missouri, which is now part of Missouri University.

I'm trained in four languages, working with the military. I understand the language. I understand cash flow, because I'm business. And I want to -- you said -- you made a remark about we don't know what to do with all the silt, all the sand coming down the river.

I'm 83. I remember when Pyramid Island was -- there was a Pyramid Harbor. There is no -- the harbor is not there anymore. It's full of sand. The tide used to come up to 12 Mile. Yes.

Now, you, as an environmental impact person, can you impact your government, the state government? 19 Mile is really a recurring place. Geologists said that there will be a time when that becomes a valley. Do you have the imagination to expedite the valley?

New project. There is another new project: what to do with the sand and silt. We

need -- salmon needs the silt to lay its eggs. Fish and Game and Wildlife -- Fish and Wildlife doesn't want the silt to be disturbed, because that's where the salmon drops its eggs. However, the gravel can be -- do you have the clout to ask for -- can we make firebricks out of these?

MR. SCHOLL: That's a good question.

EDWARD WARREN II: The state of Alaska does not have year-round jobs. We've got fishing, commercial fishing, and we've got farming. Everything is seasonal. Everything we're talking about is impacted, whether you have money or no money. For that reason I'm staying with the commercial.

I understand the culture. I speak my language. I promote issues in my language. I have self-respect in my own language. So I believe the opportunity for you and you and the whole crew to come together -- come together, similar to a corporation doing the -- pooling the human resource, pooling the management resource. Yes, you're Natives, you're non-Natives, but that doesn't mean the ideas come from any certain nationality.

So environmentalists, can you ask DNR to put out a bid to make something -- firebricks out of all this? Somebody else is going to come along and finish this, but concepts have to begin in the proper place. To me, I'm a senior vice-president of legislative affairs.

Opportunities here, right here. Operations. In talking to the public, the feedback is what to do with the sand coming down. You being the environmentalist, you probably heard about the department of environment asking what -- they're going to sue the farmers and the ranchers to do the waste material from the cattle. And do you know what they developed? Do you remember?

MR. SCHOLL: No.

EDWARD WARREN II: Shit bricks. You pardon my language. Cattle manure became the bricks. A bid went out. What shall we do with this? The farmers had enough self-respect, as a farmer, to ask the chemical engineer, "What can you make out of this?" And you got shit bricks. Do some research. You'll find it.

MR. SCHOLL: Okay.

EDWARD WARREN II: Now, what I'm saying is, can we get the building bricks? You

probably have enough in the Chilkat Valley, Chilkat Valley, Chilkat Lake, river. It's the only river in Alaska that originates in Alaska. Research that too. The Klehini starts in the Yukon.

Now, again, when I say "paraphrase," I should have told you I don't have a -- any day now, the 28th, I'll be able to understand everything I hear. It's 18 months overdue to be recalibrated. But I got a .50 caliber machine gun impact me in the military, and the military is living up to their part. In the meanwhile, I'm stumbling around.

In the military, you don't broadcast your shortcomings, because somebody is going to take advantage of it. That's probably embedded in me. I don't tell anybody my shortcomings, physical shortcomings.

But you I respect as a person, your crew. I'm telling you my shortcomings, why I need to ask -- why I asked you for a paraphrase. It's not that I don't understand the language. I'm a tutor. I listen. German, Russian, Tlingit, English, and I had to stop there, because my impact on my -- from the machine gun.

So to go back to my main -- just

to explain my shortcomings takes up two-thirds of my time here. But my reason here is, let's ask DNR for a bid to do something with all this sand and gravel. We need an industry that goes on year-round.

MR. SCHOLL: I'll ask.

EDWARD WARREN II: Gunalchéesh. Thank you.

MR. SCHOLL: Gunalchéesh. Thank you.

Well, it's noon, and the meeting was scheduled for noon, so I'd like to wrap this up with a few last questions. Is there anybody that we haven't heard from yet? President Hotch?

2013_08_06 **221EA** - Hotch_J

JONES HOTCH: Thank you. My name is Jones Paul Hotch Jr. I'd like to state for the record I endorse Lani Strong Hotch's comments.

MR. SCHOLL: Thank you.

221a JONES HOTCH: And I'm concerned about the blasting that might be occurring. One of my cousins said they blasted someplace for a road, and the king salmon -- or the salmon took a long time to come back, or they never came back. I can't remember which way it was.

221b And [redacted] is a very

221a See Response Comment R40.

221b See Response Comment R24.

221-1

221-2

historical site for our valley, our people here. And considering you talk about Klukwan, our land here, but really this whole valley is home. And it's our due diligence to keep it the way it's been, the way our forefathers handed it over to us. And we need to do our very best to hand it over to our grandchildren so they can be good stewards of it also.

221c And I'm wondering what -- all the trees and everything that might be cut down, where are they going and how are they going to be dealt with, everything that's going to be cut down?

And I think that's it. And I appreciate the time you gave me here. And I thank you for it.

221c The trees would be disposed of by burning, when permitted by local laws, or removal to approved disposal areas.

Is there anyone else that would like to give testimony? Mr. Goll?

MR. GOLL: Thank you, sir. I'll be brief and polite.

MR. SCHOLL: Thank you. We heard from you last night, so --

MR. GOLL: Not today. You haven't heard what I have to say today.

MR. SCHOLL: Okay. Is it new testimony?

MR. GOLL: Sir, this is public comment. I'll advise you as I speak.

MR. SCHOLL: Could you tell us your name first?

MR. GOLL: Absolutely. My name is Peter Goll. I spoke last night, but I'm here for a different purpose today.

First I'd like to thank the folks who came forward. I'd like to associate myself with remarks of Jones Hotch and Joe Hotch and Bill Thomas. I guess I'd like you to understand that the people you heard from today are the leaders of this community.

Before that, though, notwithstanding the brief exchange at the beginning, I want to thank you, because you've taken some hard testimony from us, and you've been very gracious and courteous and respectful.

And what I want to make sure of is that that isn't lip service. Being polite at a meeting is not the same as being respectful of a culture or a community. The needs that have been expressed -- one of the things that is wonderful about this meeting and should be recognized by

those people here who may have thought this was a difficult time is that, for once, you haven't come in in the middle of a big fight in Haines. Had that been the case, you would have had very angry people on both sides and a very different experience from the mild one that you have. What you have is a unified community that is saying very, very clearly -- and let me make clear at this point who I am.

Representative Thomas represented this community for eight years, the prior eight years. A decade before that, I represented this community for eight years. When I was working for this community, we had a large group of elders still with us who remembered the history of the Big Boulder Creek, the Little Boulder Creek, the events up the highway with the government, and on and on and on.

Today, people like Joe Hotch and others who have spoken are the remaining elders of Klukwan and people of great dignity and respect. They are not speaking as individuals. People here do not all want to come to public meetings or go to your website or any of that, and they depend upon their leadership for their wisdom; and you've heard

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that wisdom.

Miraculously, there isn't a conflict here. Now, Bill and I have been allies on issues and opponents on issues. The eagle preserve, which was mentioned last night and today, was the result of a failure in the past to protect the area. That's all. And the people who care about the preserve are equally concerned with the cultural resources of Klukwan and want to make sure that the road plan respects those.

Mr. Thomas spoke to safety. There is no argument among us here about balancing safety with respect for the fish, respect for the trees, respect for the heritage, respect for the ground, respect for the integrity of the village of Klukwan. I don't really care what the legal definitions are -- this is Klukwan's land, everything from those mountains, just as Mr. Hotch said.

There are legal avenues to skirt issues, whether it be the right-of-way goes through the preserve and somehow that means you can do something different. What this community is asking for here -- and I will be corrected if I'm wrong -- and what you heard last night is that this plan

222a

222-5

222a See Response Comment R07.

needs to be based on those values: the need for improvements, a fish passage where required, the needs for safety improvements where required, and the absolute protection of the natural resources on which we depend. Once those are the groundwork for your plan, everybody is going to be happy and grateful.

222b You know that I'm requesting an Environmental Impact Statement in order for you to have the data to make those sorts of decisions. I hope that asking for respect for this community and the people you've heard and the people that you heard in Haines last night, and you'll hear from more, I'm sure -- we are asking for real respect, not just lip service. And if you're willing to do that, I think you'll find that this project goes forward, safety is improved, goodwill is maintained, the jobs and all the other opportunities are there.

And, of course, I have to agree that the very idea of creating a road for -- well, I'll just say one last thing and I'll stop -- for ore traffic is something to be very wary of. Skagway used to have a fishery. The harbor was poisoned completely. It's a deadly site right now.

222b See Response Comment R02a.

You can't even put in construction there without stirring up horrible toxic wastes because of the ore terminals there. Their fishery along the river was completely destroyed. They have done some artificial work to try to bring it back in recent years.

We don't want that here. This is a scenic highway. It's a national scenic byway. This is going to be our long-term economy. There is a desperate deterioration of quality of life down south, and people are coming up here just to live, just to experience this; and our economy is based on that.

So I want to make it clear. I support the people who are speaking of improved safety. I support the people who are speaking for correcting the errors of the past in terms of fish passage. I support Mr. Campbell and the folks who are concerned with certain specific areas that need improvement, and I trust you to do the fisheries work there correctly.

But I urge you, if you don't want this project delayed, and if you don't want to have continuing issues -- is the most polite way I can phrase it -- to really think about the spirit of

what's being said to you at both of these meetings and make it the basis for your decision-making rather than the fine points of specifications, which can be worked out with Mr. Viteri and others.

That's it. I just -- I think what you've heard is really the spirit of Haines. You've heard it here from Klukwan. You've heard it down there. And all we can do is ask you to respect it in fact, not just in word.

MR. SCHOLL: Okay.

MR. GOLL: Thank you very much.

2013_08_06 **223EA** - Burattin_S

SALLY BURATTIN: I'm Sally Burattin. I wanted to add to my comments before. I wanted to tell you about the new slides that have happened recently when we had thunder and lightning here. There is three brand-new slides that came down. And if you're going back to Haines, you'll see them. They're brand-new. They came across, and they had to stop and -- stop traffic to clear the road so they can get the people to come back and

223a

223a Thank you for the information. We will look into the new slides.

223-1

223-2

forth on the highway. That's not at 19 Mile, that's over here close (indicating).

MR. SCHOLL: Okay. We'll take a look at that as we go down the road.

MR. NOBLE: Thank you.

SALLY BURATTIN: Close by. And the other one is at 18 Mile. Close. And, you know, that's just -- 19 Mile is not the only place.

MR. NOBLE: Right.

SALLY BURATTIN: And I want to talk about [redacted] That's my fishing spot. I just got the word from Parks Ranger Preston that that is Tlingit property right there. And then you're telling me you're going to build up this road? How am I supposed to get down into that?

MR. SCHOLL: Can I answer?

SALLY BURATTIN: Yeah. I want you to draw me a picture on how am I supposed to get down into my parking place. I had to buy a RV so I could stay there and watch my net.

MR. SCHOLL: We aren't impacting that parking spot. We aren't impacting that access that you have there at all.

SALLY BURATTIN: No?

MR. SCHOLL: And so what you told

us in 2006, on a subsistence survey, is "Whatever you do, don't impact my access. Don't impact that subsistence site at [redacted]" and we have lived up to that commitment.

SALLY BURATTIN: And [redacted]

MR. SCHOLL: [redacted] That's -- yeah. We're shifting slightly towards that rock, and we are not impacting the access at all on the water side.

SALLY BURATTIN: On the water side?

MR. SCHOLL: Right.

SALLY BURATTIN: You don't touch that part.

MR. SCHOLL: We're not.

SALLY BURATTIN: Because that is (speaking in Tlingit) -- that's where the people used to bring their canoes from Klukwan down there to steam them and to put oil in them. Yes.

MR. SCHOLL: Okay.

SALLY BURATTIN: So that's an historical site there.

MR. SCHOLL: Understand.

SALLY BURATTIN: [redacted] belongs to (speaking in Tlingit) also, not just me. That's -- that belongs to my children and my grandchildren,

great-grandchildren. And if you want fish, you better let me have it, a way to get there.

MR. SCHOLL: Don't -- we're not impacting it at all.

SALLY BURATTIN: You better promise. You better.

MR. SCHOLL: I promise.

SALLY BURATTIN: Everybody saw it?

2013_08_22 **224EA** - G Tresham

Lepley, Lesley

From: Tresham Gregg <treshamgregg@gmail.com>
Sent: Thursday, August 22, 2013 9:58 AM
To: HainesHighway@alaska.gov
Subject: Public Comment Haines Highway Project

Follow Up Flag: Follow up
Flag Status: Completed

Dear DOT,

In regards to the proposed road improvements to the Haines Highway, as presented I question the need to pursue this project at all, given the negative impact it will have on our community and existing business structure.

Like many of our community's leaders, I have been engaged in the visitor industry for decades. The project as presented is in direct opposition to our economic interests and to the subsistence interests of Haines and Klukwan.

224a

Turning our charming riverside drive, that is beautiful and unique and a major draw for tourists, into a wannabe major highway format that would encourage speedier trucking of ore from possible and temporary mines, will destroy much of what we love about the drive and what we sell to our visitors.

224b

Many environmental and cultural concerns have been expressed by prominent people in the community including significant damage to fish habitat, unacceptable cutting of the Eagle trees, and impacts on Native cultural / historic sites.
.

I recommend that if any project is approved, it be overseen by a citizens committee to ensure compliance with community needs for protection of tourism, eagle and fish habitat, and the other existing concerns.

224c

At this time, none of this appears in the DOT plan, and it is clear that an Environmental Impact Statement or sweeping plan revisions to reduce speed and modify alignment are required.

224d

Thank you for the opportunity to voice concerns over matters that we will have to live with for generations.

Tresham Gregg
Haines, Alaska
907 766 2540

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224-1

Responses to Comments

224a See Comment Response R20, R21R22 and R23 and Section 4.7 of the EA.

224b See Comment Response R15 and R16.

224c The community has been involved in the development of the project. See Section 7.0 of the EA.

224d See Comment Response R02b.

224-2

2013_08_22 **225EA** - B Astley

Lepley, Lesley

From: Astley, Beth N POA <Beth.N.Astley@usace.army.mil>
Sent: Thursday, August 22, 2013 10:29 AM
To: haineshighway@alaska.gov
Subject: FW: Haines EA (UNCLASSIFIED)

Follow Up Flag: Follow up
Flag Status: Completed

Classification: UNCLASSIFIED
Caveats: NONE

Here are additional comments on the Haines Highway EA:

1. 4.19.3

"Should contamination be discovered within the ROW, DOT&PF would stop work at the
discovery location, identify the nature of the contamination, and coordinate the appropriate
response with the DEC and, if appropriate, with the USACE."

225a Beth Astley: If contamination is encountered during construction at HMP 15.5 (PMP 17.7) or Gate Valve #4, USACE is not able to quickly remove and dispose of it. Due to the approval and funding process in the Formerly Used Defense Sites program, it would likely take a year to several years to get funds approved to remove and dispose of contaminated soil. No text change is required.

2. 4.20.1 Hazardous Waste

225b Please include the USACE Corrective Action Plan referred to in this section in the references. It is not clear to USACE what document is being referenced.

Beth

-----Original Message-----
From: Astley, Beth N POA
Sent: Monday, July 15, 2013 5:17 PM
To: Scholl, James W (DOT)
Cc: Mangano, William F POA
Subject: Haines EA (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

Jim,
There are some typos in your EA in regards to the contaminated sites.

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225-1

Responses to Comments

225a,b These comments have been addressed in Section 4.19 of the EA.

225-2

2013_08_22 **227EA** - L Marantz

Lepley, Lesley

From: Steer, Rachel
Sent: Thursday, August 22, 2013 7:12 PM
To: Mike, Robert
Subject: FW: highway project needs full eis

Please add to comment sheet.
RS

From: Liz Marantz [mailto:emarantzf@hotmail.com]
Sent: Thursday, August 22, 2013 3:45 PM
To: haineshighway@alaska.gov
Subject: highway project needs full eis

Dear Jim Scholl,

I write as a 32 year resident of Haines, I have been a commercial fisherwoman, school teacher here as well as being very active with subsistence use. For ecological, economical and curtural reasons that have already been
227a brought to your attention, I urge you to see the wisdom in not bulling this road progect ahead without a proper EIS and proper public input.

Thank you for your time.

Sincerely,
Liz Marantz-Falvey
box 46
Haines,Ak. 99827
907-303-7036
emarantzf@hotmail.com

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227-1

Responses to Comments

227a See Comment Response R01 and R02b.

227-2

2013_08_22 **228EA** - G Mardell

Lepley, Lesley

From: mark kistler <gunnmardell@yahoo.com>
Sent: Thursday, August 22, 2013 11:04 PM
To: HainesHighway@alaska.gov
Subject: comments on haine highway project

To Jim Scholl, Alex Viteri

I am writing you in regards to the Haines Highway project that is the planning stages right now. The Environmental Assessment is grossly inadequate. The is a road that goes through the Eagle Preserve. This Preserve took many meetings, arguments, community confrontations to form. It has been working quite well in our community to preserve the Eagle habitat that is important to the wildlife and the local economy through tourism. It is inconceivable to me that DOT thinks that it would be ok to change the road and impact the eagle nesting areas, the habitat in general just to straighten the road and make it fit with in federal guide lines. I think this could happen but it is going to take some more work and looking at some alternative plans that consider the issues that our community has already fought, argued about, and agreed upon.

228a You must go back to the drawing board and look at other options that consider the eagle and salmon habitat. Provide our community with options that meet both human and wildlife needs.

Thank you, from a Haines Highway resident Mardell Gunn

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228-1

Responses to Comments

228a See Comment Response R07.

228-2

2013_08_23 **229EA** - A Feit

Lepley, Lesley

From: alexandra feit <hikeralex@hotmail.com>
Sent: Friday, August 23, 2013 8:48 AM
To: haineshighway@alaska.gov
Subject: Highway improvements

229a I am writing to ask that a full Environmental study with options included be performed before starting the road staightening project. I think the long term effects to Salmon and Eagles merit waiting a little longer and taking the time to get things right. Salmon is the life blood of SE Alaska and important to many in the lower 48 as well. Spawning
229b grounds are critical and we are seeing changes in our salmon runs which are unnerving. There must also be a way to
229c avoid cutting trees in the Eagle Preserve. I also think a slower speed is merited through the Eagle Preserve as birds can
229d be hit by fast moving vehicles. I imagine there is a way to do this road that will serve all parties, please consider the long term effects and allow fir appropriate public involvement.

Thank you
Alexandra Feit
Haines,AK

Sent from my ipod
"Tell me what it is you plan
to do with your one wild and precious life" Mary Oliver

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229-1

229a See Comment Response R02b.

229b See Comment Response R11.

229c See Comment Response R12.

229d See Comment Response R01 and R41.

229-2

Lepley, Lesley

From: Rosemary Jackson <livingoodinalaska@yahoo.com>
Sent: Saturday, August 24, 2013 2:49 PM
To: HainesHighway@alaska.gov
Subject: comments on proposal to straighten haines highway

I live near 26 mile on Haines Highway, so I bike and drive the route to Haines regularly. I am opposed to the
230a straightening of Haines Highway for many reasons. The bends in the road are beautiful and allow the drivers and
230b passengers to enjoy the landscape they are passing through. Straightening the road will be dangerous because people
230c will drive faster. The impact of the road on the river, wetlands, and eagle roosting trees within the Bald Eagle Preserve
230d are illegal. The only part of the road that I would be in favor of straightening is near the Wells Bridge. An EIS is necessary to thoroughly investigate the alternatives and the impacts of these alternatives.
Sincerely,
Rosemary Jackson

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230-1

230a See Comment Response R07.

230b See Comment Response R08.

230c See Comment Response R10.

230d See Comment Response R02b.

230-2

2013_08_25 **231EA** - B Logan

Lepley, Lesley

From: Brian Logan <wildbio@hotmail.com>
Sent: Sunday, August 25, 2013 10:26 AM
To: haineshighway@alaska.gov
Subject: haines highway comments

Please accept my comments on the Haines Highway Project.
As a resident of Juneau I am very fortunate to have ready access to the world-class wildlife resources and viewing opportunities provided by the existing Haines Highway. I agree with the recommendations of the USFWS which are to reduce speeds and also to provide as many viewing opportunities as possible. As is the
231a user experience is just right - a balance between safe nd effecient transportation and quality of experience though the latter could be improved upon by the reduced speed and additional access points/turnouts.
The eagles and other wildlife presence are very much related to the salmon runs and an intact watershed. The
231b proposed enhancements would have unreasonable and unnecessary impacts to all of the above.
Thanks for you consideration
Brian Logan
998 Mendenhall Peninsula Rd
Juneau, AK 99801

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231-1

Responses to Comments

231a See Comment Response R07.

231b See Comment Response R07 and R11.

231-2

2013_08_23 **233EA** - D Cornelius

Lepley, Lesley

From: Don Cornelius <doncorn@gci.net>
Sent: Friday, August 23, 2013 9:55 PM
To: HainesHighway@alaska.gov
Subject: Re: Haines Highway Construction

Follow Up Flag: Follow up
Flag Status: Completed

Dear Mr. Scholl:

The Chilkat Bald Eagle Preserve is a significant statewide, national and international resource. According to federal highway transportation regulations, the standard for a highway project through the Preserve is to utilize all possible planning to minimize harm to
the values and activities for which the Preserve was established.

233a This is a request to lessen the road footprint by using less fill along the shoulders, and to keep the road alignment in its current location. Retain all curves necessary to minimize fill in prime salmon habitat and to minimize cutting of eagle roosting, perching and hunting trees.

233b I support the U.S. Fish and Wildlife Service recommendation for reduced speed limits to minimize risk of wildlife collisions. A smaller road footprint will minimize impacts to eagle and salmon habitats. Retaining the existing meandering nature of the road will also enhance the highway's National Scenic Byway characteristics.

233c The current Environmental Assessment does not fulfill the letter and spirit of the National Environmental Policy Act. For example there is no comprehensive analysis of direct, indirect or cumulative impacts to eagles, eagle populations, or
233d eagle habitat, in an area set aside to protect eagles. A more thorough environmental review process (EIS) is needed to fully assess environmental consequences to this remarkable resource, and to evaluate other designs that avoid impacts to eagles, salmon, and their essential habitats.

233e As is, the road is a relaxing, enjoyable ride and receives relatively light traffic. We don't understand why DOT wants to sacrifice the values that make this area so special for the sake of saving a few minutes during a road trip.

Sincerely,

Don and Karen Cornelius

PO Box 1727, Petersburg, AK, 99833

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233-1

Responses to Comments

233a See Comment Response R07.

233b See Comment Response R12.

233c See Comment Response R11, Section 4.2 of the EA and Appendix G of the EA.

233d See Comment Response R02b and R07.

233e See Comment Response R05 and R06.

233-2

2013_08_23 **234EA** - S Hogg

Lepley, Lesley

From: Rotanosa@aol.com
Sent: Friday, August 23, 2013 11:45 PM
To: HainesHighway@alaska.gov
Subject: Highway Widening Plans

Follow Up Flag: Follow up
Flag Status: Completed

Please reconsider your plans for widening the Haines Highway. As I understand them as presently conceived they will do irrevocable damage to the Chilkoot Bald Eagle Preserve, a world class natural wonder, and at the same time destroy the very qualities which led to the Haines Highway being designated a National Scenic Byway in the first place.

234a Surely on both counts, this is too high a price to pay when certainly there are better alternatives. I urge you to seek them out rather than to make do with a plan that will destroy so much that means so much to so many people both within and without Alaska.

Thank you for giving time and thought to my views.

With all good wishes,
Sallie Hogg
P.O. Box 212595
Anchorage, AK 99521-2595

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234-1

Responses to Comments

234a See Comment Response R07.

234-2

2013_08_25 **235EA** - S Ramsey

Lepley, Lesley

From: Scott Ramsey <scottakguide@gmail.com>
Sent: Sunday, August 25, 2013 5:26 PM
To: Steer, Rachel
Subject: haines highway

235a Please consider not doing a blanket approach to addressing the Haines Highway. Please consider addressing those areas of the highway that need "fixing." The bridge and the "few blind corners," at porcupine crossing are the only areas that really need attention. The road is safe if we drive the appropriate speeds. We don't need to risk the salmon, eagles or anything else just to spend a bunch of money. Thanks for your time

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235-1

Responses to Comments

235a See Comment Response R05 and R06.

235-2

2013_08_25 **236EA** - R Goldberg

Lepley, Lesley

From: Rob Goldberg <artstudioalaska@yahoo.com>
Sent: Sunday, August 25, 2013 8:23 PM
To: haineshighway@alaska.gov
Cc: alex.viteri@dot.gov
Subject: Haines Highway comments

Dear Mr. Scholl and Mr. Viteri,

Like many other Haines residents, I have concerns about the impacts that will result from widening and straightening the Haines Highway. I do not want to see Native grave sites near Yendustuki disturbed, fish habitat destroyed, or eagle roosting trees cut down, 236a especially in the Chilkat Bald Eagle Preserve. I would like to see a natural edge along the 236b Chilkat River preserved, instead of miles of rip rap. Many of our concerns can be alleviated 236c by lowering the road's design speed from 55 to 50 mph. A lower speed limit will be safer and more fitting with the road's designation as a Scenic Byway. Thank you for considering my comments.

Sincerely,
Rob Goldberg

Rob Goldberg and Donna Catotti
Catotti and Goldberg Art Studio
PO Box 1154 Haines, AK 99827 USA
907-766-2707
artstudioalaska.com

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236-1

Responses to Comments

236a	See Comment Response R24, R30, R11 and R07.
236b	See Comment Response R33.
236c	See Comment Response R07 and R08.

236-2

2013_08_26 **237EA** R Staska

Mr. Jim Scholl
ADOT&PF SE Region
Juneau AK
Ref: Haines Highway Reconstruction Project

Dear Mr. Scholl:

I was unable to attend your meeting in Haines on Aug 5 where the improvement plan was shared with the public, due to my work schedule operating tour boats. I trust this letter will not be dismissed by the Aug 15 deadline. I have marked it personal to ensure your consideration. I understand that an EIS in the areas near the Preserve, could delay funding, and I offer these comments on the standard needed to allow the project to move forward.

I served as ADFG Haines Area Management Biologist for 17 years from 1980-1997. I spent considerable time and effort advising Habitat Division on local Haines habitat concerns. Haines Highway reconstruction in the early 80's was a major focus of my time concerning fisheries habitat along the highway corridor.

One of the frequent shortcomings of planning in the 1980's was the unavailability of adequately sized and designed culverts for fish passage, particularly for juvenile salmon and cutthroat trout. Repeatedly the response was: not sufficient time for D.O.T. procurement to get the proper culverts to Haines in time for project schedules. Since that era, there have been many years available to plan for the next reconstruction. *I understand that based upon the discussions last Friday that it is your plan to bring earlier fish passage up to current best practice standards, and to prevent new velocity issues or fish passage issues. Please advise if this is not correct*.

237a

Unfortunately, the reconstruction project as proposed falls far short of meeting the requirements of the Chilkat Bald Eagle Preserve to protect eagle and salmon habitat, including areas adjacent to the Preserve Boundaries. The enabling Legislation that created the only Eagle Preserve in the State was in response to the real possibility that the Federal government would take control of the Chilkat Valley to ensure protection of Bald Eagles and their habitat. (Remember the debates between Senator Hart and Gov. Jay Hammond?)

Reps. Peter Goll and later Bill Thomas were instrumental at that time in preventing the Chilkat Valley from being turned into a Federal land preserve. Their recent public position statement and continued commitment to a successfully managed Alaska Chilkat Bald Eagle Preserve should be considered in that context. It is appropriate *and necessary* for the DOT/PF to re-demonstrate to the Federal agencies the state's commitment to fully comply with Alaska Legislation that created the Eagle Preserve.

237b

I concur with Brad Ryan (TWC) and Neil Stichert (FWS) on their very detailed and informed concerns over excessive impacts to fish habitat through wetland fill and riprap along the rivers banks. The mitigation potential is considerable, however, a 50% success ratio is often the reality of the outcome. Specifically in order that there be no significant impact, habitats within the Preserve, as well as adjacent to it, should be avoided not mitigated. Will Alaska DOT meet the challenge? I trust it can and will.

237c

Sincerely,

Ray Staska
Fisheries Biologist
PO Box 486
Haines Alaska 99827 tele: (907)766-2610

Responses to Comments

237a Yes, existing culverts would be replaced with adequately sized and designed culverts for fish passage.

237b See Comment Response R10.

237c See Comment Response R07.

August 26, 2013 Addendum to August 15 comments on the Haines Highway Environmental Assessment.

Thank you for this brief extension of the comment period, although unconventional due to its interrupted configuration. A minimum 30-day comment period requirement is assumed to be continuous. We are aware of many individual, organizational, and tribal requests for a much longer review period, all denied. Since we submitted previous comments we have received copies of comments submitted by various experts who have corroborated our previous testimony, including:

1) Takshanuk Watershed Council (TWC)

TWC states that putting 14,249 linear feet of riprap (7.4 acres of fill) in the Chilkat River, and 23.7 acres of fill or excavation of wetlands, would produce "a significant impact to the fish and
238a wildlife resources." This is expert testimony that contradicts the EA assessment of no significant impacts and no cumulative impacts. Both the existence of cumulative impacts and scientific controversy trigger the EIS process. *See* 40 CFR 1508.27(b)(4) and (7).

238a See Comment Response R02a through R02d and R79.

TWC criticized DOT for mitigating impacts rather than avoiding and minimizing impacts. For example, they suggested significant amounts of in-river and wetlands fill could be avoided (rather than mitigated) by leaving the road in its current location and simply lowering the speed limit. This corroborates our previous testimony that it would be reasonable to consider an alternative that addresses safety improvements, fish culvert improvements, and resurfacing, while keeping a smaller footprint through sensitive habitat. NEPA, the Clean Water Act, and Section 4(f) regulations support this approach. For example, *see* 40 CFR 1500.2(e) and Purpose at 1502.1.

238b See Comment Response R41.

2) U.S. Fish and Wildlife Service (USFWS)

USFWS comments also address avoidance and minimization. They state that there is no clear construction window that avoids impacts to eagles: "Scheduling disruptive construction activities outside the March 1 to September 30 nesting season would likely result in disturbance
238b of wintering eagles, which could have greater impacts on a larger population of eagles." Eagles will be disturbed or "taken", and disturbance will occur over an anticipated 6 to 8 year construction period, indicating cumulative impacts will occur over time, and indicating a need for an EIS. This information was not available in the EA, nor were trees to be cut identified. USFWS mentions a future study that would identify fall and winter perching and roosting trees.
238c NEPA requires this type of information to be available before decisions are made and before

238c See Comment Response R11.

TRANSBOUNDARY WATERSHED CONSERVATION

Will Patric, Executive Director, PO Box 1968, Port Townsend, WA 98368, (360) 379-2811 will@riverswithoutborders.org
Chris Zimmer, Alaska Campaign Director, PO Box 210402, Auke Bay, AK 99821, (907) 586-2166 zimmer@riverswithoutborders.org
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resources are committed. *See* 40 CFR 1500.1(b) and 1502.2(f). Without information as basic and essential as this – how the project will affect Chilkat bald eagles in the Chilkat Bald Eagle Preserve - the required "hard look" cannot occur.

USFWS agrees with TWC that reduced speed limits and reduced design standards are appropriate. They state that reduced speeds and "reduced design standards could be used to reduce impacts to wetlands, fish habitat, and eagle habitat, and reduce the risk of wildlife-vehicle collisions." These comments are supportive of a reasonable alternative that considers avoidance. *See* 40 CFR 1500.2(e) and Purpose at 1502.1.

3) Trout Unlimited (TU)

238d TU comments on the economic importance of productive and healthy Chilkat River habitat for commercial, sport, and subsistence fisheries. EA analysis of potential impacts to commercial and sport fisheries is entirely missing, and analysis of subsistence impacts is at best vague, although some impacts to subsistence are admitted. TU also supports design changes that "do not require filling of riverine habitat along the Chilkat." They mention keeping the road alignment in its current location and lowering speed limits. Again, an alternative that considers avoidance of productive, sensitive resources is reasonable, required by NEPA, and is also appropriate for Section 4(f) properties, as discussed later.

4) Alaska Trollers Association (ATA)

238e ATA affirms the economic importance of the Chilkat to the entire region. Fishing-dependent economies should have been considered in the EA, prior to promoting a single alternative that re-arranges an extensive amount of natural salmon habitat. ATA's comments are critical of using riprap (as is T.U., USFWS and TWC), preferring a technique that better mimics the natural

238f riparian environment. The issue of in-river fill was repeatedly brought up during IDT discussions, (see EA Appendix H pages 10, 22, 31 and 106) and having no alternative that uses engineered logjams rather than riprap again points to a deficient EA. ATA comments mention a need for retaining shade trees for appropriate salmon-friendly water temperature and woody

238g debris. Since there is no analysis of the location or number of trees to be cut, there is no analysis of the impact of tree removal on salmon and salmon habitat, as indicated by these comments.

5) Alaska Audubon

Audubon articulates concerns about impacts to eagles by impacting wetlands and salmon habitat, and by cutting trees. Their request for an EIS is due to a "dearth of information" in the EA, and the significance of the resource.

An Environmental Impact Statement is Necessary

Any federal action that *may significantly impact* the environment requires an EIS. In our previous testimony we outline how the Chilkat Bald Eagle Preserve is a significant resource with unique characteristics, requiring an EIS. *See* 40 CFR 1508.27(b)(3). We referenced Table 4.15-1 in the EA that outlines impacts to fish habitat, including eliminating riparian areas, changing hydrology, loss of spawning habitat, and much, much more. We discussed loss of eagle roosting trees and the importance of those trees to maintaining the winter gathering of eagles. These

238h reasonably foreseeable impacts were corroborated by the testimony discussed above. Habitat impacts are widespread and significant in terms of 1508.27(b).

(2)

238-3

238d,e See Comment Response R20, R21, R22, R23 and the Revised Section 4.7 and 4.15 of the EA.

238f See Comment Response R07 and R33.

238g See Comment Response R11, Section 4.2 of the EA and appendix G of the EA.

238h See Comment Response R02b.

238-4

238i USFWS documents studies to be conducted after-the-fact, implying uncertain risks and unknown consequences. There will be multiple "takes" of eagles, and the exact number is unknown. Population impacts are therefore unknown. An EIS is required under 1508.27(b)(5).

238j Cumulative impacts to eagles and salmon are likely to occur from disrupting such extensive amounts of eagle and salmon habitat over a 6 to 8 year timeframe, requiring an EIS. *See* 1508.27(b)(7).

238k The EA conclusion of no significant impacts (either direct, indirect or cumulative) from the proposed action is disputed by reputable scientists, as indicated above, indicating scientific controversy exists, and an EIS is required. *See* 1508.27(b)(4).

238l And finally, AS 41.21.610 was adopted to protect Chilkat bald eagles, their essential habitats, and the anadromous streams inside the Chilkat Bald Eagle Preserve in perpetuity. Harm to Chilkat bald eagles, eagle habitat, and natural salmon habitat violates this statute and 40 CFR 1508.27(b)(10).

238m Federal regulations require that FHWA determine an EIS is necessary in order for this project to move forward: "If at any point in the EA process the Administration determines that the action is likely to have a significant impact on the environment, the preparation of an EIS will be required." *See* 23 CFR 771.119(i).

Additional 4(f) comments

238n The proposed project will likely affect the activities, features, and attributes of the CBEP in the context of constructive use as outlined in 23 CFR 774.15(e). While the public can bring this to the attention of the responsible agency, it is the responsibility of the environmental document to evaluate constructive use, and that has not occurred.

DOT's Environmental Procedures Manual (at 6.2) states that Section 4(f) use occurs with any of the following:

1) Permanent incorporation of land
2) Adverse temporary occupancy
3) Constructive use

The EA discussed the permanent incorporation of land, but ignores constructive use. Determining whether or not there is a constructive use involves:

1) Recognizing this could occur
2) Establishing a threshold or standard
3) Identifying the functions, activities and qualities that may be sensitive to proximity impacts
4) Analyzing and quantifying impacts
5) Determining if impacts are substantial.

Steps 3-5 are "project specific" and should be applied "when there is a likelihood that constructive use could occur or will be an issue on a project." *See* Environmental Procedures Manual at 6.2.4.

(3)

238i See Comment Response R11, Section 4.2 of the EA and Appendix G of the EA.

238j See Comment Response R41, and Section 4.21 of the EA.

238k See Comment Response R02b and R02c.

238l See Comment Response R10.

238m See Comment Response R02d.

238n See Comment Response R70.

This determination needs to occur and an EIS is the appropriate place. Interestingly, DOT used a "programmatic" section 4(f) evaluation for the historic bridge, but did not attempt the programmatic evaluation for a "minor" involvement with a wildlife refuge. Clearly, this was not possible because the involvement is more than minor and because the programmatic evaluation includes a "No Impairment of Use" requirement. DOT could not fulfill this requirement because "the proximity impacts on the remaining Section 4(f) land shall not impair the use of such land for its intended purpose." *See* Environmental Procedures Manual at 6.8. Intended purposes for the Preserve are set forth in statute and any of the following are likely to be impaired: eagles, eagle habitat, salmon, natural salmon habitat, water quality, the opportunity to enjoy bald eagles and other wildlife, and traditional uses such as subsistence.

De Minimis

238o Given the proximity of the project to the Preserve, and given the impacts detailed above and in our past comments, the proposed project will likely affect the activities, features, and attributes of the CBEP in the context of constructive use as outlined in 23 CFR 774.15(e).

238p A de minimis determination "shall include sufficient supporting documentation that effects will indeed be de minimis. *See* 23 CFR 774.7(b). Sufficient supporting documentation is absent from the record.

FHWA Mandate

"NEPA requires and FHWA is committed to the examination and avoidance of potential impacts to the social and natural environment when considering approval of proposed transportation projects." (www.environment.fhwa.dot.gov/projdev/index.asp). In the context of 23 CFR 771.105, "to the fullest extent possible….Alternative courses of action be evaluated and decisions be made in the best overall public interest based upon a balanced consideration of the need for safe and efficient transportation; of the social, economic, and environmental impacts of the proposed transportation improvements, and of national, state, and local environmental protection goals." (Id.)

Clearly the best overall public interest includes preserving the world's largest gathering of bald eagles, and their essential habitats and salmon food source. The best overall public interest includes preserving the values of this National Scenic Byway. This road can be made safe and efficient without destroying eagle and salmon habitat. It can be made safe and efficient without risking economic impacts to commercial, sport and subsistence fisheries, and a tourism economy dependent on healthy and productive fish and wildlife resources. Reasonable alternatives that evaluate avoiding potential impacts to the social and natural environment are needed, and that has yet to occur.

238q We respectfully request FHWA deny DOT's FONSI request and require an EIS. Thank you for the opportunity to provide additional comments.

Nancy Berland

(4)

238o See Comment Response R83.

238p See Comment Response R83.

238q See Comment Response R02.

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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
National Marine Fisheries Service
P.O. Box 21668
Juneau, Alaska 99802-1668

August 23, 2013

Ms. Jane Gendron, Regional Environmental Manager
ADOT&PF, Southeast Region
6860 Glacier Highway
Juneau, Alaska 99811-2506

2013_08_26 239EA NMFS

Mr. Alex Viteri, Jr., P.E., Southeast Region Engineer
FHWA, Alaska Division
709 West 9th Street, Room 851
Juneau, Alaska 99802

Re: Haines Highway Milepost 3.5 to 25.3 Draft Essential Fish Habitat Assessment & Draft Environmental Assessment

Dear Ms. Gendron and Mr. Viteri:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in coordination with the Federal Highway Administration (FHWA), is proposing to upgrade the Haines Highway to 55 mile-per-hour (mph) design standards from Milepost (MP) 3.5 to MP 25.3. The purpose of the project is to improve safety for the traveling public. ADOT&PF also plans to replace the existing Chilkat River Bridge (also known as the Wells Bridge) at MP 25 and address debris flows near MP 19 and 23. ADOT&PF has recently divided the project into three phases: Phase I (MP 3.5-12), Phase II (MP 12-21), and Phase III (MP 21-25.3). Construction for Phase I is slated to begin in the summer of 2014.

The Magnuson-Stevens Fishery Conservation and Management Act (MSA) requires federal agencies to consult with the National Marine Fisheries Service (NMFS) regarding any of their actions authorized, funded, or undertaken, or proposed to be authorized, funded, or undertaken that may adversely affect Essential Fish Habitat (EFH) [50 CFR 600.920 (a)(1)]. Enclosed please find our comments on the Haines Highway draft EFH Assessment, draft Environmental Assessment (EA), and our EFH conservation recommendations.

NMFS looks forward to working with ADOT&PF and the FHWA on the interdisciplinary team (IDT) during the U.S. Army Corps of Engineers (Corps) permitting process. Should you have any questions or comments please contact Chiska Derr at 907-586-7345, or Chiska.Derr@noaa.gov.

Sincerely,

James W. Balsiger, Ph.D.
Administrator, Alaska Region

Enclosure

239-1

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239-2

Enclosure – Comments on the Haines Highway Milepost 3.5 to 25.3 Draft Essential Fish Habitat Assessment & Draft Environmental Assessment

Background

The Haines Highway, constructed in 1943, parallels the Chilkat and Klehini rivers from the community of Haines, to the Canadian Border at MP 40. Over the years the highway has undergone several upgrades, most recently between MP 25.3 and the Canadian border (MP 40). The Klehini River joins the Chilkat just above the location of the Wells Bridge. The Chilkat River is also heavily influenced by an enormous alluvial fan below the village of Klukwan where the Tsirku River joins the Chilkat. The upwelling warm water in the Tsirku alluvial fan creates the exceptional chum salmon spawning habitat that fuels the Alaska Chilkat Bald Eagle Preserve (Preserve). About 17 miles of the 22-mile long proposed project corridor is bordered by the Preserve on one or both sides.

The Chilkat River is a broad, dynamic, glacially-fed fluvial system with multiple channels within an extensive floodplain. The sediment load ranges from coarse cobbles and gravels to finer sands and silts. Sediment deposition within the braided river bed occurs as continual sand/silt bars or levees form and as stream channels shift. There are numerous wetlands within the project area. The primary functions of the wetlands adjacent to the Haines Highway are to provide fish rearing and passage, to retain water to minimize flooding, and for nutrient cycling (draft EA p. 73). These functions are integral to maintain a healthy ecosystem and support EFH.

Over the past several years potential on-site, in-kind mitigation opportunities have been explored. In 2009, Inter-Fluve released a technical memorandum for ADOT&PF outlining conceptual mitigation opportunities for the project as currently proposed. The technical memo was updated in September of 2010, and again in January 2012. Many of the mitigation opportunities in the draft EA and EFH assessment are those developed by Inter-Fluve with
239a design modifications reflecting the work of the IDTs. However, we note that the mitigation concepts resulting from a June 19, 2013, IDT site visit are not included in the draft EFH assessment or the draft EA.

Additionally, in January 2012, a functions and values assessment (DOWL HKM 2012a) was prepared. This assessment provides an evaluation of 12 ecological functions and services provided by the Chilkat River and the associated tributaries and wetland complexes in the project planning area, and allows for comparisons between the ecological contributions and functions being provided to the Chilkat River and its tributaries and wetlands. It is therefore, a useful tool for identifying high value EFH warranting further avoidance and minimization of adverse impacts. Of the 12 ecological functions assessed, ten are important components in maintaining healthy EFH. These include: groundwater discharge, sediment/toxicant retention, nutrient export, riparian support, salmonid habitat, erosion sensitivity, groundwater recharge, surface hydrologic control, regional ecological diversity, and ecological replacement cost.

239a All mitigation concepts are included in the revised EA.

General Comments

Planning efforts for the MP 3.5 to 25.3 upgrades have been underway for over a decade. There have been many changes in project managers and IDT members. Numerous documents have also been prepared in support of the planning effort, including several figure sets. The four figure sets most commonly used by NMFS in our review were the Stream and Habitat Mitigation Plan Sheets (October 2009), Figure Set 1 (May 2012), Figure Set C (April 2013), and Figure Set D (June 14, 2013). The sources of these figure sheets are referenced below.

We note that there several inconsistencies between the information in the draft EA and the draft EFH assessment. For example, some sheet sets and appendices in the draft EFH assessment and draft EA are similar but have different dates. The cover sheet of the draft EFH assessment notes that "Impact numbers may differ slightly from those in the draft EA as a result of minor design changes that occurred to avoid sensitive resources." The cover sheet on the Stream and Habitat Inventory states that "Station numbers in this report differ from the EA by 23 + 00 as a result of a
239b design shift in 2009." Both sets of numbers are important for analyzing project impacts, potential mitigation, and future Corps permit applications. Additionally, the Stream and Habitat Mitigation Plan, labeled as Appendix E in the draft EFH assessment Table of Contents, is labeled Appendix B in the actual document, and is referred to as Appendix D in the draft EA. We request that this information be updated in the final EA and EFH assessment documents. Please update the various sheet sets so that the sheets correspond to the proposed impacts and analysis of effects described in the final EFH assessment and EA. Clarification of these inconsistencies will assist our analysis as the Corps permitting process progresses.

During the June 19, 2013 IDT site visit, Figure Set D Wetland Impacts and Proposed Stream Mitigation was distributed. These sheets are very useful in that they appear to combine the information in the Stream and Habitat Mitigation Plan and in Figure Set C. The
239c recommendations stemming from the IDT site visit (based upon these sheets) and many of the mitigation concepts discussed during the site visit are not included in the draft EA or draft EFH
239d assessment. Please consider using Figure Set D, or a new figure set combining wetland polygons and proposed impacts to EFH and wetlands, in subsequent IDT meetings and in the final EFH assessment and EA. Also, it would be helpful to include the "Impacted Polygon ID" number, as included in Figure Set 1, in future sheet sets. This will greatly facilitate discussions about mitigation opportunities and modifications with the need to cross reference two or more sheet sets.

239e Please amend the first box in Table 5.15-1 under "Proposed Action Impacts to Essential Fish Habitat" (p. 80 draft EA) to read as follows:

> "Place about 8.5 acres of fill in the Chilkat River and ***25*** of its tributaries. Note: Fill in tributaries ***may*** be mitigated by stream alignment."

239f Please amend the draft EFH assessment (last sentence of the next to last paragraph, p.16) by adding that sockeye use the Chilkat River as a migratory corridor to reach spawning and rearing habitat.

Responses to Comments

239b The information has been updated.

239c The mitigation concepts are included in the revised EA.

239d The Figure Sets have been revised as requested.

239e See Section 4.15 of the revised EA. The statement has not been changed.

239f The change has been made.

Comments on Potential Adverse Effects to Aquatic Resources and Proposed Mitigation

The Chilkat River provides high value spawning and rearing EFH for all five species of Pacific salmon (Chinook, sockeye, coho, chum and pink salmon), steelhead trout, and eulachon an anadromous forage food for salmon. Riverine, wetland, and forest habitats in the Chilkat River Valley support multiple salmon runs (draft EA p.1). According to the EFH assessment (Table 1), 25 catalogued anadromous tributaries would be impacted by the project.

239g If constructed as currently proposed, adverse effects to EFH from the Haines Highway project will be substantial and permanent. Currently, 8.3 acres of riverine habitat would be lost due to the placement of fill material into about 7.7 acres of the Chilkat River (14,244 linear feet, or 2.7 miles), and 2315 linear feet (nearly half a mile) of tributaries. Under the current design proposal, 23.6 acres, or about 10%, of the 248.4 acres of wetlands in the project area would also be filled. Based on DOWL HKM's (2012a) function and value assessment, the primary functions of the wetlands adjacent to Haines Highway are to provide fish rearing and passage, nutrient cycling, and retain water to minimize flooding (draft EA p. 73).

The draft EFH assessment notes that moving the highway completely away from the Chilkat River would affect more wetland and stream habitat than the current proposal would. Moving the highway would result in new impacts. Additionally, the current (presumably to be abandoned) alignment would also continue to permanently occupy former EFH. NMFS agrees that maintaining the Haines Highway along much of its current alignment, including where it is
239h next to the Chilkat River, would have fewer adverse impacts to EFH. However, there are still practicable alternatives to placement of fill material into much of the Chilkat River.

Fish passage at stream crossings is required by various laws, regulations and guidance. The draft EA and draft EFH assessment indicate that fish passage will be enhanced by replacement of 25 culverts with new culverts designed to meet ADF&G fish passage standards as outlined in the Memorandum of Agreement between ADOT&PF and ADF&G (ADF&G/ADOT 2002; draft EFH assessment p. 23). NMFS agrees that appropriate fish passage design can help avoid and minimize environmental impacts, and that adequate fish passage is part of the mitigation
239i sequencing required under the National Environmental Policy Act. The draft EFH assessment (p. 18) and draft EA (Sections 4.14.3 and 4.15.3) go on to suggest that culvert replacement is "mitigation" and that it can be used to offset unavoidable project impacts. Both documents should clarify that compliance with federal and state laws by maintaining fish passage is not considered compensatory mitigation and that culvert replacement was not factored into mitigation numbers.

239j The draft EFH assessment and draft EA imply that moving streams from the embankment toe at stations 240+38, 319+13, and 530+70 can be counted as compensatory mitigation. This work, which addresses project needs, also does not constitute compensatory mitigation.

239k In areas of the Chilkat River where placement of fill material is unavoidable, we suggest considering engineering large woody debris (LWD) into riprap stone embankments above the new channel beds where practicable. Earlier versions of the "typical cross section" diagrams depicted LWD in the conceptual design; however, subsequent diagrams have replaced the LWD

Responses to Comments

239g See the Revised Essential Fish Habitat Assessment in Appendix F of the EA.

239h See Comment Response R07.

239i The requested changes have been made.

239j The proposed stream relocations include additional enhancements qualifying them for compensatory mitigation.

239k See the Revised Essential Fish Habitat Assessment in Appendix F of the EA. Additional measures have been included along the banks of the Chilkat River.

with small woody debris. Please update the typical cross section to reflect placement of LWD in the bank toe above the channel bed.

239l As stated above, NMFS asserts that adverse effects to EFH associated with the Haines Highway project will be substantial and permanent. NMFS disagrees with the statement that "After factoring in proposed mitigation, the long-term impact of this project on EFH is expected to be beneficial (p. 18, draft EFH assessment)." Permanent elimination of 8.3 acres of riverine habitat and 23.6 acres of wetlands will not be offset by the proposed mitigation (rerouted tributaries, placement of additional riprap, placement of LWD and other structures with an unknown likelihood of success). In fact the draft EA acknowledges that "…the proposed mitigation for this project would include…a fee-in-lieu of compensatory mitigation at a ratio negotiated with the Corps." (p. 76) and that these fees would be paid to "… an approved in-lieu fee agent." (p. 66)

239m Thus, NMFS disagrees with ADOT&PF's determination that that "Avoidance, minimization, and mitigation measures would offset impacts to EFH and would not be adverse" (p. 28 draft EFH assessment). NMFS also disagrees with the determination that "Impacts [to] EFH resulting from placement of fill along 14,244 linear feet of Chilkat River and in 25 tributary channels… would be offset by beneficial effects of the following…Construction of approximately 14,244 linear feet of inner bank erosion control designed to enhance habitat by increasing interstitial spaces, velocity refugia, and cover for fish." During an IDT meeting on February 16, 2012, NMFS stated their disagreement with ADOT&PF's characterization of bank hardening through the placement of riprap as EFH enhancement (DOWL HKM 2012b). While riprap can provide some
239n of the characteristics listed above, it does not replace, enhance, or mitigate for the loss of EFH. Please remove all references to placement of riprap material as EFH enhancement or mitigation for unavoidable impacts to EFH.

EFH Conservation Recommendations

239p NMFS appreciates ADOT&PF and the IDT's efforts to help create a road design that avoids and minimizes some of the impacts to aquatic resources associated with this project. However, additional opportunities for further avoidance and minimization still exist. If the avoidance and minimization recommendations below, in addition to those proposed in the EFH assessment and draft EA, are implemented the need for compensatory mitigation could be greatly reduced. This will help conserve high value EFH in the Chilkat River Valley and reduce costs for the proposed project.

239p-1 • Evaluate additional on-site mitigation opportunities, in consultation with the IDT, at Stations 647+20, 653+00, 736+83, 865+88, and 887+60 (Interfluve 2009DOWL HKMLb 2012). These were originally discussed during the June 19, 2013, IDT site visit.

239p-2 • Avoid placement of riprap and retain natural river banks and riparian areas in segments of the Chilkat River that have not been previously hardened. Evaluate Impact Polygon ID #10, #11, #14, #18, #20, #21, and #22 (Figure Set 1) for unhardened riparian areas.

239p-3 • Restore fish passage and EFH in Big and Little Boulder creeks as mitigation for tributary impacts within the project area. EFH in Big and Little Boulder creeks was inadvertently degraded during earlier improvements to the Haines Highway.

239l See the revised Essential Fish Habitat Assessment in Appendix F of the EA.

239m,n The statement has been removed.

239p1-11 All recommendations have been incorporated into the project plans, with the exception of 239-p3. See Comment Response R34.

239p-4 • Avoid and/or minimize placement of fill material between Station 212+00 to 284+00 (Sheets 1-3) and Stations 316+00 to 340+00 (Sheet 5, Figure Set C). These palustrine emergent wetlands provide seasonal rearing EFH for juvenile salmon through most of this complex. During the June 19, 2013 IDT site visit numerous juvenile coho were observed throughout Station 240+38. Most wetland polygons received "high" functional value scores of salmonid habitat (DOWL HKM 2012a). Most polygons were also rated "high" for groundwater discharge which contributes to productive EFH.

239p-5 • Move the streams at Station 240+38 and Station 319+13 (Sheets 2 & 5, Figure Set C) from the ditch at the toe of embankment ditch and connected them to the scrub-shrub slough and Chilkat River (Inter-fluve 2009). However, while this activity would improve EFH, it addresses a project need and could not be counted as compensatory mitigation.

239p-6 • Further avoid or minimize fill placement between Stations 380+00 and 390+00 (Sheets 6 & 7). Substantial amounts of fill material have been proposed for relatively minor realignments or road widening in a depositional zone along the Chilkat River, which provides important resting areas for migrating salmonids.

239p-7 • Modify the proposed road alignment to retain the 50 mph speed limit through the highway sections between Stations 412+00 to 417+00 and Stations 428+00 to 446+00 (Sheets 7 & 8). This would avoid fill material in EFH and maintain associated intact riparian habitat and fish cover. These are two of the largest areas proposed for the discharge of fill into the Chilkat River and open water wetlands. The proposed action would eliminate the largest continuous habitat of its type in the project area (2.29 acres) and impact other areas also rated "high" for EFH (DOWL HKM 2012a)."

239p-8 • Retain the existing road alignment and slightly reduce the shoulder width from Stations 449+00 to 466+00 (Sheet 9) to eliminate fill in EFH and associated riparian habitat. A long sliver of fill material is proposed for placement in the Chilkat River to accommodate slight realignments and widen the highway.

239p-9 • Evaluate road realignment and embankment options to avoid and minimize placement of fill material between Stations 483+00 to 518+00 (Sheet 10) and Stations 589+50 to 606+50 (Sheet 13). Almost three (2.98) acres of palustrine scrub-shrub and emergent wetlands in this segment are rated "high" for salmonid habitat, are continuous with a salmon stream, and are adjacent to a large emergent wetland and relic side channel that contribute groundwater discharge to the site (DOWL HKM 2012a).

239p-10 • Further explore the potential mitigation opportunity to create EFH at Station 512+24 by excavating a slough or channel through adjacent upland cottonwood with the IDT. This mitigation concept was discussed during the June 19, 2013, IDT site visit.

239p-11 • NMFS supports moving the stream at Station 530+70 (Sheet 11) from the ditch at the toe of embankment and connecting it to the slough near Station 512+00 (Sheet 10). This activity is a project need and would not constitute compensatory mitigation.

References

ADF&G and ADOT&PF. 2002. Memorandum of Agreement between Alaska Department of Fish and Game and Alaska Department of Transportation and Public Facilities for Implementing Safe Passage of Anadromous and Resident Fish while Maintaining and Improving State Transportation Infrastructure.

DOWL HKM. July 2013. Draft Essential Fish Habitat Assessment. Haines Highway from MP 35. To 25.3. Haines Highway draft Environmental Assessment. Appendix F. 474 pp.

DOWL HKM. January 2012. Wetlands and Stream Functions and Values Assessment. 28pp.

DOWL HKM. EFH Assessment meeting notes. Attendees: ADOT&PF, NMFS, USFWS, ADF&G, Inter-Fluve, and DOWL HKM IDT members. February 16, 2012.

Inter-fluve. 2009. Stream and Habitat Mitigation Plan Sheets. 17 Sheets dated October 28, 2009. Appendix E. 2012 Draft EFH Assessment *and* Appendix D. IN 2013 Haines Highway Environmental Assessment.

Figure Set 1. 34 Sheets dated May 03, 2012. Appendix A Chilkat River Impacts. May 2012 Draft Essential Fish Habitat.

Figure Set C. 34 Sheets dated April 26, 2013. Wetland Impacts and Proposed Mitigation. 2013 Haines Highway Environmental Assessment.

Figure Set D. Wetland Impacts and Proposed Stream Mitigation. 14 Sheets dated June 14, 2013. Attachment A of material used during the June 19, 2013 IDT site visit.

U.S. FHWA *and* ADOT&PF, Southeast Region. 2013. Haines Highway Mileposts 3.5 to 25.3. Environmental Assessment. July 2013. 204pp.

2013_08_26 **240EA** LCC

LYNN CANAL CONSERVATION, INC.
BOX 964 • HAINES, ALASKA 99827

Supplemental Comments on the Haines Highway EA, timely filed on August 26, 2013.

Thank you for the opportunity to submit additional comments. In addition to the following general project comments, we are also attaching concerns that deal with site-specific significant impacts.

240a After more than six hours of informal meetings with ADOT over a 2 day period, and given a deficient EA including failure to provide relevant information and analysis and a failure to provide reasonable alternatives, and given an apparent unwillingness by ADOT to be flexible in highway design to avoid and minimize impacts to Section 4(f) protected resources, it is apparent that the Haines Highway project cannot move forward without an EIS. ADOT will not consider design changes requested by numerous stakeholders during those meetings, including curve retention, reduced speed limits, and a smaller fill footprint in sensitive eagle and salmon habitats. The stakeholders at those meetings included representatives from the tourism industry, current and retired fisheries biologists, eagle experts, tribal members, and representatives from local, state and international conservation organizations.

Given the evidence of significance presented in our August 15 comments, evidence provided by USFWS comments, and evidence provided in these supplemental comments, we request that an EIS provide alternatives that avoid and minimize rather than mitigate impacts, and adhere to the Section 4(f) requirement of "feasible and prudent avoidance alternatives and inclusion of all possible planning to minimize harm." Given the volume of evidence previously presented in our comments and comments submitted by other agencies and organizations regarding environmental consequences that may significantly affect the environment, there is no legal basis upon which to base a Finding Of No Significant Impact.

During the comment extension period we have had time to review additional documents that support the need for a reasonable range of alternatives, the need for an EIS, the need to include design flexibility, and the need to apply Section 4(f) restrictions.

Reasonable Range of Alternatives
The NEPA analysis included in our August 15 comments are validated by information provided on the ADOT website. For example, an EA may have only two alternatives (build and no-build) **unless** there is a resource protected by statute, such as wetlands, floodplains or Section 4(f) resources. When statute protected resources are present, ADOT "must evaluate avoidance and minimum alignment of design alternative**s**." This includes site-specific alternative**s** and "should include consideration of exception to standards." Avoidance alternatives **must be considered** when wetlands, floodplains, or Section 4(f) resources are present in the project area. (ADOT *Environmental Procedures Manual* at B.1.3, and EO 11990). The Haines Highway project includes all three of the statute-protected resources mentioned above, and also includes additional resource

240a DOT&PF has modified the proposed alignment, resulting in further avoidance and minimization of impacts to eagle and salmon habitat, and the Chilkat Bald Eagle Preserve; provided additional studies regarding direct, indirect and cumulative impacts to Bald Eagles in the Chilkat Valley; and developed measures to mitigate unavoidable impacts of riprap on riverine and riparian ecosystems. See comment response R02a and R02b and the revised Environmental Assessment.

protections provided by AS 41.21.610 for those portions of the project that are inside or adjacent to the Chilkat Bald Eagle Preserve. This ADOT manual plainly confirms the Haines Highway EA is deficient in that it needed to contain avoidance alternatives and consideration of exceptions to design standards.

"The primary purpose of the PIP [Public Involvement Plan] is to inform the public and to **ensure that all reasonable alternatives are identified** and public and agency concerns are considered and addressed **before** committing to a preferred action. (*Alaska Highway Preconstruction Manual* at 430.2.4, emphasis added). Not only were all reasonable alternatives not identified, but EA Appendix H references agency concerns expressed by members of the Inter Disciplinary Team that have not been sufficiently considered and addressed. Some of these concerns include replacing riprap with engineered logjams (pages 10, 22, and 31), a request not to cut important eagle roosting trees either adjacent to the river or on the roadside (page 31), a justification for all areas of Chilkat River fill (page 106) and a request for a determination of the cumulative impacts of Chilkat River fill (page 106). The EA failed to create reasonable alternatives that address these specific agency concerns, and fails to provide a meaningful discussion of cumulative impacts. 240b

Need for an EIS
If significant impacts are identified, an EIS is required. (*Preconstruction Manual* at 430.4.8) "If at any point in the EA process the Administration determines that the action is likely to have a significant impact on the environment, the preparation of an EIS will be required." (23 CFR 771.119(i)). It is time to make this determination. Please see LCC's 8/15/13 comments for a full discussion of significant impacts, the IDT request for a cumulative impacts assessment, and our site-specific significant impacts attached to this document.

Design Flexibility and Exceptions
During the lengthy conversations referenced above, ADOT stated design constraints did not allow for lowering speed limits through sensitive habitats, did not allow retaining substandard curves, and did not allow smaller fill limits and clear zones. However, there is substantial information to the contrary from many sources including the *Alaska Highway Preconstruction Manual* (Preconstruction), FHWA *Mitigation Strategies for Design Exceptions* (Mitigation), and FHWA *Flexibility & Context Sensitive Solutions* (Flexibility) available at http://www.dot.state.ak.us/stwddes/dcsprecon/index.shtml#

A design exception is a "decision to design a highway element or a segment of highway to design criteria **that do not meet minimum values or ranges** established for that highway or project." (Mitigation, page 3, emphasis added) Design exceptions are "needed" for a variety of reasons including "impacts to the natural environment" and "sensitivity to context." (Mitigation, page 3).

"As stated in the Green Book, existing roads that do not meet the guidelines for geometric design **are not necessarily unsafe and do not necessarily have to be upgraded to meet the design criteria**:

240b See Comment Response 41 and 42, and Section 4.21 of the revised EA.

The fact that new design values are presented herein does not imply that existing streets and highways are unsafe, nor does it mandate the initiation of improvement projects ...For projects of this type (resurfacing, restoration, or rehabilitation [3R]), where major revisions to horizontal and vertical curvature are not necessary or practical, existing design values may be retained. (p.xliii)" (Flexibility, page 33, emphasis added)

When the range of allowable design speeds would result in "unacceptable impact on adjacent properties," a design exception process can be employed. (Flexibility, page 59). Further, "research confirms that lowered speeds are **safer** and lowering speed limits can decrease both crash frequency and severity." (Mitigation, page 26, emphasis added).

In regard to safety, there are "nominally" safe roads and "substantively" safe roads, where nominally safe roads are built to minimum design standards and substantively safe roads do not meet all design standards but have good safety records. (Mitigation, pages 7-
240c 8). In our previous comments we referenced the EA stating that the Haines Highway, with the exception of three specific places, was substantively safe.

Regarding curves, "a designer may reasonably accept a design exception for curvature on a two-lane rural highway with low traffic." (Mitigation, page 17). Therefore it is possible to retain existing curves through sensitive habitat on the Haines Highway. There is a precedent for this, particularly when specific curves "have no accident history." (Preconstruction at 1160.3.3).

Minimum shoulder width for an arterial highway is 2 feet. (Mitigation, Table 7). In cases "where shoulder width is limited, another mitigation strategy is to provide regularly spaced pull-off areas." (Mitigation, page 81). This strategy should also be employed to achieve smaller fill lines when necessary to protect natural salmon and eagle habitats, and is in keeping with the EA, which includes a "Proposed Typical Section" with variable fill lines. (EA Figure 1.2-2). "Where shoulder width is limited, another mitigation strategy is to provide regularly spaced pull-off areas." (Mitigation, page 81).

There is precedent for retaining existing lane and shoulder widths based on low accident
240d rates, (Preconstruction, at 1160.3.1) which the Haines Highway has. Additionally, "the superior alignments are ones that follow the natural contours of the land and do not affect aesthetic, scenic, historic, and cultural resources along the way. Construction costs may be reduced in many instances when less earthwork is needed, and resources and development are preserved. . . . When possible, the alignment should be designed to enhance attractive scenic views, such as rivers, rock formations, parks, historic sites, and
240e outstanding buildings. The designation of certain highways as scenic byways recognizes the importance of preserving such features along our Nation's roadways." (Flexibility, page 66). Again, the scenic byway reference is highly appropriate to this project.

To conclude, DOT is not boxed in by inflexible standards. "Standard or conservative use of the Green Book criteria and related State standards, along with a lack of full consideration of community values, can cause a road to be out of context with its

3

240c See Comment Response R06.

240d See Comment Response R04.

240e See Comment Response R09.

surroundings." (Flexibility Forward). An open process that includes public involvement "fosters creative thinking is an essential part of achieving good design." (Id.) We look forward to seeing this type of "good design" offered as an alternative in a forthcoming EIS.

Section 4(f)

"A Section 4(f) use can occur either directly or indirectly." (Appendix E, ADOT *Environmental Procedures Manual*, E.1.1) The direct use of land swap properties and the historic bridge were discussed in the EA, but there was no discussion of the indirect or "constructive use" of 4(f) property that will occur as a result of the proposed project. That is, a constructive use occurs when the transportation project does not incorporate land from a section 4(f) property, but rather by proximity of the project to Section 4(f) protected lands. The entire CBEP is Section 4(f) protected property. Lack of constructive use analysis is a major EA deficiency.

240f

Constructive use occurs when the scope of work is not minor in either nature or magnitude, and when there may be permanent adverse impacts, or temporary or permanent interference with activities or purposes of the property. (ADOT *Environmental Procedures Manual* at E.2.1). We will address each part of this standard.

The scope of work for this project inside or adjacent to the Preserve includes about 15 miles of construction that includes blasting, tree felling, re-routing anadromous streams, and adding fill to the Chilkat River, clear water streams, and wetlands. Project magnitude is apparent when one considers that 88% of the fish bearing streams that feed into the Chilkat River will be impacted. (LCC 8/15/13 comments, referencing the EA). Potential permanent adverse impacts inside Section 4(f) protected property are detailed in our attached site-specific slide-by-slide analysis and include the following permanent environmental consequences: interruption of Chilkat River flow patterns and river hydrology, loss of habitat complexity for salmon, eagles and other wildlife, loss of existing riparian vegetation, impairment to water quality, loss of eagle roosting, hunting, and feeding trees and winter windbreak areas, reduced bank rearing habitat, and loss of rare coho salmon rearing habitat. Many of these site-specific impacts are corroborated by USFWS comments, and we believe that NMFS comments will also evaluate Essential Fish Habitat impacts. When viewed as a totality, the impacts are widespread, cumulative, and significant.

In addition to the potential for permanent adverse impacts as listed above, are both temporary and permanent interference with activities and purposes of the property. Our site-by-site significant impact comments detail specific areas where opportunities for visitors to view wildlife will be lessened, eliminated, or impaired. Wildlife viewing in both wetland areas and eagle viewing areas will be affected. The "enjoyment of bald eagles and other wildlife" is a Preserve purpose (AS 41.21.610(b)(2)), and an important activity of this 4(f) property. Another statutorily protected activity in the Preserve is traditional use, such as subsistence. (Id. at (b)(5)). The EA already admits to potential short-term impacts to subsistence, (page 94) and it is possible that impacts would likely be more than temporary and far more serious than admitted, as alluded to in Sealaska

240g

240f See Comment Response R70.

240g See Comment Response R83.

Heritage's Public Hearing Testimony on August 5, 2013. Considering the large number
240h of salmon habitat areas that will be significantly affected, it is logical to assume that salmon population may also be impacted, which would dramatically impact subsistence. In any case "natural" salmon habitat is statutorily protected, as is eagle habitat. (AS 41.21.610(a) and (b)(1)). Lastly, even the EA admits to short-term direct and indirect water quality impacts in "numerous clear streams," and short-term effects to Essential
240i Fish Habitat. (EA, page 96). Water quality impacts are an interference with a Preserve purpose as is any interference with salmon habitat. (AS 41.21.610(b)(1) and (3)).

"The significance determination must consider the significance of the entire property and not just the portion of the property being used for the project." (ADOT *Environmental Procedures Manual* at 6.2.3.1) "Temporary occupancies must have no anticipated permanent adverse impacts and no temporary or permanent interference with the protected activities, features or attributes of a property." (Id. at 6.2.4) Again, eagles and eagle habitats are protected in perpetuity; salmon and natural salmon habitats are protected in perpetuity; the enjoyment of bald eagles and the opportunity for further research and study is protected; water quality is protected; and traditional uses such as subsistence are protected. Given the above it would be illogical not to conclude that there
240j will be significant interference and significant impacts to the 4(f) property in proximity to the project.

According to 23 CFR 774.15)(e), a constructive use occurs if
(1) Noise levels increase due to the project that substantially interferes with the use and enjoyment of a noise-sensitive 4(f) property
(v) such as viewing wildlife in a wildlife refuge.

This would occur as a temporary interference during 6 to 8 years of construction, which would include blasting, tree felling, and heavy equipment operating in close proximity to Preserve wildlife viewing areas.

(2) The proximity of the proposed project substantially impairs aesthetic features that are important to the value of 4(f) property, such as substantially detracting from an area that derives its value from the setting.

The existence of many eagle trees, undisturbed natural wildlife habitat, and a meandering roadway all contribute to the aesthetic features of the Preserve, and the features which qualified the Haines Highway for National Scenic Byway designation.

(5) "The ecological intrusion of the project substantially diminishes the value of wildlife habitat in a wildlife and waterfowl refuge adjacent to the project, substantially interferes with the access to a wildlife and waterfowl refuge when such access is necessary for established wildlife migration or critical life cycle processes, or substantially reduces the wildlife use of a wildlife and waterfowl refuge."

240k We have documented (and USFWS has corroborated) ecological intrusion that substantially diminishes salmon and eagle habitat, and therefore use of such habitat by

240h See Comment Response R22.

240i See Comment Response R10.

240j See Comment Response R70.

240k See Comment Response R07 and R11.

salmon and eagles during critical life stages, and in one specific instance, migratory bird habitat. The disturbance will be extensive, widespread, and significant. To illustrate the extensive and widespread and therefore significant nature of the intrusion one only needs to look at Table 1.2-1 which delineates how impacts to salmon and salmon habitat will be spread throughout the entire project. (EA, pages 6-7). Wetlands fill and Essential Fish Habitat and stream impacts are noted for 21 of the 22 miles covered by the project.

240l We believe that the project's proximity impacts will be so severe that the protected activities, features, and attributes that qualify the property for 4(f) protection are substantially diminished and impaired as per 23 CFR 774.15(a)).

A project that results in constructive use of a nearby Section 4(f) property must be evaluated in regard to **feasible and prudent avoidance alternatives and inclusion of all possible planning to minimize harm.** (ADOT *Environmental Procedures Manual* at
240m 6.2.4). Since there was no discussion of constructive use in the EA, and no alternatives presented that used avoidance and all possible planning to minimize harm, and no substantial evidence presented in the EA that mitigation measures will reduce impacts below the level of significance, and given expert agency opinions to the contrary, a FONSI cannot occur.

The de Minimis Finding is Arbitrary

The de minimis determination was "based on the fact that this project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f)." (EA, page 108). We have shown this to be utterly false. A de minimis determination "shall include sufficient supporting documentation that effects will indeed be de minimis. (23 CFR 774.7(b)). DPOR's de minimis finding lacks a reasonable basis,
240n and was made before the EA was written and was therefore based on insufficient information, as we stated in our August 15 comments. Further, "a de minimis finding cannot be made for a constructive use of a Section 4(f) property." (ADOT *Environmental Procedures Manual* at 6.8)

Concluding Remarks

The Chilkat Bald Eagle Preserve is a remarkable resource for our members. Many of our members participate in the Chilkat subsistence fishery. Many earn their livelihoods through commercial fishing or tourism related businesses that rely on the health and productivity of the Chilkat watershed. Many members sport fish along the Chilkat. Many of us view, enjoy and photograph eagles and other Preserve wildlife. Many drive the highway daily and understand how the various natural habitats are used, and how individual trees and stands of trees support eagles during critical life stages.

The Preserve is also a remarkable resource for visitors from around the state and around the world. The Haines Highway Scenic Byway is truly a scenic byway, and we hope it remains scenic. The point is that road upgrades can be made with far less impact than is proposed by this project. Unfortunately, a project with fewer impacts was simply not considered. The significance of the resources and the "features and attributes" at stake require that such an alternative be considered.

240l See Comment Response R83.

240m See Comment Response R02d and R70.

240n See Comment Response R70 and R83.

Respectfully submitted,

Eric Holle
President

240p

Below is a summary of significant impacts in and around the Alaska Chilkat Bald Eagle Preserve. The station numbers used are derived from EA Figure Set C-Wetland Impacts and Proposed Stream Mitigation. The station references represent approximate locations, but the concerns are easily identified by using these as a guide. In most cases the conceptual mitigation plans for individual locations are not addressed in this document. The details of these plans need to be clarified. Each completed mitigation project needs to be monitored for at least 10 years and mechanism to insure any needed modifications must be in place.

Slide One: Station 212-219
Fisheries: Significant impact on riparian bank of anadromous fish rearing stream without mitigation plan.

Eagles: Significant Impact on Eagle ability to hunt if large cottonwood and spruce are cut in this area.

Cultural: Significant cultural impacts to burial grounds.

Also see: USFWS comments Stations 212 – 284

Slide Two: Station 219-252
Fisheries: At station 222-229 there are significant direct impacts to existing anadromous fish rearing streams with no mitigation proposed.

In the area of station 240, we support the USFWS comments regarding stream management, and ask that special attention be given to their recommendation of additional avoidance of fish bearing wetland.

Slide Three: Station 256-269
Fisheries: This area is referenced in USFW comments on Stations 212-286 as seasonal (summer) salmonid rearing habitat. The rearing pond on the uphill side of the road provides critical overwintering habitat for juvenile salmonids as well and will suffer significant impacts. While habitat improvements in this area could be part of a plan, they are not indicated in the current EA.

Slide Four: Station 297 – 301
Fisheries: River fill with no mitigation plan. Options for habitat improvements exist and have been ignored in the EA.

Slide Five: See USFWS comments section 317 – 340. We support the recommendations for section 319+13.

Station 331 to 340 has fish rearing habitat impact with no mitigation plan.

Slide Six Station 349 – 356, 364 - 368, 370 – 375, and 379 – 382.

240p See Comment Response R02b and the Revised EA. Avoidance and minimization measures taken during design of the revised proposed action are referenced Station by Station in Table A-1 in Appendix F of the revised EA. The alignment has been modified resulting in further avoidance and minimization of project impacts. Additional studies were completed regarding the project impacts to Bald Eagle (See Appendix G of the EA).

Fisheries: River fill with no mitigation will impact flow patterns and habitat complexity on this part of the river. Existing riparian vegetation will be lost and the curvature of the bank will be straightened, reducing the critical bank rearing habitat and influencing the formation of productive river side channel. Options for habitat improvements exist and have been ignored by the plan.

Eagles: The trees slated for cutting on the uphill side are the ONLY surveying and hunting perches on that stretch of the river. This is significant eagle habitat.

Slide Seven Station 382-391, 395-398, 401-405, 410-416.
Fisheries: Very significant impacts due to Chilkat River fill in depositional area of flood plain. Addressing hydrological impacts and alterations to the complexity of the river bank is required and neither is proposed in the plan.

Eagles: The plan to move the road into the river creates a high profile perch that eagles may use and therefore creates a risk to eagles.

Near station 414 the road enters the Chilkat Bald Eagle Preserve, an area withdrawn from multiple use and dedicated specifically to protection of eagle and salmon habitats. Any impact on habitat in the Preserve is inconsistent with the statutory purpose of the area. The Preserve has a federal 4(f) designation. A standard of avoidance of impacts is the preferred option, and flexibility of highway design standards is expected in projects that impact such areas.

Slide Eight: Station 415 – 417, 428-446
Fisheries: See river fill comments for Slide Six and Seven above. Significant impact to salmon habitat and river hydrology caused by large river fill without a mitigation plan. Options for habitat improvements exist and have been ignored by the plan.

See USFWS comments for this area. We confirm the significant damage to habitat, and the need for a restoration plan that provides appropriate bank complexity and reduces river acceleration and scouring along the toe of the slope. The restoration of the abandoned road segment is not addressed.

Station 417 – 422
Eagles: Significant impact on eagle habitat with large mature cottonwoods necessary to Eagles being cut throughout this area. Trees to be cut are vital trees on the river side of the project.

Slide Nine: Station 448 – 466
Fisheries: River fill has significant impacts on river habitat without mitigation. See USFWS comments on this area.

Station 470-480

Tourism: Wetlands are being filled without mitigation. This area used by tour companies for roadside wildlife viewing, loss will have economic impact on existing tourism in the Preserve.

Slide Ten: Station 480-488
Eagles: Cottonwood and Spruce used by Eagles on both sides of Highway will be cut causing significant damage to habitat. Avoidance is not practiced. No alternatives provided.

Station 488 to 493, 510-515
Fisheries: High value emergent wetlands are being destroyed with no mitigation. As this area is surrounded by Eagle Preserve and due to the impact on fisheries habitat, this is very significant. No alternatives provided.

Please note USFWS comments for these stations, documenting the significance of the impact. These are pristine wetlands and should be avoided.

Abandoned road is not reclaimed or restored.

Station 495 – 501
Fisheries: River fill with no mitigation proposed, the design has significant impact on hydrology and habitat complexity within the Preserve. Options for habitat improvements exist and have been ignored by the plan.

Slide 11: Station 514 to 524, 523-541
Fisheries: Significant impact caused by filling productive wetlands. This is a very productive deep water and seasonal rearing habitat.

Eagles: The plan will remove riverside trees that are vital eagle habitat adjacent to water in the Preserve used for feeding.

Tourism: This area used for roadside wildlife viewing opportunities important to the guiding industry.

Activity in this area, if any, should follow the directions of USFWS recommendations.

Slide 12: Station 567-571
Fisheries: The toe of the slope will displace this fish stream with no mitigation proposed. Significant filling of wetlands without avoidance effort or mitigation.

Eagles: A significant row of eagle trees will be cut. This is not appropriate in this area.

Slide 13: Section 584-587, 588-606, 610-612
Fisheries: Proposed river fill will narrow this side channel and significantly alter the riparian habitat in the Preserve waters. This area as reported by USFWS comments is significant in multiple ways. USFWS recommends change in alignment. Wetland fill will

impact many small streams feeding rearing habitat. This is an area of high impact to the Preserve.

Eagles: Narrowing of this channel will likely cause erosion on the opposite bank and the loss of many significant riverbank eagle trees.

Slide 14: Station 620-623,626-631, 639-641
Fisheries: River fill with no mitigation. Loss of riverbank habitat complexity through the Preserve. Fill of wetlands with no mitigation proposed.

Eagles: Removal of large number of potential roosting trees adjacent to river.

Tourism: Roadside viewing opportunities will be lost with filling of this wetland.

Slide 15: Station 665-673, 678-683
Fisheries: Proposed river fill will narrow this side channel and significantly alter the riparian habitat in the Preserve waters without mitigation. The impact is significant and avoidance is recommended and easy to implement with design flexibility. Options for habitat improvements exist and have been ignored by the plan.

Slide 16: Station 683 - 685, 695 – 699
Fisheries: The river fill will impact fish resources in the Eagle Preserve without mitigation. The impact is significant and avoidance is recommended and easy to implement with design flexibility. Options for habitat improvements exist and have been ignored by the plan.

Station 709 – 716
Fisheries: Wetland fill will have extremely high impact on fish habitat. This is an area with extraordinarily significant impact. It should be avoided as recommended by 4(f) regulations. Avoidance is possible and practical. This habitat is rare over wintering rearing habitat for coho salmon.

Slide 17: Station 733 – 736
Fisheries: USFWS recommends avoidance and clearly states the significant impact to fisheries. Avoidance is the preferred solution recommended by FHWA regulations in this 4(f) area. Creating spawning habitat is very difficult and subject to high rates of failure. This habitat is a vital Preserve resource.

Eagles: Through the entire length of slide 17, many upland side eagle trees will be cut. Cutting of Eagle trees in the Preserve area is a significant impact. There are no riverside trees to provide hunting opportunities for eagles.

Station 740-744
Eagles: Significant number of large old cottonwood eagle trees will be cut. This is an unacceptable impact affecting in this special use area.

Slide 18: Station 758 – 768
Fisheries: Significant river fill of small channel used for rearing and migration by salmon with no mitigation or avoidance. The hydrologic impacts of this fill will cause the erosion of the shoreline on the opposite bank under high water conditions, leading to significant habitat damage in the area of the Preserve. Options for habitat improvements exist and have been ignored by the plan. This area is currently utilized for nature viewing. The fill will significantly alter this use.

Station 771 – 777 Stream being filled and apparently routed along the toe of the fill slope. This will have significant impacts on fisheries.

Slide 19: Station 793 – 810
Fisheries: Emergent wetland fill has significant impacts on Preserve resources with no mitigation proposed.

Tourism: Opportunities lost on the uphill side of the road. This is an important area for guided tours.

Slide 20 Station 815 – 818
Fisheries: River fill will cause significant impacts to flow and rearing habitat complexity and likely cause erosion on the opposite shore. This direct significant impact in the Preserve is contrary to the intent and purpose of this 4(f) area.

Station 817 – 821
Tourism: Significant impact to other species from this activity includes damage to documented migratory bird habitats.

Eagles: Throughout this slide, multiple significant eagle trees are being cut. The damage to trees that have not been specifically surveyed for use is inconsistent with decades of planning in this 4(f) area. Opportunities for eagle research, a stated Preserve purpose, will be severely impacted.

Slide 21 Station 860-865, 869-872
Fisheries: Mitigation proposed for this area must be monitored for 10 years to ensure it functions as designed. Abandoned road not reclaimed or restored.

Station 872
Fisheries: High value emergent wetlands to be filled adjacent to catalogued fish stream. Stream will flow against toe of fill slope. Wetland mapping in this area appears to miss some wetlands between stations 868 and 873. No mitigation is proposed. This is significant habitat damage in a 4(f) area.

Eagles: Throughout this slide numerous cottonwood eagle trees adjacent to salmon spawning habitat are being removed. These trees are key features of the Eagle Preserve. Chum salmon usage makes this area critical. Absolutely no eagle trees may be cut without significant impact in this area. Avoidance has not been done as appropriate.

Slide 22 Station 888-898
Fisheries: Wetland impacts are not sufficiently mitigated. Please see USFWS statement for this area. Mitigation for this area needs to be monitored for 10 years to ensure it functions as designed.

Station 885 - 889
Eagles: As with above, throughout this slide numerous cottonwood eagle trees adjacent to salmon spawning habitat are being cut. These trees are key features of the Eagle Preserve. Extensive chum salmon usage makes this area critical. Absolutely no eagle trees may be cut without significant impact in this area. Avoidance has not been done as appropriate.

In general, USFWS has not commented on any of the following areas. Additional study of this area is necessary.

Slide 23 Entire Slide
Eagles: High value, horizontal branch eagle trees being cut. This is one of the primary viewing areas on which the Haines/Klukwan economy depends. None of these trees can be cut without significant impacts.

Slide 24 Station 954 - 958
Eagles: Eagle trees pictured in this slide have been cut without a permit (to the best of our information). These were high value trees for nesting.

Station 958 – 976
Eagles: Elevated causeway will create a significant barrier for eagles approaching the river, height increases will result in eagles flying low over the road creating a collision risk. This decision has significant impacts and requires additional research.

Entire Slide
Eagles: Many trees to be removed which are potential nest and/or perching trees. This is a very high use area that should eliminate all mature tree removal.

Slide 25 Station 977 – 982
Eagles: Significant eagle trees being cut on uphill side. This stand will provide the succession trees needed for the future nest sites. There is no reason for this disruption and significant damage. Avoidance is recommended and speed limit reductions are recommended to limit the footprint.

Station 982 – 986
Eagles: Based on the map, the volume of trees (hundreds of mature trees) adjacent to the critical habitat that are to be cut is highly significant and will do substantial damage to Preserve resources and impact the eagle population. Again, this impact could be avoided by design modifications.

Station 998-1013
Eagles: Significant eagle trees will be taken in critical habitat area shown on DOT maps. This is a major impact on eagles and our visitor industries.

Station 1019-1025
Eagles: Significant traditional nesting areas will be destroyed on the upland side of the road. This impact is inconsistent with 4(f) expectations, Preserve purposes and the needs of the community. In the same area, significant night roosting habitat will be destroyed.

Slide 26 Station 1026 -1030
Fisheries: Fill of valuable wetlands adjacent to the river will have an impact. Riparian impacts may be significant and require mitigation.

Eagles: Significant impact will occur affecting major Eagle perching and feeding habitat on the river side of the road, all in critical habitat area.

Station 1038 -1041.
Fisheries: River fill is proposed on top of spawning habitat destroyed by past highway project fill. No mitigation has been proposed for this loss of riverbank complexity adjacent to the Critical Habitat Area

Station 1042-1049
Eagles: Significant traditional and current nesting areas will be destroyed on the upland side of the road. Some of these trees are not yet identified by USFWS. Local observers are familiar with these nests. This impact is inconsistent with 4(f) expectations, Preserve purposes and the needs of the community. In the same area, significant night roosting habitat will be destroyed. These are large old growth cottonwoods of significant value.

A review of the topographic maps show that this is an area of level cottonwood forest that provides significantly more important winter night roosting habitat and should be avoided because the level canopy provides a wind break. This is critical wintering habitat.

Slide 27 Station 1048 – 1054
Eagles: Significant traditional and current nesting areas will be destroyed on the upland side of the road. Some of these trees are not yet identified by USFWS. Local observers are familiar with these nests. This impact is inconsistent with 4(f) expectations, Preserve purposes and the needs of the community. In the same area, significant night roosting habitat will be destroyed. These are large old growth cottonwoods of significant value. A review of the topographic maps show that this an area of level cottonwood forest that provides significantly more important winter night roosting habitat and should be avoided because the level canopy provides wind break. This is critical wintering habitat.

Station 1063-1065
Eagles: Significant damage to eagle habitat with taking of hunting trees on the river side of the road. Eagles use these trees year round.

Station 1066 – 1073
Eagles: The significant damage is to night roosting eagle trees that should not be disturbed. This is another key area in the Preserve where avoidance is not being practiced.

Station 1074 – 1081
Eagles: This is the most heavily used group of trees critical to the survival of the eagle population. These are key hunting and surveying trees and avoidance is essential to management of the eagle population. The speed should be reduced and the highway footprint reduced.

Tourism: This slide and the previous slide include habitats that are vital for tourism access and irreplaceable. The impact is very significant.

Slide 28 Station 1082 -1102
Eagles: Significant number of trees in critical habitat on river side of road will be taken. It appears that hundreds of trees critical to the population will be impacted. Avoidance is the only appropriate option. Significant impact noted.

Station 1102 – 1106
Fisheries: Catalogued stream will be routed along toe of road fill. Habitat will be impacted within the Preserve with no mitigation proposed.

Slide 29 Throughout this slide
Eagles: Significant numbers of critical eagle trees will be cut on the river side of the road. Two years ago, hundreds of large cottonwoods critical to eagles were taken without public notice. Avoidance is appropriate.

DOT Meeting 8-19-13 19 Mile
Slide/Station/Issues/Notes/ Results

1:07
Present:
Joe Hotch-Chief Klukwan, (907) 766-3903
John Brower-Klukwan Village Administrator, jbrower@chilkat-nsn.gov, (907) 767-5505
Dan Egolf-Haines-Guide-Tour Bus Business Operator - Naturalist <antops@mac.com
Bart Henderson-Haines-Bus and River Guide Tour Operator - rbartelow@mac.com
Eric Holle-Haines-President Lynn Canal Conservation banjorebop@yahoo.com>
Nancy Berland-Haines-Rivers Without Borders <nancy@riverswithoutborders.org>
George Figdor – Haines Resident <figdor@aptalaska.net>
Peter Goll- Haines - Retired State Representative for Haines/Klukwan 907 766 3717
psgoll@yahoo.com
Macky Cassidy –Haines – taking minutes. Lynn Canal Conservation
<lynncanalconservation@gmail.com>
Ray Staska <staska@aptalaska.net
Steve Brockman-Deputy Superintendent USFWS Juneau
Steve Lewis – Raptor Biologist USFWS Juneau
Jim Adams- Policy Director for Alaska - National Audubon Society <jadams@audubon.org>
Mario Benasi <benassimario04@gmail.com>

Present:
Chuck Correa, Jane Dendren, Steve Brockert, Mike Eberhardt, Naomi, Greg Lockwood, Marquita M, Steve Lewis (US F&W) Jim Scholl, Jackie Timothy (F&G Habitat), Jim Adams (Policy director for Alaska/National Audobon)

Tapes of this entire meeting are available. All participants of this meeting located in Haines agreed that impacts to cultural sites, subsistence, tourism, and fish and wildlife habitat were unacceptable, and the repeated suggestions for a 50 mph design standard were rejected by Chuck Correa of DOT during the meeting.

Jim Adams:
Audubon is Interested in protecting bird habitat with a vengeance. (In Anchorage)

Bart Hendersen:
Operating in preserve since 1978. 10,000 people per year. Bus people up the highway so scenic aspects of hwy are draw of tour & access to river for running rafting trips. Because not power boats access issues revolve around a dynamic river system that changes often when river moves. Traditionally through the years, take out/put in have changed over the years. Needs to be addressed where access points are today & how highway project might impact or enhance. Looks forward to working with DOT to make public access to the river safe & convenient. Busses operating on highway have been good with current construct and alignment. Use scenic byway in advertising. Would like to encourage DOT to make use of all aspects of the Scenic Highway designation to enhance this concept. Issues on the road that need to be addressed: bridges/slide areas/ but basic concept of making road 55 mph seems to be running in conflict in several places. The value of maintaining scenic byway is economically speaking a valuable part of our community. Urge you to use your abilities to enhance the Scenic Byway concept. In particular: 18---Klukwan is the heart and soul of the eagle preserve, and our businesses rely on.

The concept of 55mph in that zone creates a lot of issues in that section, better of to have reduced speeds in that zone. Express support: reduce expectation of 55mph speed as being useful. Create more problems/safety issues because so many people are on the road. 50Mph road upsides outweigh the 55mph.

Chuck Correa:
Characterize primary put-in and pull-out points.

Bart:
14 mile
19 mile
21 mile
are main take-outs, occasionally take-out at 10 mile.
Tsircue river. Hotch allotment was used at 19 mile, no longer have access. Primarily using turn-out at 21 mile. 19 mile pavilion area would be good access. 19---21 mile. Put in on the Klehini river, dyke below steel bridge, or 30 mile on the Klehini, Chilkat Lake Landing, or above Chilkat Lake landing off spur road (devils elbow), put-in at 14 mile and take-out at 10 mile.

Dan:
Alaska Nature tours. In business since 1985. Take winter customers to view eagles. 14 mile ,**Station 730--**
Spot that isn't hardened up or developed as a turn-out for Photographers. Worried about removal of eagle feeding trees on both sides of the rivers.
Slide 24/Station 950—station 1100 should stay in the same roadbed area. **19 Mile Slide area needs more information.** Trees are vital. Eagle festival stimulates economy in the winter when things are pretty dry. Scenic value of the road will be compromised by cutting into hillside. I would be for improving road without impacting trees. Keeping road a 45-50 mph road in this section would be good.
19 mile elevated portion is a bit unclear, can't see exactly what is proposed. Raising road bed up could impact eagle trees. ***Keep roadbed in that area and keep speed limit reduced.**

Naomi:
Slide 24/Stations 954----980
Elevated road to address debris flow. 12-15 feet and install 4 heavy equipment sized culverts. Start climbing around station 950. Cross section/ profile is in the preliminary engineering report. Green lines are approximate footprint of fill and will follow current roadbed.

Jim Adams:
The entrance of a national group into an issue like this is often articulated by the local voices. Audobon is on-board and will get out of the way for other folks to voice concerns about. Very interested and look forward to being a part of this discussion.

Nancy Berland/George Figdor: Comments on underlying issues within preserve. Fastest/cheapest alternative is to have an alternative.
Benefits to be gained from a 50mph speed limit. The federal rules allow for a 50mph speed limit and 4 foot shoulders. **Federal Highway document- *Mitigation Strategies for Design Exceptions.*** Context Sensitive- live in harmony with natural environment. Significant enviro impacts. We want to have a desin that works for community/ habitat.

Context signs- culturally and historically sensitive. 13 criteria- speed, curves, shoulder widths. Logicall with adjacent land use. Logical with respect to classification of highway. Doesn't need to be 55mph and doesn't need 6 foot shoulders. Document has case studies:
The only case study that made sense....Tensly Buffalo Highway: enviro sensitive: reduced shoulders, reconstructed hwy along current bed, reducing curves. ***__You have wiggle room, exceptions to designs and still receive federal funding.__**
Expedite process/ avoid EIS, allow for funding to follow through in this fiscal year.

Joe Hotch:
Tribal member of CIV. Concern is all the way from 20 mile up to the border. Protection of environment that provides us with medicine and fish. Hunting/fishing rights in that area. Worked with LCC before on herbicides/pesticides. Lots of children growing up. Title 25 US Code- anytime road is widened. Tribal Administrator brought along. Oppose spraying of any kind.

Chuck:
Received a hand written comment from Joe Hotch. No mention of spraying associated with this project. Would not be using any herbicides on this issue.

John Brower:
Still helping with administration. DOT and Federal Hwys has been cooperative in meeting with the village. Mostly dealt with land surrounding village. When EA came out, dealt with entire hwy project. For the 1st time we were expressing concern for the entire valley/ entire project. Now with the broader picture. Submitted comment after brief snapshot of EA. Having public review a document of that caliber in 30 days is an enormous task. Not about funding, making sure project gets done correctly- giving more time to interact with development of project. Village uses land for livelihoods that many people from Urban areas don't understand.

Chuck:

Department is extending for a couple days. Extended to week from today. August 26th.
*** We should send in a letter supporting USF&W's comments.

John Brower:
The CIV felt the 60 day limit was still necessary.

Peter:
Joe Hotch is in support of 50 mph and against any destruction of the preserve. After 1982 worked to write language and develop management plan.
History and context. Mario, then Ray Staska. Involved with Governor Hammond on protecting this land. Audobon, State, and LCC drafted solution: area around preserve= multi-use, state forest is surrounding land. Internationally know resource up for National Park, but state grabbed up. Fish habitat/ eagles protection is the purpose of the preserve. Removed from multi-use, State would have protection in eternity. Road should be designed with respect for importance of area. Preserve should not be viewed as impediment/ looking for net loss of ZERO through preserve. Provides adequate safety/ protection of habitat.
Some areas where significant improvements are being made but to make changes by

Deadline of September 18th.

Ray Staska:
Area biologist during 1st reconstruction of hwy in the 1980s. There remain some important fisheries habitat in the lower end of the hwy project. Hopefully reoccurring problems from 80s will not reoccur. (inadequate sized culverts). Adjacent land to preserve is just as important as actual land within preserve. Work with Takshanuk to protect fisheries habitat in lower part of the preserve.

Mario Benassi:
Documenting raptors for many years. Many concerns from my perspective on this project. Current speed through the preserve. The number of birds that are impacted on the road/ vital habitat. “critical habitat” was delineated on the river side of the road. Not sure how that was done. Habitat on the other side of the road is important too. Night roosting in cottonwoods are a very narrow strip, provide cover from wind and rain.
Stockpile of material in 19 mile area that began 2 years ago. A number of trees were chopped down in that area.

Jim Scholl:
Simply a stockpile of material that was moved off the road. It is in the right of way, and don't have authority to move it anywhere else.

Mario:
That material was stockpiled in place of several high-value trees. We should be treading lightly in this ear. 200 trees were cut above Klukwan in the right-of way. Any trees cut down within critical habitat. Impacts to tourism.
Slide 24/Stations 954----980:
Will take nesting trees out of area because traffic will be at eye level.

Peter:
Shouldn't assume that the right-of way is acceptable to discriminate against.

George Figdor:
Preserve being the target for the design. Make the project conform to preserve not the other way around. Scenic byway guidelines do strongly establish guidelines. Give the challenge of designers and engineers to shift vision/goal. If design goal is to increase speed then you come up a design. Shift goals to embrace cultural resources and habitat. Come up with a road that looks more like a park road than a super-highway.

Change is philosophy.

Steve Lewis:
Fish & Wildlife. Here to find solutions as well.

Joe Hotch:
When fist talking about eagle preserve. Each eagle eats 3 fish per day. Think about how many fish are needed to feed thousands of eagles.

Chuck Correa:
We would like to hear what areas have special concern.
Mile Post 19---21 mile area sounds like there are many concerns. Last meeting we talked at length about riprap fill/fisheries. Now we should talk about eagles/ tourism/ viewing. Any concerns on areas outside of 19 and 20 mile.

Critical Habitat area: descriptive term: area of special attention, descriptive designation not a legal designation.

Mario:
No buffer on the rivers edge. No place for birds to perch. Bears included, no access to river. Where there are no trees between river and road is a problem. Just riprap and road is bad.
3 basic types of perches. Active hunting perch on river side of road are important. Trees within ½ mile of river are all potential for feeding/survey for hunting.
After feeding perch for resting- trees within river distance.
Overnight roosting perches.
Horizontal branches are of significant importance. Certain aged trees begin to cauliflower out and near river are highly important. Anytime cutting down trees we should look at their shape/age and think of successional trees.
Slide 24/Stations 954----980:19 Mile—22mile going uphill with road--- nest that could be taken. Many trees have remnants of nesting. Leaving road bed between 19 mile and 21 mile is going to be tricky. Can identify important trees by horizontal branches and proximity to river. Takshanuk is coming up with a citizen science program to identify important trees.

Peter:
Do we need to do site by site or tree by tree surveys?

Jim Scholl:
Looked at nests and remnant nests.

Peter:
Just identifying nesting trees is not sufficient. Habitat surrounding trees and nests is what's essential in protecting perpetually.
Does DOT need additional assistance from USF&W?

Steve:
Agree with Mario, that anything between road and river is important to eagles. Will be involved as much as possible, need eagle biologist to work on identifying which trees are of importance. Site specific analysis is scrupulous and tedious.

John Brower:
Is Alex present? After Klukwan meeting, Alex was speaking to Jones Hotch. Addressing several issues, and understanding that issues need to be worked out, and may take time. Big picture guy, not detail oriented. Lots of issues/concerns raised- I get to drive it everyday. Honor to work in Klukwan. Lani Hotch has stated this several times. From a big picture perspective this lifestyle if different here, sacred and we have to treat it as such. This may take time. When the EA came out we weren't given time. Jim was saying months/years ago that these things take time.....start moving forward.

Jackie Timothy: Critical habitat?

Peter:
Critcal habitat was a mapped designation prior to the preserve. 40 years ago Timber sale, protection of public recreation/ habitat not underwater. Timber sale went through. Push came from local community. 10 million spent by state to subsidize tiber mills. Wholesale abuse of area, taken to a national level. 1982- preserve law passed. National landmark piece of legislation- took state land not set aside for specific designations and put it into Haines State Forest land. Buffer strips around streams. Intent and purpose section of management plan. Responsible protection. Not multiple zones. Call it a critical habitat. AS 16.25. purpose F&G can write management plans.

Jackie Timothy:
F&G has been involved in this project since 2005, working with DOT to ensure road design is preserving fish habitat/minimizing impacts. Extensive cataloguing of streams in 2006.

Critical habitat area/ preserve law is overarching. DOT is not going to be encroaching into preserve land on critical habitat area. Whole preserve is important, but critical habitat area is more important.

George:
Sum total of everyone's concerns: Is DOT willing to present an alternative? Is it unreasonable to present the community another alternative? One that conforms with Park-like interests? Design Alternative.

Chuck:
No we do not plan to offer an alternative.

Peter:
Not a subdivision of the preserve.

Mario:
Narrow division. The opposite side of the road is absolutely critical. Uphill side of forrest is of importance as well. Access fish with the least amount of energy expended.

Eric Holle:
Confused by response to George's question. Site specific information, is a 50 mph design standard on the table or have you removed it from the table?

Chuck:
The scope and purpose of this project is 55mph, specific curves can be changed. Starting today, we would be 6 months away from getting to where we are today.

Peter:
Is the word “alternative” the issues. Looking for ways through the scope of the project to make changes. Find the correct “words of art” to work together.

Chuck:
Still looking at widths and dimensions, individual curves may still be on the table. To offer up a second build alternative would take months.

Nancy:
Please send me the information that says you can't be more flexible. Where you feel boxed in, I don't see.

Chuck:
Use guidance from:_____.

Peter:
Just because original design was 55 mph, we would like to see guidelines DOT is using.

Chuck:
Agency for jurisdiction over eagle habitat. Can we agree on this? The permitting process through USF&W will cover.

Steve:
Important feeding areas. 2 different types of permits;
1 for take of eagle nests
1 for take of eagles- normal breeding/eating/ feeding/sheltering--- considered “take of eagles”
DOT is going to have to show how they are avoiding and minimizing “take of eagle” the level of take that can't be practicable way of avoiding. Hoping to identify practicable ways of avoiding. First 100 feet of trees from edge of trees on river side, to other side of the highway. Which trees is DOT going to need to remove, and what's practicable to do? Steeper slope/ guard rails/ design speed reduction.

Jim Scholl:
Working on permits, Entered discussion with USF&W. Applying for disturbance permit. Eagle nest take, eagle roost take. Can't avoid, minimize, can't minimize, mitigate.
DOT has never taken an eagle's nest. The balance is: get closer to nest? Developed a good regime for not taking any eagle nests.

Mike:
Is reducing speed limit an option in critical habitat area? Can design of road be shrunk in specific areas?

Jim Scholl:
2 separate permit animals:
During construction/ At the end of project.

Steve:
The issue is not during construction, it is after. USF&W is considering roosting trees.

Peter:
Permits during construction and once rod is done are two separate issues. We accept the

authority of USF&W. My hope is that they appear to be the most informed government agency at the moment. Not able to make blanket commitment that whatever they say goes.
No habitat impacts be made. Agrees with Mike's question. Avoidance is possible and if it is so simple, without complete reissue to public...50-80% of issues can be avoided by reducing a speed limit.

Mario:
There is going to need to be a speed reduction though the bald eagle preserve. Direct mortality related to cars. With current road design, still advocate for a speed reduction. Implemented early on in many other places.

Chuck:
Is there a reporting strategy for eagle's being killed? Does that exist?

Mario:
Developing that right now. Protocol for reporting. Takshanuk has agreed to be the keeper of records. Dan Eagolf- knew park people who kept such data. In the past year I was involved with picking up 2 eagles off the road. We are developing a way of keeping track of eagle kills.

Steve:
National repository is responsible for cataloguing dead eagles.

Chuck:
local anecdotal information. Are strikes predominantly in fall time/ congregation area?

Mario:
Not only at council grounds. Mile 31 is where Mario found one. Eagles sit on road where there are no trees. That is why buffers are so important. Eagle Mario picked up had a full craw, reduced reaction time/ eagles can only fly 35 miles per hour.

Jim:
Have we determined for sure, or is there a way to determine the cause of death? Is anyone doing any necropsies?

Mario:
Looking for broken wings/ summary examinations. Female eagle at 31 mile was no doubt about it hit by a car. The other eagle I found was questionable. Close to road but no broken wings.

John:
I drive the road as much as anybody. This highway project is about safety. If you want to increase speed limit, then the road goals are not about safety. Other wildlife on the road, moose, bear, eagles. I drive 45 and have encountered eagles that I have almost hit. Critical habitat for people as well. Seen people get hurt badly from moose being suddenly on the highway. Fuel trucks turned over on highway not on a curve. Luckily there was no oil spill. People drive that roadway to fast, including commercial. Trying to make time so commercial drivers are driving recklessly.

Chuck:
Understand moose strikes and eagle strikes occur. Trying to make road safer, not by increasing speed limit, already assigned at 55 mph, and just trying to fix curves. Yellow speed signs under curves signs are not regulatory, legal limits are white signs.

Eric:
Line- of- sight is the end all be all in safety. Any place highway is elevated, animals will congregate.

Jane: Actual documentation? Can we read that document?

Peter:
Anecdotal evidence. Collective effort in this area, not sticking to hard and fast set of beliefs.

Assume that USF&W will be admirable leaders in looking at eagle impacts.

George:
As noted in EA, this project area is not considered a high accident area. Specific safety issues. Every agency/buisness owner comments....all have put the speed limit reductions/maintaining curvature is that on the table for DOT?

Chuck:
Pursuing uniform sectional width, 3 foot in some areas, 6 foot in other areas.
Some unique places we will not be able to meet 55 mph speed.
Most permitting agencies will gauge us on practicability. We do recognize that right-of-way here is “different than normal”. Going to take steps to not have a wider footprint. We are going to respect adjacent land as much as possible. Some things we are flexible on, and some things that we are not flexible on. Making adjustments to plans right now.

Steve Brockman/Steve Lewis:
Have to leave.

Jackie Timothy/ Mike Eberhardt has to go.

Eric:
Looking through Chilkat Bald Eagle plan today. States except for limited additional improvements, all other upland areas are to be retained in their natural condition. For seasonal habitats. Given the lack of information we have about roosting/perching trees in the preserve, how are we going to determine which trees will be retained? 1 year study?

Steve:
There are trees that are more important than others. More important for weather issues. Night time roost/day roost. Tree by Tree- good/bad/different....no budget to do study of that area and delineate which trees are “important”. We have to decide how to determine that, any tree that is near the river is important. Ideally we would stay in the footprint and not cut any trees.

Peter:
Bottom line. Trees are considered worthy, but no time to determine. Areas of not significant

concern.

Nancy:
Guarantee there will be a uniform sectional width, chuck do you mean 4 foot shoulder or 6 foot shoulders.

Chuck:
There is a misunderstanding in shoulders. White shoulder stripe out has to be clean of obstructions. An errant rig has x number of feet to recover. If it gains/regains control. Standard is 14 feet from white line to recoverable/ clear zone. Doesn't matter how much is paved, what matters is what is “recoverable” slope grades.

Going down to a 4 foot shoulder is not going to have a huge impact. The spot where the slope steepens. DOT's perspective, doen't make a big difference to change.

What is the current recoverable clear zone?

Chuck:
It varies widely.

Nancy:
We are asking for major strategies to lessen impacts.

2 unique places for curves, but all other.

Chuck:
What we have is a 55mph road with substandard curves. Was the road built illegally in the 80's?

No shared concept with how to go forward. Move through each slide and discuss concerns.

Chuck:
Not much to be gained by going through slide by slide. Recognition of USF&W's role in this will be important areas.
If you are confident in USF&W's ability to regulate eagle habitat in this area, DOT will not be able to sneak by them. Some things came out today, that eagle surveys will be conducted this winter.

Slide 21/Section 856--866- Blue area of habitat was not mentioned by USF&W.

Peter:
Collaborative vs. competitive. Habitat impacts of 21 of 25 slides. Significant impacts in a 4F area, within the funding cycle of fiscal year 2013.

George:
A good way to end a meeting is to regroup/ make sure some communication has taken place.
Increase our level of hope.
Concerns/ assurance that our problems will be taken seriously.

Chuck:
You are proposing there be no impacts to the preserve. The way to remove impact to the preserve is a combination of lower speed and narrower shoulders. We are going to work with all the agencies that have jurisdiction to comply. We are going to look at small scale changes at specific sites, curves, hills. To avoid and minimize.
Adjustments to the current design are not palatable.

Peter:
We feel that we can use the current design can be used inch by inch on the map and resolve things that way. Site by site elimination of impacts. Then we have done our responsibility to the nation. We think it is doable. A comprehensive road improvement can be done that is acceptable.

Chuck:
As a result of extending our comment period, still have the opportunity to submit additional comments. Site specific issues can be provided in writing.

2013_08_26 **241EA** S Scott_CBEP

Dirks, Kristin L (DOT)

From: Stephanie Scott [mayor_scott@haines.ak.us]
Sent: Monday, August 26, 2013 3:46 PM
To: haineshighway@alaska.gov
Cc: Jim Scholl; Peter Goll; Eberhardt, Michael W (DNR); Kroes, Preston M (DNR)
Attachments: CBEP Resolution.pdf

I would like to enter the attached resolution into the record on behalf of the Alaska Chilkat Bald Eagle Preserve Advisory Council.\\

Stephanie K. Scott
Mayor, Haines Borough
Box 1209
Haines, Alaska 99827
766-2231, ext. 30
sscott@haines.ak.us

2013_08_26 **241EA** S Scott_CBEP Resolution

A Resolution of the Chilkat Bald Eagle Preserve Advisory Council Regarding the Proposed Realignment of the Haines Highway

WHERAS the Chilkat Bald Eagle Preserve Advisory Council (CBEP) affirms the importance of the Haines Highway and the Chilkat Bald Eagle Preserve to the residents and economies of Klukwan and Haines; and

WHEREAS the CBEP purpose and intent directs the State to prevent damage to Preserve natural resources whether directly or indirectly; and

WHEREAS our economy depends upon a healthy fishery for food, commercial fishing, and subsistence and upon eagle-related tourism industries; and

WHEREAS highway improvements consistent with protection of Preserve resources and consistent with Preserve purposes can provide a safe transportation corridor while avoiding direct and indirect long-term impacts; and

WHEREAS bald eagles are making regular use of large feeding, hunting and perching trees in the project area, and critical fish streams and wetlands are concentrated in the Preserve areas,

BE IT RESOLVED THAT

1) The CBEP Advisory Council requests that DOT use design standards, waivers or other legitimate means to ensure that proposed highway improvements through the Preserve avoid direct or indirect damage to Preserve resources, and are thereby consistent with the intent and purpose of the CBEP and its enabling statue.

241a

2) The ADOT/PF should follow the recommendation to avoid impacts found in federal 4(f) regulations that govern passage through the Preserve area, and avoid any design decisions that result in the cutting of large eagle hunting, roosting, and feeding trees.

241b

Adopted August 24, 2013 at a duly called special meeting of the Chilkat Bald Eagle Preserve Advisory Council at which a quorum was present.

Stephanie Scott, Co-Chair, CBEP

Response to Comments

241a See Comment Response R58.

241b See Comment Response R11 and R56.

2013_08_26 **242EA** P Goll

Lepley, Lesley

From: Peter Goll <psgoll@yahoo.com>
Sent: Monday, August 26, 2013 1:10 PM
To: DOT SER HainesHighway; Alex.Viteri@dot.gov
Cc: Jim Adams
Subject: Testimony Regarding FHWA review of the Haines Highway Project EA
Attachments: Upper Lynn Canal - 2011_ADT_Uppe_Lynn_Canal.pdf; Chilkat Bald Eagle Preserve Final Comments from Audubon Alaska August 14 2013.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Dear Mr. Scholl and Mr. Viteri,

These remarks are submitted to Alaska DOT as appropriate during the comment period but pertain to federal oversight as well.

In 1982, the state of Alaska struck a bargain with the nation regarding the Bald Eagle population that inhabits in the Chilkat Valley especially in fall and winter when the eagle population can reach 3,500.

The Chilkat Valley hosts more Bald Eagles than are found in the continental United States. It is an integrated habitat that centers on the Chilkat River and extends widely to the feet of the mountains on either side. The population is concentrated in an area the size of a large urban park.

Because of the threat to the world's largest raptor gathering and to our national symbol from unrestricted development by the State of Alaska, members of Congress, the late Governor Jay Hammond, the Alaska Legislature, the National Audubon Society and others collectively found a solution.

The Bald Eagle gathering and its required habitat would be protected under Alaska Law along with the salmon habitat on which the Eagles depend by removing the area from multiple use. It is surrounded by a large industrial state forest and the Haines Highway passes through it. The area is called the Alaska Chilkat Bald Eagle Preserve.

The Preserve, removed from multiple use, is dedicated specifically to habitat protection.

The Alaska Division of Parks is required to manage the area in a manner consistent with this dedicated purpose. The Alaska Department of Fish and Game is required to manage fish and game in the Preserve land, waters and habitats themselves. The Alaska Department of Transportation is required to avoid impacts to the Preserve or indirect impacts on its resources. The US Fish and Wildlife Service has control over Bald Eagle disturbance permitting. However in order to ensure perpetual protection of the habitats, the State Law was intended to avoid any need for such a permit insofar as the Preserve is specifically dedicated to protecting Bald Eagle habitat. No damage is permitted.

The Alaska Department of Transportation has issued an Environmental Assessment that significantly impacts the Bald Eagle habitat in the right of way through the Preserve and also wishes to take land from the Preserve for right of way purposes. The habitat impacts in the right of way will be very significant. Were they on the land immediately adjacent, in the Preserve, their activities would violate

242-1

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242-2

Alaska Law. On the right of way, the habitat damage is being justified by DOT on the basis of their ownership of the right of way, regardless of the real impact on the eagle population in the Preserve that surrounds it.

The Alaska Division of Parks has made no specific comments to DOT regarding habitat protection, but has asked that DOT avoid impacts. The Department of Fish and Game has not provided sufficient information for the Division of Parks to offer specific guidance. The US Fish and Wildlife Service has not even studied the Preserve area with regard to the needs of Eagles as no threat was heretofore existent.

Hundreds of eagle feeding, hunting, roosting, sheltering trees, many hundreds of years old will be cut in this project and impacts on fish streams include 22 of 25 catalogued spawning and rearing areas in the Preserve. The Eagles do not know who owns the land, and cannot speak out. So Haines and Klukwan citizens have done so.

The impact on the purposes of the Preserve will be grave if the trees slated for cutting in the EA in fact are taken. The state has demonstrated disregard for this habitat and once again, it appears that federal intervention is going to be required.

Many Haines and Klukwan residents and officials have worked to urge the DOT to seek the appropriate waivers or design modifications so that this impact would not occur. We have failed. The DOT intends to follow the path of its EA and create major habitat damage within the perimeter of the Preserve. Reduction in speed limits from 55 to 50 MPH in the Preserve area would reduce the impacts substantially by reducing curve straightening. Allowable reduction in shoulder width in certain area would help as well. All these and other constructive recommendations have been rejected by the DOT.

The DOT justifies its actions by claiming this is a transportation corridor from Canada to tidewater. However, as shown in the attachment, the traffic from the border is no more than 220 vehicles per day; that traffic plus the local traffic from Klukwan is about 550 cars per day; and for the few miles only between the airport and Haines does the traffic reach 1000 vehicles per day. The road's overwhelming majority of users are local, including local tourism use. The cost will be over $130 million to support this traffic count.

The habitat damage will be profound. As in 1981, we depend upon the federal government to bring some responsibility to this project.

242a 1. *Note that activity on the right of way will significantly impact Eagle habitat and fish habitat surrounded by a protected 4(f) area.*

242b 2. *It will violate the State's commitment to the nation to protect this unique population.*

242c 3. *The USFWS and the ADF&G have not conducted any research to determine the nature of potential impacts to the Eagle population in the portion of the road that traverses the Preserve.*

242d 4. *The EA will guide the project, and if accepted will lead to unacceptable damage...significant damage...to eagle and fish habitat within the most protected piece of State land in Alaska.*

242e 5. *As the road right of way is technically not in the preserve, but is in fact located within the Preserve boundary, it is essential for the US FHWA to insist on an Environmental Impact Statement or use other means to ensure protection for the nation's and the world's most significant Bald Eagle gathering.*

Thank you.

Peter Goll

242a See Comment Response R70 and R83.

242b See Comment Response R10.

242c See Comment Response R11.

242d See Comment Response R89.

242e See Comment Response R02b and R02c.

2013_08_26 **243EA** G Figdor

Lepley, Lesley

From: george figdor <figdor@aptalaska.net>
Sent: Monday, August 26, 2013 4:29 PM
To: HainesHighway@alaska.gov; Alex.Viteri@dot.gov
Subject: amended comments

Re: Haines Highway EA comments

I have submitted earlier comments and would like to amend those in the following way:

Current trends in highway design seem to be promoting the concept of flexibility in applying the AASHTO Green Book standards. I have found numerous publications from AASHTO and FHWA that urge designers to use the exact approach that many in Haines are asking you to consider.

I am now more fully aware of Context Sensitive Solutions, Flexibilty in Design, and other similar approaches currently promoted by the very agencies that publish road design standards.

243a With the extensive salmon and eagle habitat and the special designations of the Preserve and the Scenic Byway, it seems like the Haines Highway project is precisely the kind of project that demands the application of the design flexibility concepts. A diverse group of key Haines stakeholders has been asking you to use a 50mph design speed to avoid impacts---ranging from Joe Hotch (Klukwan) to Bart Henderson (Chilkat Guides) to Ray Staska (retired Area Biologist) to Mario Benassi (eagle naturalist) to LCC. Now USFWS and NMFS are asking the same thing.

I understand that there are some limitations associated with the rural arterial functional classification of the Haines Highway. However, the FHWA also seems to encourage some flexibility within that variable, suggesting that at times there are competing functions, which they describe as functional overlap, and this offers designers a greater degree of latitude. Overlap and a roadway's changing function over time is often the result of either residential development or a local jurisdiction's action to preserve the scenic characteristics of a corridor:

"Actions taken by a local jurisdiction to control or direct the form and location of growth or to preserve the current physical and scenic characteristics of a highway corridor should also reflect the need for a reexamination of existing functional classification..." (FHWA Flexibility in Design, page 52)

i would argue that the designation of the Eagle Preserve, the federal scenic byways classification, and the growth of the local visitor industry has profoundly changed the function of the highway, particularly as it passes through the preserve. I would further argue that the primary use/function of the highway is not as an arterial to move traffic to the interior, but rather as a commuting road for local and tour operators. the road may at some point (i.e., the border) transition into the primary function you mention, but within the current project area there are clearly overlapping functions.

According to the FHWA publications, F*lexibility in Highway Design* and *Mitigation Strategies for Design Exceptions,* the design speed of a rural arterial includes an option for a 50mph roadway. The range of values in design speed and associated road geometry are such that a designer can generally choose an alternative design speed, etc. without the need to apply for an exception or to compromise on safety.

George Figdor
Box 612

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243-1

Responses to Comments

243a See Comment Response R07, R08 and R09.

243-2

2013_08_26 **244EA** DNR_DPOR M Eberhardt

Lepley, Lesley

From: Scholl, James W (DOT) <jim.scholl@alaska.gov>
Sent: Monday, August 26, 2013 4:18 PM
To: DOT SER HainesHighway
Subject: Fwd: Haines Highway comments to DOT 8.26.2013.doc
Attachments: image001.jpg; ATT00001.htm; Haines Highway comments to DOT 8.26.2013.doc.docx; ATT00002.htm

Follow Up Flag: Follow up
Flag Status: Completed

Jim Scholl
Sent from my iPhone

Begin forwarded message:

From: "Eberhardt, Michael W (DNR)" <mike.eberhardt@alaska.gov>
Date: August 26, 2013, 4:04:41 PM AKDT
To: "Scholl, James W (DOT)" <jim.scholl@alaska.gov>
Cc: "Ellis, Ben (DNR)" <ben.ellis@alaska.gov>, "Leclair, Claire H (DNR)" <claire.leclair@alaska.gov>
Subject: Haines Highway comments to DOT 8.26.2013.doc

Here are DPOR's comments after review by the ACBEP Council.

Thanks
Mike Eberhardt

1

244-1

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244-2

244a **Access comments are related to appendix A of the 68606-Haines Highway Project documents.**

HNS7 (8 mile)
Maintain/improve access and parking.

Fish Wheel sites
The ADFG fish wheels are commonly located between station 370+00 and 490+00, but the location varies with the movement of the river channels. The fish wheels are prime tourist attractions and nearby or adjacent parking areas should be provided if possible. DPOR recommends that DOT continue to work with ADF&G on highway designs in respect to the fish wheel needs.

HNS8 (10 mile area)
This is an area that receives frequent use as a launch site and it is recommended that we improve access opportunities in this area. There are a couple possible opportunities to improve access. One would to be to move the access south onto a portion of the to be abandoned roadway to create parking and better access. Another would be to improve the existing 10 mile location where it meets the new road protection improvements.
Maintain and improve access.

HNS9, HNS10 and HNS11
Don't maintain access unless local input warrants it.

HNS12
Don't maintain access.

HNS13 (13 mile)
Don't maintain access due to safety concerns on corner.

HNS14
Don't improve access due to need for cutting trees near river.

HNS15 (14 mile downstream)
Access needs to be maintained and or expanded. River access should be improved at Southern end of pullout in conjunction with roadway armoring by providing suitably sloped access to river. Also need to look at waste rock/fill removal from previous work.

HNS16 (14 mile upstream)
Maintain parking and pedestrian access to river.

HNS17 (14.5 mile)
Maintain parking and pedestrian access to river.

HNS18 (16 mile)

244a Access recommendations have been considered and incorporated into the project design as shown in Section 4.2 of the revised EA.

Block current access and leave access to Northern portion of abandoned roadbed (828+00) for parking and pedestrian access.

HNS19 (slide area)
Not a BEP access point.

HNS20 (19 mile)
Not a BEP access point

HNS21 (caretaker facility)
This parking area needs to be redesigned with the input of DOT Maintenance to allow for improved snow plowing of the parking area. Currently, the radius at the
NE end of the island makes it very difficult to plow.

Road realignment area (1044+00 -1052+00)
The trail along the old roadway should be maintained and possible parking areas at each end of this realignment

HNS22
This is a very functional and well used pullout. Maintain or improve parking without removing existing large trees.

HNS23
This is a very functional and well used pullout. Maintain or improve parking without removing existing large trees

HNS 24, 25
This is a functional and well used pullout. Maintain or improve parking without removing existing large trees. The entrance and exit need to be improved
to make them more usable by snow plows and possibly as two way entrance/exits. Large buses also need to be able to easily enter and exit this area.
Maintain current river access.

HNS26
This is well used pullout. As the highway is realigned in this area improved parking should be looked at without removing existing large trees.

HNS27 (Spawning channel access)
Maintain road access after Chilkat river bridge..

Chilkat River Bridge
This would be a good site to develop a public launch facility.

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General comments:

244b Retention of perching and nesting trees adjacent to the river is very important and is strongly recommended. These trees are important for good eagle habitat as well as providing good viewing opportunities for the public.

244c The Division of Parks and Outdoor Recreation is not an agency specializing in biological impacts and so we recommend that DOT continue to work with the Department of Fish and Game, the Corps of Engineers, and the U.S. Fish and Wildlife to insure the highest standards of protection is maintained for any fish or wildlife habitat impacted by this project.

244d DPOR feels it is important to consider all public safety aspects into the design of the project, especially concerning pedestrian usage in the existing "Council Ground" corridor. The congestion of vehicles, wildlife viewers and wildlife within the DOT ROW during the eagle congregation season should be addressed through project design and the replacement and addition of signage.

244b See Comment Response R11.

244c Coordination with ADF&G, USACE and USFWS is ongoing and will continue throughout construction of the project and mitigation.

244d See Comment Response R13.

2013_08_26 **245EA** C Tuynman

Lepley, Lesley

From: Carol Tuynman <ctuynman@gmail.com>
Sent: Monday, August 26, 2013 4:48 PM
To: HainesHighway@alaska.gov
Subject: Haines Highway Public Comment - Please enter into the Public Record

Jim Scholl, Environmental Coordinator, DOT&PF
P.O. Box 112506
Juneau, Alaska 99811-2506

Dear Mr Scholl,

Thank you for extending the deadline for comment on the Haines Highway (MP 3.5-25.3) State Project #68606/Federl Project#SHAK095-6(28). I made a statement at the August 5, 2013 Public Hearing, Haines, Alaska and appreciate the opportunity to elaborate. A project of the proposed magnitude in an environmentally sensitive area as the Bald Eagle Preserve and the Chilkat Valley Takshanuk Watershed deserves an exhaustive, factual investigation and a plan that meets the longterm social, economic and environmental needs of the Haines
245a Borough. I concur with the many requests for more detail and the value of an EIS as stated in the Public Hearing and comments submitted throughout this process to minimize impacts in a responsible manner and reduce or eliminate straightening of the highway.

Our economy is and will remain grounded in tourism and fisheries. Both industries have been able to thrive because of protecting the conditions that support them; one for beauty and natural habitat, the other for low impact on the habitat and protecting water quality. The proposed straightening, no matter how carefully done--and the work of blasting, bull-dozing, leveling and straightening--is not careful work--will negatively impact both our economy and our fisheries. It will also negatively impact our way of life and the quality of our way of life. In Haines a traffic jam is when there are more than 2 vehicles at the intersection. Most locals don't drive over 35 mph to 50 mph outside town limits and 600 daily vehicular maximum on the Haines Highway is almost to say there is no traffic on Haines Highway. I have driven from near the border to Haines many times and never seen more than 3 or 4 vehicles going in the opposite direction, in winter occasionally no other vehicles are on the road.

In my 68 years, I have lived in various parts of the U.S. and traveled hundreds of thousands of miles of U.S. roads. There is not a speed limit that is not exceeded, especially by large commercial trucks. In Iowa, where there was no speed limit for many years and virtually every road is straight, I was often a passenger with a driver going 120 mph. In South Dakota I believe the speed limit is still 80 mph on the major cross-state freeway. When I last drove it at 80, cars and trucks were passing me. I can attest that speed traps are the only way motorists are slowed down on straight road of any length over half a mile. Even the current Haines Highways has drivers exceeding the speed limit on certain sections.

It is disheartening to me that the Alaska government is willing to spend millions of our tax dollars on highway changes we do not want or need and at the same time is balking at the expense of building a true Alaska Class fery and moving toward building ferries that reduce the safety and comfort of our citizens, visitors and tourists. Alaska has many state roads in dire need of repair. The Haines Highway could definitely use improvement--foliage removed that obscures speed limit signs or obstructs visibilities at driveway intersections, better signage, a few minor repairs on the pavement and improved shoulders in certain areas.

Responses to Comments

245a See Comment Response R02a and R07.

Since August 5th, I've heard from Haines Highway residents how difficult it was to live with the years-long construction process from delays to unsafe driving conditions that were experienced with the last round of improvements.

Non-U.S, mining interests (Canada and Japan) will be the primary beneficiaries of a straightened highway. At best a mine--if it even comes to be--will endure for 15-30 years and will be a tremendous burden on taxpayers and the state to provide the infrastructure to support an influx of labor and the negative environmental impacts that now and future generations will bear.

I urge you to step back, look at the big, long-range picture and think about what is good for all the people who live in the Haines Borough and our millions of visitors. The assurances that DOT will "try" and "attempt" to do the right things that I heard in the August 5 Public Meeting, leave me to wonder if this project even has full support at the government level.

Thank you again for taking our comments and giving this important decision serious consideration.

Sincerely,

Carol Tuynman
Steward, 7 Echoes Homestead
7 Mile Mud Bay Road
Haines, Alaska 99827-0633
907.766.3715
http://www.7echoes.org

2013_08_26 **246EA** J Kreiss Tompkins

ALASKA STATE LEGISLATURE
Representative Jonathan Kreiss-Tomkins
House District 34

rep.jonathan.kreiss-tomkins@akleg.gov

Committees:
Transportation
Fisheries
State Affairs

State Capitol, Room 426
Juneau, Alaska 99801-1182

(907) 465-3732
Toll Free: 1-888-461-3732
Fax: (907) 465-2652

26 August 2013

Jim Scholl, Project Environmental Coordinator
Alaska Department of Transportation & Public Facilities
P.O. Box 112506
Juneau, AK 99811-2506
haineshighway@alaska.gov

Jim,

The Haines Highway improvement project is in the interest of all constituencies in the Upper Lynn Canal. I support the project.

First, I would like to echo the 10 positions taken by my predecessors, former Representatives Bill Thomas and Peter Goll:

246a *1. Safety concerns must be addressed in a responsible manner.*
246b *2. Cultural and burial sites should be respected and protected.*
246c *3. Fisheries habitat damaged in past projects must be repaired.*
246d *4. New damage to fish passage must not occur.*
246e *5. Habitats required for the eagle gathering should be respected.*
246f *6. Eagle trees important to the tourism industry should be protected. ...*
246g *7. Parking areas and speed limits should ensure safety in the Preserve.*
246h *8. Guardrails should be improved and strengthened.*
246i *9. Conflicts in thecommunity should be avoided in order to promote this project successfully and retain community harmony.*
246j *10. Fish wheels need to be retained.*

The draft EA appears in conflict with some of these precepts, especially the proposal to fill in 7.7 acres of the Chilkat River between miles 3.5 and 12, as well as associated impacts to anadromous tributaries. Numerous stakeholders have commented to this effect, including NMFS, which states, "If constructed as currently proposed, adverse effects to EFH from the Haines Highway project will be substantial and permanent."

Litigation and delay, which appear a distinct possibility, are undesirable and unnecessary. The scope of disagreement is hardly insurmountable. Some impact to habitat is inevitable. But some impact, especially some of the most significant impacts to riverine habitat, seems readily avoidable, provided a willingness by ADOT&PF to compromise by retaining the original highway alignment and centerline (for example, see

246l

246a See Comment Response R07.

246b See Comment Response R24.

246c See Comment Response R34.

246d Comment noted.

246e See Comment Response R11, R12 and R13.

246f See Comment Response R13.

246g See Comment Response R12.

246h See Comment Response R05.

246i Comment noted.

246j See Comment Response R35.

246l See Comment Response R07.

comments from Takshanuk Watershed Council, viz. figures 1-7) for a few short segments of the project, instead of filling in the river.

246m The overall safety and transportation improvements of the project are desirable and significant, and it is also worth acknowledging ADOT&PF's decision to model the project on a 55 mph design speed instead of a 60 mph (minimum) design speed, as is the case with most other federal highways within Alaska. Should ADOT&PF have proceeded with a 60 mph design speed, the project would have been far more impactful (and more expensive). Appealing to the same thinking that led to a 55 mph project design speed, I urge ADOT&PF to avoid the possibility of litigation and delay by finding compromise as it considers the substantive comments elicited by the EA.

Sincerely,

Representative Jonathan Kreiss-Tomkins

246m Comment noted.

2013_08_24 **248EA** - B Demerjian

Lepley, Lesley

From: Bonnie Demerjian <bonniede@aptalaska.net>
Sent: Saturday, August 24, 2013 9:53 AM
To: HainesHighway@alaska.gov
Subject: Haines Highway widening

Follow Up Flag: Follow up
Flag Status: Completed

Dear Mr. Scholl:

The Chilkat Bald Eagle Preserve is a significant statewide, national and international resource. According to federal highway transportation regulations, the standard for a highway project through the Preserve is to utilize all possible planning to minimize harm to the values and activities for which the Preserve was established. This is a request to
248a lessen the road footprint by using less fill along the shoulders, and to keep the road alignment in its current location. Retain all curves necessary to minimize fill in prime salmon habitat and to minimize cutting of eagle roosting, perching and hunting trees.

248b We support the U.S. Fish and Wildlife Service recommendation for reduced speed limits to minimize risk of wildlife collisions. A smaller road footprint will minimize impacts to eagle and salmon habitats. Retaining the existing
248c meandering nature of the road will also enhance the highway's National Scenic Byway characteristics.

The current Environmental Assessment does not fulfill the letter and spirit of the National Environmental Policy
248d Act. For example there is no comprehensive analysis of direct, indirect or cumulative impacts to eagles, eagle populations, or eagle habitat, in an area set aside to protect eagles. A more thorough environmental review process
248e (EIS) is needed to fully assess environmental consequences to this remarkable resource, and to evaluate other designs that avoid impacts to eagles, salmon, and their essential habitats.

As Alaskans and residents of another outstanding eagle area, the Stikine River, we strongly believe that our eagle populations are a unique feature of our state and deserve the highest protection.

Sincerely,

Bonnie and Haig Demerjian
Wrangell, Alaska

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248-1

Responses to Comments

248a See Comment Response R07.

248b See Comment Response R08.

248c See Comment Response R09 and R41.

248d See Comment Response R11 and Appendix G of the EA.

248e See Comment Response R02b.

248-2

2013_08_24 **249EA** - C Hackbarth

Lepley, Lesley

From: chris hackbarth <mistercrister@yahoo.com>
Sent: Saturday, August 24, 2013 2:22 PM
To: haineshighway@alaska.gov
Subject: concerned about the haines highway

Follow Up Flag: Follow up
Flag Status: Completed

Hello , my name is Chris Hackbarth and I am a resident of the community of Haines now for 10 years.
I am writing you because of my worries regarding the widening of the Haines Highway as well as the straightening of many of the curves on it.

249a My main concern is for the salmon habitat that will be affected, the filling in of 22 of the 25 anadromous streams will no doubt have an unfavorable impact to the population now and for the future. We should be doing everything in our power to protect and preserve this precious resource (salmon) as it is a vital part of our health as a community in terms of subsistence , not the mention a critical part of the health of the ecosystem as a whole. Anything that even remotely effects the salmon population should not be considered.

249b My other concern is for the impact on the population of Bald Eagles, the proposed widening of the Haines Highway will require encroaching on Eagle habitat in the form of cutting trees down that are known to be homes to the Eagles.
The bald eagles should be protected at all costs as they generate tourist dollars for our community as well as being an important species in the local ecosystem.

249c I am also requesting a full environmental Impact Statement with a range of alternatives. Please support a revised plan that that will not encroach on either Salmon or Bald Eagle habitat.

Thank You for your time and consideration,
Chris Hackbarth

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249-1

Responses to Comments

249a See Comment Response R30.

249b See Comment Response R11 and Appendix G of the EA.

249c See Comment Response R02b and R07.

249-2

2013_08_24 **250EA** - A Robinson

Lepley, Lesley

From: Amy Robinson <sendingbliss@gmail.com>
Sent: Saturday, August 24, 2013 2:33 PM
To: HainesHighway@alaska.gov
Subject: Concerns from local resident

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

I am a Haines resident of 13 years and I am very concerned about the impacts the plans to improve the Haines highway could have on our precious salmon and bald eagle habit. Specifically, filling 8.5 acres along Chilkat River banks, impacting 22 anadromous (salmon) tributaries that flow into the Chilkat River, re-aligning 8 of those tributaries, and filling 12.5 acres of high-value wetlands that provide fish passage and rearing habitat, cycle nutrients, and help control flooding.

Please reconsider these plans and make necessary changes to avoid impacting our salmon resource.

Thank you.
Amy Robinson
PO Box 1717
Haines, AK 99827

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250-1

Responses to Comments

250a See Comment Response R07and R30.

250-2

2013_08_26 **251EA** LCC P Goll CBEP Advisory Committee Statement_CORRECTED

Re Haines Highway Project—Data Omissions
From: Lynn Canal Conservation
Submitted upon Request of LCC by Peter Goll

CORRECTED Comment from Lynn Canal Conservation regarding the Chilkat Bald Eagle Preserve Advisory Committee meeting that led to the CPEB Advisory Committee Resolution provided by the CPEB AC, relating to insufficient information in the EA.

On August 24, 2013, a meeting of the Chilkat Bald Eagle Preserve Advisory Committee was held.

At that meeting, the following was disclosed by USFWS, Alaska Division of Parks and Alaska Department of Fish and Game.

251a 1. It was indicated by USFWS that USFWS has not studied the wintering needs of Eagles in Phases 2 or 3 of the project. Hence the EA is significantly uninformed, leading to the need for an Environmental Impact Statement. In addition, studies for the phase 1 area were reported by USFWS as being incomplete.

Many of these impacts are described in the document of significant impacts provided by Lynn Canal Conservation under separate cover.

251b 2. No studies of wintering eagle needs in the Preserve areas, impacted directly or indirectly by this project, were provided to DOT by Alaska Department of Fish and Game. Hence the DOT EA is incomplete and insufficient.

251c ADF&G is tasked with management of fish and game resources in the Preserve. Its comments on this plan were limited and did not cover Eagles. Again, the EA is not informed of relevant significant impacts and an EIS is required.

3. Further, it was indicated by DNR at this meeting that it had received no comment from Alaska Department of Fish and Game regarding impacts to eagles, nor did the Division of Parks provide DOT with information related to impacts on eagles, fish and game or water quality resulting from the project to DOT, except at a few limited sites where human access was discussed.

DNR described its role as a manager of people. It revealed that it has neglected to comment to DOT in its statutory role as manager of all land and water and habitat within the Preserve and impacts thereto. The law requires such management by DNR, and the omission of this comment further documents the incomplete nature of the EA.

251d An EIS to address these significant impacts to a federal 4(f) site is required for the facts to be known to the US FHWA. Information on this CBEP meeting may be obtained from members Mayor Stephanie Scott or Ben Kirkpatrick rutzebach@hotmail.com.

Responses to Comments

251a,b, c The USFWS, ADF&G, and the Chilkat Bald Eagle Preserve Advisory Committee have been consulted throughout the development of the project. Comments and recommendations of the agencies have been incorporated into the project plans where practicable and consultation is ongoing and will continue throughout construction of the project and mitigation. Additional studies have been conducted to determine the impacts of the project of Bald Eagles. The results of the study indicate the proposed alterations to bald eagle habitat in the project area would not have an effect on the population of bald eagles in the Chilkat Region (See Appendix G of the Revised EA).

251d See Comment Response R02a and R02b.

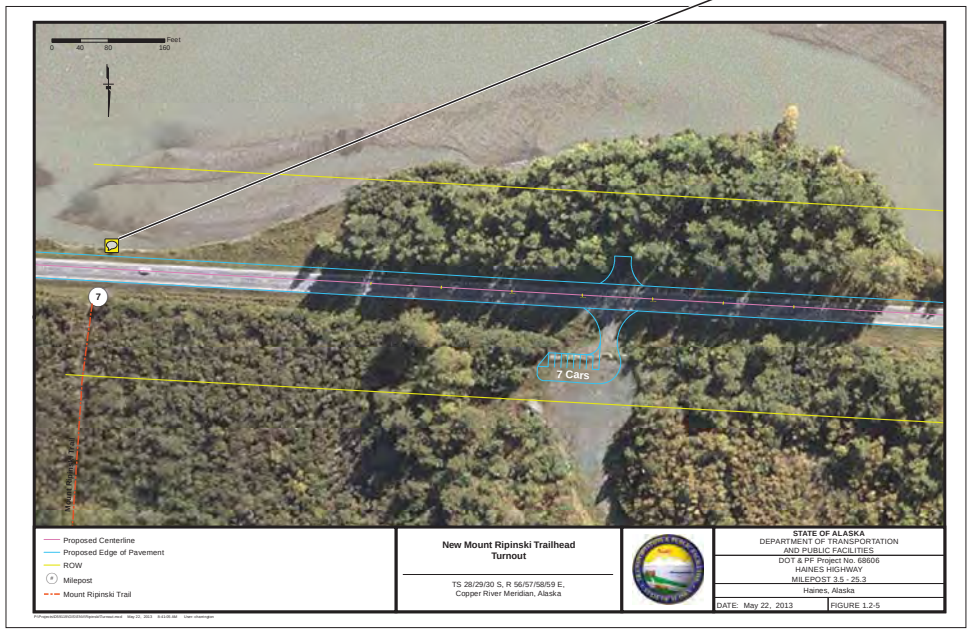
2013_04_16 252EA- USACE

Summary of Comments on FW_ haines highway EA comments (UNCLASSIFIED).pdf

July 2013 EA Figure 1.2-5

Author: J4RD9HF9 Subject: Sticky Note Date: 5/13/2016 2:43:23 PM
why is road being widened more on river side here? is this typical?

Author: DOTPF Subject: Sticky Note Date: 5/13/2016 2:44:59 PM
The width of the paved area remains the same throughout the project (See FREA Sec 1.2 and Figs 1.2-1 through 1.2-3). In this location, the roadway embankment is armored from river erosion (see FIgure 1.2-3 and Figure set A, sheet 5).



Author: H Firstencel Subject: Sticky Note Date: 5/13/2016 2:00:52 PM
are these boat launches existing or proposed.

Author: DOTPF Subject: Sticky Note Date: 5/13/2016 2:13:06 PM
The planned access driveway has shifted to avoid the tributary at MP8.5. Fill in the Chilkat River has been reduced (avoided and minimized) under the revised alignment to the extent practicable. Mitigation for unavoidable impacts is summarized in Table 4.15-3.

Author: H Firstencel Subject: Sticky Note Date: 5/13/2016 2:33:13 PM
habitat conversion of wetlands to open water not generally looked at as enhancement - more details needed on this.

Author: DOTPF Subject: Sticky Note Date: 5/13/2016 2:10:35 PM
There would be no creation of open water. The pull off would provide improved access to an existing skating pond.

Author: H Firstencel Subject: Sticky Note Date: 5/13/2016 2:36:07 PM
need restoration plans for all impacts intended to be temporary.

Author: DOTPF Subject: Sticky Note Date: 5/13/2016 2:32:25 PM
Restoration of temporarily affected wetlands will be included in final design documents.

Author: H Firstencel Subject: Sticky Note Date: 5/13/2016 2:45:28 PM
Is this same/different boat launch then one described above? DOT This is a different site. Thiere are driveway improvents to an existing parking area.

Author: DOTPF Subject: Sticky Note Date: 5/13/2016 2:08:35 PM
This is a different site. There are driveway improvements to an existing parking area.

Table 4.2-1: Proposed Actions Within and Adjacent to the Preserve

Approximate Location Closest Milepost (MP) Highway Station No. (STA) Reference Figure Set A	Proposed Action (direct actions occur within the Preserve, while indirect actions occur within the DOT&PF ROW adjacent to Preserve)	Environmental Consequences
MP 8.5 STA 419+50 Figure (Fig) Set A Sheet 8	**Indirect.** In DOT&PF ROW, provide driveway on river side for boat launch.	Improved access, no changes to Preserve use.
MP 8.5 STA 420+50 to STA 436+00 Fig Set A Sheet 8	**Direct.** Acquire 0.27 acres of riverine habitat to south side of highway for embankment widening.	Loss of riverine habitat within Preserve
MP 10 STA 503+25 Fig Set A Sheet 10	**Indirect.** In DOT&PF ROW, provide access to boat launch with one 24-foot-wide approach.	Some improvement to Preserve access; no change to Preserve use.
MP 10 STA 512+25 to STA 523+40 Fig Set A Sheets 10-11	**Direct.** Enhance stream habitat in Preserve by converting marsh habitat on south side of highway to fish stream, riparian, and wetland habitat (see ***Section 4.15 Fish***).	Fish habitat in Preserve is increased and improved. Change in visual character of habitat from marsh to stream, riparian, and wetland.
MP 11 STA 550+50 to STA 562+00 Fig Set A Sheet 12	**Indirect.** In DOT&PF ROW, construct new parking area at HNS 9* for adjacent pond that is sometimes used for ice-skating; remove access at HNS 10 and 11.	Consolidation of access to recreation in the Preserve would improve safety for users. Construction of sanctioned parking area and blocking access to unsanctioned areas would discourage garbage dumping.
MP 11.5 STA 582+50 to STA 584+25 Fig Set A Sheet 13	**Indirect.** In DOT&PF ROW, provide a widened shoulder that will accommodate parking for access to Preserve recreation.	Improved access, no changes to Preserve use.
MP 13 STA 649+50 to STA 651+75 Fig Set A Sheet 15	**Direct.** Use scrub-shrub wetland habitat in the Preserve on south side of highway to temporarily access stream enhancement area in the ROW (see ***Section 4.15 Fish***).	Fish habitat in ROW adjacent to Preserve is improved; temporary change in visual character of shrub wetland habitat in Preserve.
MP 13 STA 655+75 Fig Set A Sheet 15	**Indirect.** In DOT&PF ROW, provide fill to reduce slope and resurface pullout for river access and boat launch.	Improved access, no changes to Preserve use.
MP 14 STA 705+50 to STA 708+00 Fig Set A Sheet 16	**Indirect.** In DOT&PF ROW, provide two 24-foot approaches and gravel surface to provide parking for up to 10 vehicles and maintain access.	Improved access, no changes to Preserve use.
MP 14 STA 709+00 Fig Set A Sheet 16	**Indirect.** In DOT&PF ROW, improve driveway intersection in order to maintain access to boat launch site.	Improved access, no changes to Preserve use.

Author: H Firstencel Subject: Sticky Note Date: 5/13/2016 2:33:27 PM
same comments as above - need to see details/justification for converting/impacting wetland habitat .

Author: DOTPF Subject: Sticky Note Date: 5/13/2016 2:14:41 PM
Based on this and comments from USFWS and the public, the alignment was revised to avoid the highest value wetlands in this area. See Fig set A, sheet 10.

Table 4.2-2: Changes to Bald Eagle Nest Separation based on 2011 Survey

	Distance of Proposed Action		
Nest Number	**Current Distance from Centerline**	**Proposed Action Distance from Centerline**	**Change in Separation Distance**
3	294'	315'	21'
4	91'	112'	21'
5	**236'**	**218'**	**-18'**
6	**185'**	**170'**	**-15'**
8	**202'**	**149'**	**-53'**
9	**356'**	**214'**	**-142'**
10	131'	142'	11'
11	204'	218'	14'
13	239'	246'	7'
14	325'	345'	20'
15	295'	298'	3'
24	115'	128'	13'

Note: Numbers in bold indicate distance would be closer to a nest.

Three informal parking areas near MP 11 that provide access to a ice skating pond in winter would be consolidated with the construction of one parking area, which would improve safety for recreational users of the Preserve and would discourage unwanted activites such as partying and garbage dumping in the Preserve (personal communication, Preston Kroes, DNR Park Ranger, to Jim Scholl, DOT&PF Environmental Analyst, May 2013).

As partial mitigation for loss of fish habitat in other areas of the project, DOT&PF proposes to enhance some stream areas within and adjacent to the Preserve (see Section 4.15). A temporary construction easement would be obtained from DNR in order to construct new stream habitat (Sheets 2 and 3 of Figure Set B).

Areas affected include:

- marsh habitat near MP 10 that would be converted to fish stream, riparian, and wetland habitat;
- scrub-shrub wetland habitat near MP 13 that would be used to access new stream channel construction; and
- forested wetland and shrub habitat near MP 17 that would be used for a new stream channel.

Interior of Alaska during the cold war (1953-1973). This pipeline is located along the entire proposed project corridor.

Twenty-five cultural and historical resource sites were evaluated for potential eligibility within the APE following the 2006 survey. FHWA determined that eleven of those sites met one or more of the significance criteria and retained enough integrity to convey their historic significance. These eleven sites were determined to be eligible for the NRHP. The SHPO concurred with this determination on February 24, 2012. No additional resources were found during the April 2013 survey. A summary of correspondence with SHPO and the consulting parties is included in Appendix E.

Of the eleven eligible sites, seven (7) are related to the cultural setting of the Chilkat Valley and the Chilkat Tlingit and four (4) are associated with early history of the development of the State of Alaska and Haines. To protect the resources and comply with the requirements of the NHPA and Alaska Statute (AS), NRHP-eligible sites identified as part of the cultural/archaeological investigation for this project are listed below by their AHRS database number, discussed in general terms, and are not shown on any maps within this document.

1. SKG-054, an important permanent village of the Chilkoot Tlingit.
2. SKG-057 is a commemorative property with symbolic significance.
3. SKG-044, a main traditional eulachon oil rendering area.
4. SKG-050, a site that played an important role in traditional Tlingit subsistence and settlement patterns, has association with a prominent Chilkat Tlingit.
5. SKG-543, SKG-544, and SKG-545, small cultural sites.
6. Gil Smith House (SKG-537). Gil Smith was a well-known landscape artist that focused on Alaskan and Chilkat Valley scenes. He lived in the Haines area from the 1940s to the 1980s. Gil Smith House sits on the northern side of Haines Highway, facing the Chilkat Valley, a setting that inspired Gil Smith's art.
7. The Alaska Road Commission (ARC) Buildings/Donnelly Cabin Site (SKG-085). The Donnelly Cabin Site, also known as the ARC Buildings, consists of two intact buildings:

July 2013 EA Page 58

Author: H Firstencel Subject: Sticky Note Date: 5/13/2016 2:33:34 PM
did shpo also concur that the other sites were not eligible? a little unclear the way it's worded.

Author: DOTPF Subject: Sticky Note Date: 5/13/2016 2:16:10 PM
There is information protected under Section 106 that is confidential. Impacts to wetlands and other waters of the US are fully addressed in the FREA.

Author: H Firstencel Subject: Sticky Note Date: 5/13/2016 2:33:42 PM
Included in this section should be that coordination was also completed with ACHP.

Author: DOTPF Subject: Sticky Note Date: 5/13/2016 2:17:07 PM
Coordination with ACHP is summarized in FREA Section 5.2 and correspondence in that section.

Photograph 4.10-1: Haines-Fairbanks Pipeline Gate Valve 4

Section 4(f) of the Department of Transportation Act of 1966 (49 USC 303) requires protection of public parks and recreation lands, wildlife and waterfowl refuges, and historic sites. Section 4(f) specifies that the Secretary of Transportation may only approve a transportation project requiring the use of a historic site if there is no prudent and feasible alternative to using that land or site, and if the project includes all possible planning to minimize harm to the historic site. The Chilkat River Bridge and Gate Valve 4 are historic sites protected under Section 4(f).

4.10.2 Environmental Consequences

Proposed Action - Impacts to historic resources are categorized by criteria established by Section 106 (36 CFR 800). Impact categories include no effect, no adverse effect, or adverse effect. FHWA has determined one historic property would be adversely affected (Table 4.10-1

FHWA has determined that The Proposed Action would have a direct adverse effect on the Chilkat River Bridge (SKG-247), and SHPO has concurred (Appendix E). The Chilkat River Bridge would be replaced by a new bridge, and the existing bridge would be removed. Alternatives to minimize or avoid impacts to the Chilkat River Bridge were considered, but dismissed. This is described briefly below and in detail in Section 5.0, Preliminary Section 4(f) Analysis.

2. Design and construct interpretive features in the project corridor that would provide the public with information about the history of the Chilkat River Bridge, as well as the Haines-Fairbanks Pipeline and the role it played in Alaska and the Nations' history.

4.11 Water Body Involvement, Hydrology, and Water Quality

4.11.1 Affected Environment

Haines Highway is located along the shores of the Chilkat River and crosses many tributaries. The highway crosses the Chilkat River at Wells, northwest of Klukwan. The Chilkat River is glacially fed and tidally influenced within its first three (3) miles upstream from Chilkat Inlet. This river carries a significant amount of sediment or bedload. The floodplain is characteristically very broad, providing significant capacity to accommodate flood flows. Sediments are continually redistributed across the floodplain by ever changing river channel configurations (personal communication, R. Trousil, P.E., DOT&PF to Jim Scholl, DOT&PF Environmental Analyst, April 2013).

Major tributaries include the Klehini and Tsirku Rivers. Along the Haines Highway, there is a complex network of Chilkat River side channels on the northeast bank of the river between MP 10 and 19. In a number of locations, side channels point directly into the highway embankment before turning downstream at sharp angles (H&H Report, Inter-Fluve, 2009). Road embankment scour does occur at some locations.

Smaller tributaries are relatively clear of glacial silt and are not intertidal. Many of these smaller tributaries parallel Haines Highway and have banks that are regularly cleared of vegetation for sight distance resulting in erosion and increased turbidity (Inter-Fluve, 2009). Inter-Fluve located 106 culvert crossings between MP 3.5 and 25.3. Most culverts are adequately sized to carry water flows as intended except when clogged with debris and sediment. The exceptions are at MP 19 and 23 as discussed below.

Haines Highway crosses large alluvial fans near MP 19 and 23. These fans were produced by creeks that normally flow in well-defined channels at low volumes and low velocities. However, periodic rain or rain-on-snow events can increase the flow dramatically. The steep topography and type of materials contribute to soils instability. The unstable soils become fluid when saturated, producing debris flows that periodically cross the highway. Even with continual

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Author: H Firstencel Subject: Sticky Note Date: 5/13/2016 2:33:48 PM
is any of this project in tidally influenced water?

Author: DOTPF Subject: Sticky Note Date: 5/13/2016 2:17:34 PM
No.

Author: H Firstencel Subject: Sticky Note Date: 5/13/2016 2:34:01 PM
will these be fixed as part of this project?

Author: DOTPF Subject: Sticky Note Date: 5/13/2016 2:18:27 PM
Yes, where practicable, highway drainage would be located farther from the traveled way beyond the area of normal maintenance clearing.

Author: H Firstencel Subject: Sticky Note Date: 5/13/2016 2:34:06 PM
What would happen to debris if road were not there at all? does presence of road/ debris culverts increase contribution of debris into river?

Author: DOTPF Subject: Sticky Note Date: 5/13/2016 2:19:30 PM
The migration of debris is influenced by environmental factors (precipitation, air temperature, etc.) rather than the presence or absence of the highway.

4.11.2 Environmental Consequences

Proposed Action - The Proposed Action would result in multiple changes to hydrologic conditions and water quality as listed in Table 4.11-1 below.

Table 4.11-1: Hydraulic Changes Due to Proposed Action

Proposed Action	Environmental Consequence
Chilkat River Bridge-longer and wider structure with three in-water piers; Each pier would consist of 3 ft or 4 ft diameter individual piles replacing nine piers with solid 1'-8" wide by 25'-6" long concrete walls	Localized hydraulic changes at the piers/pilings; scour and sedimentation patterns would change because there would be individual piles rather than solid piers. Outside of the influence of the piers/pilings, river bottom sediments would be shifting as a normal river channel. Biological systems would respond to these hydraulic changes and stabilize over time.
Culverts in 24 fish streams replaced	Localized hydraulic changes; fish passage maintained at some locations and improved at others.
Debris flow culverts at two locations (MP 19 and 23) replaced with larger structures	Debris would be conveyed past the highway and some could directly enter the Chilkat River; turbidity and sediment loads to the river would increase. Reduced water quality during debris flow events because of an increase in turbidity at and below debris flow areas; the riverbank configurations at the discharge point or downstream could grow and change its shape as sediment accumulates. This could result in added land areas and shoreline vegetation.
Road realignment and river embankment hardening (fill in Chilkat River) (fill in 8.5 acres)	Localized hydraulic changes; erosion reduced at some locations; water quality improved.
Wetland fill (about 24 acres)	In relation to the large area of wetlands in the Chilkat watershed, wetlands water retention and recharge would be minimally reduced. Residential water supplies would not be affected given the size of the watershed and the relative small water withdrawal at these homes.
Tributary streams realigned away from the Highway	Stream hydraulic changes; water quality improved.
Highway widening	Impervious area increased by an estimated 20 acres (25%); additional stormwater runoff.

Changes in hydraulics can affect sedimentation and river bottoms. This could change fish habitat and water quality. The proposed new bridge, improved fish stream culverts, and tributary stream realignments are expected to improve fish habitat and water quality. Replacing debris flow culverts at MP 19 and 23 could result in more rock, sand, and sediment directly flowing into the Chilkat River. Given the Chilkat River's wide channel and heavy bed load, this would have a

Author: H Firstencel Subject: Sticky Note Date: 5/13/2016 2:34:15 PM
the graphic shows bank stabilization under bridge with rip-rap. there are ways to minimize the adverse impacts from rocking the shore line - most importantly making the bank 'animal-movement friendly' by burying rock and planting shrubs, and this should be discussed.

Author: DOTPF Subject: Sticky Note Date: 5/13/2016 2:21:30 PM
The proposed embankment protection on the "town" side of the bridge is above OHW allowing animal movement. On the "border" side of the bridge, placing material outboard of embankment protection would require additional fill in waters of the US. It is the intent to avoid fill to the extent practicable. Also, there are no recorded incidents of animal-related crashes in that area.

Temporary river traffic delays may occur during construction of the temporary work bridge, construction of the new bridge, and the removal of the existing bridge. This is discussed further under Section 4.20, Construction Impacts.

No-Action Alternative **-** Under the No-Action Alternative, the existing bridge would not be replaced. Navigability would not be improved. The bridge would continue to provide insufficient clearance for boaters during high water events and navigation would continue to be restricted at low water.

4.12.3 Avoidance, Minimization, and Mitigation Measures

The Proposed Action would be a net benefit to navigability. No avoidance, minimization, or mitigation measures are proposed.

4.13 Floodplains

4.13.1 Affected Environment

The Chilkat River is a broad, dynamic, glacially-fed fluvial system consisting of multiple channels within an extensive floodplain. Sediments consist of coarse materials dominated by cobbles and gravels with finer sands and silts. The river is braided with sediment deposition occurring as continual shifting sand/silt bars or levees and shifting of stream channels.

The Chilkat River floodplain is broad, varying in width from 1,000 feet in the upper reaches of the river near the end of the project (Mile 25), to 1.1 miles near the Haines Airport. Due to shifting sand/silt bars and changing stream channel configurations, normal flows of the river can rapidly change. Flooding occurs within the numerous side channels that exist within and adjacent to the floodplain.

In the wider areas of the Chilkat River floodplain, flood flow depths remain shallow even when flood discharge rates increase dramatically. However, shifting sand/silt bars often result in the formation of levees. Riverbanks may become susceptible to erosion in localized areas should flood flows become concentrated by these levees when formed on the fringes of the floodplain.

The Haines Borough has participated in the National Flood Insurance Program since 2004 and manages floodplain development in accordance with the City of Haines Floodplain and Flood

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Author: H Firstencel Subject: Sticky Note Date: 5/13/2016 2:34:24 PM
I think this number is not consistent throughout document. i believe it said 7.7 acres in a table, and i feel like i read an 8.x somewhere too.

Author: DOTPF Subject: Sticky Note Date: 5/13/2016 2:34:30 PM
The numbers have been made consistent throughout the FREA.

Author: H Firstencel Subject: Sticky Note Date: 5/13/2016 2:34:37 PM
i dont remember reading about tribs being impacted so much. this seems like a high LF - impacts to tribs should be described in more detail, and be sure mitigation, if necessary, is accomplished not only for wetland functions, but streams too.

Author: DOTPF Subject: Sticky Note Date: 5/13/2016 2:22:29 PM
Impact areas and mitigation are fully addressed in the FREA and summarized in Table 4.15-3.

Table 4.14-1: Wetland Habitat Types

Wetland Habitat Type	National Wetlands Inventory (NWI) Designation	Acres	Percent of Study Area
Riverine	Riverine-Chilkat River, Upper Perennial Open Water Scrub Shrub-Saturated (R30W)	99.2	11.0%
Shrub Swamp	Scrub Shrub-Seasonally Flooded Scrub Shrub Permanently Flooded (PSS1B, PSS1E, PSS1H)	72.5	8.1%
Herbaceous Swamp	Emergent-Permanently Flooded (PEM 1 H)	40.6	4.5%
Seasonally Flooded Black Cottonwood	Forested-Seasonally Flooded (PFO1C)	11.8	1.3%
Fresh Sedge Meadow	Emergent-Saturated (PEM1B)	8.9	1.0%
Bluejoint Meadow	Emergent-Saturated (PEM1B)	15.4	1.7%
All Wetlands and Waters of the U.S.	**N/A**	**248.4**	**27.7%**

On February 9, 2010, the USACE issued a Preliminary Jurisdictional Determination based on the wetland data submitted to them April 17, 2009. The USACE determined these 248.4 acres are regulatory wetlands or waters of the U.S. In 2012, the functions and values of the wetland complexes were evaluated (DOWL HKM, 2012). Based on this assessment, the primary functions of the wetlands adjacent to Haines Highway are to provide fish rearing and passage, nutrient cycling, and retain water to minimize flooding.

4.14.2 Environmental Consequences

Proposed Action - The Proposed Action would directly impact (excavate or fill in) approximately 23.7 acres of wetlands plus fill 7.4 acres of open water in the Chilkat River.

Approximately 14,244 linear feet of the Chilkat River and 2,315 linear feet of its tributaries would be affected. Table 4.14-2 and Figure Set C present the project impacts to wetlands and other waters of the U.S. (Note that wetlands and waters of the U.S. are combined as wetlands in this section.)

minimize harm to wetlands. Because much of the project corridor is bordered by wetlands and the Chilkat River, it is not possible to completely avoid impacting wetlands and riverine habitat if the highway is to be improved. The project design has focused on avoiding and minimizing wetland impacts through the measures described below.

Avoidance - Wetlands would be avoided by:

1. following the existing highway alignment to the extent feasible,
2. widening and/or realigning into uplands, rather than wetlands, to the extent possible,
3. maintaining natural flow patterns through use of culverts and cross-drainage structures, and
4. improving sight distance to remove the need for passing lanes.

Minimization - Wetland fills would be minimized by:

1. adjusting the elevation of the highway,
2. adding guardrails, and
3. constructing a road embankment slope that is as steep as practical (2:1).

Construction measures would also be implemented to minimize impacts, as listed below:

1. staking and/or flagging construction limits in wetland areas prior to construction, to limit impacts to permitted areas;
2. limiting construction staging areas, material sites, and disposal sites to upland areas and/or within permitted fill limits of the roadway; and
3. implementing erosion and sediment controls to reduce impacts to wetlands from stormwater runoff as specified in an approved Stormwater Pollution Prevention Plan (SWPPP) required by the Alaska General Construction Permit. The SWPPP would be based on an *Erosion and Sediment Control Plan* (ESCP) that would be included in the construction contract.

Section 4.20 provides additional construction-related impacts and avoidance and minimization measures.

Compensatory Mitigation - Beyond the avoidance and minimization measures listed above, compensatory mitigation is required by USACE and USEPA for the unavoidable impacts to

Author: H Firstencel Subject: Sticky Note Date: 5/17/2016 10:10:48 AM
this point is probably the most critical to demonstrate 404b1 compliance. for a corps permit, the alignment sheets should show all areas where impacts have been shifted towards uplands, and where they haven't been, explain why not.

Author: DOTPF Subject: Sticky Note Date: 5/13/2016 2:23:37 PM
Appendix F, Essential Fish Habitat, includes Table A-1 addressing this question and reports justification.

Author: H Firstencel Subject: Sticky Note Date: 5/17/2016 10:11:05 AM
i assume these areas are identified on a map somewhere in this EA?

Author: DOTPF Subject: Sticky Note Date: 5/17/2016 10:12:01 AM
DOT&PF will locate these areas in final design for each construction segment. These areas will be identified in the construction contract documents andn in the USACE Section 404 permit.

wetlands. During project scoping and preliminary design in 2006, DOT&PF established a team comprised of persons representing resource agencies with jurisdiction (National Marine Fisheries Service [NMFS], USFWS, USACE, EPA, ADF&G, DNR) and the local watershed council. The purpose of this Interdisciplinary Team (IDT) was to discuss this project and obtain agency input on the proposed mitigation plan. The IDT indicated that the most important wetland function in the project area was to provide fish habitat. IDT identified mitigation options including stream enhancement and creation as well as a number of small wetland creation sites. In response, DOT&PF has developed a Conceptual Mitigation Opportunities plan (see Appendix D).

Following the development of the conceptual stream mitigation plan, USACE's 2008 Mitigation Rule and USACE Alaska District's Regulatory Guidance Letter on this new rule (RGL ID No. 09-01) were published. These guidelines establish a hierarchy for preferred types of compensatory mitigation, with wetland mitigation banks being the most preferred, followed by in-lieu fee programs, and "permittee-responsible" (on-site, in-kind) mitigation being the least preferable. Because there is no wetland mitigation bank in the Haines Borough, the proposed mitigation for this project would include proposed stream mitigation areas and a fee-in-lieu of compensatory mitigation, at a ratio negotiated with the USACE. It should be noted that when the Conceptual Mitigation Opportunities plan was developed, the resource agencies' preference was for on-site, in-kind mitigation with the focus on restoring and enhancing fish habitat. The IDT considered this to be the most important function provided by wetlands in the area.

Based on the functions and values assessment, some of the functions and values lost would be replaced with the proposed mitigation and restoration plan described in Appendix D. The following is a brief description of the proposed wetlands mitigation plan.

Stream Restoration/Enhancement Sites - DOT&PF is proposing on-site mitigation to restore and enhance fish habitat in eight tributaries adjacent to the project corridor, as described and shown in detail in Appendix D.

Each of the eight sites provides an opportunity to restore and/or enhance the existing stream channels through various methods such as:

Author: H Firstencel Subject: Sticky Note Date: 5/13/2016 2:34:55 PM
really should say "special aquatic sites", what other SAS's are being impacted? waters within Eagle preserve & riffle pool complexes certainly.

Author: DOTPF Subject: Sticky Note Date: 5/13/2016 2:26:30 PM
As defined in 40 CFR 230 Subpart E, wetlands are special aquatic sites. We believe it would be confusing to point out only some areas as special aquatic sites. It is the intent to present an easily readable document to the general public with as little technical jargon as possible. We respectfully decline to insert the term "special aquatic site".

Author: H Firstencel Subject: Sticky Note Date: 5/17/2016 10:12:20 AM
alternatives to avoid wetland impacts for this work needs to be evaluated. what are the adverse impacts that could result to an aquatic resource by changing habitat types/

Author: DOTPF Subject: Sticky Note Date: 5/17/2016 10:15:25 AM
These sites were developed in coordination with an inter-Disciplinary team (IDT) including USFWS, ADF&G, NMFS and USACE as part of the Essential Fish Habitat review process. The IDT felt the highest value of the project wetlands was providing the correct quality and quantity of water to fish streams and that tributary enhancement/creation was appropriate mitigation. See Appendix F, Essential Fish Habitat.

1. relocation of fish-bearing streams away from the road, beyond where DOT&PF needs to brush for maintaining visibility;
2. installation two new fish passage culverts designed to improve fish habitat;
3. upgrading three existing fish bearing culvert with culverts designed for fish passage;
4. constructing additional fish bearing tributary features, such as vegetation and root wads, to improve stream complexity and nutrient supply; and
5. removal and partial excavation of existing road embankment to create a hydrologically connected flood terrace/wetland area adjacent to a fish stream (Appendix D).

Creation of the stream restoration/enhancement sites (sites) would also improve the aquatic ecosystem by improving the water quality of tributaries within each site. The faunal carrying capacity of each of the sites would be improved by providing surface water drinking sources. The sites would be constructed within herbaceous swamp and meadow (PEM1H and PEM1B) and shrub swamp (PSS1H, PSS1E) wetlands. Improved fish habitat would improve the value of each site's wetlands.

Seasonally flooded cottonwood forest wetlands (PFO1C), adjacent to the sites would also be improved. Fish habitat improvements in adjacent wetlands would provide an improved food source for eagles perching in the forested wetlands.

Fish Stream Culvert Improvements **-** Fish stream culverts would be replaced in accordance with the Memorandum of Agreement (MOA) between ADF&G and DOT&PF regarding culvert replacements (see the table summary with Figure Set C). The fish passage culvert upgrades would improve fish access to the enhanced aquatic habitat, providing a functional benefit to these fish streams.

4.15 Fish

4.15.1 Affected Environment

The Chilkat River and 25 tributaries to the river provide fish habitat in the project area. Twenty of the tributary channels are catalogued by the *ADF&G Catalog of Waters Important for the*

Author: H Firstencel Subject: Sticky Note Date: 5/13/2016 2:35:07 PM
A comment on a general theme here about sediment contributiion to river: Tribs are supposed to carry sediment to rivers - that is one of their functions. Sediments carried to rivers can be beneficial to EFH/fish spawning. What needs to be addressed in the unnatural or/developement triggered modifications to the natural sediment input of a trib. e.g., more or less contribution? either could have an adverse effect.

Author: DOTPF Subject: Sticky Note Date: 5/13/2016 2:28:43 PM
There is very little spawning habitat affected by the project. The fish habitat provided by the tributaries is primarily fish rearing and passage. Any work beneath OHW has to comply with the requirements of an ADF&G Fish Habitat permit.

Table 4.15-1: Proposed Action Impacts to Essential Fish Habitat

Proposed Action	Impacts to EFH	Impacts to Fish
Place about 8.5 acres of fill in the Chilkat River and 22 of its tributaries. **Note:** Fill in tributaries would be mitigated by stream realignment (see below).	• Eliminate riparian areas, stream channels, waterways and associated wetlands. • Loss of substrate type/habitat at fill locations. • Armor rock could affect sediment movement and chemical processes. • Changes to hydrology/water flow: develop scour holes at some locations and build up sediment at other locations. • Open habitat for invasive species.	• Loss of available food at fill sites. • ability to move from one part of the stream to another for shelter from predators or to find favorable habitat. • Loss of spawning gravels. • Burying of eggs and alevins in sediments. • Changes to fish passage patterns/routes.
Realign 8 tributaries along the highway corridor.	• Changes to flow and substrate types from addition of large woody debris and alignments into gravel bars as well as stream depth changes and meanders. • Changes to aquatic life colonizing these new substrates. • Long-term increase in riparian vegetation along banks because vegetation would not be cut for sight distance on highway. • Possible changes in water quality/characteristics. • Stream channel may be dry during periods of low precipitation (dry cold or dry hot weather). • Unstable stream channels with bank erosion, channel incision, sediment deposition and possibly variable water regime until water reshapes the constructed channels into a more natural geometry.	• Reduction of available food. • Inability to move from one part of the stream to another for shelter from predators, to find favorable habitat. • Degradation of spawning gravels. • Entombment of eggs and alevins in sediments. • Changes to aquatic life colonizing these new substrates. • Changes to fish passage patterns/routes.
Replace and/or upgrades of culvert at 25 anadromous stream crossings (most would be larger).	• Stream geomorphology would be more stable.	• Ability to move upstream and downstream in response to changing water levels, velocities, and temperatures. • Fish passage is provided at all stream flows, as required by the DOT&PF/ADF&G MOU.
Construct larger culverts at Debris Flow MP19 and 23.	• Long-term increase in sediments moving directly [illegible] Chilkat River and subsequently downstream. • Localized river bank instability. • Habitat near MP 19 and 23 in the Chilkat River could be buried/changed with each flood flow event. • Additional sediment and nutrients to river system.	• Direct impacts du ring flooding events.
Construct new bridge down river of the existing bridge requiring almost 6,000 square feet of new disturbance for riprap protection of the embankments.	• Change sediment and debris flow at the new bridge site resulting in materials moving downriver more naturally rather than being caught in pilings at the existing bridge.	• Fish hiding from construction activity may be buried by the new riprap.

Author: H Firstencel Subject: Sticky Note Date: 5/13/2016 2:35:26 PM
"may" be.. or "will" be?

Author: DOTPF Subject: Sticky Note Date: 5/13/2016 2:29:44 PM
DOT&PF does commit to monitoring as a part of the Section 404 permit process and will make every effort to modify structures for a successful outcome.

Minimization

1. The Chilkat River fill footprint was minimized by making the slope of the road embankment as steep as feasible (2:1).

2. Along the Chilkat River, DOT&PF has minimized impacts to EFH by adding guardrails at several locations. Impacts to Chilkat River habitat were reduced by 40,900 square feet along 1,360 linear feet through minimization.

3. At the Chilkat River Bridge, DOT&PF has minimized impacts to EFH by reducing the total number of in-water piers to three compared with the existing nine piers (see Figure 4.12-1).

4. To minimize adverse impacts of fill in the Chilkat River, DOT&PF proposes to use rough angular rock to stabilize the fill and prevent erosion; additional stabilization and erosion control may be provided by incorporating large and small woody debris and other biostabilization techniques into the riprap (Figure 4.15-1). Biostabilization techniques increase bank re-vegetation, reduces sediment loads, and improves water quality. Using the rough angular rock would provide interstitial voids for cover of juvenile fish and increase macroinvertebrate biomass and density (USACE, 2003).

Mitigation

1. The 25 sub-standard culverts conveying anadromous fish through the project area (Appendix F) would be replaced with culverts designed to meet ADF&G fish passage standards as outlined in the MOA between the DOT&PF and the ADF&G.

2. Incorporation of woody debris would also improve habitat by creating additional cover for juvenile fish (Inter-Fluve, 2012).

3. Three highway turnouts that provide access to wetland and riverine habitat would be permanently closed to prevent further damage to EFH caused by operation of off-road motor vehicles and unregulated dumping.

Author: H Firstencel Subject: Sticky Note Date: 5/13/2016 2:35:32 PM
use biodegradable fabric only.

Author: DOTPF Subject: Sticky Note Date: 5/13/2016 2:30:16 PM
DOT&PF will use biodegradable fabric if it will meet project engineering requirements.

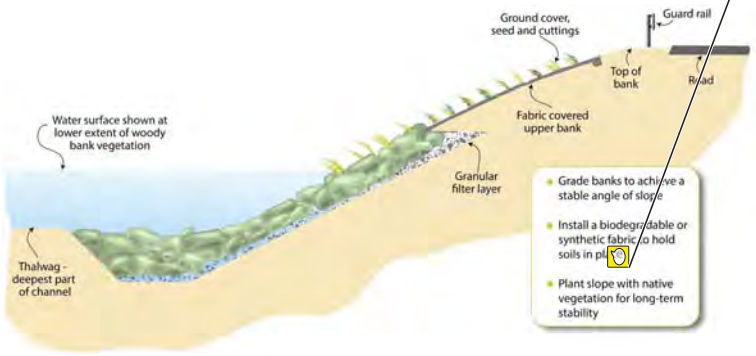

Figure 4.15-1: Conceptual View of Proposed Stream Bank Erosion Control

Author: H Firstencel Subject: Sticky Note Date: 5/13/2016 2:35:38 PM
This is considered 'piecemealing' and is not acceptable for corps permitting. All potential impacts to waters of the US for the 'single & complete project' need to be identified up front and reviewed together.

Author: DOTPF Subject: Sticky Note Date: 5/13/2016 2:31:10 PM
DOT&PF will require the construction contractor to dispose of excess material in approved upland (non-jurisdicational) locations.

1. No excess material would be disposed of in any waterway.
2. Stream flow would not be impaired during timing windows stipulated by ADF&G.
3. Areas to be cleared would be limited to the minimum extent necessary. All disturbed areas would be permanently re-vegetated.

Construction activities would likely have a short-term impact on wildlife that use the corridor, causing them to avoid adjacent areas during construction activity. When the construction disruption ends, wildlife are expected to resume use of the area.

Invasive Species

Construction activities have the potential to introduce and or spread invasive species. BMPs for cleaning of construction equipment prior to and after use on a construction site have been developed to reduce the potential for introducing species. Additionally, DOT&PF would survey the construction areas for invasive plants prior to construction and an invasive plant control plan would be developed and implemented as part of construction. DOT&PF construction specifications for re-vegetation would require use of certified native seed for stabilization of disturbed areas. DOT&PF would include a list of BMPs for preventing the spread of invasive species during construction, such as cleaning earth moving equipment before being moved onto, and leaving, the construction site.

Material Sources and Disposal Sites

Likely material sites, disposal sites and access roads were identified by DOT&PF and are identified in the PER (DOWL HKM, 2010c). Material sources needed for the project would be contractor supplied, although most of the necessary sand, gravel, and rock would come from areas along the project corridor that need to be excavated or blasted for the proposed new alignment. Disposal would be primarily comprised of material unsuitable for road construction. The contractor would be responsible for ensuring that all environmental permitting is completed for any material sites, disposal sites, or staging areas. Potential material sites and disposal sites identified in the PER (DOWL HKM, 2010c) occur on uplands.

No-Action Alternative **-** The No-Action Alternative would have no construction impacts.

2013_08_30 **253EA** - G_Hinkle

Gary L. Hinkle
P.O. Box 707
Haines, AK. 99827

Mr. Jim Schell
DOT & PF
P.O. Box 112506
Juneau, AK 99811-2506

Dear Mr. Scholl:

I am a resident of Haines, Alaska. I am supportive of the planned Haines Highway improvements. The proposed safety improvements are needed for those of us that travel the road on a regular basis.

Additional Comments: I Like to ride my bike on the Flatness of THE Highway Here it would be more enjoyable if it were a wider Road making it safer for everyone.

Signature: Gary Lee Hinkle

Printed Name: Gary Lee Hinkle

P.O. Box 707

Haines, Alaska 99827

2013_08_24 **254EA** - S_Flader

From: Flader, Susan L.
To: haineshighway@alaska.gov
Subject: Haines Highway
Date: Sunday, August 25, 2013 1:38:55 PM

Dear Mr. Scholl--

As one who has traveled frequently in many parts of Alaska during the past forty years, I write to urge much more careful study of the proposed widening and straightening of the Haines Highway and the utmost attention to keeping to an absolute minimum the impacts of any "improvements" on the extraordinary bald eagle, salmon, and other wetland and forest resources of the area. It seems obvious that a project with the potential environmental impacts of this project deserves and requires a full, formal Environmental Impact Statement. The modest improvements in speed and safety for the limited amount of travel along this short stretch of highway would seem to be gravely imperiling resources of
254a state, national and international significance. Please either stop this project, or undertake a full EIS and scaled-back redesign with protection of the extraordinary resource values uppermost. Sincerely,
Susan Flader

Comment Response

254a See Comment Response R02b.

2013_08_24 **254EA** - S_Flader

COMMITTEE ON APPROPRIATIONS
COMMITTEE ON HOMELAND SECURITY AND GOVERNMENTAL AFFAIRS
CHAIRMAN, SUBCOMMITTEE ON EMERGENCY MANAGEMENT, INTERGOVERNMENTAL RELATIONS, AND THE DISTRICT OF COLUMBIA

MARK BEGICH
ALASKA

United States Senate
WASHINGTON, DC 20510

COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION
CHAIRMAN, SUBCOMMITTEE ON OCEANS, ATMOSPHERE, FISHERIES AND COAST GUARD
COMMITTEE ON VETERANS' AFFAIRS
COMMITTEE ON INDIAN AFFAIRS

September 16, 2013

Mr. Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington D.C. 20590

Dear Secretary Foxx:

The Haines Highway through northern Southeast Alaska is an important transportation corridor to Canada's British Columbia and Yukon, and Interior Alaska. It is also a National Scenic Byway that passes through the spectacular Chilkat River Valley and the Alaska Chilkat Bald Eagle Preserve, home to the world's largest congregation of eagles. Improvements to the highway are needed and generally supported by the local residents, but many have contacted my office with serious concerns about the extent of changes proposed by the State of Alaska Department of Transportation and Public Facilities (DOTPF) and now being reviewed by the Federal Highway Administration (FHWA). I urge you to take these local concerns into account as you review the proposed Environmental Assessment (EA) for the 21.8-mile highway project.

Several aspects of the project are welcomed by many, such as replacement of the existing 55-year old Chilkat Bridge, broader shoulders, and improved roadside turnouts. However, serious concerns have been raised over DOTPF's proposals to straighten many of the highway's curves in order to accommodate a posted speed
255a limit of 55 miles per hour. In doing so, the project as proposed would remove eagle nesting trees, impact nearby historic and cultural sites, and fill in wetlands critical to fish habitat. While the EA includes proposed mitigation measures, many local residents say this project would still degrade the values of the preserve, adjacent historic sites, and the general experience of the drive.

Road improvements should address valid safety concerns and enhance the region's traffic needs and values, but not all roads need to be straight nor do they need to accommodate increased speed. The Haines Highway is a low-volume rural road better known for its scenic values rather than a high-speed traffic corridor. As you review the proposed EA, I encourage you and your staff to weigh carefully
255b potentially significant environmental impacts, and to consider alternatives that preserve the natural

255a No nest trees will be removed. Adverse effects to the Chilkat River Bridge are resolved under the Memorandum of Agreement. See Comment Response R11, R24, R31.

255b See Comment Response R74.

SUITE 750 510 L STREET ANCHORAGE, AK 99501 (907) 271-5915
SUITE 328 101 12TH AVENUE FAIRBANKS, AK 99701 (907) 456-0261
SUITE 308 ONE SEALASKA PLAZA JUNEAU, AK 99801 (907) 586-7700
SUITE 101 805 FRONTAGE ROAD KENAI, AK 99611 (907) 283-4000
SUITE 230 1900 FIRST AVENUE KETCHIKAN, AK 99901 (907) 225-3000
SUITE 308 851 EAST WESTPOINT DRIVE WASILLA, AK 99654 (907) 357-9956
SUITE SR-111 RUSSELL BUILDING WASHINGTON, DC 20510 (202) 224-3004

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values of the Haines Highway, the broader Chilkat Valley and the Bald Eagle Preserve.

The Haines Highway is a unique and important asset to the local community, the state of Alaska and the nation's Scenic Byways program. The concerns of local residents need to be addressed before the project is finalized. Thank you for your consideration of this request.

Sincerely,

Mark Begich
United States Senator

October 2015 Draft Revised Environmental Assessment
Comments & Responses

Comment Number	Comment		Response to Comment
255	2015_09_25_**255bDREA** - R_Welton **From:** Rob and Rose Welton [mailto:robbrose@gci.net] **Sent:** Friday, September 25, 2015 5:54 AM **To:** DOT SER HainesHighway **Cc:** Rob/Rose Welton; Mike Kramer; kjewald@hotmail.com; Chip Lende **Subject:** Haines Highway Project: Any Construction in 2016? Hello, I saw the EIS public notice in the Juneau paper about the Haines Highway project, #68606/SHAK-095-6(28), and wanted to confirm whether any construction or preconstruction will likely take place in June 2016. Thanks for your help with our planning process. Rob	**255**	See Comment Response R42.
256	2015_10_07_**256DREA** - L_Banaszak **From:** Leonard Banaszak **To:** Allen, Elizabeth **Subject:** RE: 68606 Haines Highway Improvements Project - MP 3.5 to 25.3 / Update **Date:** Wednesday, October 07, 2015 11:36:28 AM Hi Elizabeth, Thank you for your department efforts to upgrade the road. This is a much needed upgrade for safe travel on the highway for both travelers and the highway crews. Since I live at 26 mile, my household is in strong support of the improvements which need to be completed as soon as possible. Sincerely, Leonard Banaszak 907-767-5757	**256a** **256b**	**256a** See Comment Response R05. **256b** See Comment Response R05.

Comments on 2015 DREA

Comment Number	Comment		Response to Comment
257	2015_10_07_**257DREA** - M_Snell **From:** Northern Construction **To:** HainesHighway@alaska.gov **Subject:** highway **Date:** Wednesday, October 07, 2015 10:11:04 AM Enough messing around!! Quit placating the whiny liberal green Mud Bay rejects and build the damn thing already!!! Do you really think that there was this much talk before they built the original road? And look - there are still eagles, bears, moose, fish and frogs aplenty - without one single environmental impact survey! Very sick and tired of spending untold bundles of cash on this crap to easy the minds of a few simpletons!!! And that is my rant. Thank you, Melissa Snell	**257**	NA
258	2015_10_13_**258DREA** - S_Ramsey **From:** Scott Ramsey [mailto:scottakguide@gmail.com] **Sent:** Tuesday, October 13, 2015 6:59 PM **To:** DOT SER Haines Highway **Subject:** The Haines Highway Greetings Thanks for gathering inquiries on the subject of the Haines Highway. I would like to make my comment short and to the point. Please fix the Bridge over the Chilkat and leave the rest. Haines is cutting back plowing efforts maybe you could help them instead of pouring so much money into a project that is not needed. Scott Ramsey, Highway Resident	**258a** **258b**	See Comment Response R43. See Comment Response R44.

Comments on 2015 DREA

Comment Number	Comment		Response to Comment
259	2015_10_15_**259DREA** - Chilkat Indian Village		
259a	The Chilkat Indian Village intends to submit additional comments on the Draft Revised Environmental Assessment in the near future. However, the document's contents require more time to review and prepare our response than the noted current 30 day deadline for public comment. The current deadline for public comment is November 6, 2015. We respectfully request an additional 45 days to December 21st for the Chilkat Indian Village to submit additional comments for your consideration and review. The Haines Highway Re-Alignment Project Number 68606 is just that to your agency, a project, and I can appreciate that. However, to us, this project has generational consequences and to do justice on our part, we need this extension of time to give due diligence to present and future tribal members.	**259a**	See Comment Response R01.

Comments on 2015 DREA

Comment Number	Comment		Response to Comment
260	2015_10_15_**260DREA** - L_Banaszak **From:** Leonard Banaszak [mailto:lenban@aptalaska.net] **Sent:** Thursday, October 15, 2015 11:28 AM **To:** DOT SER HainesHighway **Subject:** Haines Hwy upgrade Dear Mr. Scholl,		
260a	I would like to encourage the Highway Dept. to implement the upgrade to the Haines Hwy as soon as possible. The many blind curves, absence of pull-off shoulders, animals on the roadway coupled with often severe driving conditions, work together to create conditions where we have had a number of accidents and deaths which, in some cases, could have been avoided. I travel the road 30 miles one way on a regular basis for work and over the years have personally come across a number of accidents; some where the people were still at the accident scene. It seems to me that the safety upgrade of the road could not possibly cause more environmental impact than that which is regularly imposed by the forces of nature in the form of floods, mudslides, heavy rains and snow, earthquakes, etc. It's hard to imagine that if a tree is cut down in which an eagle likes to roost, he can't figure out how to roost in another tree. Similarly, if some salmon spawning areas are disrupted that they won't find somewhere else to spawn. After all, that's what they have been doing for thousands of years when earthquakes, flooding and mudslides have made catastrophic changes in the river system.	**260a**	See Comment Response R05.
260b	I believe that human life and safety certainly must take precedent over some of the environmental concerns which would impact a relatively small section of a proportionately huge river system. The department's efforts in maintaining and improving highway conditions is greatly appreciated.	**260b**	See Comment Response R05.
	Sincerely, Leonard Banaszak O = 907-767-5757, C= 907-314-0150 lenban@aptalaska.net		

Comment Number	Comment		Response to Comment
261	2015_10_17_**261DREA** - M_Cornelius **From:** Michele [mailto:michelescornelius@gmail.com] **Sent:** Saturday, October 17, 2015 7:19 PM **To:** DOT SER HainesHighway **Subject:** Haines Highway Improvements Project Comments These comments are in response to the Revised Draft Environmental Assessment of October 2015 for the Haines Highway Improvements Project. I appreciate that changes have been made to this project in response to public concerns, and these changes do seem better. However, I still question the main purpose for this project. With major budget shortages and many cuts being made, why should large		
261a	amounts be spent to increase the speed on the Haines Highway to 55 mph? This is a lightly used road, and it leads to Canada. Most of our goods come by barge, and it seems that the upgrades are being done for the benefit of ore trucks from mining at the expense of the visitors to the Chilkat Eagle Preserve and the wildlife that live there. Locals and tourists come to this area to recreate, and I see many bicyclists and people with cameras hiking on the side of the road. People drive slowly looking for eagles in the trees, pulling out at various spots to take photos and enjoy the views. Wolves, coyotes, moose and bear cross the road to get to the river. Locals and tourists do use the road to travel to Canada, but I don't hear complaints about slowing down for some curves in this beautiful section. The large trucks already whiz by much too fast, and high speed is not compatible with this stretch of the road. I am happy that fill in the river and wetlands has been reduced, but it is still significant. Trees will be cut, and there will be environmental impacts. This will cost lots of money at a time when we shouldn't be wasting it on	**261a**	See Comment Response R06.
261b	unneeded 'upgrades' that don't seems to be improvements. I visit this area frequently and already dislike the speeding trucks. Having them go by even faster doesn't seem like an improvement. Sincerely, Michele Cornelius	**261b**	See Comment Response R06.

Comments on 2015 DREA

Comment Number	Comment		Response to Comment
262	2015_10_19_**262DREA** - M_Brooks **From:** Maria Brooks [mailto:mlbrooks1949@outlook.com] **Sent:** Monday, October 19, 2015 6:11 PM **To:** DOT SER HainesHighway **Subject:** To whom it may concern: I have been a resident of Haines for 37 years and my husband has been for 36 years. He travels back and for the town to work five days a week. I travel to work twice a week and do errands another day. We appreciate having the highway, but it is definitely in need of improvements. It would also be in the interest of our tourists to have a road worthy of travelling with motor homes and other travel vehicles. We are supporting all of the proposed improvements to the Haines Highway. Sincerely, Maria Brooks HC 60 Box 2632 Haines, Alaska 99827 Physical Address: 1.8 Chilkat Lake Road	**262a**	**262a**	See Comment Response R05.

Comment Number	Comment		Response to Comment
263	2015_10_20_**263DREA** - B_Kirkpatrick **From:** Ben Kirkpatrick [mailto:ben.kirkpatrick@sawcak.org] **Sent:** Tuesday, October 20, 2015 3:04 PM **To:** Scholl, James W (DOT) **Subject:** RE: benK68606 HNS: MP 3.5 to 25.3 / IDT office meeting HI Jim: I can't seem to find where in the EA/EFH documents there is a description of the main stem lwd placement. I'm sure you told me before, but can't seem to find it. As an aside. I completely understand that folks have determined (rightly I might add) that fish habitat is the highest desirable function for mitigation. So while it seems you have addressed stream habitat and fish passage and are planning to partially mitigate for river fill, all the credits you lose for filling the wetlands have not been addressed and appear too covered by an ILF provider. My point being, there is still a significant mitigation obligation with only a general description of how you will meet that obligation (ILF payment to SEAL		
263a	Trust). Which to my mind does little to address fish habitat issues. Do you have a list or indication of what properties are available for mitigation purposes? That would help in determining if a FONSI is warranted. One way to avoid a disagreement over mitigation issues is the use of ELJs in the Eagle Preserve. I only mention this, again, because I know DOT would like to move forward with this project next year. So I want my concerns related up front, no last minute surprises. If you can't or won't satisfy them, that's a different issue. But it won't be because you weren't aware of them. I appreciate any help you can give me on wading through the documents. Ben	**263a**	See Comment Response R32.

Comment Number	Comment		Response to Comment
264	2015_10_20_**264DREA** - Lynn_Canal_Conservation **Sent:** Tuesday, October 20, 2015 2:38 PM **To:** DOT SER HainesHighway **Subject:** CIV Request to Extend EA Comment Period Greetings, Please see the attached letter from Lynn Canal Conservation in support of the		
264a	Chilkat Indian Village request for an extension to comment on the Haines Highway EA. Lynn Canal Conservation PO Box 964 Haines, AK 99827 766-2295 lynncanalconservation.org [See 259DREA]	**264a**	See Comment Response R01.

Comment Number	Comment	Response to Comment
265	2015_10_21_**265DREA** - Dept._Environmental_Conservation **From:** Palmieri, Anne Marie G (DEC) **Sent:** Wednesday, October 21, 2015 10:01 AM **To:** Scholl, James W (DOT) **Cc:** Astley, Beth N POA; Beck, Larry **Subject:** Haines Highway Improvement project revised EA comments The Alaska Department of Environmental Conservation (DEC) Division of Spill Prevention and Response Contaminated Sites Program (CSP) has reviewed the Revised Draft Environmental Assessment for the Haines Highway Improvements Milepost 3.5 to 25.3 (Airport to Bluffs) project, dated October 2015. DEC has statutory authority to manage the cleanup of soil and groundwater contaminated by petroleum and/or hazardous substances. Within the Alaska Department of Transportation and Public Facilities (ADOT&PF) project area, there are two (2) sites which have petroleum hydrocarbon soil and groundwater contamination and one (1) with hazardous substance (metals) soil contamination. The CSP submits the following comments on this document: 1. Section 1.1, page, paragraph 2, and lines 8-9: It would be more accurate to state that there were four (4) known petroleum releases from the Haines-Fairbanks Pipeline, but only two (2) areas of contamination are present. 2. Section 4.6.1.1, page 87: This text should be modified to state that the Haines Borough School District operates three (3) schools - the Haines Elementary (K.-8) School, the Haines High School and the Haines Home School. The Mosquito Lake School was closed in June 2014. 3. Section 4.19.1, pages 187-188: In December 2014, the US Army Corps of Engineers (USACE) released the Final/Additional Environmental Investigation for the Haines A rea Sites (PMP 17. 7, 19.5, and 25.5). The information in this section should be updated with the results from that report. The DEC approval for that report which includes the closure determination for PMP 19 .5 is enclosed. 4. Section 4.19.1, page 191, paragraph 2, lines 5-6: If additional contamination is found within the right of way and ADOT&PF conducts the cleanup, ADOT&PF will need to coordinate with CSP as well as the Bureau of Land Management (BLM). ADOT&PF will need to adhere to the requirements of the Site Cleanup	265 Agencies with jurisdiction received individual responses. See Appendix H for DOT&PF responses.

Comment Number	Comment	Response to Comment
265	Rules of 18 Alaska Administrative Code (AAC) 75.325-.990 and submit a work plan for approval prior to conducting any actions. 5. Section 4.19 .2, page 192, paragraph 2: The proposal of scraping 1-2 inches of soil off the ground surface of the right of way and stockpiling that material on BLM land will require further discussion to determine its acceptability. A work plan would need to be submitted to CSP for approval for this action. It is unlikely that this proposal could be resolved in order to achieve the stated completion date of November 1, 2015. BLM is currently conducting cleanup activities at the site. 6. Section 4.19.2, page 192, paragraph 3: DEC is unable to commit to having an approved Cleanup Action Plan (CAP) for this site prior to highway construction. CSP and the USACE have not agreed upon a cleanup action alternative and it may be that the alternative which is decided upon involves an in-situ treatment without soil excavation. ADOT&PF should be prepared to properly evaluate and dispose of any contaminated soil which is excavated during the construction process. In accordance with CSP policy (http://dec.alaska.gov/spar/ esp /guidance forms I docs /UtilityandRights ofWayProjectswithContaminatedMedia.pdf), it may be feasible to leave the soil in place or return it to the excavation. Please note that this guidance does not apply to metals contamination such as the BLM 7 Mile site. 7. Section 4.19 .2, page 192, paragraph 4: For the PMP 17. 7 site at MP 15.5, it may not be feasible to either remediate or remove the contaminated soil at the site prior to the construction activities. Again, ADOT &PF should be prepared to properly evaluate and/or dispose of any contaminated soil that is excavated during the construction process. The PMP 19.5 site located at MP 17.5 was approved for closure by CSP on February 6, 2015. Anne Marie Palmieri Alaska Dept. of Environmental Conservation Contaminated Sites Program 907-766-3184	265 Agencies with jurisdiction received individual responses. See Appendix H for DOT&PF responses.

Comment Number	Comment		Response to Comment
266	2015_10_22_**266DREA** - R_Venables **From:** Robert [mailto:venables@aptalaska.net] **Sent:** Thursday, October 22, 2015 1:42 PM **To:** HainesHighway@alaska.gov **Subject:** Haines Highway This project has been long overdue and is needed even more now than when the safety issues were first identified many years (decades?) ago. I have lived up the highway for the last 31 years and am well aware of the risks of driving this highway.		
266a	The highway design needs to consider first and foremost the safety of the traveling public. The road is in poor condition, has too many curves, lacks the visibility needed to avoid moose and other wildlife which then endangers drivers, passengers, personal property as well as the wildlife. The wildlife will adapt to the minimal habitat changes this project proposes and will be the safer for it. Please complete this highway project so that it is safe to drive at 55 mph with a design that will serve the traveling public for decades to come. Thank you for the opportunity to comment – and for getting this project underway in a timely manner. Robert Venables	**266a**	See Comment Response R05.
267	2015_10_22_**267DREA** - B_Banaszak **From:** betty Banaszak [mailto:bettyban@aptalaska.net] **Sent:** Sunday, October 25, 2015 12:33 PM **To:** DOT SER HainesHighway **Subject:** Haines Highway upgrade		
267a	I live at 26 Mile HHW and am definitely all for a highway upgrade of the first order. Since 1983 we have made thousands of trips on that highway, many of which by the skin of our teeth. Poor visibility, icy conditions that change with each bend swinging toward and then away from the water. With the kind of weather conditions that Haines has, especially in the winter, we should have the best road in the nation. Why this is even issue is beyond me.	**267a**	See Comment Response R05.

Comment Number	Comment		Response to Comment
268	2015_10_26_**268DREA** - R_Venables		
268a	This project has been contemplated so long that the next generation of commentators have already had opportunity to comment. Is there yet another set of "new" events that warrant another extension/delay to accommodate more commenting? This is a public safety infrastructure project/problem that needs fixing sooner than later. Please do so expeditiously. Thank you. Robert Venables	**268a**	See Comment Response R05.
269	2015_10_26_**269DREA** - B_Andrews		
269a **269b**	**From:** Robert Andrews [mailto:andrews@aptalaska.net] **Sent:** Monday, October 26, 2015 10:42 AM **To:** DOT SER Haines Highway **Subject:** Alaska Chilkat Eagle Preserve The proposed action to straighten and speed up the Haines Highway is poorly thought out. The Haines highway is less a travel route, than a destination. People come from all over the world to see the Chilkat eagles gathering in the fall. Cutting 85 eagle perching trees, will do nothing but drive the eagles farther from the road, making viewing more difficult and transforming the Haines Highway from a legitimate destination to a mere highway out of town. If the AK DOT wants to eliminate other options and limit the choices to the DOT plan or nothing, than I vote for nothing. The Dot approach is shortsighted and immoral. It is time to think of community values. Members from all parts Haines community fought hard to establish this reserve and the AK DOT needs to honor that. Bob Andrews PO Box 1072 Craig, AK 99921	**269a** **269b**	See Comment Response R45. See Comment Response R46.

Comment Number	Comment		Response to Comment
270	2015_10_26_**270DREA** - S_Horton **From:** sdhorton [mailto:sdhorton@aptalaska.net] **Sent:** Monday, October 26, 2015 5:42 PM **To:** DOT SER HainesHighway **Subject:** highway comments		
270a	Item 1. I don't think there is any need to extend the comment period; this project has been ongoing for years now. Item 2. The Haines Highway is in severe need of major repairs. The driving public seems to insist on driving this road at 50 to 70 mph under nearly all conditions. The road itself is still designed as a 45-50 mph road if it was in good condition! There are several pavement breaks and rough spots on corners that will throw a vehicle across the road and into the oncoming traffic. It is necessary to have a better road and bridge to "pave the way" into the future. The highway in its present condition is a detriment to any sort of reasonable development in the area. Even if you are against heavy use such as mining the existing road is not fit for the now and certainly not fit for the next twenty years. Build the road, quit wasting time. Shane Horton Haines AK.	**270a**	See Comment Response R05.
271	2015_10_27_**271DREA** - T_Andriesen **From:** Glacier Glass Works **To:** HainesHighway@alaska.gov **Subject:** Haines Highway Project **Date:** Tuesday, October 27, 2015 5:11:08 AM The Revised EA adequately addresses the handful of concerns that were raised during the initial EA comment period. The significant changes I see in the Revised EA from the original EA are: 1. Moves the highway away from culturally significant lands at Four Mile 2. What little in river fill the design has will primarily happen at the start of the project where it will have no impact on fish habitat 3. Moves the highway away the river and from sensitive and critical habitat areas in	**271**	

Comment Number	Comment		Response to Comment
	the Eagle Preserve. 4. Preserves the "roosting trees" in the council grounds of the Eagle preserve		
271a	The existing highway is posing more of a threat to fishery habitat, eagle habitat and human life and safety than the proposed highway improvements. <u>This project needs to be advanced to the construction phases immediately.</u>	**271a**	See Comment Response R05.
	Thom Andriesen Box 365 Haines, Alaska (907) 766-2850 (H) (907 766-2700 (W) (248) 818-0971 (C) (907) 766-3162 (Fax)		
272	2015_10_27_**272DREA** - F_Gray **From:** Fred Gray [mailto:FredG@DeltaWestern.com] **Sent:** Tuesday, October 27, 2015 4:58 PM **To:** DOT SER HainesHighway **Subject:** Comments		
272a	I have sent a letter previously, again my points: 1) <u>Public Safety is our entire major goal</u> – because of the lack of visibility on some locations on the Haines Highway our trucks have had many close calls hitting cars that stop on the curves and photographers that take pictures from the road and road side. A straight road is always a safer road, no matter what the speed.	**272a**	See Comment Response R05.
	2) We are self-regulating when it comes to speed conditions. Meaning that if it's a bicycle race or traffic of cars or people for the Bald Eagle event, our drivers slow down. During the Festival we tell the drivers to drive at a safe speed and or under 35 mph. If you should have any questions or comments, please contact me: Fred Gray Terminal Manager Delta Western Fredg@deltawestern.com		

Comment Number	Comment		Response to Comment
273	2015_10_27_**273DREA** - M_Thompson		
	My comments and recommendations are as follows:		
273a	1) Request an extension of the public comment period for an additional 45 days.	**273a**	See Comment Response R01.
273b	2) The EA presents only two alternatives: build as proposed or do nothing. This violates the National Environmental Policy Act which requires agencies to provide a full range of alternatives to a proposed project.	**273b**	See Comment Response R07.
273c	3) DOT dropped alternative 3 that better addressed ways to avoid impacts to fisheries and bald eagles. They need to provide at least one alternative that would better protect bald eagles and wild salmon. This includes:	**273c**	See Comment Response R73.
273d	4) Not cutting 85 or more bald eagle perching trees in or near the Alaska Chilkat Bald Eagle Preserve, as required by federal law.	**273d**	See Comment Response R46.
273e	5) Incorporating design exceptions that reduce negative impacts - including maintaining curves and reducing the speed limit to 50 miles per hour.	**273e**	See Comment Response R08.
273f	6) Further reducing the amount of fill in wetlands and the Chilkat River.	**273f**	See Comment Response R28.
273g	7)Using four foot shoulders, rather than six foot shoulders, to avoid fill in the river	**273g**	See Comment Response R54.
273h	8) Reducing the excessive amount of riprap along riverbanks.	**273h**	See Comment Response R54.
273i	9) Incorporating more engineered log jams and other woody structures to improve salmon rearing habit.	**273i**	See Comment Response R33.
273j	10) Emphasizing avoidance and minimization of impacts, rather than mitigation.	**273j**	See Comment Response R28.
273k	11) Guaranteeing that all necessary mitigation takes place in the Chilkat watershed.	**273k**	See Comment Response R63.
273l	12) Addressing cumulative impacts with a full Environmental Impact Statement.	**273l**	See Comment Response R02b.
	Sincerely, Michael J. Thompson P.O. 296 883 Endicott Way, Yakutat, Alaska 99689, 907-784-3856		

Comments on 2015 DREA

Comment Number	Comment		Response to Comment
274	2015_10_28_**274DREA** - J_Hotch Letters received at Klukwan Meeting	**274**	Letters received were not project-related. Letters are on file and available upon request to DOT&PF SCR Regional Environmental Manager.
275	2015_10_28_**275DREA** - T_Gregg **From:** Tresham Gregg [mailto:treshamgregg@gmail.com] **Sent:** Wednesday, October 28, 2015 10:59 PM **To:** DOT SER HainesHighway **Subject:** highway comments Hello Jim, It was great meeting and talking with you at the Haines presentation workshop. Also with Jeremy Woodrow. I learned a lot and even came away with a different point of view. Many of my piers comments to me were that a lot of work had been done by you to address local concerns. I now understand that it is the federal requirements that have to be met in order to use the federal money. Although I would still like to leave the road the way it is for its scenic value as a winding country road that is very special, I guess I have to admit that it is also a transportation corridor for trucking and traffic to the interior. So, if indeed we need improvements, then I am now more trusting that the DOT will do a sensitive job to the best of their ability. There are some points that we made during our chats that I would like to re-iterate here.		
275a	1) That whenever possible road traffic would not be detained long or inconveniently especially in peak times of the day. Working more at night with the late summer light is good. Keeping the actual construction zones as short as possible also helps.	**275a**	See Comment Response R72.
275b	2) Safety view clearing areas on the sides of the road need to be planted with shrubs, spruce trees kept small and Sitka rose bushes to keep down the inevitable take over by alder trees which have to be cut regularly creating a tortured look to the viewshed. 3) Maintaining as natural a look as possible to the sides of the road wherever possible. Perhaps on straight stretches where the view safety is not an issue, the natural surroundings be maintained.	**275b**	See Comment Response R81.
275c	4) Having a local 'environmental engineer' to oversee critical habitat areas and areas	**275c**	See Comment Response R47

Comment Number	Comment	Response to Comment
275	of large change. Also I am wondering it were at all possible to use some of the large trees that come down as possible carving wood for large rough cut outdoor sculptures that could be erected here and there as attractions. Most large scale building developments have a one percent for art stipulation. Whereas this may not be quite possible for this project, it would be very neat if some money could be allocated for an artistic project of this sort. It could be a training program for young people of both Native and white heritage. This would enhance our appeal and marketing as an arts center. Let me know what you think about this last idea. Thanks, Tresham Gregg 907 766 2540	**275**
276	2015_10_29_**276DREA** - L_Dudzik_and_M_Marks Please accept this letter as our public comments on the Draft revised Environmental Assessments of the Haines Highway Improvements. We wholeheartedly support only one idea and that is: Terminate the entire Haines Highway Improvement Project.	
276a **276b** **276c,d**	The Haines Highway in its current state is a perfect Scenic Bi-Way. Your proposed improvements and upgrade of the speed limit will destroy this special location and have a negative impact on the Alaska Bald Eagle Preserve and important salmon habitat.	**276a** See Comment Response R09. **276b** See Comment Response R48. **276c,d** See Comment Response R83. See Comment Response R31.
276e	Your plan to take down 85 or more eagle perching trees including 18% in the eagle preserve is unacceptable. Everything else that is proposed is also unacceptable. We recommend that the entire Haines Highway Project be completely terminated and all the remaining funds diverted to the Alaska Marine Highway System. Enhanced service from the AMHS is what Haines residents really want and need to.	**276e** See Comment Response R46.

Comment Number	Comment		Response to Comment
277	2015_10_29_**277DREA** - T_Quinlan **From:** Tom Quinlan [mailto:annmq1@aptalaska.net] **Sent:** Thursday, October 29, 2015 9:19 AM **To:** DOT SER HainesHighway **Subject:** Haines Road MP 3.5 to 25.3 THOMAS R. QUINLAN Box 130 Haines, Alaska 99827 Oct. 29,2015 Mr. Jim Scholl, DOT&PF 6860 Glacier Highway Juneau, AK 99801 Re: Haines Highway Milepost 3.5 to 25.3.		
277a	I attended your Public Workshop/Public Hearing last night. It was very informative, had a lot of excellent data and a group of engineers etc. that did an excellent job of giving information. I have been a resident of Haines for 65 years and am very familiar with all its problems. In fact when I landed here in 1950 they were just finishing up the road preparation and were paving the present highway and of course it has had many rebuilds and repairs since then. I think it has had all the public input necessary and has been well thought out. It is time to get this going and doing a much needed repair and realignment. Money had gotten short for the state and this one is apparently financially set with the state and federal matching funds. There did not seem to be any amount of what I call the opposition to everything group last night so maybe all but the hard core in their membership have become satisfied. Thomas R. Quinlan	**277a**	See Comment Response R05.

Comment Number	Comment		Response to Comment
278	2015_10_29_**278DREA** - B_Filipek_and_N_Filipek **From:** Bud Filipek [mailto:budfilipek@comcast.net] **Sent:** Thursday, October 29, 2015 10:32 AM **To:** DOT SER HainesHighway **Subject:** Horse farm creek Jim Scholl I would like to thank you and especially Kate Kanouse for your help on the stream improvements near my home at 17 mile. Kate was very helpful and all her suggestions on the stream and juvenile fish rearing pond worked better than expected. A few neighbors laughed and said the salmon never come up past the culvert...can't and don't...But this year I had a large amount of salmon, Dolly Varden, and cutthroat trout all taking full of vantage of the new habitat created. It was very nice working with Kate Kanouse on the project. This year I sent her some video of the brown bears enjoying the improvements to the upper stream. I guess you could say, thanks to you and Kate there's an additional 500 feet a very productive salmon stream that wasn't there before. OK I hope too. Thanks Bud and Nancy	**278**	NA
279	2015_10_30_**279DREA** - B_Filipek_and_N_Filipek **From:** Bud Filipek **To:** HainesHighway@alaska.gov **Subject:** 17.5 mile **Date:** Friday, October 30, 2015 10:09:45 AM I have a Rock/Gravel pit at 17 1/2 mile. Based on the information On this website you intend to remove the asphalt and maintain utilities on the curve. Do you have any idea as to how I will access the 10 acre parcel? Bud and Nancy	**279**	Paving and embankment will remain to allow access to your parcels of land.

Comments on 2015 DREA

Comment Number	Comment	Response to Comment
280	2015_10_30_**280DREA** - M_Mitcheltree I am Mark Mitcheltree and I have three points to make below and would request a reply back here on email here as I am not able to attend the meetings. I own property at 9.4 mile Haines HWY U.S.S. 3683 Mark Mitcheltree If you look at my history I had previously had a garage/apt. in the right of way and this was removed by me and case closed by state. I am now in your system of having a ROW Encroachment Permit for my parking pad and stairs. My question is that on your map regarding Haines HWY proposed changes, you show 4 ROW Encroachment symbols on my land with #'s 20,21,22 and 23. I am thinking that it should be #20 (showing parking pad) and #21 (showing stairs). So maybe your map is not updated and you just need to remove ROW symbols #22 and #23? Please look into this and confirm. --Regarding my 9.4 mile Haines HWY U.S.S. 3683 property driveway, State DOT told me a few years back when I cleared up my ROW Encroachment issue that when the work was being done on improvements to the HWY that you are planning now. That at that time contractors will install a driveway culvert and put in a paved entrance fan coming off the HWY. Is this correct and planned already? Regarding Culvert at about 9.3 mile Haines HWY which is a year round stream flowing under HWY out of Lot 1-A Tom & Marilyn Huitger U.S.S. 3217 Homestead Subdivision. I mentioned this in years past when dealing with my ROW issues and state DOT said to make comments as time is closer to planning and work to begin. A larger Culvert needs to be installed at this location as this is a year round stream and due to being so close to the existing HWY that it is prone to plug up with deb-re and cause water to flood down ditch line an over road. Please put thought and planning into this Culvert to prevent unsafe conditions in the future. Thanks for your time, Mark Mitcheltree	**280** Thank you. We have considered your comments and made the appropriate modification to Fig. Set A, pg. 9 of 34. The referenced culvert is designed larger to accommodate expected flows

Comments on 2015 DREA

Comment Number	Comment	Response to Comment
281	2015_10_30_**281DREA** - B_Filipek_and_N_Filipek **From:** Bud Filipek [mailto:budfilipek@comcast.net] **Sent:** Friday, October 30, 2015 10:13 AM **To:** DOT SER Haines Highway **Subject:** 17.5 Can you give me a name and number as to who I would talk to you about the fate of my runway. Your plans show the removal of one end of it. Is this still the plan? I will be starting in the spring the construction of my new hanger. Your permanent plan will affect its placement. Would like to discuss that with you prior to the construction. Bud and Nancy	**281** You may contact the DOT&PF Project Environmental Coordinator at 907-465-4498

Comment Number	Comment		Response to Comment
282	2015_10_31_**282DREA** - K_Kirsch **From:** Katya Kirsch **To:** haineshighway@alaska.gov **Cc:** Katya Kirsch; dfg.commissioner@alaska.gov; david.rogers@alaska.gov **Subject:** Haines Highway revised draft EA comments **Date:** Saturday, October 31, 2015 10:58:30 AM Dear Mr. Scholl, Here are my comments about DOT's recently released Revised Draft Environmental Assessment (EA). While the EA is somewhat improved from the earlier proposal, it still presents unacceptable risks to fish and bald eagle habitat. It is unacceptable to cut 85 or more bald eagle perching trees in or near the Alaska		
282a	Chilkat Bald Eagle Preserve. The EA presents only two alternatives: build as proposed or do nothing. This violates the National Environmental Policy Act which	**282a**	See Comment Response R07.
282b	requires agencies to provide a full range of alternatives to a proposed project. DOT dropped alternatives 3 and 4 which better addressed ways to avoid impacts to fisheries and bald eagles. DOT needs to provide at least one alternative that would better protect bald eagles and wild salmon. The final accepted alternative should:	**282b**	See Comment Response R74.
282c	1) Not cutting 85 or more bald eagle perching trees in or near the Alaska Chilkat Bald Eagle Preserve.	**282c**	See Comment Response R46.
282d	2) Incorporate design exceptions that reduce negative impacts - including maintaining curves and reducing the speed limit to 50 miles per hour.	**282d**	See Comment Response R08.
282e	3) Further reduce the amount of fill in wetlands and the Chilkat River.	**282e**	See Comment Response R28.
282f	4) Use four foot shoulders, rather than six foot shoulders, to avoid fill in the river.	**282f**	See Comment Response R54.
282g	5) Reduce excessive amounts of riprap along riverbanks.	**282g**	See Comment Response R33.
282h	6) Incorporate more engineered log jams and other woody structures to improve salmon rearing habit.	**282h**	See Comment Response R33.
282i	7) Emphasize avoidance and minimization of impacts, rather than mitigation.	**282i**	See Comment Response R28.
282j	8) Guarantee that all necessary mitigation takes place in the Chilkat watershed.	**282j**	See Comment Response R63.

Comment Number	Comment		Response to Comment
282k	9) Address cumulative impacts with a full Environmental Impact Statement.	**282k**	See Comment Response R02b.
282l	Please seriously consider improving this project so it does not harm bald eagles or wild salmon habitat in or near the Alaska Chilkat Bald Eagle Preserve. Sincerely, Katya Kirsch PO Box 521 Haines, AK 99827	**282l**	See Comment Response R11, R36, R83.
283	2015_11_02_**283DREA** - J_Lapp		
283a	The Question I would have for DOT is why hasn't this project already been done. The highway is in a very unsafe condition. There are no shoulders on this section of highway and the brush is so close to the road that any animal crossing the road can't be seen until they are on the road. The road is so rough that even traveling in a new vehicle it is a challenge to keep from feeling like you have been beat up after a trip up the highway. The highway has been upgraded several times in the last 40 years, what makes this upgrade so special. The birds are still here, the fish are still here, upgrading the highway is a matter of safety, after all it is a major transportation corridor. Stop the delays and get this project going. Haines needs the jobs and a safe highway.	**283a**	See Comment Response R05.

Comment Number	Comment	Response to Comment
284	2015_11_04_**284DREA** - P_Philpott **From:** philpottp@yahoo.com [mailto:philpottp@yahoo.com] **Sent:** Wednesday, November 04, 2015 10:46 AM **To:** Chambers, Mike J (DOT) **Subject:** Design & Construction Standards feedback **Name:** Patrick Philpott **Satisfied:** No I live at 7.5 mile on the Haines HI way and see that you are planning to blast part of the cliff on my property. as there is about half mile straight stretch of road and there is a wide parking area on the river side were you could move the HI way too I see no need to blast my property and have to move the phone line and fiber optic also moving the road over would give all the people that live up here a safer approach to the HI way in the winter time. Haines, AK. 99827 Email: philpottp@yahoo.com	**284** DOT&PF in coordination with DNR and FHWA intends to maintain existing access to the Chilkat River. The area across from your property provides river access and construction would take place within the ROW. Unfortunately we cannot accommodate your request.
285	2015_11_05_**285DREA** – Anonymous	
285a **285b**	I am against putting ALL that fill in the river because it may affect the fish and I depend on fish to make it through the winter. It is just like closing the store for me when we lose all that fish.	**285a** See Comment Response R30. **285b** See Comment Response R30.
286	2015_11_05_**286DREA** - D_Long **From:** Dave Long **To:** HainesHighway@alaska.gov **Subject:** Haines highway improvements **Date:** Tuesday, November 03, 2015 2:19:00 PM	
286a	I support this highway improvement project. The safety improvements are well needed on this year-round corridor. The road has many rough sections currently and is hard on my vehicles and trailers that I tow regularly on this route. Thank you, David Long PO Box 1008	**286a** See Comment Response R05.

Comment Number	Comment		Response to Comment
	Haines, Alaska 99827		
287	2015_11_06_**287DRE**A - E_Vignola **From:** evelyna vignola [mailto:eeevignola@hotmail.com] **Sent:** Friday, November 06, 2015 9:09 PM **To:** DOT SER HainesHighway **Subject:** Haines Highway Expansion		
287a	I'm not sure why I'm writing. I don't drive or have a car. I only drive out the road occasionally with friends to visit someone who lives out there OR during the summer when we go as often as we can to hike up at the Pass. I've never heard any in-town people complain about this road, I've never heard people who live out the road complain about the curves and slower driving speeds. Eric Holle's suggestions sound like the kind of ideas that take the next seven generations into consideration. I say yes to those. I wish I could see into the future and know what this road will look like and feel like. Fifty-five miles an hour is totally unnecessary. The planet and whole eco-systems are losing to the notion of human progress. I'm hoping this road doesn't lose more than its gaining. Will you insure that it marches to a different drummer? Please be careful and pay attention. Evelyna Vignola	**287a**	See Comment Response R48.
288	2015_11_07_**288DREA** - G_Campbell **From:** George Campbell <outback@alaska.net> **Date:** November 7, 2015 1:39:36 PM AKST **To:** haineshighway@alasaka.gov **Subject:** Haines Highway comments	**288**	
	Dear Mr. Scholl, I hope I have not missed the deadline for comments. If so, please accept my forgiveness. Please accept my support for seeing the Haines Highway improvement project proceeding. Since your last comment period, I have moved from 18mile to 26 mile Haines Highway. My house sits less than 200' from the highway, and 1/4 mile from Porcupine bridge. Each trip to town requires me to drive both ways through the area intended to be improved by this project. First, let me restate that in my first two winters living at 18 mile I had to pull two vehicles out of the river. Both these accidents happened due to frost heaves causing loss of control on corners. Vehicles landing in the river, with the combined volume of toxic waste they utilize, does not offer a positive impact on fish. Neither of these vehicles		

Comment Number	Comment	Response to Comment
	would have been in the river had the road been repaired on schedule. The road currently sees many people driving above speed limits, the argument that a straighter road will cause more speeding is not valid; current speeds exceed anticipated new speeds laws are intended to prevent that. Views of trees along the road are nice; however, the cottonwoods that some claim so important to eagles often become a traffic hazard. Each year storms bring down many trees across the road, often at night, which are dangerous to drivers. Removal of those trees prior to their becoming road hazards would be a good thing and improve safety. Fish habitat seems to be an important piece of the discussions. Often I hear that the king salmon numbers have been reduced the statement comes with all of the many factors that could be causing the decline: logging, mining, development, road toxins, fishing... It all gets logged into the conversation. Historically the Chilkat Valley and her watersheds have had far more logging and mining, with far less environmental oversight. The highway construction and maintenance methods were far less environmentally friendly in the past, including times where dump trucks would just back up and dump their loads into the flowing water. River crossings by heavy equipment were commonplace and equipment of those days were far more likely to leak petroleum fluids. All that is to show that the claims that man's influence to the river does not appear to be the cause of the fish decline in the Chilkat Watershed. The possibility of this project improving current habitat through design improvements is a great thing. Though I don't believe that the road construction will cause degradation of the current habitat, nor do I believe that the habitat is the reason for our current salmon return issues, there can be no argument	
288a	that habitat improvement is a good thing. The Haines Highway is an international transportation link offering access by many square miles of land, and many	**288a** See Comment Response R05.
288b	communities access to a deep water port. As with all highways, this one should be	**288b** See Comment Response R05.
288c	maintained to a level of quality befitting any transportation link our nation depends upon. Please include my comments of support for this project. Thank you.	**288c** See Comment Response R05.
	George Campbell	
289	2015_11_18_**289DREA** – USACE	**289** Agencies with jurisdiction received individual responses. See Appendix H for the DOT&PF Response.
	The U.S. Army Corps of Engineers Formerly Used Defense Site Program (FUDS) is currently investigating petroleum contamination at two locations, Pipeline Milepost (PMP) 17.7 and PMP 25.5 associated with the Haines-Fairbanks Pipeline. The FUDS program is continuing to work toward remedy selection for the PMP 17.7 and 25.5 sites. The FUDS Program submits the following comments on the	

Comment Number	Comment	Response to Comment
	Revised Draft Environmental Assessment for the Haines Highway Improvements Milepost 3.5 to 25.3 Project, dated October 2015. 1) Section 4.19.1, Pages 187-188: The PMP 19.5 USACE-FUDS project site description should be updated now that PMP 19.5 has been approved for close-out by ADEC with no hazards identified. Recommend removing the section describing the 2014 work plan for PMP 17.7, 19.5, and 25.5 and updating this section with results of the report "Final Additional Environmental Investigation for the Haines Area Site (PMP 17.7, 19.5, and 25.5)" provided to Joanne Schmidt, ADOT&PF Right of Way Agent, on 1/6/2015. 2) Figure 1.19-1, Page 187: Suggest modifying Figure 4.19-1 that shows identified contaminated sites to remove PMP 6.5 and PMP 19.5 since they are no longer considered contaminated sites. The BLM MP 7 site should be shown on this figure since that is a contaminated site discussed in this EA. 3) Section 4.19.1, Page 191: The sentence that starts with "Possible USACE actions could include full or partial removal...." should be removed as it is potentially misleading to the public. A remedial action has not been selected or approved at PMP 17.7 or PMP 25.5 to date and it is possible that none of the options listed in this document would be implemented as a remedy. 4) Section 4.19.2, Page 192: USACE-FUDS cannot commit to having an approved CAP in place prior to highway construction or removing contaminated soil in the highway construction footprint prior to or during construction at PMP 17.7 and PMP 25.5. The FUDS program work plan is approved annually and it would be a violation of the Anti-Deficiency Act for USACE to commit to uncertain liabilities without specific Congressional authority. The last sentence on this page should be updated to address contamination that may still be present during construction activities. 5) Table 6.1-1, Page 299, Hazardous Waste Resource Category: It is not valid to state that USACE-FUDS is responsible for removal and disposal of contaminated soils related to the pipeline generated by ADOT contractors prior to or during construction (see comment #4).	
289		**289** Agencies with jurisdiction received individual responses. See Appendix H for the DOT&PF Response.

Comments on 2015 DREA

Comment Number	Comment		Response to Comment
290	2015_11_20_**290DREA** - S_Bradford **From:** Scott Bradford [mailto:bradfordscott@usa.net] **Sent:** Friday, November 20, 2015 5:20 PM **To:** DOT SER HainesHighway **Subject:** support		
290a	I support the highway we need to start working ASAP! Keep the design for 55mph! We need the longer site distance. Wider shoulders to make it safer to walk and ride bikes. If we don't do this make it a law no walking or riding a bike along the highway until the shoulders are wider and safe. We need to make this highway safer! NOW! No more being chicken of the greenies lots go build it!	**290a**	See Comment Response R05.
	Scott Bradford bradfordscott@usa.net		
291	2015_11_23_**291DREA** - L_Dadourian		
291a	Please provide a full range of alternatives for the Haines Highway Reconstruction project (as required by the National Environmental Policy Act). Please adapt an	**291a**	See Comment Response R74.
291b	alternative that addresses ways to avoid impacts to fisheries and bald eagles…including: not cutting bald eagle perching trees; using designs that reduce negative impacts, like maintaining curves and a 50mph speed limit; reducing the amount of fill in wetlands and the Chilkat River; using 4' (instead of 6') shoulders; reducing riprap along riverbanks; using log jams and other woody structure to improve salmon rearing habitat; guarantee any mitigation take place in the Chilkat watershed, but practice procedures that minimize the need for mitigation; and,	**291b**	See Comment Response R07.
291c	address cumulative impacts with a full Environmental Impact Statement.	**291c**	See Comment Response R02b.

Comments on 2015 DREA

Comment Number	Comment		Response to Comment
292	2015_11_24_2**92DREA** - Capt_D_Button Due diligence is especially required to ensure future generations enjoy the same benefits The Chilkat River corridor provides for BOTH visitors and locals. The God-given environment we inherited should be protected. We can learn much from the Native Population at Klukwan and the Haines Borough. They are The Best recyclers of our wildlife population and must be strictly enforced to ensure the survival of our Salmon and Bald Eagle Habitat.		
292a	1) Speed limits should be reduced and enforced in more concentrated areas. Especially where fishing and rafting activities are predominate.	**292a**	See Comment Response R48.
292b	2) ANY signage should enhance the pristine area and NOT be an obstacle blocking views along the Chilkat River.	**292b**	See Comment Response R49.
292c	3) Clean-up BOTH along the Highway and River Banks should be assigned to stewards of the River and non-profit groups. Thanks for the opportunity to contribute ideas that would enhance the Respect of the National Treasure.	**292c**	See Comment Response R50.

Comments on 2015 DREA

Comment Number	Comment		Response to Comment
293	2015_12_01_**293DREA** - T_Ely **From:** Thom Ely [mailto:akthome@yahoo.com] **Sent:** Tuesday, December 01, 2015 11:02 AM **To:** DOT SER HainesHighway **Cc:** Nancy Berland **Subject:** Comment on HH Project Dear AK DOT, While I recognize the effort to minimize the impact in the newly released engineering plan for reconstruction of 3 - 25 mile on the Haines Highway I still believe that the scope of the project and the amount of money being spent is unnecessary.		
293a	I support a plan that keeps the road at a 50 mph speed limit, conforms with the existing alignment and has 4 foot shoulders instead of 6 foot. This is a rural road	**293a**	See Comment Response R48.
293b	that really can't be called a highway. I am especially concerned with impacts to fish habitat and the Chilkat Bald Eagle Preserve. Far too much money is being spent on this project in a time of fiscal concern and uncertainty There are other transportation infrastructure and maintenance projects around the country that are more in need of these Federal dollars. Thanks for considering my comments. Sincerely, Thom Ely POB 1014 Haines, AK 99827	**293b**	See Comment Response R30, R83.

Comment Number	Comment		Response to Comment
294	2015_12_03_**294DREA** - Lynn_Canal_Conservation_and_Others Lynn Canal Conservation, Audubon Alaska, Southeast Alaska Conservation Council, Rivers Without Borders and Trout Unlimited jointly submit these comments on the 2015 Revised Draft Haines Highway Environmental Assessment (2015 EA). These comments are timely submitted via email to HainesHighway@alaska.gov on December 3, 2015 General Remarks We appreciate that the Revised Preferred Alternative (RPA) eliminates 4.1 acres of Chilkat River fill, lessens the fill in wetlands by 1.4 acres, avoids the cultural resource at MP 4, and while not furnishing any specifics, purports to lessen the cutting of eagle perching and roosting trees. All of these things will "lessen the impacts of the project on fish and eagle habitat." However, the applicable standard is not simply to "lessen", but rather to avoid impacts whenever possible. There exist practicable alternatives that would have less adverse impacts on special aquatic sites, specifically, the Chilkat Bald Eagle Preserve (hereinafter "Preserve"). Although much improved, the 2015 EA still suffers from the same deficiencies that were pointed out in our 2013 comments. The RPA, although a much better build alternative than the 2013 build alternative, still does not satisfy the rigorous		
294a	requirements of Section 4(f) of the 1966 Transportation Act, Section 404(b)(1) of the Clean Water Act, and Preserve statutes. In fact, the Alaska Department of Transportation and Public Facilities (DOT) and Federal Highway Administration (FHWA) guidelines support design flexibility that would improve the existing road and also meet 4(f), Section 404, and Preserve requirements. We believe there are still reasonable, practicable, and legitimate ways to firstly avoid - and secondly minimize - impacts to resources that are explicitly protected by Preserve statutes,	**294a**	See Comment Response R55.
2954b	Section 4(f) and the 404(b)(1) guidelines. Our 2013 criticism that the EA fails to consider the range of alternatives required by both the National Environmental Policy Act (NEPA) and DOT and FHWA guidelines is still true for the 2015 EA. While the 2015 EA identifies an alternative (Alternative 3) that better addresses avoidance and minimization than the RPA, the EA unfairly dismisses it from consideration rather than give a full and fair comparison of alternatives as required by NEPA. Further, the existence of cumulative and other potentially significant	**294b**	See Comment Response R74.
294c	impacts as admitted in the 2015 EA require preparation of an Environmental	**294c**	See Comment Response R02b.
294d	Impact Statement (EIS). Lastly, the agencies continue to skirt 4(f) requirements by	**294d**	See Comment Response R56, R73.
294e	seeking a de minimis determination instead of taking a hard look at all reasonable measures to avoid and minimize harm or mitigate adverse impacts. Due to the	**294e**	See Comment Response R07, R74.

Comment Number	Comment		Response to Comment
294f	above deficiencies, FHWA should conclude that the proposal will have significant impacts to the environment, particularly the Preserve, and begin preparation of a full EIS in compliance with NEPA. This EIS must take a hard look at the RPA, the no action alternative, and at least two other practicable alternatives that would have less adverse impact on the Preserve, a special aquatic site under section 230.40 of	294f	See Comment Response R02b.
294g	the 404(b)(1) guidelines. The agencies must take a hard look at Alternative 3, which was arbitrarily dropped from consideration in this EA, and a new alternative we propose, Alternative 4. Both of these practicable alternatives would have less impact on the Preserve.	294g	See Comment Response R73.
	Satisfying Purpose and Need No alternative could completely satisfy the original purpose and need of "bring[ing] the entire roadway up to AASHTO standards for a 55 mph design speed" because "following consultations with FHWA, DOT&PF expressed the intent to leave two substandard curves near MP 13." As a result "the words 'as practicable' were added to the purpose and need (bring the highway up to		
294h	current design standards for a 55 mph design speed, as practicable'.)" Adding the "as practicable" language gave DOT the ability to employ design exceptions that	294h	See Comment Response R74.
294i	met other needs and requirements. We request that DOT employ additional design exceptions that further avoid and minimize impacts to habitats protected by Preserve statutes, Section 404 of the Clean Water Act, and Section 4(f). We will return to this request in the next section. According to the 2015 EA: "The purpose of this project is to address: •highway deficiencies between MP 3.5 and MP 25.3 and bring the highway up to current design standards for a 55 mph design speed, as practicable, so it is consistent with the adjacent highway segments; •bridge deficiencies; •highway instability and temporary closures caused by debris and water flooding; and •recreational access deficiencies. The articulated Project Need is to straighten curves; add passing zones; resurface aging pavement; re-align driveways; replace the Chilkat River Bridge; address debris flows at 19 and 21 Mile; add parking areas for recreation; and increase highway shoulders to allow for cars to pull off, emergency storage for disabled vehicles, safe pedestrian and bicycle use, snow management and maintenance safety. This is a long list of upgrades to the existing highway and	294i	See Comment Response R65.
294j	any alternative that substantially satisfies the expressed purpose and need while also decreasing impacts to fish and wildlife habitats (including wetlands and other waters of the U.S.) is a legitimate alternative that should have been fully evaluated in an EIS rather than dropped from consideration due to the arbitrary rationales given in this EA, as will be discussed.	294j	See Comment Response R07, R74.

Comment Number	Comment		Response to Comment
	Range of Alternatives		
294k	NEPA requires that agencies "rigorously explore and objectively evaluate all reasonable alternatives." A rigorous exploration would involve comparing merits to determine the alternative that best meets the purpose and need while also considering other relevant factors. In this case due to the presence of Section 4(f) protected properties and a special aquatic site under the Section 404(b)(1) guidelines, an alternative that places fill into wetlands and Chilkat River salmon habitat should be compared with an alternative that provides maximum avoidance and maximum minimization of fill into wetlands and Chilkat River salmon habitat. Also, because of its proximity to the Preserve, an alternative that cuts an undetermined number of eagle perching and roosting trees around the Critical Habitat Area (CHA) should be compared to one that completely avoids or further minimizes impacts to critical eagle habitat. However the 2015 EA fails to clearly demonstrate that Alternative 3, which would provide more avoidance and minimization, is not practicable in light of overall project purposes: "Briefly, Haines Highway between MP 3.5 and MP 25.3 is deficient in several ways and the purpose of the project is to upgrade the roadway to address these deficiencies." Because the RPA was unable to meet every identified design deficiency, the language "as practicable" was added to purpose and need. The only alternative - Alternative 2 in the 2013 EA - that that met the original purpose and need was the original design concept eliminated in 2013: "Alternative 2 - Under this alternative, improvements to the existing highway were considered using a typical rural arterial highway section (Figures 1.2-2 and 1.2-3) with a 55 mph design speed (Updated Final Alignment Study, DOWL HKM, 2009) along the entire project corridor. Major highway realignments were analyzed to straighten the highway with no provision for design exceptions. This alternative was dismissed because it could result in a significant impact to a historic property and would have substantial impacts to other environmental resources." DOT fashioned Alternative 3 from recommendations made by agencies and the public to avoid significant amounts of in-river and wetland fill by leaving the road in its current location and lowering the speed limit to 50 mph. This concept was not necessarily offered for the entire length of the project but only where necessary "to further minimize project impacts" - and particularly those impacts in the Critical Habitat Area. The rejected Alternative 3 is more restrictive than necessary and more restrictive than originally proposed. It could and should be modified to better meet the purpose and need. In addition to meeting the section 4(f) and 404 requirements for avoidance and minimization, Alternative 3 would achieve the following elements of purpose and need: replace the deficient Chilkat River bridge, resolve the debris issues at MP 19	**294k** **294l**	See Comment Response R65, R53. See Comment Response R73.

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294	and 21, address recreational access issues, straighten some curves, leave passing zones to the current 41% level instead of increasing passing areas by the mere 9% as does the RPA, double shoulder size to 4 feet which allows more room for a car to pull off or to park a disabled vehicle, double the room for pedestrians, bicyclists, snow management, and maintenance safety, resurface the pavement and re-align driveways. Additionally, by providing a smaller footprint, this alternative would decrease the need for Chilkat River fill and decrease the amount of fill in wetlands. By having a smaller shoulder, Alternative 3 would substantially decrease the number of eagle perching and roosting trees cut. Reduced speed limits and design exceptions were supported by our organizations and the US Fish and Wildlife Service and the Takshanuk Watershed Council during the 2013 EA comment period. Comments state that reduced speeds and "reduced design standards could be used to reduce impacts to wetlands, fish habitat, and eagle habitat, and reduce the risk of wildlife-vehicle collisions." These comments are supportive of a reasonable alternative that considers avoidance. Alternative 3 was "not carried forward" in the 2015 EA because 1) It is allegedly not "consistent" with adjacent highway sections; 2) a 50 mph design is not "appropriate according to AASHTO and does not meet the purpose and need because it would not bring the highway up to a 55 mph design speed as practicable"; 3) a lower speed would allegedly "reduce the potential safety and efficiency" of the highway corridor; and 4) it does not meet AASHTO's preferred minimum shoulder width of 6 feet for a 55 mph roadway. We will address each of these alleged "failings". 1)Consistency DOT's desire for project "consistency" along the 160 mile Haines Highway corridor is belied by facts and is arbitrarily applied. For example, in its rebuild of MP 1 to MP 3.5, two substandard curves were retained, one at 45 mph and the other at 50 mph. In order to be "consistent" with the curve per mile ratio for substandard curves retained in the preceding 2.5 miles, the 21.8-mile proposed project could retain 17.4 curves. Interestingly, there are currently 18 reduced speed curves in the project area with 16 posted at 50 mph and 2 posted at 45 mph. That is, if all curves were retained, the project area would be consistent with the substandard curve retention ratio of the completed MP 1 to MP 3.5.15. Additionally, a call to the Haines Junction Maintenance Station confirmed that the posted speed limit from the British Columbia border to Haines Junction is 100 km/h – or 60 mph – a speed limit that is inconsistent with the 55 mph speed limit along the rest of the highway. Therefore, the "need" for consistency is obviously a manufactured one, and is conveniently used to help remove Alternative 3 from consideration. 2) 55 mph design speed The 55 mph design standard for a roadway "has travel lanes and shoulder widths, curves, sight distance, clear zone, and intersections or driveways that provide	294

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	sufficient maneuverability, decision time, and reaction time to safely operate a motor vehicle at 55 mph." The EA also states that "except for the project area, the Haines Highway is constructed to a 55 mile-per-hour standard" which means retaining only those "curves that allow a vehicle to travel safely at 55." Yet as previously stated, the Yukon portion of the highway is constructed to a 60 mph standard, and MP 1 to MP 3.5 retains 2 curves that cannot be safely traveled at 55 mph, and therefore speed has been reduced to 45 and 50 mph in those locations. The assertion that the current project is the only exception to a 55 mph design standard is blatantly false and again seems to be a manufactured need rather than an actual need in order to give a faulty rationale for removing Alternative 3 from consideration. The 2015 EA explains that AASHTO "recommends" (not mandates) a design speed between 60 and 75 mph for rural arterial highways, particularly highways located in "rolling terrain" with few driveways and approach roads, and current operating speeds, such as the Haines Highway. The EA concludes that "an appropriate minimum design speed is 55 mph." Firstly, and most obviously, 55 mph does not fall within the recommended range of 60 to 75 mph. Secondly, upon examining the literature, it is quite obvious that these are AASHTO guidelines rather than mandates and they are highly flexible guidelines, including for rural arterial highways such as the Haines Highway. An example is given where "the reconstruction of a two lane rural arterial route through a relatively flat but environmentally sensitive area might need to employ a design speed of 80 km/h (50 mph) rather than the recommended value for this functional classification of 100 km/h (60 mph) shown in table 4.2." FHWA maintains that in such situations it can be "more important to retain the maximum possible flexibility" and design for a lower speed, validating the retention of Alternative 3. Also relevant is Table 3.2 in the same FHWA document which plainly states that "there are at least 3 different design speeds for each functional classification" and that a rural principal arterial can be designed for 50, 60 or 70 mph, again validating the retention of Alternative 3. We will address the range of flexibility that design exceptions offer in a later section. 3) Safety The EA clearly states that the current highway has a low accident rate, implying it is already safe. Further, half of the accidents that occur are due to "poor weather conditions," which will continue to exist and continue to		See Comment Response 71.
294m	cause accidents no matter the design speed. Then, an unsubstantiated claim is made that a 50 mph road is somehow less safe than a 55 mph road. This claim is utterly refuted by many DOT and FHWA manuals. For example, "research confirms that lowered speeds are safer and lowering speed limits can decrease both crash frequency and severity." Erroneous factual assumptions regarding safety preclude a rigorous and objective evaluation of alternatives. The EA asserts that widening	**294m**	See Comment Response R73.

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294n	shoulders to 6 feet will improve safety for non-motorized use but no evidence is presented that non-motorized use has been a safety issue in the past. Safety will be further discussed in the Design Flexibility section. Again, removing Alternative 3 from consideration due to safety reasons was not based on facts, and is therefore arbitrary. 4) Shoulder Width The 2015 EA dismisses Alternative 3's 4-foot shoulder design by stating an AASHTO preference for 6 feet. This is not a requirement, only a preference. Again, this explanation is as misleading as the discussion of AASHTO recommended speed limits. According to AASHTO, 2 lane arterials, such as the Haines Highway, can vary from 30 to 40 feet wide, including shoulders. Alternative 3 would be 32 feet wide, well within the recommended range. Additionally "this flexibility [range] allows designers to choose more accurately specific geometric dimensions that are appropriate for that roadway." Shoulder width, like consistency, 55 mph design speed and safety, do not withstand the required "hard look", making the agencies' failure to fully evaluate Alternative 3 arbitrary. When DOT's preferred alternative did not meet the original purpose and need, that purpose and need was modified to allow practicable exceptions, as previously discussed. AASHTO and FHWA guidelines allow for many more practicable exceptions than DOT has been willing to consider, including the practicable exceptions offered in Alternative 3. This is an important point because NEPA, Section 4(f) and Section 404 all require DOT consider alternatives that avoid and minimize impacts, and design exceptions are a tool for accomplishing these critical objectives. If an alternative deploys design exceptions (such as a smaller shoulder or retained curves) and avoids filling wetlands, it is a practicable alternative that is required to be included in the NEPA analysis. By requiring agencies to consider multiple alternatives, NEPA ensures that the "most intelligent, optimally beneficial decision will ultimately be made." Courts have repeatedly found that the "existence of a viable but unexamined alternative" renders an analysis inadequate." Notably, even where a proposed action does not trigger the EIS process, courts have affirmed that the "consideration of alternatives is critical to the goals of NEPA[.]" Regardless of whether developing an EA or an EIS, agencies should identify and assess those alternatives that would "avoid or minimize adverse effects of [proposed] actions upon the quality of the human environment." Alternative 3 would avoid and minimize adverse effects by providing a smaller footprint through sensitive habitat areas and should not have been eliminated from consideration. By dropping a reasonable alternative that satisfies most of the purpose and need and was recommended and supported by agencies and the public, the 2015 EA, like the 2013 EA examines only two alternatives: do nothing or do the proposed action. Alternatives are "the heart" of	294n	See Comment Response R73.
294o		294o	See Comment Response R73.
294p		294p	See Comment Response R07, R74.

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294q	an environmental document. DOT must examine a range of alternatives that are consistent with the rigors of Preserve statutes, the Clean Water Act, and Section 4(f). Yet the EA retains no alternative that would further avoid or minimize adverse environmental effects beyond the RPA. The existence of a viable but unexamined alternative renders the environmental document inadequate.	**294q**	See Comment Response R55.
	Proposed Reasonable Alternative		
294r	Again, while we believe the RPA is an improvement over the only build alternative offered in 2013, the question remains: can more be done to protect "the environmental sensitivity" and the surrounding wetlands and salmon and eagle habitats, and still allow the Haines Highway improvement project to proceed? Instead of arbitrarily shutting the door on alternatives that better address "the environmental sensitivity" required by the Clean Water Act, Section 4(f), and	**294r**	See Comment Response R76.
294s	Preserve statutes, we propose the following reasonable alternative be considered in the final NEPA document, an alternative that "has been developed to address the needs for the project while avoiding or minimizing environmental impacts" to a much greater extent than the RPA. As the RPA "minimized" passing zones "to benefit EFH", this alternative will minimize shoulder widths where necessary and employ other design exceptions "to benefit EFH" and eagle habitat. Our proposed Alternative 4 is a 55 mph designed roadway that employs all possible design exceptions that firstly avoid and secondly minimize Chilkat River and wetland fill. This alternative would retain some substandard curves (as does the RPA and the Haines Highway section from MP 1 to MP 3.5), reduce speed where necessary, and have smaller shoulders and clear zones than proposed through sensitive habitats (employing the use of pullouts instead, when necessary). Alternative 4 would also employ design exceptions to avoid impacts to bald eagle habitat in the ROW adjacent to the Critical Habitat Area (CHA) and avoid impacts to Preserve activities by retaining every identified eagle perching and roosting tree in this area. This is extremely important because 90% of eagle roosting and perching during the fall and winter gathering was documented to occur in the CHA. Alternative 4 would use a combination of rock/alluvium/wood placements, as well as Engineered Log Jams, as proposed by the Chilkat Indian Village. Additionally Alternative 4 would: • Straighten some curves to meet the 55 mph design standard. • Widen shoulders through non-sensitive habitat areas and employ reduced shoulder widths or pullout as necessary to avoid sensitive habitats. • Construct drainage ditches and upgrade and/or add new culverts. • Repave and restripe roadway and add new signage• Rehabilitate or relocate driveways, turnout access points and road intersections to meet design standards. • Install or upgrade guardrails and other safety features	**294s**	See Comment Response R53.

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	where needed. • Modify the Haines-Fairbanks Pipeline Gate Valve 4's surrounding concrete vault, to protect the gate valve and provide a safe road embankment. • Relocate utilities, where required. Maintain access to utilities not relocated. • Mitigate riparian/riverine habitat losses as proposed by the Chilkat Indian Village. • Replace the Chilkat River Bridge in a manner acceptable to the Chilkat Indian Village. • Install a temporary bridge to be used as a construction staging platform in a manner acceptable to the Chilkat Indian Village. • 55 mile-per-hour bridge design speed with current seismic standards, and accommodation of freight vehicles carrying heavier loads than currently accommodated by the bridge, and consistency with the bridges constructed in the Haines Highway Milepost 24 to the border project. • Improve Highway debris flow areas. • Raise the grade of the highway 15 to 18 feet from its current elevation at Milepost 19 and Milepost 23. • Install four to six larger-diameter culverts under the elevated highway, at each debris flow area (Milepost 19, Milepost 23). • Improve Recreational Access. • Widen roadway shoulders from 2 feet to improve safety for non-motorized users as practicable. • Construct a parking area for access to the Mount Ripinski Trailhead (Figure 1.2-5). • Improve surfacing and grading of turnouts within the right-of-way. • Improve vehicle access to the Chilkat River recreational areas. Alternative 4 would substantially meet purpose and need for the project and also further avoid and minimize impacts. A full and fair examination of this proposed alternative would invalidate the current "unavoidable" determination for filling 22.2 acres of wetlands and 3.6 acres of other U.S. waters, the determination needed in order to select the RPA as the Least Environmentally Damaging Practicable Alternative. Reasonable Range of Alternatives According to DOT and FHWA Manuals An EA that analyzes only two alternatives for this project goes against FHWA and DOT guidelines. Those guidelines allow consideration of only two alternatives (build and no-build) only if there is no resource protected by statute, such as wetlands, floodplains or Section 4(f) resources. When statute-protected resources are present, DOT "must evaluate avoidance and minimum alignment of design alternatives." This includes site-specific alternatives and "should include consideration of exception to standards." Avoidance alternatives must be considered when wetlands, floodplains, or Section 4(f) resources are present in the project area. This requirement has been referenced in past comments and was ignored in the 2015		
294t	EA. <u>We fully expect the required analysis of a range of alternatives, including 3 and 4, in the final NEPA document.</u>	**294t**	See Comment Response R07, R74.

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	Compliance with 404(b)(1) Guidelines		
294u	Since the Haines Highway project significantly affects all of the statute-protected resources mentioned above, and also includes additional resource protections mandated by AS 41.21.610 for those portions of the project that are inside or adjacent to the Chilkat Bald Eagle Preserve, the 2015 revised draft Haines Highway EA is clearly deficient. Further, EO 11990 "requires there be no practicable alternative to the proposed action that affects wetlands and that the project shall include all practicable measures to minimize harm to wetlands." The Clean Water Act's 404(b)(1) guidelines prohibit discharges of fill material unless appropriate and practicable steps have been taken which will minimize potential adverse impacts. By failing to analyze alternatives that would impact fewer wetlands (such as Alternatives 3 and 4), the EA can conveniently claim the RPA is the Least Environmentally Damaging Practicable Alternative (LEDPA) – but only because it is the only build alternative carried forward in the EA. Such tactics skirt the letter and spirit of Section 404 of the Clean Water Act. And while we may agree that "it is not practicable to completely avoid impacts to wetlands and riverine habitat", we would assert it is practicable to avoid more impacts than the RPA by using more design exceptions than included in the RPA. In consideration of the above, FHWA cannot legitimately claim the RPA is the LEDPA simply because it is the only proposed build alternative. The conclusion that "there is no practicable alternative to the proposed construction in wetlands" is unreasonable.	**294u**	See Comment Response R58.
294v		**294v**	See Comment Response R55.
294w		**294w**	See Comment Response R55.
	Avoiding Impacts to Wetlands The RPA avoided 1.4 additional acres of wetland impacts, which amounts to lessening impacts by a mere 6% over the 2013 alternative. The RPA would still cause or contribute to the significant degradation of 22.2 acres of wetlands in a study area comprised of 248 wetland acres. The EA acknowledges the importance of these wetland areas as providing salmon habitats, nutrient cycling, and water retention and flooding minimization. In short, wetlands "provide the quality and quantity of water necessary for fish habitat." As we have already suggested, wetlands scheduled for filling if the RPA is selected, can be completely avoided by merely employing the design exceptions suggested by DOT and FHWA manuals.		
294x	Rather than complying with the habitat rigors of Section 4(f) and 404(b)(1) guidelines, that functioning wetlands should not be damaged unless there is no practicable alternative, DOT instead proposes mitigation and points to past mitigation "success." However, the monitoring report referencing "success" in the EA states the two wetland areas created during a past highway construction project were only monitored for "salmonid use and vegetation cover" and not for the more	**294x**	See Comment Response R55, R57.

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	rigorous "wetland delineation methodology" proposed by USACE. No comparisons are provided regarding the productivity of wetlands filled versus wetlands created. In short the quality and quantity of fish habitat created is not assessed, meaning there is no assessment of whether or not there has been a net loss of EFH due to past Haines Highway projects. In addition to being a major failing of the EA, this is troubling because many national "studies of the ecological performance of compensatory mitigation have shown that compensatory wetland		
294y	projects fail to replace lost wetland acres and functions." "No long-term, interdisciplinary research shows unequivocally that a created wetland has fully replaced the lost function resulting from a wetland's destruction." Further "the 'quality' of the resulting mitigation wetland is not equal to the wetland that was destroyed." And finally "planning mitigation projects in areas distant from the destroyed wetland will result in the wetland functions being replaced in areas away	**294y**	See Comment Response R29, R57.
294z	from where they are needed." The EA must – and does not – present an objective evaluation of wetland mitigation. The document fails to disclose or analyze	**294z**	See Comment Response R29, R57.
294aa	responsible, contrary scientific opinions. That the wetlands identified for destruction are –with the exception of 1.3 acres - medium and high value wetlands increases our concerns.	**294aa**	See Comment Response R57.
	Design Flexibility and Exceptions		
294bb	DOT continues to assert that it simply cannot reduce the 55 mph design speed through sensitive habitat areas even though FHWA and AASHTO guidelines allow this flexibility, and even though DOT has employed some design exceptions in the RPA and has already used design exceptions in other areas along the Haines Highway corridor. DOT continues to assert it cannot retain substandard curves (except for two), even though it already has retained two substandard curves in the finished upgrade between MP 1 and 3.5. And it continues to assert it cannot allow smaller fill limits and clear zones. Yet, there is substantial information to the contrary from many sources including the Alaska Highway Preconstruction Manual (Preconstruction), FHWA Mitigation Strategies for Design Exceptions (Mitigation), and FHWA Flexibility & Context Sensitive Solutions (Flexibility) A design exception is a "decision to design a highway element or a segment of highway to design criteria that do not meet minimum values or ranges established for that highway or project." Design exceptions are "needed" for a variety of reasons including "impacts to the natural environment" and context "sensitivity." "As stated in the Green Book, existing roads that do not meet the guidelines for geometric design are not necessarily unsafe and do not necessarily have to be upgraded to meet the design criteria: The fact that new design values are presented	**294bb**	See Comment Response R07, R08.

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294cc	herein does not imply that existing streets and highways are unsafe, nor does it mandate the initiation of improvement projects ...For projects of this type (resurfacing, restoration, or rehabilitation [3R]), where major revisions to horizontal and vertical curvature are not necessary or practical, existing design values may be retained." Given this information, the EA rationale for removing Alternative 3 from further consideration is clearly unfounded. Moreover, as previously described, we urge the agencies to also consider proposed Alternative 4. When the range of allowable design speeds would result in "unacceptable impact on adjacent properties," a design exception process can be employed. In this case, unacceptable impacts to Section 4(f) property should be the main consideration for employing a design exception. Further, "research confirms that lowered speeds are safer and lowering speed limits can decrease both crash frequency and severity." This disputes the unsubstantiated EA assertion that a lower speed of 50 would "reduce the potential safety" of the highway corridor. FHWA distinguishes between roads that are "nominally" safe and "substantively" safe. Nominally safe roads are built to minimum design standards, where substantively safe roads do not meet all design standards but have good safety records. The EA states that the Haines Highway, with the exception of three specific places, is a substantively safe road. The implication, therefore, is that not all design standards need to be met on the Haines Highway. Regarding curves, "a designer may reasonably accept a design exception for curvature on a two-lane rural highway with low traffic." Since the Haines Highway is such a road, it is reasonable to retain existing curves through sensitive habitat. This is acceptable to FHWA, particularly when specific curves "have no accident history," as is the case for nearly all existing Haines Highway curves. Even though this information was presented in comments to the 2013 EA,	294cc	See Comment Response R07, R75, R82.
294dd	it is not addressed in the 2015 EA and DOT continues to deny it has the ability to avoid most of the proposed impacts by using its own acceptable guidelines. And avoidance is not only required, but also prioritized for Section 404 and Section 4(f) compliance. Again, Alternatives 3 and 4 would address the above. Further, the minimum shoulder width for an arterial highway such as the Haines Highway is 2 feet. In cases "where shoulder width is limited, another mitigation strategy is to provide regularly spaced pull-off areas." This strategy can be employed to achieve smaller fill lines when necessary to protect natural salmon and eagle habitats, and is in keeping with the EA, which includes a "Proposed Typical Section" with variable fill lines. There is precedent for retaining existing lane and shoulder widths based on low accident rates, which the EA admits applies to the Haines Highway. Additionally, "the superior alignments are ones that follow the natural contours of the land and do not affect aesthetic, scenic, historic, and cultural resources along	294dd	See Comment Response R07, R53, R55, R73, R74, R75.

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	the way. Construction costs may be reduced in many instances when less earthwork is needed, and resources and development are preserved. . . . When possible, the alignment should be designed to enhance attractive scenic views, such as rivers, rock formations, parks, historic sites, and outstanding buildings. The designation of certain highways as scenic byways recognizes the importance of preserving such features along our Nation's roadways." All of these mentioned features occur along the Haines Highway, including the designation as a National Scenic Byway, indicating the current highway alignment and footprint should be retained, including curves and smaller shoulders through sensitive habitat areas, as would occur with Alternatives 3 and 4. While the 2015 EA presents a mantra of inflexible design standards that must be met, DOT and FHWA manuals present guidelines that can and should be broken under the exact kind of circumstances as exist along the Haines Highway. It is arbitrary for DOT to employ some design exceptions in its RPA (e.g., the RPA employs "design exceptions" between STN 625 and 670 "to avoid impacts to sensitive resources") and at the same time refuse to consider other design exceptions for the explicit purpose of avoiding impacts to more of the sensitive resources mandated for protection by Sections 4(f) and 404.		
294ee		**294ee**	See Comment Response R07, R55.
294ff	In short, the EA fails to address opposing expert opinions from AASHTO, FHWA, and DOT.	**294ff**	See Comment Response R74.
	Section 4(f) "A Section 4(f) use can occur either directly or indirectly." The Preserve land swap is a direct 4(f) use and is evaluated in the EA. The EA incorrectly determines there will be no indirect or "constructive use" of 4(f) property that will occur as a result of the proposed project because "under 4(f) regulations, if there is a direct use of section 4(f) protected property, there cannot also be a constructive use." The reality, however, is that the proximity of the project to Section 4(f) protected lands along the rest of the highway corridor outside of the few acre land swap will cause direct, indirect and cumulative impacts to salmon and eagle habitat inside the		
294gg	Preserve and to Preserve activities, constituting a constructive use. Lack of constructive use analysis is a major EA deficiency that needs correction. Specifically, constructive use occurs when the scope of work is not minor in either nature or magnitude, and when there may be permanent adverse impacts, or temporary or permanent interference with activities or purposes of the property. The EA admits that temporary or permanent adverse impacts may occur, and that temporary or permanent interference with activities or Preserve purposes may occur. For example, direct adverse impacts from road construction will occur over a 6 to 8 year period may disturb eagle breeding, nesting, perching and roosting.	**294gg**	See Comment Response R70.

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294hh	Public access may be disrupted by traffic delays. Short-term adverse impacts are foreseen for subsistence, a statutorily protected activity. Short-term adverse impacts are foreseen for commercial tours. Water quality impacts include increased sediments into clear water tributaries, as well as temporary adverse effects to EFH during culvert replacement, stream restoration and erosion control. Disturbing Chilkat bald eagles, degrading water quality and "natural" salmon habitat, and interfering with subsistence and other statutory protected activities all interfere with Preserve purposes. The project's proximity impacts, even if only temporary, will affect the protected activities, features, and attributes that qualify the property for 4(f) protection. A specifically applicable delineated constructive use occurs when "Noise levels increase due to the project that substantially interferes with the use and enjoyment of a noise-sensitive 4(f) property . . . such as viewing wildlife in a wildlife refuge." Temporary interference would occur over a 6 to 8 year period of construction that would include blasting, tree felling, and heavy equipment operating in close proximity to Preserve wildlife viewing areas. A project that results in constructive use of a nearby Section 4(f) property must be evaluated in regard to feasible and prudent avoidance alternatives and inclusion of all possible planning to minimize harm. There was a denial of constructive use in the EA, and no alternatives were carried forward that further avoided impacts and also included all possible planning to minimize harm. This is a major failing of the EA. Due to all the above, it must be concluded that the proposed project will likely affect the activities, features, and attributes of the Preserve in the context of constructive use as outlined in 23 CFR 774.15(e). While the public can bring this to the attention of the responsible agency, it is the responsibility of the environmental document to evaluate constructive use, and this has yet to occur. A de Minimis determination is not allowed A de minimis determination is to be "based on the fact that this project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f)." We have already outlined how the RPA would "adversely affect the activities, features, and attributes" of the Preserve. Further, "a de minimis finding cannot be made for a constructive use of a Section 4(f) property." As a result of the conclusion that the project will have de minimis effects on the Preserve, the EA does not analyze reasonable and prudent alternatives to the use of land in the Preserve or include all possible planning to minimize harm to the property resulting from use. The conclusion that there is no constructive use limits Section 4(f) analysis and contravenes the statute's requirement that in order to make a de minimis determination, the Secretary must	294hh	See Comment Response R83, R70.

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	find that the "transportation program or project" – not simply the use of the land alone - "will have a de minimis impact on the area," meaning that the "program or project will not adversely affect the activities, features, and attributes of the park, recreation area, or wildlife or waterfowl refuge . . . ." Absent a de minimis finding, the project has to provide more rigorous environmental protections under a standard of firstly avoidance and then "all possible planning to minimize harm". Far more could be done to minimize harm to salmon and eagle habitat, as would occur with		
294ii	Alternative 3 or our proposed Alternative 4. We would expect the final environmental document to contain an alternative that fully complies with 4(f) requirements including avoidance and all possible planning to minimize harm.	**294ii**	See Comment Response R56, R83.
	Salmon Habitat at Risk The proposed alteration of much of the available prime natural salmon habitat includes "adverse effect on 23.7 acres of wetlands and 7.4 acres of open water" and "impacts to 14,244 lineal feet of Chilkat river tributaries." Potential impacts to Essential Fish Habitat (EFH) listed in EA Table 4.15-1 include eliminating riparian areas and wetlands, changes in hydrology, loss of spawning habitat, degradation of		
294jj	water quality, changed fish passage routes, and much, much more. The EA makes a vague and unsubstantiated statement that somehow through a combination of avoidance, minimization, mitigation, and in-lieu payments that salmon habitat inside the Preserve will not be significantly affected. There is a lack of sufficient data in the EA to support this. Additionally, Preserve statutes clearly state that the "natural" salmon habitat is to be protected in perpetuity. Natural salmon habitat has already been destroyed from past highway projects in the area including changes "from a natural riverbank to a hardened bank composed of shot rock and riprap." Mitigation efforts will drastically change the existing "natural" habitat, as elaborated in the EA. We concur with the Chilkat Indian Village assessment that "restoring the function and health of the 'pre-road' riparian edge is a baseline requirement associated with bringing this project up to current federal, state, and	**294jj**	See Comment Response R30, R31.
294kk	tribal design standards. The mitigation for riprap armoring of the channel, loss of forested river edge, and complex channel margins associated with road construction must be addressed at a minimum ration of 1 to 1 and must be designed with the same engineering rigor and industry care required for other project elements, such	**294kk**	See Comment Response R33, R61.
294ll	as bridge, road, culvert, and guardrail design." In lieu payments that restore damaged habitats outside of Preserve boundaries do nothing to protect and sustain natural Preserve salmon habitat, as required by Alaska statute. Further, the EA implies the success of the mitigation proposed (use of large woody debris) is questionable: "Depending upon the success of mitigation and enhancement efforts"	**294ll**	See Comment Response R63.

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294mm	impacts to fish habitat "may be beneficial." If impacts "may be beneficial", then it is also possible that they may not be beneficial. Uncertainty surrounding the success of the proposed mitigation is reiterated: The project "may improve overwintering Chilkat River habitat". Again if it may, it also may not. We share	**294mm**	See Comment Response R57.
294nn	concerns expressed by the Chilkat Indian Village that the proposed local placement	**294nn**	See Comment Response R57.
294oo	of riprap with loose/transient wood upstream and larger riprap protrusions do not achieve the required 1 to 1 ratio, do not appear to be adequate to perform over the	**294oo**	See Comment Response R57.
294pp	project life due to the use of transient and unstable wood elements, and does not address riparian edge forest function associated with pre-riprap conditions. Further, some of the proposed mitigation would include "fee in lieu of compensatory	**294pp**	See Comment Response R41.
294qq	mitigation" which means mitigation for some of the adverse impacts caused by the project could occur outside of the area. This might be appropriate for a transportation project through an area not protected by statute. The magnitude of impacts proposed for protected habitats seems unreasonable – particularly because there are alternatives that can drastically lessen impacts. The DOT "recommendation" that there will be no adverse impacts to EFH and that there will either be "no effect or a net benefit" to salmon productivity is not supported by sufficient data and is merely a hopeful assumption. The RPA would put 5,022 additional linear feet of riprap on natural riverbank. Added to what has previously been hardened, a total of 12,512 linear feet of the Chilkat would be hardened. It is clear that this has already damaged – and would further damage EFH. This is affirmed in the EA cited USACE 2003 Effects of Riprap on Riverine and Riparian Ecosystems in the bibliography. The EA does not mention how detrimental riprap is to coldwater fish habitat. "Thousands of miles of stream have been stabilized with riprap, and it is clear that the nation's waters have been impacted." Because stream and riparian ecosystems are complex, "relatively little is known about the impacts." What is known, however, is that "impacts cited for coldwater fisheries are predominately adverse." Specifically, "numerous large- and small-scale negative ecological impacts are associated with riprap bank stabilization . . .and may cause severe damage to riparian and instream habitats." Due to this know problem regarding riprap, alternatives to its use "should be evaluated." While the RPA reduces Chilkat riprap over the 2013 alternative, it would still impact a mile of natural riverbank, with the potential for "severe" damage. This would be a very different outcome for EFH than predicted in the EA of no adverse impacts and even possibly a net benefit to EFH. Again, the EA must "disclose responsible scientific	**294qq**	See Comment Response R63.
294rr	opinion in opposition to the proposed action"101 and fails to do so. There is a total failure to discuss valid contrary opinions. And finally, AS 41.21.610 was adopted to protect Chilkat bald eagles, their essential habitats, and the natural anadromous	**294rr**	See Comment Response R33 and R86.

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294ss	streams inside the Chilkat Bald Eagle Preserve in perpetuity. Harm to Chilkat bald eagles, eagle habitat, and natural salmon habitat violates this statute and 40 CFR 1508.27(b)(10). While it is admitted that there will be short-term direct impacts to salmon and salmon habitat, it is also admitted there may be indirect impacts "depending on the success" of proposed mitigation. The project would still impact "all 25 fish bearing tributaries that intersect the highway." The importance of these tributaries, described as "highly valued resources", is to provide migrating and rearing habitat for all 5 species of Pacific salmon and "more abundant sources of food and cover" than the turbid Chilkat River. While DOT has had some previous success at tributary enhancement, proposed mitigation also includes "a new type of mitigation" with no apparent known success rate. Also the "success" of past	**294ss**	See Comment Response R11, R30, R58.
294tt	wetland mitigation has been questioned previously, as discussed. Since no substantial evidence is presented in the EA that mitigation measures will reduce impacts below the level of significance, a FONSI cannot occur, and an EIS must be prepared. Eagle Habitat at Risk The Chilkat Bald Eagle Preserve provides unique and outstanding habitats that are utilized by the world's largest congregation of bald eagles from October through February, as well as a year round resident eagle population. The entire habitat is important to Chilkat bald eagles, including habitat that is adjacent to and bisected by the Haines Highway ROW: "The approximately 48,000 acres of habitats placed in sanctuary status by establishment of the Alaska Chilkat Bald Eagle Preserve in 1982 are essential to perpetuation of the Chilkat eagle population." The proposed highway project, will impact miles of eagle habitat, including inside the designated Critical Habitat Area. It is common to see dozens of eagles perching and roosting in the cottonwood trees along the highway right-of-way beginning in October, and 98% of perching and roosting trees used are cottonwoods. Photographs of the annual phenomena are documented in numerous publications. It is still unclear how many and which of these much-photographed perching and roosting trees will be cut in order to straighten curves and widen shoulders on both sides of the roadway through the Critical Habitat Area (CHA). Although the exact number of trees to be cut is not available, it will amount to 85 acres. Based on 2013 and 2014 ABR studies, "an estimated 85 trees where eagles were observed perching are within the proposed project clearing limit, primarily adjacent to the CHA." Until final design is complete "tree impacts cannot be precisely quantified." In addition to cutting 85 trees where eagles have been observed perching, an additional 15 could be cut, representing "up to 18 percent of the trees along the Haines Highway	**294tt**	See Comment Response R29, R30, R31, R57.

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294	in the Council Grounds [Critical Habitat Area] where eagles were recorded to be perched during these surveys." Roosting trees provide protection from inclement weather and predation, while also providing close proximity to the salmon food source, and as such are critical habitat. The ABR prediction of no "population effect", however, is at odds with information provided by reputable scientists who state the entire habitat is "essential" for Chilkat Bald Eagles. Cutting 18% of the perching trees that allow eagles to "maximize food intake, minimize energy output, and minimize injury…. factors which regulate eagle survival and reproduction," needs reassessment in light of conflicting scientific opinion. That is, cutting so many perching and roosting trees may have environmental consequences to the winter gathering because these trees provide the optimum habitat: "Since eagles conserve energy by seeking habitats which offer protection from weather, prudent management dictates that deciduous roosting and perching trees not be harvested." This is particularly significant in an area set aside for the purpose of perpetually protecting Chilkat bald eagles. The NEPA required "hard look" regarding population impact is missing. An Environmental Impact Statement is the appropriate place to analyze these and other environmental consequences that may indeed be significant. ABR identifies possible "changes in patterns of distribution and eagle use. Removal of cottonwoods may result in some bald eagles moving farther away from their currently used perching or roosting locations (ABR 2014)", which as we have already stated, may compromise eagle survival and reproduction. "Some of these perches correspond to public viewing and photographic opportunities."117 Impacting public enjoyments of eagles and photographic opportunities would be direct effects to section 4(f) property. The EA admits this: "The activities, features, and attributes" of the Preserve will be adversely affected, at the very least temporarily. These potential temporary effects include "aesthetics and natural habitats in the ROW." Not discussed is that these "temporary" effects would occur over a 6 to 8 year construction period. The EA admits potential "changes in patterns of eagle distribution and use of trees would impact other qualities and resources of this area" including eagles moving further away from photographers. The rationale that there is "an abundance of suitable trees that would not be cut and that replanting would provide future perching does not scientifically address preferred habitat that "maximizes food intake, minimizes energy output, and minimizes injury", all of which "regulate eagle survival and reproduction." Removing preferred habitat – preferred because it is the optimum habitat that has been consistently occupied during the fall gathering over the decades - will create direct and indirect impacts. The claims of "no indirect adverse effect" on Chilkat bald eagles and "compliance with the primary purpose of the	294

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294uu	Preserve" are speculative, not based on supporting data, and disputed by eagle experts. Further, there is no discussion about the number of years it will take for a planted sapling to become a suitable perching tree of at least 6 inches in diameter at breast height. Also of concern is that both years of ABR studies had low eagle numbers with mild winters. Two questions remain unanswered: 1) During a colder year, would eagle perching and roosting shift to more protected areas? And 2) With more eagles present, how many more perching and roosting trees could be observed in the clearing zone? Until these questions are answered no trees should be cut in the Critical Habitat Area. The EA admits that temporary or permanent adverse impacts to eagles and eagle habitat may occur, and that temporary or permanent interference with activities or Preserve purposes may occur. For example, direct adverse construction impacts that will occur over a 6 to 8 year period may disturb eagle breeding, nesting, perching and roosting. Public access may be disrupted by traffic delays. Short-term adverse impacts are foreseen for subsistence and commercial tours126, as well as temporary adverse effects to EFH during culvert replacement, stream restoration and erosion control, and temporary water quality	294uu	See Comment Response R11, R13, R46.
294vv	impacts including increased sediments into clear water tributaries. The above discussion indicates that direct, indirect and cumulative environmental consequences of actions taken in the DOT ROW will occur inside the Preserve (which is 4(f) constructive use), potentially affecting eagle population dynamics and likely decreasing viewing opportunities for the public. USFWS comments submitted during the 2013 EA review state that there is no clear construction window that avoids impacts to eagles: "Scheduling disruptive construction activities outside the March 1 to September 30 nesting season would likely result in disturbance of wintering eagles, which could have greater impacts on a larger population of eagles." Eagles will be disturbed or "taken", and disturbance will	294vv	See Comment Response R70, R15.
294vw	occur over an anticipated 6 to 8 year construction period, indicating cumulative impacts will occur over time, and indicating an EIS is necessary. "The Chilkat bald eagle population appears to be at carrying capacity of its habitat with food being the principal limiting factor.... Maintaining the Chilkat eagle population while other resources are developed will be an increasing challenge to managers. Ecologically sound eagle management strategies can be derived from an understanding of the factors which regulate eagle survival and reproduction. Maintaining the present population level will require that those environmental features which allow eagles to maximize food intake, minimize energy output, and minimize injury can be	294vw	See Comment Response R02b.
294ww	protected."129 Alternatives 3 and 4 would be more protective of salmon and eagle habitats and "allow eagles to maximize food intake, minimize energy output, and minimize injury" than the RPA, and must be evaluated in an EIS.	294ww	See Comment Response R77.

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294xx	Need for an EIS The 2015 EA states it was prepared in accordance with the FHWA Technical Advisory 6640.8A which offers guidance for Section 4(f) properties. This FHWA Advisory states EA's are normally less than 15 pages and EIS's are normally less than 150 pages and not more than 300 "for the most complex proposals." <u>At 382 pages, the EA for the proposed the Haines Highway project through the Preserve, with its 9 thick appendices, is obviously extremely complex and by size and volume alone, indicates a more rigorous NEPA analysis is needed. Further, any federal action that may significantly impact the environment requires an EIS.</u> Significance defined by CEQ regulations require consideration of: • intensity of impacts (40 CFR 1508.27(b)). Table 4.15-1 outlines specific impacts to fish habitat, including eliminating riparian areas, changing hydrology, loss of spawning habitat, and much, much more. Table 5.1-3 outlines direct and indirect impacts that may occur if the RPA is selected. Habitat impacts are widespread. For example 25 of 25 anadromous clear water tributaries and 10% of area wetlands will be impacted. In addition, an unknown number of eagles may be "taken", and an unspecified number of eagle roosting and perching trees in the Critical Habitat Area will be cut. This is a significant amount of disruption to eagle and salmon populations, and natural, essential habitats. • Impacts to public safety as previously discussed (1508.27(b)(2). • Unique characteristics and proximity to an ecologically critical area (1508.27(b)(3)). The CBEP was created because of its uniqueness as the world's largest roadside concentration of bald eagles. The National Scenic Byway website affirms the uniqueness and significance of runs the Alaska Chilkat Bald Eagle Preserve: "This Preserve and its ecosystem are of national and world significance due to hosting the largest congregation of bald eagles in one location." The "Critical Habitat Area" is so named precisely because it is ecologically critical. The unique characteristic of being the world's largest gathering of bald eagles qualifies for significance, as does the existence of the Critical Habitat Area. • Uncertain risks and unknown consequences (1508.27(b)(5). The EA indicates studies will be conducted after-the-fact, implying uncertain risks and unknown consequences. We discussed that the effectiveness of EFH mitigation is unknown. There will be multiple "takes" of eagles, and the exact number is unknown. Impacts from cutting perching and roosting trees essential to the fall and winter gathering of eagles create uncertain risks with unknown consequences. The risks and consequences to salmon and eagles and their essential habitats remain unknown, rising to the level of significance. • Cumulative impacts (1508.27(b)(7)). Cumulative impacts are admitted in the EA. For example, cumulative impacts to eagles and salmon may occur from disrupting extensive eagle and salmon habitats	**294xx**	See Comment Response R78.

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294yy	over a 6 to 8 year timeframe. Specific cumulative impacts identified in the 2015 EA include potential water quality cumulative impacts from the RPA, the 19-mile debris stockpile, the Klehini River Bridge replacement, and 2 airport projects. The EA clearly states: "The RPA is the only project that would have a cumulative impact to the wetlands in the Chilkat valley." Also mentioned are potential cumulative impacts to fish and wildlife habitat from the RPA and the discharge of the 19 mile debris pile. Even though DOT "expects the cumulative impact to fish habitat from past, present, and reasonably foreseeable actions would be mitigated", the mere existence of cumulative impacts requires an EIS. And we question the effectiveness of proposed mitigation, as discussed in a previous section. Another cumulative impact would be hardening an additional 5,022 linear feet of "natural" riverbank in addition to what had previously been hardened during past DOT projects. It is admitted that "fish habitat has been [negatively] affected" by past Haines Highway use of riprap, and that the effectiveness of the mitigation proposed for new riprap is unknown. • Adverse effect on object eligible for National Register of Historic Places (1508.27(b)(8)). The Chilkat River Bridge Section 4(f) property will be destroyed. Also note the Chilkat Indian Village concern regarding potential destruction of cultural resources. • A violation of federal or state law imposed for the protection of the environment (1508.27(b)(10)). As proposed, this project violates the environmental protections established for the CBEP under AS 41.21.610, as well as Section 404 of the Clean Water Act and Section 4(f) of the Transportation Act.	294yy	See Comment Response R79.
294zz	In summation, more than half of the actions that can trigger significance for NEPA apply to the proposed project and an EIS is required. The conclusion that "this RPA does not appear to warrant an EIS-level of NEPA documentation" is obviously in error for all the above stated reasons. At this point in time, Federal regulations require that FHWA determine an EIS is necessary: "If at any point in the EA process the Administration determines that the action is likely to have a significant impact on the environment, the preparation of an EIS will be required." The EIS should provide alternatives that avoid and minimize rather than mitigate impacts, and adhere to the Section 4(f) requirement of "feasible and prudent avoidance alternatives and inclusion of all possible planning to minimize harm." Alternatives 3 and 4 should be carried forward for analysis in the final NEPA document. Other Omissions to be included in an EIS. Social Impacts	294zz	See Comment Response R02b and R02d.

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294aaa	There is no analysis regarding the local and regional importance of the commercial fishing industry. The statement that only 35 individuals are employed in agriculture, forestry, fishing and mining ridiculously underestimates those actually employed in fishing alone. This analysis needs to be included because potential impacts to EFH may have catastrophic social and economic impacts. In its 2013 EA comments the Alaska Trollers Association affirmed the economic importance of the Chilkat watershed to the entire Southeast Alaska regional fishery. Fishing-dependent economies should have been considered in the EA, prior to promoting a single alternative that re-arranges an extensive amount of natural salmon habitat.	294aaa	See Comment Response R30, R22.
294bbb		294bbb	See Comment Response R22.
294ccc	IDT Recommendations not Fully Addressed Appendix H references agency concerns expressed by members of the Inter Disciplinary Team that have not been sufficiently considered and addressed. Some of these concerns include replacing riprap with engineered logjams, a request not to cut important eagle roosting trees either adjacent to the river or on the roadside, a justification for all areas of Chilkat River fill and a request for a determination of the cumulative impacts of Chilkat River fill. The EA failed to evaluate reasonable alternatives (such as Alternative 3) that address these specific IDT concerns. The issue of in-river fill was repeatedly brought up during IDT discussions. Having no alternative that uses engineered logjams rather than riprap again points to a deficient EA. Other expert comments critical of riprap include Alaska Trollers Association (ATA), Trout Unlimited, US Fish and Wildlife Service and Takshanuk Watershed Council. ATA comments mention a need for retaining shade trees for appropriate salmon-friendly water temperature. Since there is no analysis of the location or number of trees to be cut, there is no analysis of the impact of tree removal on salmon and salmon habitat, as indicated by these comments.	294ccc	See Comment Response R33.
294ddd		294ddd	See Comment Response R46.
294eee		294eee	See Comment Response R73.
294fff		294fff	See Comment Response R33, R73.
294ggg		294ggg	See Comment Response R31.
294hhh		294hhh	See Comment Response R11.
294iii		294iii	See Comment Response R31.
294jjj	Increased Maintenance Needs and Declining Maintenance Budgets Adding an additional 8 feet to the existing roadbed essentially creates another lane to plow during the winter months. This additional maintenance burden when the State of Alaska plans to decrease the Southeast maintenance budget by 16% will have additional repercussions to the already anticipated reductions in hours of service, reduction in sanding, and a goal of "fair winter driving conditions within 12 hours after [a] storm." DOT has listed the Haines Highway snowplowing as Priority 2, a route "of lesser priority based on traffic volume, speed and uses. . . .May take up to 36 hours to clear after a winter storm." This new information argues against widening shoulders that may not get plowed, and should be analyzed in the final environmental document. Also missing in this context of increased maintenance needs and declining maintenance budgets is the analysis required by FHWA Directive 5520 for increased precipitation and extreme weather events as a	294jjj	See Comment Response R80.

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	result of climate change. Concurrence with Chilkat Indian Village We agree with Chilkat Indian Village's concerns regarding oil leaks at 17.5 mile. We also support Chilkat Indian Village concerns regarding subsistence use, raft landing areas, rod fishing and the road location at 14 mile. Conclusion An adequate environmental document would acknowledge that the existing upgrades to the 160 mile Haines Highway are not necessarily consistent as alleged, already have variability in speed limit designs, and have previously retained substandard curves. An adequate environmental document would have presented and analyzed at least one alternative that fully recognized and completely protected the unique and significant resources inside the Preserve, while at the same time allowing nearly all suggested upgrades to occur to the Haines Highway. This alternative would employ design exceptions consistent with AASHTO, FHWA and DOT standards and guidelines. This alternative can be designed to meet the purpose and need and the rigorous challenges presented by Section 4(f) of the 1966 Transportation Act, Section 404 of the Clean Water Act, and Preserve statutes.		See response to comment 294 DREA.
294kkk	From the sum total of evidence and analysis presented in these comments, it is clear that a FONSI cannot be supported and EIS level scrutiny is warranted, including a NEPA appropriate full range of alternatives that address the rigors of Section 4(f), Section 404 of the Clean Water Act, and Preserve statutes. Thank you for the opportunity to provide comments.	**294kkk**	See Comment Response R74, R83, R56, R55, R58.
295	2015_12_02_**295DREA** - Audubon_Alaska Audubon Alaska, the state office of the National Audubon Society, recently signed on to a letter asking for improvements in the Haines Highway MP 3.5 to MP 25.3 Draft Revised Environmental Assessment. In particular, we support improvements in the plan that would help mitigate potential negative impacts on the globally important concentration of Bald Eagles that breed and winter in the Chilkat Valley. I will not duplicate our comments here, but I would like to take the opportunity to comment on a larger issue pertaining to the Chilkat Bald Eagle Preserve (hereafter called the Preserve). As you may know, Audubon was instrumental in helping get the Preserve established in 1982. The Preserve has become a great asset to the community and Alaska, and it brings tangible economic benefits to the area. Many Audubon members visit the Preserve, have a strong interest in protecting sensitive salmon and eagle habitats, and we have a long history supporting the continued	**295**	Letter addressed to ADF&G Commissioner provided for information only. The letter that was signed by Audubon was DREA 294. Responses are addressed in 294.

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295	protection and management of the Preserve. The Chilkat Bald Eagle Preserve exists because of the Chilkat River's international importance for Bald Eagles and other fish and wildlife resources. From an ornithological perspective alone, the Preserve is home for 200-400 Bald Eagles year round, and in some years, hosts the densest concentration of Bald Eagles (numbering close to 4000 birds) in the world. Bald Eagles tend to build up with the fall salmon run, as long as the river remains unfrozen. Numbers rapidly drop if there is a stretch of cold weather severe enough to freeze the river surface, which typically happens in late November/early December, but in recent years they may linger well into January. The area also supports a significant and increasing number of breeding Trumpeter Swans. The Haines community, State of Alaska, and others have shown great foresight in protecting the ecological resources of the Chilkat Valley, culminating in 1982 with the establishment of the Chilkat Bald Eagle Preserve with its own explicit statutes. The statutes decree that the primary purpose for establishing the Alaska Chilkat Bald Eagle Preserve is to protect and perpetuate the Chilkat Bald Eagles and their essential habitats within the Alaska Chilkat Bald Eagle Preserve in recognition of their statewide, nationally, and internationally significant values in perpetuity. The Alaska Chilkat Bald Eagle Perserve is also established to 1) protect and sustain the natural salmon spawning and rearing areas of the Chilkat River and Chilkoot River systems within the preserve in perpetuity; 2) provide continued opportunities for research, study and enjoyment of bald eagles and other wildlife; 3) ensure to the maximum extent practicable water quality and necessary water quantity under applicable laws; 4) provide for other public uses consistent with the primary purpose for which the Alaska Chilkat Bald Eagle Preserve is established; and 5) provide an opportunity for the continued traditional and natural resource based lifestyle of the people living in the general areas described in AS 41.21.611 (b), consistent with the other purposes of this subsection and (a) of this section. Since the Preserve's 1982 establishment, Audubon Alaska and other stakeholders including Lynn Canal Conservation, Rivers Without Borders, Trout Unlimited, the Southeast Alaska Conservation Council, Juneau Audubon, commercial fishing interests, and many passionate individuals of the Haines and Klukwan communities, have worked with various State and Federal agencies on issues threatening the integrity of the Preserve. Perhaps the most controversial issue over the past years has been addressing impacts that commercial jet boat tours have had (and continue to have) in the Preserve, especially with respect to spawning salmon and out-migrating salmon. In recent years, in addition to the jet boat issues, the Haines Highway expansion project has generated extensive comments about potential effects on the Preserve. As these real and potential threats to the Preserve	295	Letter addressed to ADF&G Commissioner provided for information only. The letter that was signed by Audubon was DREA 294. Responses are addressed in 294.

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295	pile up, Audubon is increasingly concerned with the cumulative impacts all of these activities are having and will have on to the ecological health of the Preserve. As far back as 2001, in a letter to the Alaska Department of Natural Resources (DNR) in support of DNR's plan revision process for the Preserve, Audubon recommended three actions in the Preserve which deserve repeating and immediate implementation. 1) DNR, in collaboration with the Alaska Department of Fish and Game and the U.S. Fish and Wildlife Service, should develop and implement a long-term monitoring program for commercial and recreational use of the preserve to measure those activities' effects on fish and wildlife habitat and populations (emphasizing salmon and bald eagles). 2) DNR, in collaboration with the Alaska Department of Fish and Game and the U.S. Fish and Wildlife Service, should consider identifying research needs and developing a long-term research strategy for the preserve. 3) DNR should apply an adaptive management approach to the preserve to proactively prevent damage to preserve resources from increasing or incompatible human uses of the preserve. The monitoring and research programs described above would be essential for applying adaptive management. Almost 15 years later, we still lack many of these elements. Glaringly absent are any recent comprehensive, standardized population estimates for fall and winter Bald Eagle populations using the Preserve? This has confounded interpretation of other count data of Bald Eagles in the Preserve as noted by the recent assessment of perch use and possible impacts of the proposed Haines Highway realignment on Bald Eagles at the Preserve. In the meantime, habitat quality in the Preserve is being chipped away by jet boats, highway expansion, and other issues while environmental impact assessments dismiss concerns about the continued degradation of the Chilkat Valley's ecosystem, despite not having population trend data for may of the Preserve's biota. The Chilkat Valley and the Preserve will face continued pressures. Tourism remains strong in Alaska and many people come to the Preserve to view fish and wildlife. Mining companies like Constantine Metal Resources Ltd. are developing prospects around Haines which if permitted will result in significant additional truck traffic along the highway to Haines and may compromise water quality inside the Preserve. The Preserve also faces ecological uncertainties due to changes in Alaska's climate. The impacts of these threats to the Preserve are accumulating and Audubon is concerned that there appears to be a decreased management presence and oversight in the Preserve as well as a decline in active research and management programs for eagles, salmon, and other resources. Audubon is a strong believer in using science and monitoring to help guide decisions on the difficult natural resource management issues our state constantly faces. We continue to call on our State and federal agencies to develop a	295	Letter addressed to ADF&G Commissioner provided for information only. The letter that was signed by Audubon was DREA 294. Responses are addressed in 294.

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295	strong adaptive management program at the Preserve, and this should start with the development of a statistically valid, annual monitoring program for Bald Eagles in the Preserve that is tied in to salmon monitoring and research efforts. Audubon urges the Alaska Department of Fish and Game to abandon the untenable "proof of harm" management strategy apparently still in place and revert back to the precautionary management strategy that was the standard when the Preserve was first established. Audubon is, of course, aware of the State's budget situation. The lack of research and data available for the Preserve and on many other state lands, only emphasize the need for cautious management of our natural resources. The Alaska Chilkat Bald Eagle Preserve is a treasure for the Haines and Klukwan communities, the State of Alaska, and the Nation; and its avian resources are of international significance. We want to ensure the Preserve stays ecologically healthy in perpetuity as mandated by our State laws.	**295** Letter addressed to ADF&G Commissioner provided for information only. The letter that was signed by Audubon was DREA 294. Responses are addressed in 294.

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296	2015_12_04_**296DREA** - V_Hansen		
296a	I've reviewed the updated environmental assessment. It is obvious that a lot of work was done to mitigate effects on fish and wildlife. Unfortunately, not every negative impact can be eliminated when completing these type of improvements; however, the tradeoffs presented are very reasonable given the need for safety improvements and I fully support the project as now proposed. As a nonprofit organization volunteer, I've had the opportunity over the past six or seven years, to butcher at least a half dozen moose that were hit by cars between 8 and 18 mile. Fortunately, nobody was injured in any of these incidents, but individuals were injured in others. I've driven the ambulance to Klukwan and back in poor conditions, and held my breath in some spots where visibility was poor and oncoming vehicles on ice or wildlife could appear. I've ridden my bicycle to the border and beyond, and this section, with virtually no shoulder, is by far the most nerve wracking part of those rides. Cars are sometimes forced very close due to the lack of any shoulder. All of these issues will be dramatically improved with the proposed changes. The road beyond 23 mile is beautiful. From my perspective, with this part completed, the Haines Highway will be even more deserving of its' scenic highway designation. Thank you for the opportunity to provide input.	**296a**	See Comment Response R05.
297	2015_12_04_**297DREA** - R_Ahrens		
	Comments & concerns for badly needed Haines Highway Road Improvements, I worked at the DOT/PF station from 1976 - 2003 and watched the monies allocated for the Haines Cut-Off Road, (Highway 7), go to projects in other areas of SE for years. The promise of a new bridge at 24 mile (Wells Bridge) was promised "Next year, next year, next year" to where it became a joke as we watched the money go the Ketchikan By-Pass Road. I retired in 2003 which was 12 years ago, and we still do not have a new bridge or a highway that has ANY room beyond the fog line to do the new PC thing — "Share the highway with bikes and joggers". We are asking for trouble. Common sense will tell you that things traveling at 55 MPH and things traveling at 5 MPH, don't work out well in the same space. It is time to upgrade the Wells Bridge to commercial standards allowing economic growth, and improving the Haines Highway with room to include bicycle traffic and joggers, or restrict it to vehicle traffic only.	**297a**	See Comment Response R05.

Comments on 2015 DREA

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298	2015_12_05_**298DREA** - Upper_Lynn_Canal_Fish_and_Game_Advisory_Cmte Upper Lynn Canal Fish and Game Advisory Council comments regarding the revised EA for the Haines Highway Improvement Project.! The ULC F&G A/C is concerned about Chinook salmon returns in the Chilkat River watershed. While marine survival is an important element that needs to be monitored, it is recognized that in river habitat is also a key component in rebuilding this stock. ADF&G has noticed a decline in rearing habitat in the Chilkat River below Klukwan, as part of their coded wire tagging project. Chinook salmon in particular rely on logjams in the main stem of the river to provide cover and areas to feed and for overwintering. It is our concern some mitigation funds generated from the Haines Highway Improvement project could leave the valley if more mitigation is required than DOT has proposed. The ULC F&G AC wishes to see mitigation funds generated from the Haines Highway Improvement project be spent in the valley and specifically on creating engineered log jams (ELJs) to improve Chinook salmon rearing habitat. The current EA includes plans for linear riprap, a poor choice as it can be detrimental to fish habitat and should be avoided if at all possible. ELJs have		
298a	been used on other Federal Highway Administration funded projects to protect the roadway and improve fish habitat and we would like to see that happen on this project.	**298a**	See Comment Response R33.

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299	2015_12_05_**299DREA** - N_Berland As a Haines resident I have several concerns regarding the 2015 Haines Highway EA: 1) We rely on subsistence caught Chilkat salmon as a healthy food source to feed our family. ADOT and FHWA are required to do all possible planning to avoid		
299a	impacts to salmon habitat and surrounding wetlands. Alternative 3, arbitrarily dismissed from consideration, is an alternative that would have less impact on Section 4(f) resources that are further protected by 404(b)(1) guidelines and Chilkat Bald Eagle Preserve statutes.	**299a**	See Comment Response R73.
299b	2) We use the Haines Highway and have safety concerns regarding a faster, straighter road. In addition to negatively impacting salmon habitat, removing curves will encourage speeds in excess of 55 mph, and cause more accidents than currently occur on this ADOT determined safe road. The 2015 EA states the average speed limit is currently 62 mph on a road posted at 55 with many 50 and 45 mph curves, giving credence to the assumption that drivers will exceed the posted speed limit. FHWA literature indicates slower roads are safer roads.	**299b**	See Comment Response R51.
299c	3) The Haines economy relies on tourism. Haines tourism is based on scenic	**299c**	See Comment Response R52.
299d	beauty and opportunities to view fish and wildlife. The aesthetic attributes of the Haines Highway National Scenic Byway would be greatly diminished by a straight road. Cutting eagle perching trees will diminish roadside opportunities for tourists to photograph eagles. The EA has alleged - but not demonstrated - that the created salmon habitats will be equal to or better than the natural habitats to be destroyed. Fewer salmon would mean fewer eagle (and bears) and less wildlife to continue to attract tourists.	**299d**	See Comment Response R09.
	In summation, the 2015 EA was a disappointment in that it was an opportunity for ADOT to fully and fairly consider alternatives for this project. Instead the EA seems to merely be a justification for building the Revised Preferred Alternative. This violates the heart of the National Environmental Policy Act. And while the Revised Preferred Alternative would be less damaging to the resources inside the Chilkat Bald Eagle Preserve (protected by state law, Section 4(f) and the 404(b)(1) Clean Water Act guidelines) than the 2013 Preferred Alternative, more CAN and		
299e	SHOULD be done to firstly avoid impacts to salmon and eagle habitat and secondly further minimize impacts. ADOT and FHWA cannot rely on mitigating adverse	**299e**	See Table 4-15-3, See Comment Response R31, R46.
299f	impacts to wetlands if there are practicable alternatives that avoid and minimize.	**299f**	See Comment Response R57.

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299g	Alternative 3 fits the definition of practicable and should not have been removed from consideration. I also support Alternative 4 as proposed by Lynn Canal Conservation.	**299g**	See Comment Response R53.

Comments on 2015 DREA

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300	2015_12_06_**300DREA** - J_Hyde **From:** John Hyde [mailto:wildthings@gci.net] **Sent:** Sunday, December 06, 2015 1:05 PM **To:** DOT SER Haines Highway **Subject:** Haines highway proposal To whom it may concern, My interest, participation in the preservation, long time support of the Bald Eagle Preserve and appreciation for all the wildlife & scenic values along the Haines Highway_ from Haines to Haines Junction_ has me very concerned about the real value in any rerouting and straightening of the highway beyond what has been done in past years. To put any of these valuable natural resources at any risk simply to facilitate commercial truck traffic is very short sighted. To claim that these "improvements" would enhance the safety of the highway for other vehicle traffic is unfounded. If those using the highway travel at posted speed limits and adjust to road conditions, and drive responsibly then the highway provides safe access to this travel corridor. If they do not then their safety will not be secured by any improvements to the highway. The previously straightened low lying area of roadway that is along the Klehini could have and should have been been reconstructed on a higher roadbed than it was to better avoid flooding along that stretch but the rest of the road is fine as it is, requiring only regular maintenance to maintain safe driving conditions. The long term value of this watershed for fish, wildlife, tourism and scenic values should be the prime objective for its management and any future developments. Not to mention the economic values that these resources will bring to the area for as long as the integrity of the land is maintained. Not just those related to tourism but for commercial, sport and any subsistence fisheries of the upper Lynn canal and Chilkat/Klehini watersheds. The natural fish spawning and rearing habitat that presently exists should not be jeopardized in any way. Proposals that include the construction of "improved spawning habitat projects" should never take priority over naturally occurring resources or be seen to persevere the maintenance of any fishery resource at the risk of jeopardizing naturally occurring ones. These enhancements should only be relied upon to help improve or enhance existing spawning habitat. Any construction within the Bald Eagle Preserve should be avoided. All timber resources should be preserved. They are essential for not only resting and roosting habitat but also help maintain and	**300**	NA

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300a	control erosion. Any habitat reconstruction to help control erosion along existing areas of roadway should include the installation of woody debris and the planting of willow, alder and cottonwood to preserve the integrity of salmon rearing habitat rather than riprap. This has been of great value along the Kenai River where riprap has in the past severely impacted rearing habitat. Any and all impacts to salmon spawning and rearing habitat in this watershed will affect not only commercial and sport fisheries and the numbers of eagles that arrive each fall to take advantage of this essential food source but will also impact populations of other species as well. Many mammal and bird populations will be affected too as they depend on salmon throughout all stages of their life cycles within this watershed. More complete and encompassing EIS studies also need to be conducted by state, federal and independent agencies to study any potential impacts on wildlife and on the integrity and continued - productivity of the watershed itself. Thank you	300a	See Comment Response R02b.

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301	2015_12_07_**301DREA** - L_Hotch	**301**	NA

I am writing to express my concern regarding the proposed "improvements" to the Haines Highway. I am a resident of Klukwan and have lived a subsistence lifestyle here for all of my adult life. Since 2002 I have been working with the Chilkat Indian Village to make improvements to Klukwan to make it more livable and bring in some economic development. Our community did a strategic plan in January of 2002 and we assessed what Klukwan's assets and strengths were and what we could use to build a more positive future for our people and the generations to come. As you can imagine some of the assets we listed was the beautiful pristine environment that we live in, our subsistence lifestyle, and our rich cultural history. Nobody knows exactly how long Klukwan has been situated in this place, though carbon dating of some fish trap remains on the other side of our mountains (Takshanak) indicate at least 2,000 years. The name Klukwan, or Talk Áan in the Tlingit orthography, translates to "eternal village." Our founding fathers chose this place because of its unique geographical features. The name Chilkat, means "salmon cache," because the river does not freeze over here and we get the late runs of salmon here well into the winter. That is what brought our people here and that is what brings the eagles here every winter. Now, back to the strategic plan, our community spent three days discussing, planning, envisioning our future and several things were brought out. First, that any development should build upon our strengths yet without jeopardizing them in anyway. One of our Council leaders said, "if we have to choose between development and our subsistence lifestyle, I would stay with our fish." We took that as a mandate and have taken careful steps in our planning to ensure that the salmon habitat, and our subsistence way of life would not be jeopardized with any of our developments. As you know, one of our biggest developments in the past 14 years is the Jilkaat Kwaan Cultural Heritage Center Campus which features the four buildings of the Traditional Knowledge Camp, the Hospitality House, and now the Heritage Center building which is currently in the last stages of construction. It is nothing short of a miracle that we have been able to secure the funding for our JKCHC buildings in these economic times but we have worked hard and many people who believe in what we are doing got behind us and contributed their resources some by volunteering, others with cash, some contributing artwork or food items for auction. One thing we did, before we started building in our location along the Chilkat River, was to erect a series of Engineered Log Jams (ELJ's) to secure the river bank to ensure that the money we have invested in our buildings, and the treasures we plan on putting in our buildings would not be put at risk through river erosion. We investigated our

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301a	options on how to secure the river bank with the help of some engineers. They presented a number of different options to us in the process including rip rap, as proposed by your highway plans. We finally decided on the ELJ's after careful deliberation discussing all options. That is a decision we have not regretted. Since then, we have had substantial flooding on the Chilkat River and our ELJ's have held our River Bank intact, they have also created more salmon rearing habitat in the process by roughening the bank and slowing down the velocity of the river in our area. Rip rap, on the other had may stabilize the bank but it speeds up the velocity of the river in the process and causes greater erosion downstream from wherever it is installed. This was explained to us by the engineers in our vetting process for bank stabilization and we have also seen first-hand where rip rap had increased the velocity of the Klehini River and had taken out a good chunk of the highway downstream from where it was installed. I also have noticed that the rip rap also decreased the number of eagle's nests that used to be visible along the Klehini River. Some years ago I wove the Klehini River Robe that features a series of Eagle Nests in the design and then, last year wanted to take photos of the nests I had seen and could only find two nests where there used to be at least six. The Klehini used to be much like the Chilkat in velocity but that was changed when the last round of "improvements" were made to the Haines Highway. We don't want DOT to repeat those mistakes with this proposed project. Although the ELJ's may cost more money up front it is worth the extra cost and I fully stand behind the Chilkat Indian Village's request that ELJ's be used in place of rip rap. The Chilkat River is a valuable resource to our community. There are salmon who spawn right in the main channels of this river, and we depend upon those salmon right along with the eagles, and bears. I, for one, am not willing to trade off what we have now, for a "safer," faster highway. I would rather people had to drive slower through this area and keep highway improvements to a minimum. Further, both Haines and Klukwan have been working towards developing a tourism industry here and the Chilkat Bald Eagle Preserve is one of the major attractions in the Chilkat Valley. Our heritage center is an important part of the tourism developments in the area and we have a vested interest in keeping the present ecosystem intact for that reason as well as our subsistence lifestyle. I would venture to say If you were to count how many people whose livelihood depended upon or who directly benefit from the tour industry in Haines---tour vendors, gift shops, restaurants, hotels, hosts/guides I think it would help you to realize the enormity of what is at stake with this project and why it is of utmost importance to minimize impacts and carefully weigh the cost and impact of any changes made along the Chilkat River.	**301a**	See Comment Response R33.

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301b	For this reason, I would ask that DOT do a full Environment Impact Statement and review process that would include a full range of options for lessening impacts in sensitive areas before this project moves forward. I think anything less would be irresponsible as there is just too much at stake here. I would further ask that Dot avoid cutting down any of the large cottonwood trees that the eagles use for perching/nesting along the Chilkat River. That would constitute destruction of their habitat. I appreciate that you, as an agent of DOT, truly wants to improve the road system and I am not opposed to that premise. I do, however, believe that, we as citizens of this state and stewards of this great land we call home, must weigh the consequences of our choices and fully explore to find the best alternatives before taking action. Thank you for taking the time to read this letter and I pray that you will take to heart the things I have stated herein.	**301b** See Comment Response R02b.

Comments on 2015 DREA

Comment Number	Comment		Response to Comment
302	2015_12_07_**302DREA** - C_Weishahn **From:** Weishahn [mailto:weis@aptalaska.net] **Sent:** Monday, December 07, 2015 12:06 PM **To:** DOT SER HainesHighway **Subject:** Haines Highway EA comments To whom it may concern, I support using any and all exceptions in the Haines Highway reconstruction project to protect salmon habitat in the Chilkat River and eagle roosting, nesting and perching trees in the Bald Eagle Preserve. The Chilkat Bald Eagle Preserve and the Critical Habitat Area require a higher level of protection than any other part of the Haines Highway. The use of riprap should be reduced to what is needed to		
302a	construct engineered logjams which protect and create fish habitat. The speed limit through the Critical Habitat Area should be reduced to 45-50 mph to maintain existing eagle and fish habitat. The speed limit through the Critical Habitat Area should be reduced to 45-50 mph to maintain existing eagle and fish habitat and the paved shoulders should be 4 feet. This project should receive a full Environmental Impact Statement review due to the lack of project alternatives (only one build and the 'do nothing' alternative are included in the EA) and the complex and controversial nature of the project. The Haines Highway is a National Scenic Byway and these values, as well as fish and eagle habitat in the Preserve, need a higher level of protection than is currently proposed in the EA. If, after all exceptions and design modifications are exhausted, any required mitigation should occur in the Chilkat River watershed to protect and enhance salmon and eagle habitat. Thank you for considering my views, Carolyn Weishahn, 34-year Haines resident	**302a**	See Comment Response R12, R48.

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303	2015_12_07_**303DREA** - AK_Dept_Fish_and_Game The Alaska Department of Transportation and Public Facilities (ADOT&PF), in partnership with the Federal Highway Administration, proposes to upgrade the Haines Highway to current design standards between milepost (MP) 3.5 and MP 25.3. Nearly 13 miles of the project occurs in the ADOT&PF right-of-way adjacent to the Chilkat Bald Eagle Preserve (CBEP), with three of those miles also adjacent to the Chilkat River Critical Habitat Area (CRCHA). The project will improve public safety by reducing curves, increasing sight distances and shoulder widths, replacing the deficient Chilkat River Bridge, and improving debris flow near MP 19 and MP 23. Biologists from the Alaska Department of Fish and Game (ADF&G) Divisions of Habitat, Sport Fish, Commercial Fisheries, and Wildlife Conservation reviewed ADOT&PF's August 2014 Essential Fish Habitat Assessment (EFHA) and October 2015 Draft Revised Environmental Assessment (DREA) and we have included their comments in this memo. Chilkat River Critical Habitat Area The purpose of the CRCHA, also known as the Council Grounds, is to protect and preserve habitat areas especially crucial to the perpetuation of fish and wildlife, and to restrict all other uses not compatible with the primary purpose per AS 16.20.500. The Council Grounds constitute essential bald eagle habitat within the CBEP, per AS 41.21.610 (a). The late chum salmon run on the Council Grounds attracts the world's largest bald eagle concentration. Between mid-September and into December, chum salmon spawn on the Tsirku River fan anywhere clear water upwelling occurs, and in big return years also in the main channel from MP 18 up to Chilkat River Bridge. During project development, we worked with ADOT&PF to ensure the new realignment did not encroach the CRCHA. However, in our 2013 comments we recommended ADOT&PF avoid cutting trees in the right-of-way adjacent to the Chilkat River between stations 1074+00 and 1084+00. This recommendation was not incorporated into the DREA environmental commitments. Please add this commitment so the proposed project does not adversely affect the bald eagles and the natural salmon spawning and rearing areas within the CRCHA. Fish We noted discrepancies between the EFHA, DREA narrative, and illustrations in Figure Set D, such as identification of fish passage culverts and tributaries impacted along the proposed highway toe. Therefore, we have attached a spreadsheet (Table A) documenting our understanding of ADOT&PF activities impacting fish habitat and fish passage and the work we are planning to permit to mitigate project	**303** Agencies with jurisdiction received individual responses. See Appendix H for the DOT&PF response.

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303	impacts. We have also included a list of ADF&G memorandums detailing our site specific observations and recommendations throughout the life of the project in Table B. The record shows we made our decisions systematically as the project evolved, striving to avoid negative impacts, minimize unavoidable impacts, and recreate habitats where impacts could not be minimized. On October 30 and November 30, 2015, we met with you and consultants hired by the Chilkat Indian Village to assess the design of the vegetated river protrusions for maximum mitigation efficacy. We appreciate the consultant's expertise and look forward to working with you during fish habitat permitting on the locations and final design of the vegetated river protrusions. In a June 2014 email, we recommended ADOT&PF incorporate several root fans of cottonwood and spruce trees within vegetated river protrusions, and allow tree tops to hang in the river. The tops would provide fish habitat, while the root fans would anchor the trees. Please include this feature in the design. We recommended ADOT&PF construct four vegetated river protrusions and the DREA includes only two. Fish and fish habitat in the Chilkat River will benefit from additional vegetated river protrusions, particularly along straight stretches of road adjacent to the river. We request ADOT&PF include two more vegetated river protrusions in the plans, with sites selected from the following stations listed in priority order: • Station 1014+00–1017+50; • Station 498+00–503+00; • Station 673+00; and • Station 694+00–697+00. Fish habitat will benefit when ADOT&PF plants cottonwood trees between the highway and the Chilkat River, out of the right-of-way clearing zone. Fish habitat will also benefit when trees are placed in the river for eagle perching and fish refugia. We will work with ADOT&PF during fish habitat permitting to identify ideal locations for these features. We understand the off-site culvert replacement will occur at Mink Creek on Mud Bay Road, not at Cannery Creek (J. Scholl, Environmental Analyst, ADOT&PF, Juneau, personal communication). We prefer the Mink Creek culvert be replaced as it prevents all upstream fish passage, whereas the Cannery Creek culverts are usually backwatered and provide upstream fish passage at some flows. The specifications for woody debris used in the 36 wood/rock features along rip rap banks are too small. Please modify the design to increase fish habitat value by using mature cottonwood and spruce trees harvested from the right-of-way and include the entire stem with the root wad and branches attached. We also request ADOT&PF install the rock to ballast the wood and maximize long-term stability. On page 173 of the DREA, ADOT&PF states the wood/rock feature is a new type of mitigation. In-river woody debris structures are a common type of fisheries enhancement employed in the Pacific Northwest and we request ADOT&PF modify that statement. The six fish wheel sites illustrated in	**303** Agencies with jurisdiction received individual responses. See Appendix H for the DOT&PF response.

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303	Figure Set D match the locations ADF&G requested in a June 2014 email, but differ from the fish wheel sites listed in EFHA Table 3a. Please update EFHA Table 3a to match the sites illustrated in Figure Set D. On page 70 of the DREA, correct "fish weir" to "fish wheel". In DREA Appendix F Table 2b: culvert replacements do not count as stream length improvements; correct Station 229+23 to a 4 ft culvert instead of a 2 ft culvert; and correct Station 654+20 as a new crossing rather than Station 656+80. On page 153 of the DREA, ADOT&PF states 11.5 acres of high value palustrine emergent wetlands will be filled, though does not provide an estimation of the acres of palustrine wetlands ADOT&PF will create through stream relocation and creation. This wetland type is important for rearing juvenile fish and we recommend ADOT&PF include an estimation of palustrine wetlands acreage that will be created to afford an evaluation of palustrine wetland gains and losses. ADOT&PF did not include the following tributaries impacted by the proposed project in EFHA Table 4: • Station 229+25–75, Stream No. 115-32-10250-2006-2003; • Station 249+50–256+00, Stream No. 115-32-10250-2008-3005; • Station 318+50–320+00, Stream No. 115-32-10250-2018-3018; • Station 320+00–324+00, Stream No. 115-32-10250-2018; • Station 366+48, Stream No. 115-32-10250-2022; • Station 648+75–657+00, Stream No. 115-32-10250-2040 and -2042; • Station 710+75–712+00, Stream No. 115-32-10250-2044; • Station 767+50–768+75, Stream No. 115-32-10250-2050; and • Station 867+50–869+00, Stream No. 115-32-10250-2060-3012. The following recommendations are for items in Figure Set D: Station 230+00–233+00: Consider relocating the culvert at Station 229+23 to about Station 233+00 and construct a new stream channel for Stream No. 115-32-10250-2006 on the river side that drains to Stream No. 115-32-10250-2006-2003. This would relocate the stream away from development on the uphill side of the highway and reduce impacts from future highway maintenance. Station 247+00–249+25: A mitigation recommendation from the IDT to relocate about 200 ft of Stream No. 115-32-10250-2008 away from the highway is not included in the DREA. The relocation would benefit fish and fish habitat and we request ADOT&PF include this mitigation in the project. Station 292+92: The revised highway alignment at Stream No. 115-32-10250-2014 will fill most of a 150 ft2 pond that provides the only fish habitat upstream of the highway. If the pond will be filled, then we will withdraw our request to provide fish passage through the new highway culvert. Table A shows linear feet of tributary mitigation benefits exceed impacts so we will not request additional mitigation. Station 318+50–320+00: We are uncertain there is room to relocate Stream No. 115-32-10250-2018 and Stream No. 115-32-10250-2018-3018 onsite and inkind, given recent development of a sandpit on the uphill side of the highway. Please evaluate	**303**	Agencies with jurisdiction received individual responses. See Appendix H for the DOT&PF response.

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303	the feasibility of these stream relocations and seek other alternatives for onsite inkind mitigation, such as installing a second culvert near Station 322+00 and relocating the uphill portion of Stream No. 115-32-10250-2018 to the river side of the highway. Station 351+00: Juvenile coho salmon are able to occasionally pass the perched 2 ft culvert and seasonally rear in the pond upstream. In 2014, we recommended the replacement culvert be designed to prevent fish passage because juvenile fish may become trapped in the pond during low water. However, in 2015 we documentedsa a new landslide and water source that drains to the pond, which may improve fish habitat in the pond, provide additional habitat for salmonids, and afford fish passage through the culvert year-round. We request ADOT&PF evaluate the long-term potential of the water source so ADF&G may consider modifying our fish passage recommendation for the new culvert. Station 504+75: In a May 2014 email, we requested ADOT&PF provide a new 20–25 ft wide access ramp at the 10 Mile boat launch (HNS8) to improve fish wheel launching and retrieving. Figure Set D and Table 4.6–1 in the DREA shows a small paved approach that doesn't intersect the river. This ramp is necessary for ADF&G stock assessment research and we request again it be included in the plans. Station 514+00–515+00: A new stream channel excavated between the 10 Mile Creek culvert outlet and the new 10 Mile Slough channel is not necessary. Please omit this feature in the plan. In addition, because the 2015 proposed realignment will result in fewer impacts to 10 Mile Slough, relocating the slough between stations 514+50 and 516+00 is not necessary. Please modify the slough relocation to adjoin the existing channel at about Station 516+00. Station 569+00–573+00: The proposed alignment appears to encroach Stream No. 115-32-12-50-2030 more than illustrated with the 25 ft red line. Please reevaluate the extent of fill necessary in the slough. Station 629+00–651+50: The two southern drainages that would be connected with the 200 ft stream creation have experienced little flow in the last decade as most of the stream flows through the main channel. We recommend ADOT&PF block the ditch near 654+00 to prevent flow from the main channel entering the ditch. Station 654+20: The new culvert must be designed to provide upstream fish passage to provide direct access between the new 800 ft stream created downslope and the main channel. Station 657+00: The gravel access road to the 13 Mile boat launch area (HNS13) is partially flooded during high water, and the end of the road follows an unstable gravel bank. In 2013, we worked with Department of Natural Resources Division of Parks and Outdoor Recreation staff and determined a new access road through the woods, or new launch site upstream (HNS14), would reduce impacts to fish and fish habitat in Stream No. 115-32-10250-2042 and the Chilkat River.c Please make this change. Station 710+00 – 712+00: The new highway alignment	303	Agencies with jurisdiction received individual responses. See Appendix H for the DOT&PF response.

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303	may fill the existing boat launch (HNS16) and a portion of the pond in Stream No. 115-32-10250-2044, important habitat for rearing and adult fish. In 2014, we recommended ADOT&PF consider lengthening the pond towards the border to replace fish habitat onsite and in-kind, and modify the culvert alignment to reduce culvert length. Other modifications, such as excavating the existing boat launch, could replace fish habitat. Please incorporate these recommendations in the new plans and construct a replacement boat launch nearby to maintain access, perhaps about 400 ft south at HNS15. Station 735+00 –742+00: We question the quality of fish habitat that would be provided with the proposed stream creation and relocation of Stream No. 115-32-10250-2046 given the bedrock and gradient across the new 700 ft stream, and request ADOT&PF abandon the proposed stream mitigation at this site. In replacement, we request ADOT&PF excavate a pond within the existing vegetated river protrusion between stations 738+00 and 740+00, retain existing vegetation and replace it around the perimeter, and route Stream No. 115-32-10250-2046 into the pond via the new drainage culvert at 738+25, which would largely maintain clear water rearing fish habitat in the drainage. Station 767+50 – 768+75: Stream No. 115-32-10250-2050 flows off the hillside into the ditch, then parallel to the highway and into the culvert at Station 768+75. The proposed new alignment may fill the existing ditch, and with the steep hillside, we question the feasibility to relocate the stream onsite and in-kind. If the stream cannot be relocated, the culvert does not need to provide upstream fish passage. We recommend reevaluation. Station 772+50 – 778+00: Stream No. 115-32-10250-2052 provides rearing habitat for coho salmon and the stream would largely be filled under the proposed realignment. We question whether sufficient land is available to relocate the stream and recommend reevaluation. Station 876+00 – 880+00: In 2014, we documented a new landslide and water source at MP17 that drains to Stream No. 115-32-10250-2060-3012-4001 and under the highway. We recommended ADOT&PF route the water towards the stream to extend and improve fish habitat, though this is not included in the design. Please add. Station 890+00: In 2006, we recommended ADOT&PF realign Horse Farm Creek and the new proposed culvert to reduce culvert length, which is not incorporated in the design. Please add. Also, to mitigate the loss of fish habitat in the uncataloged drainage between stations 890+50 – 891+50, we recommend ADOT&PF excavate a replacement drainage onsite and in kind along the river-side of the highway. Station 894+00: Replace a perched 2 ft drainage culvert with one that provides upstream fish passage to afford fish access to about 100 ft of rearing habitat. Station 897+00: Figure Set D illustrations suggest the existing Horse Farm Creek highway crossing would remain in place, though we understand the culvert would	303 Agencies with jurisdiction received individual responses. See Appendix H for the DOT&PF response.

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303	be removed. Please clarify the extent of stream bank rehabilitation and roadbed removal planned at the crossing and the location of the pipeline (e.g. suspended over or buried under the stream). Station 1103+00: In 2014, we recommended ADOT&PF replace the culvert in 21.5 Mile Creek with one designed for hydraulic conveyance and excavate a pond near the culvert outlet to provide rearing fish habitat. If ADOT&PF does not intend to build the pond, ADF&G will require the culvert pass fish. ADF&G will work with ADOT&PF during permitting to ensure construction impacts are minimized. We will also monitor the project before, during, and after construction. The DREA states that ADOT&PF will work with resource agencies during permitting to develop monitoring goals and objectives, and during monitoring to ensure the mitigation features function to the extent practicable. ADF&G will require as-built surveys for each structure to verify it was built to specification, documentation of site stability and function, vegetative success, fish use, and fish passage. Our monitoring requirements for each item will be specified in the fish habitat permits. Wildlife ADOT&PF failed to incorporate any ADF&G 2013 wildlife recommendations in the DREA. Rather than restate our detailed comments here, we request ADOT&PF review that memo and fix inaccuracies and omissions. We addressed mountain goat disturbance in our 2013 comments, though we have not completed analyzing GPS collar data for goats in the Takshanuk Range. Wildlife Conservation Division biologists will complete their analysis and provide ADOT&PF a list of areas important for wintering goats where blasting disturbance may negatively affect those animals. In those areas, we request blasting not occur January 1 through April 30. Please change the DREA conclusion that large mammals would not be adversely affected by acknowledging habitat fragmentation can affect behavior, and sensitive life stage disturbance can affect survival. The DREA should detail the design considerations and contractual requirements that ADOT&PF claims will mitigate impacts to wildlife since we don't know what those are. In our 2013 comments, we provided a memo from the Division of Wildlife Conservation recognizing ADOT&PF commonly undertakes projects that are in the public's interest, but also have the potential to take or disturb bald eagles. Since considerable effort is expended to minimize project effects on eagles and the U.S. Fish and Wildlife Service issues eagle take permits, ADF&G authorizes take or disturbance of bald eagles for which ADOT&PF has acquired a permit from the U.S. Fish and Wildlife Service. ADF&G issued an updated memo in 2015. Thank you for the opportunity to comment.	303 Agencies with jurisdiction received individual responses. See Appendix H for the DOT&PF response.

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304	2015_12_07_**304DREA** - SAWC_and_TWC Takshanuk Watershed Council letter: Please accept these comments on behalf of the Southeast Alaska Watershed Coalition (SAWC) and the Takshanuk Watershed Council (TWC). TWC has been a member of the Interdisciplinary Team for the Haines Highway Upgrade for many years, submitted comments on the original EA (attached) and appreciates being included in recent discussions. SAWC has submitted a Final Instrument to the U. S. Army Corps of Engineers (COE) for review to become an In-Lieu Fee provider and has appreciated Alaska Department of Transportation and Public Facilities' (DOT) support for this proposal. SAWC and TWC support upgrading the Haines Highway, a safe and efficient transportation corridor is important for the residents and economy of our community and region. We feel the changes to the current alignment and additional mitigation proposals are a positive response to community concerns. However, we agree with the Chilkat Indian Village that issues remain to be resolved and support their concerns. SAWC/TWC comments will focus on three	**304**	This status of the Critical Habitat Area and Preserve are established in Alaska Statutes; see AS 16.20.585, and 41.21.610 – 41.21.630.
304a	issues that we feel should be addressed: (1) acknowledgment of the special status of habitat in the Chilkat River Critical Habitat Area and Alaska Chilkat Bald Eagle	**304a**	See Comment Response R58.
304b	Preserve, (2) demonstrate how the proposed mitigation balances the unavoidable	**304b**	See Comment Response R29.
304c	impacts to aquatic resources, (3) inclusion of alternative bank stabilization techniques to protect the highway from Chilkat River erosion. Special Purpose Site Upgrading the Haines Highway through the heart of the Alaska Chilkat Bald Eagle Preserve and Chilkat River Critical Habitat Area (CHA) is a challenging task. By definition, the highway is not in the Preserve or CHA, however it will be impossible not to have an effect on Preserve and CHA resources as the highway prism is straightened and widened through this sensitive high value habitat. It should be recognized that the Preserve and CHA are special purpose sites set aside by the Alaska Legislature AS 41.21.610 - 41.21.630 for the protection of fish and wildlife resources, and this status requires that all measures be considered to	**304c**	See Comment Response R33.
304d	preserve this habitat. This could include permanent/seasonal reduced speed limits, reduced shoulders, as well as replacing cottonwood trees along the river. Any mitigation required for unavoidable impacts in the Preserve or CHA should consider the legislative status, high visibility, and sensitive nature of this area. Mitigation vs Impacts SAWC/TWC appreciates that all compensatory mitigation proposed in the Revised Draft EA is within the Haines community and focused on the Chilkat River. The new proposals for adding large wood to the Chilkat River are also a positive step,	**304d**	See mitigation proposed in Section 4.2.1.

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	though haphazard in location and design at this point. As SAWC has developed the Southeast Alaska Mitigation Fund proposal, our most difficult and remaining hurdle is developing a credit/debit tool to evaluate how to balance mitigation with unavoidable impacts. This evaluation is absent from the Revised Draft EA. SAWC/TWC commends DOT for conducting a functions and values assessment of the wetlands and streams in the project area that would be impacted and the proposed mitigation by the proposed alignment. (http://www.dot.alaska.gov/sereg/projects/haines_hwy/assets/7.9.13/Wetland.Stream.Functions. Values.Assess.pdf) This evaluation used the Adamus Wetland Evaluation Technique (WET), the precursor to WESPAC-SE that is being evaluated for use by the COE to determine functions and values of wetlands for permitting		
304e	purposes in SE Alaska. While WET, or any other technique, is not COE-approved for permitting purposes at this time, this is a good faith effort to match wetland impacts to proposed mitigation projects. Revising the wetlands functions and values assessment to the alignment and mitigation proposals in the 2015 Revised	**304e**	There is no USACE approved method, at this time, to assess the value of Riverine areas. Every effort has been made to; at least, offset the impacts to wetland areas. See a complete listing of mitigation for fil in Waters of the US in Table 4.15.3.
304f	Draft EA draft would be a cost-effective method for determining if the mitigation proposed comes close to offsetting the unavoidable impacts from improving the Haines Highway.	**304f**	See 304e above.
	Alternative Bank Stabilization Techniques SAWC/TWC supports the use of alternative means of bank stabilization that incorporate large wood to protect the highway, as opposed to the exclusive use of linear riprap that has been historically used for bank stabilization. ADF&G has documented rearing habitat for Chinook and coho salmon in the Chilkat River for many years. The highest rearing fish densities are found in logjams or other large wood features, especially in the lower Chilkat River below Klukwan. ADF&G has also noted a reduction of this type of habitat in the lower Chilkat River in recent years (Richard Chapell & Brian Elliott personal communication). The linear riprap revetments in the Revised Draft EA provide minimal rearing habitat. There are examples in the Pacific Northwest of engineered logjam (ELJ) and related structures being used for bank stabilization for critical infrastructure projects funded by the Federal Highway Administration (FHWA) (https:www.fhwa.dot.gov/publications/publicroads/06jan/05.cfm; http://www.wsdot.wa.gov/projects/sr20/skagitriverrestoration/). The ELJs constructed on the Chilkat River by the Chilkat Indian Village in Klukwan have been in place for up to 10 years. These ELJs continue to function as designed and they provide year-round rearing fish habitat for Chinook and coho salmon (TWC unpublished study). State resource agencies have expressed lack of support		

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304g	regarding bank stabilization structures that incorporate large wood. (DOT 11/29/2013; ADF&G 11/18/2013). With possible significant mitigation responsibilities to meet in the Chilkat River watershed, these decisions should be reconsidered. This could be a way to minimize impacts of the highway realignment while generating mitigation credits. Summary SAWC and TWC appreciate the effort DOT has put in to improve the highway alignment and reduce the unavoidable impacts associated with this project, as well as the significant additional mitigation measures that DOT has proposed. We would be glad to work with DOT and FHWA to develop further mitigation opportunities, especially measures that focus on rearing Chinook salmon habitat. There are other opportunities that could be considered as well. For all mitigation projects undertaken, monitoring, with graduated 10 year duration, will allow the benefits of these project be documented and evaluated. SAWC/TWC does not believe the Draft Revised Environmental Assessment justifies a Finding of No Significant Impact. We hope you will take this judgement as constructive criticism and accept our offer to work together to resolve this quickly and in a way that satisfies most concerns. SAWC/TWC appreciates the opportunity to participate in making the Haines Highway realignment a great project.	304g DOT&PF has reconsidered in-river mitigation. Woody debris is now proposed to be incorporated into in-river mitigation. See Figures 4.15-2 and 4.15-3. 304h See Comment Response R02b.

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305	2015_12_07_**305DREA** – SHPO **From:** Rollins, Mark W (DNR) **Sent:** Monday, December 07, 2015 11:47 AM **To:** eallen@dowl.com **Cc:** Kell, Michael W (DOT); Lindh, Hilary K (DOT) **Subject:** RE: 68606 Haines Highway Improvements Project - MP 3.5 to 25.3 / Update Hi Beth, The cultural resources section will need to be updated eventually. Section 4.10.3 Avoidance, Minimization, and Mitigation Measures needs to reflect agreed upon mitigation outlined in the 106 MOA. We are still working on this, but I believe the mitigation measures will change from what you have in the Draft REA. Please see the attached email sent to DOT&PF regarding the draft MOA. If you have any questions please let me know. Thanks, Mark W. Rollins Archaeologist II Alaska State Historic Preservation Office/ Office of History and Archaeology 550 West 7th Avenue, Suite 1310 Anchorage, AK 99501	**305** Agencies with jurisdiction received individual responses. See Appendix H for the DOT&PF response.

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306	2015_12_07_**306DREA** - Chilkat_Indian_Village 1. Introduction - This project has generational consequences and we are obligated to honor our past tribal members and to give due diligence to present and future tribal members (268 current members). This obligation has and will continue to contribute to our traditional ways, subsistence life style, the strength of our community, economy, and quality of life. We request that the Haines Highway project first avoid, then minimize and then fully compensate and mitigate all potential negative effects on the environment. We, the Chilkat Indian Village Tribal Council have a fiduciary responsibility to protect and sustain the natural environment that has sustained our people for countless generations; to ensure that our descendants and the future residents of this valley will be able to enjoy the same quality of life that we have enjoyed. We recognize, and fully appreciate the brevity of this project and we feel compelled to give the project our best efforts and thorough diligence to ensure that you as a project team do nothing that could further harm or irrevocably damage the pristine ecosystem that our community shares with the wildlife and other inhabitants of this valley. The reduction of environmental impacts achieved with the 2015, design following the 2013 EA, is appreciated; however, we feel that additional provisions are possible. Additionally, there appear to be no modifications addressing the original CIV comments concerning engineering design and standards applied to main channel or side channel mitigation, or a reduction of impacts to Eagle Perch trees within the Chilkat Bald Eagle Preserve. The 2015 EA identifies four alternatives for consideration: • Alternative 1 – Brings the entire roadway up to American Association of State Highway and Transportation Officials (AASHTO) standards for 55 miles per hour (mph) design speed • Alternative 2a – Brings the roadway up to AASHTO standards for 55 mph, as practicable, with 6-foot-wide shoulders. (the 2013 EA preferred alternative) • Alternative 2b – Brings the roadway up to AASHTO standards for 55 mph, as practicable, with 6-foot-wide shoulders. This alternative has fewer curve adjustments than Alternative 2A. (the 2015 EA preferred alternative) • Alternative 3 – Brings the roadway up to AASHTO standards for 50 mph, as practicable, with 4-foot-wide shoulders (the 2013 EA public agency recommendation) • Alternative 4 –No Action Alternative. 2. INITIAL POSITION The preferred alternative selection process in the EA is unclear and appears to arbitrarily select or reject standards and variations on	**306** Agencies with jurisdiction received individual responses. See Appendix H for the DOT&PF response.

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306	standards with what appears to be flawed arguments and logic. Consideration and implementation of additional engineering design flexibility allowed under Federal Highway Administration (FHWA) guidelines would certainly further reduce, minimize, and avoid impacts to the natural environment. The EA is unclear as to how and why Alternative 2b has been selected as the preferred alternative, as its selection appears to be based on additional arbitrary relaxation of standards. Neither does the EA explain why Alternative 3 is not within the bounds of the allowable design flexibility, as the reduction in impacts would be greatly reduced and appear to meet the needs. The CIV considers Alternative 4 (No Action Alternative) as the preferred alternative, if impacts cannot be further minimized, avoided, and mitigated in a way that clearly ensures that our moral obligation to the current, and future CIV members, is met. It is imperative to the CIV that all impacts are mitigated and addressed locally (on site), to ensure that ecological function is maintained and enhanced where past and proposed road impacts occur. The CIV shares similar concerns as those stated in the Lynn Canal Conservation (LCC) 2015 comment letter regarding the EA, the impact assessment, the process of avoidance and minimization of impact, and the appropriate mitigation to address system- and ecological-process impacts. Serious concerns were raised and recommendations for an alternate preferred alternative presented. 3. BACKGROUND The CIV proposes consideration of an alternate preferred alternative that better addresses required avoidance, minimization, and mitigation of impacts associated with: 1. Mainstem Chilkat River and Side Channel Mitigation, 2. Salmon and Eagle Habitat Risk, 3. Slide Area Mitigation. This letter presents Proposed Mainstem Chilkat River and Side Channel Mitigation and Bridge Replacement options for consideration. CIV reserves the right to provide additional feedback and input in response to comments, and as project elements and designs are further developed and refined. Mainstem Chilkat River and Side Channel Mitigation Comments made in 2013 from the CIV regarding the mitigation of the 2.95 miles of riprap bank fill using riprap clusters and vegetated riprap protrusions does not appear to have been addressed or considered. Restoring the function and health of the “pre-road” riparian edge is a baseline requirement associated with bringing this project up to current federal, state, and tribal design standards. The mitigation for riprap armoring of the channel, loss of forested river edge, and complex channel	306	Agencies with jurisdiction received individual responses. See Appendix H for the DOT&PF response.

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306	margins associated with road construction must be addressed at a minimum ratio of 1 to 1. Additionally the mitigations must be designed with the same engineering rigor and industry care required for other project elements, such as bridge, road, culvert, and guardrail design, to ensure we have not compromised our moral duties for generations to come. Anything less than complete mitigation performance over the life of the project will not meet the obligations we have to our tribal members. We appreciate the work and design effort that thoughtfully addressed culvert and tributary impacts associated with historic construction of the road and the potential road improvements. These appear to bring the road crossings up to current standards. As such, our review focuses on mitigation of the 2.36 miles of riprap bank within the active channel and side channels of the Chilkat River proposed in the 2015 EA. We understand that these are preliminary mitigation designs and that further detail and design will be included as the project advances; however, we are currently tasked with commenting on what is being provided. As shown, the current riprap mitigation appears to be additional localized placements of riprap, with loose/transient wood placed upstream, and the construction of larger riprap protrusions with plantings above ordinary high water. As designed, these do not appear to address the following: • The number and size of proposed features does not achieve the required 1:1 ratio for the 2.36 miles of bank armoring • The design does not appear to address function and performance over the life of the project • Wood elements appear to be transient, unstable, and prone to decompose over the life of the project • The design does not appear to address riparian edge forest function (e.g., adequate overhanging wood and vegetation, mature forested cover and edge habitat, wood recruitment from natural bank processes) associated with pre-riprap/road conditions. Salmon and Eagle Habitat at Risk As stated in the Lynn Canal Conservation (LCC) 2015 comment letter, the proposed alteration of much of the available prime natural salmon habitat includes “adverse effect on 23.7 acres of wetlands and 7.4 acres of open water” and “impacts to 14,244 lineal feet of Chilkat river tributaries.” Potential impacts to Essential Fish Habitat (EFH) listed in EA Table 4.15-1 include eliminating riparian areas and wetlands, changes in hydrology, loss of natural spawning habitat, degradation of water quality, changed fish passage routes, and much, much more. The EA makes a vague and unsubstantiated statement that somehow through a combination of avoidance, minimization, mitigation, and in-lieu payments that salmon habitat inside the Preserve will not be significantly affected. There is a lack of sufficient data in the EA to support this. Additionally, Preserve statutes clearly state that the	306	Agencies with jurisdiction received individual responses. See Appendix H for the DOT&PF response.

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306	"natural" salmon habitat is to be protected in perpetuity. Natural salmon habitat has already been destroyed from past highway projects in the area including changes "from a natural riverbank to a hardened bank composed of shot rock and riprap." Mitigation efforts will drastically change the existing "natural" habitat, as elaborated in the EA. In lieu payments that restore damaged habitats outside of Preserve boundaries do nothing to protect and sustain natural Preserve salmon habitat, as required by Alaska statute. Further, the EA implies the success of the mitigation proposed (use of large woody debris) is questionable: "Depending upon the success of mitigation and enhancement efforts" impacts to fish habitat "may be beneficial." If impacts "may be beneficial", then it is also possible that they may not be beneficial. Uncertainty surrounding the success of the proposed mitigation is reiterated: The project "may improve overwintering Chilkat River habitat". Again if it may, it also may not. Some of the proposed mitigation would include "fee in lieu of compensatory mitigation" which means mitigation for some of the adverse impacts caused by the project would occur outside of the area. This might be appropriate for a transportation project through an area not protected by statute. The magnitude of impacts proposed for protected habitats seems unreasonable – particularly because there are alternatives that can drastically lessen impacts. And finally, AS 41.21.610 was adopted to protect Chilkat bald eagles, their essential habitats, and the natural anadromous streams inside the Chilkat Bald Eagle Preserve in perpetuity. Harm to Chilkat bald eagles, eagle habitat, and natural salmon habitat violates this statute and 40 CFR 1508.27(b)(10). In addition to the concerns that the LCC thoughtfully acknowledges above, On Page 24 of the EFH the EA alludes to the process used to mitigate for mainstem and side channel impacts to salmon, "ADOT consulted with ADF&G and USFW to develop mitigation areas that mimic existing successful habitat in the Chilkat River watershed". Using existing reference sites to evaluate potential future mitigation alternatives is a common conceptual design tool used during preliminary analysis of alternatives and is a good first step. To fully understand the impacts associated with existing and proposed bank armoring to be included in any preferred alternative, the design should include determination of: • What function is lost with the road project (e.g., hydraulic complexity, edge habitat, tree recruitment, stable wood and banks etc.) • What are the current and most probable historic fish use and conditions within impacted areas - specifically how does the project impact the limiting habitat within the reach and basin over the entire life history of the all species • What is the design basis for quantifying loss in order to quantify required mitigation -fill volume alone does not address functions lost • What are the natural historic analog or reference sites for the proposed habitat structures- - examples of similar type-structures that	306	Agencies with jurisdiction received individual responses. See Appendix H for the DOT&PF response.

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306	function to meet similar mitigation requirements • How are river impacts associated road straightening, widening, and riprap bank armoring assessed and quantified, including 2.36 miles (12,512 linear feet) of rip rap, with 5,022 linear feet of new rip rap placed on native banks and 7,490 linear feet of additional rip rap paced on top of the existing riprap armored banks • How mitigation has been quantified to be commensurate with impacts. ADF&G noted that biologists identified numerous locations for mitigation and assessed condition. The mission of the Division of Habitat is to protect Alaska's valuable fish and wildlife resources and their habitats, as Alaska's population and economy continue to expand. We would like to better understand the quantification of the road impacts (existing and proposed) to better understand the impact to ecological functions and to validate the appropriate mitigation. SLIDE AREAS Slide areas have been identified, as well as additional concerns associated with potential future slides in expanded areas. The EA needs to address other mitigation that could be implemented associated with anticipated debris (e.g., soil stabilization/revegetation). Could soil from slide areas be incorporated or used to build out protrusions outboard of hardened banks to increase number, function and effect of placed structures. Additionally the proposed culverts which would direct sediment and water directly into the Chilkat River would require analysis for potential impacts to water quality. 4. PROPOSED ALTERNATE PREFERRED ALTERNATIVE Similar to LCC, the CIV believes the currently proposed preferred alternative (2b) should be reconsidered. The following alternative would meet requirements of first avoidance, minimization, and mitigation. This alternative brings the roadway up to AASHTO standards for 55 mph, employing all possible design exceptions that firstly avoid and secondly minimize Chilkat River impacts and wetland fill. This alternative would retain some substandard curves (as does the RPA and the Haines Highway section from MP 1 to MP 3.5), reduce speed where necessary, and include smaller shoulders and clear zones than proposed through sensitive habitats (employing the use of pullouts instead, when necessary). This Alternative would also employ design exceptions to avoid impacts to bald eagle habitat in the ROW adjacent to the Critical Habitat Area (CHA). It would avoid impacts to preserve activities by retaining every identified eagle perching and roosting tree in the area. This is extremely important because 90% of eagle perching during fall and winter gathering was documented to occur in the CHA. This alternative would use a	306	Agencies with jurisdiction received individual responses. See Appendix H for the DOT&PF response.

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306	combination of rock/alluvium/wood placements, as well as engineered log placements, for wood cribs, bank projection structures, and Engineered Log Jams to mitigate for riprap bank armoring, restoring hydraulic and ecological function. Additionally, this alternative would allow reduction of rip rap armoring in new and already armored areas. This alternative would use a combination of rock/alluvium/wood placements, as well as engineered log placements, for wood cribs, bank projection structures, and Engineered Log Jams to mitigate for riprap bank armoring, restoring hydraulic and ecological function. Additionally, this alternative would allow reduction of rip rap armoring in new and already armored areas. Specifically, the Alternative would: • Straighten some curves to meet the 55 mph design standard • Widen shoulders through non-sensitive habitat areas and employ reduced shoulder widths or pullouts to avoid sensitive habitats. • Construct drainage ditches and upgrade and/or add new culverts • Repave and restripe roadway and add new signage • Rehabilitate or relocate driveways, turnout access points, and road intersections to meet design standards • Install or upgrade guardrails and other safety features, where needed • Modify the Haines-Fairbanks Pipeline Gate Valve 4 concrete vault to protect the gate valve and provide a safe road embankment. • Relocate utilities, where required and maintain access to utilities not relocated. • Mitigate riparian/riverine habitat losses by: a)Constructing wood/rock/native fill bank features that provide long term riverine habitat, with re-establishment and eventual recruitment of mature long-lived riparian vegetation, including perch trees on the river side of road, and reducing/eliminating engagement of riverine processes with existing/proposed hardened/armored banks (b)Using general rules of thumb for hydraulics and approximating the currently proposed river large woody debris (LWD)/Riprap features to extend 40 feet into the wetted channel, the 2015 EA project would need to include more than 60 features to provide a minimal long-term growth footprint for restoration of a forested channel buffer and bank armor mitigation. This would need to be further studied (the actual number and size would be based on site-specific hydraulics and ecological function and performance goals). (c)Scaling the mainstem mitigation features to be larger (possibly two to three times), with the inclusion of native fill material, would: (i) Reduce the number of structures required (ii) Improve the long-term establishment of riparian forest and edge habitat, (iii) Improve protection/maintenance concerns for the road (iv) Improve habitat quality and quantity (v) Improve long term establishment of perch trees (in and outside of preserve) (d) Conducting 2-dimensional hydraulic modeling to assess impacts and mitigation and performance of alternatives (requires LIDAR surface mapping), to determine: (i)Flow re-attachment lengths between structures (coverage of mitigation and potential for	306	Agencies with jurisdiction received individual responses. See Appendix H for the DOT&PF response.

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306	increased erosion and maintenance of road shoulder) (ii)Assess and mitigate hydraulic impacts (iii) Critical hydraulic locations to ensure mitigation is adequate, designed to persist, and would not create long-term road issues that will further compromise habitat (iv) Structures placed in side channels do not damage existing rearing habitat by significantly occluding the channel resulting in localized siltation and or large scale side channel abandonment/loss. (e)Implementing smaller habitat pilot structures in areas of rip rap placement, or other degraded areas, that could be monitored along with other structures to verify and document performance of mitigation efforts (as part of the mitigation requirements) (f)Consider long term maintenance of these structures through placement and replenishment of woody debris from blow down and storm maintenance. (g) Long term monitoring of the river mitigation efforts • Improve Highway Debris flow areas to address concerns • Raise the grade of the highway 15 to 18 feet from its current elevation at Milepost 19 and Milepost 23 • Install four to six larger-diameter culverts under the elevated highway, at each debris flow area (Milepost 19, Milepost 23) • Widen roadway shoulders from 2 feet to improve safety for non-motorized users as practicable • Construct a parking area for access to the Mount Ripinski Trailhead (Figure 1.2-5) • Improve surfacing and grading of turnouts within the right-of-way • Maintain vehicle access to the formal Chilkat River recreational areas. • Continue to evaluate and exhaust all alternatives to replace the bridge on the upstream side of the existing bridge (move gate valve 4 to and relocate Donnelly Cabin) This alternative would substantially meet purpose and need for the project and also further avoid and minimize impacts. At this time the CIV does not believe the Draft Revised Environmental Assessment warrants a Finding of No Significant Impact and a full and fair examination of this proposed alternative would minimize impacts and could provide commensurate mitigation. CIV reserves the right to add future comments. 5. SUMMARY AND CONTRAST Differences with Alternative 2b (2015 ADOT Preferred Alternative) • Realign fewer curves to meet 55 mph design standards focused on where realignment can avoid sensitive areas. • Do not add Passing Zones smaller shoulders and clear zones than proposed through sensitive habitats (employing the use of pullouts instead, when necessary). • Widen shoulders to a continuous 6 feet where not in conflict with sensitive areas. • Install temp Bridge down river of existing, further consider construction of the replacement bridge on the up river side of the existing bridge by moving the historic structures • Mainstem and Side channel mitigation for bank armoring designed to ensure full and complete instream	306	Agencies with jurisdiction received individual responses. See Appendix H for the DOT&PF response.

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306	mitigation for the life of the project. Additional Comments and Concerns 1. Concern with subsistence access to plants and river – (General) a. Hooligan – Summer (MP 4-8) & winter (MP 7-9) runs b. Salmon, trout, steelhead & other wild animals that use the Chilkat river. c. Berries: blue, soap, salmon, elder, service, and cranberry. d. Access to mushrooms, fireweed, and rosehips during construction 2. Impacted access to hunt mountain goat and moose during construction a. Ex. Eagle, bear, wolf, moose. 3. Temporary and permanent access to pull out & fish camp nearby MP 4 4. Temporary and permanent Access to pull out for subsistence fishing, rod casting raft landing, and culvert near MP 14 5. Oil spill from the Haines-Fairbanks pipeline – Contamination is approaching the Chilkat River, when will contamination be Addressed/Removed? MP 15.5 and at bridge. 6. Stream close to Campbell's house (Approximately 18 mile) – impacts on potential king salmon 7. MP 19 - slide area maintenance and work relative to native allotments and agreements, the historic village site, and Victor Hotch's. 8. Y turn into Klukwan (page fig. A 29 of 34) village water main crosses the highway & follows the highway. 9. Opening of the Museum in May 2016 – concerns with impacts to business/access due to construction 10. Loss of Trees for subsistence: cottonwood, dogwood, birch, alder. 11. Participation and oversight by CHPO (Chilkat Historical Preservation Office) as paid positions during construction 12. Mitigation of culvert and upper stream above Village access verses pond and just hydraulic repair of culvert crossing 13. 300 foot right of way converted to original 120 foot right of way. Land returned to CIV without fee. 14. Disturbance to Klukwan Hill 15. Loss of any eagle perch trees 16. The road should only been upgraded if the highest level of protection is provided to salmon habitat. This includes requiring alternatives to rip rap for bank stabilization. 17. All traditional access points should be maintained. These included 16 mi, 14 mi, and 13 mi. They are critical to both traditional subsistence activities, as well as the tourism industry which is one of the valleys primary economic engines. SEE DOCUMENT FOR ATTACHMENTS	**306** Agencies with jurisdiction received individual responses. See Appendix H for the DOT&PF response.

Comments on 2015 DREA

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307	2015_12_07_**307DREA** - O_Klink **From:** Oliver Klink [mailto:oliver@incredibletravelphotos.com] **Sent:** Monday, December 07, 2015 6:39 PM **To:** DOT SER HainesHighway **Subject:** Haines HIghway Comments Dear Sir/Madam, My name is Oliver Klink. I am a tour leader and professional photographer who has visited Haines for the past 11 years. I have introduced the region to over 200 people, ranging from 4to 91 years old. The favorite part of the tour for most of the visitors in the Chilkat Bald Eagle preserve. The proposed project to alter the road concerns me for many reasons, and here at the top ones:		
307a	- I have had visually impaired people visit the region with me. The reason they loved the place is that they could hear the eagles pruning in the trees, the salmon flapping in the water, the eagles flying over their head. The current environment is a good compromise for nature, visitors, and transit. Affecting any will impact the experience negatively. - I have had grandparents walking with their grand kids from mile 19 to 21, watching nature and wildlife at their best. To this day, their stories are still shared over the major holidays, Thanksgiving, and passed on to future generation. I cannot image their grand grand kids coming to the Chilkat Bald Eagle Preserve and not being able to experience what the family is sharing with them. Safety. When traffic respect the speed limit it is safe to walk on the man-made pedestrian path from mile 19 to 21. I cannot	**307a**	See Comment Response R15.
307b	imagine once again a higher speed limit on that stretch. It will negatively impact the experience and possibly deter people from even taking that walk. It will defeat the purpose of having people enjoy the Chilkat Bald Eagle Preserve by walking vs. staying in their cars at a few parking lots. - Future. Most projects talk about short term effects on the environment. And as a matter of fact they typically are insignificant because the timeframe to check is too short. I have seen it in many places in our country and around the world. In actually, the long term effects are irreparable and irreversible. Cutting trees falls within this pattern and looking at long term, nature will be affected irreversibly. I	**307b**	See Comment Response R48.
307c	feel that this project should not move ahead until a full Environmental Impact Statement is prepared. Thanks for your consideration of my comments. Oliver Klink 22356 Riva Ridge Road, Los Gatos, CA 95033, 408-910-6701	**307c**	See Comment Response R02b.

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308	2015_12_07_**308DREA** - J_Ordonez My name is Joe Ordonez and I am owner of Rainbow Glacier Adventures LLC, a tour company based in Haines. We offer rafting and photography tours in the Chilkat Bald Eagle Preserve. My home is located at Mosquito Lake, and so I drive the Haines Highway almost every day. I am very concerned about the impact this project will have on the Critical Habitat area for the Chilkat Bald Eagles. I feel very strongly that the area from 19 mile (just past the slide area) to Klukwan should be left alone. The eagles are under stress during the congregation, and the fall chum run which sustains their numbers in decreasing. The additional stress this project would put upon the eagles during construction, and the cutting of eagle perching trees, is not necessary and would be damaging to the eagles. There is substantial off-season income derived from the photographers who flocks to Haines for the eagles in November. The eagle viewing takes place along the road. I am very		
308a	concerned about the cutting of 85 eagle perching trees. These perching trees may be very important for eagles to view and locate the fish they need. I don't feel that there was enough detail in the study which identified the eagle perching trees. Were the trees used every day, all day, or only periodically? Which ones are favored during the varying conditions which the eagles experience during the winter months? What will be the effect of cutting these trees? It is hard to know, and so it is hard to speculate or plan for whatever negative impacts might take place. Once the trees are cut, it is too late. There is substantial off-season income derived from the photographers who flocks to Haines for the eagles in November. The eagle viewing takes place along the road. I am very concerned about the cutting of 85 eagle perching trees. These perching trees may be very important for eagles to view and locate the fish they need. I don't feel that there was enough detail in the study which identified the eagle perching trees. Were the trees used every day, all day, or only periodically? Which ones are favored during the varying conditions which the eagles experience during the winter months? What will be the effect of cutting these trees? It is hard to know, and so it is hard to speculate or plan for whatever negative impacts might take place. Once the trees are cut, it is too late. With the cutting of eagle perching trees and with vehicles moving at higher speeds, the eagles may move further from the road out of reach of the photographers' lenses. This may cause the photographers to move out on to the flats, which would increase stress on the eagles. Or the eagle photographers may just abandon Haines altogether, and move to other eagle gathering areas in Alaska, British Columbia and Washington State that have better photographic opportunities and are easier to travel to and less expensive to stay. This would have a serious detrimental effect on our local	**308a**	See Comment Response R46.

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	economy, and I personally would be damaged by the smaller amount of visitors. Has this potential negative impact been seriously considered when weighing the pros and cons of this project? Or worse yet, more eagles may die as a result of winter starvation, which is the main cause of bald eagle mortality and the main reason that the Chilkat Bald Eagle Preserve is so important. Speaking of photographers, there are safety issues associated with having these photographers along the river. While the State made a walking trail along the river from 19 mile to 21 mile, this is not plowed in the winter, so photographers are often pushed out near the road to get the photos they are after. In recent years, the State has put a 45 mph speed limit in this area during the week of the Bald Eagle Festival. However, there	**308aa**	See Comment Response R64.
308b	are photographers along that road from mid-October to December. Keeping the speed limit lower in that area year-round would be much safer and would minimize the impact of this project. Another reason to keep the speed limit lower in the area of the Council Grounds is that this is an area of waters that are above freezing	**308b**	See Comment Response R12.
308c	temperatures. This results in fog during the winter months, and a slower speed limit makes sense with the reduced visibility. I do not understand why this discussion has been reduced to only two alternatives....do nothing or the project as proposed. Why is not keeping a 50 mph speed limit as the top speed on this highway being considered? After all, this is a National Scenic Byway and a curvy road with natural borders keeps more in line with what tourists are expecting on a scenic byway in Alaska. The truth is we have no need for a superhighway. If a 55 mph speed limit is ultimately decided, why not have a 55 mph road with speed exceptions on some of the curves? The straightening of all the curves means lots of dynamite and lots of	**308c**	Motorists must also drive at the speed reasonable and prudent driver for the conditions. See Comment Response R48.
308d	fill. Speaking of fill, here are two ideas that would help: Rip-rap should be avoided whenever possible. Where you need to fill, incorporate engineered log jams like you have along the Chilkat River in Klukwan. I float along that river section every day in the summer and the log jams are not unsightly, and improve salmon habitat. Another thing you can do is incorporate three-foot shoulders, rather than four-foot shoulders to reduce the amount of fill in the river. I do agree that in many areas the lack of shoulders makes it difficult to pull over safely for photography and so enhanced shoulders area a good idea. The bottom line is that this project should do everything possible to reduce impact on the salmon in the river.....after all, the salmon are our life blood. Every effort should be made to reduce impacts in the first place rather than impose compensatory mitigation. If this projects does require any type of compensatory mitigation, all mitigation should be done in the Chilkat watershed and not traded off to other areas. Because of this and other concerns, I	**308d**	See Comment Response R33.
308e	feel that this project should not move ahead until a full Environmental Impact Statement is prepared. When the Eagle Preserve was originally proposed, the US	**308e**	See Comment Response R02b.

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308f	Fish and Wildlife recommended that the size of the Chilkat Bald Eagle Preserve be 3 times larger than was ultimately decided. Since that time, there has been logging and mining activity upstream of the preserve, as well as jetboat tours, increased subsistence fishing by non-natives, rafting tours, and even salmon enhancement projects that may be responsible, in a cumulative fashion, to the reduction of the fall chum run and consequently the number of eagles coming to the Bald Eagle Preserve. This full Environmental Impact Statement should consider the cumulative effects of these activities in addition to considering the effect of this road straightening proposal. The salmon and eagles of the Alaska Chilkat Bald Eagle Preserve should not die a "death from 1,000 cuts." Thank for your consideration of my comments.	**308f**	See Comment Response R02b, R41, AR79.

Comment Number	Comment		Response to Comment
309	2015_11_05_**309DREA** - J_Norton		
309a	To the Staff of the Haines Highway Project: I'd like to thank you for your presentation on the proposed Haines Highway improvements on your recent visit to our community. I have two comments that I'd like to submit for your consideration: 1. 10 Mile Parking/Pullout/Wildlife viewing area. I am writing to state my support that the curve just town-side (east of) the salmon spawning stream at 10 Mile be moved upland as currently suggested in DOT draft documents and would like to suggest an additional improvement . My addition to this proposed design is that the existing road bed be appropriately modified to accommodate vehicle access to, and increased vehicle parking, along the riverside. Additional filling of this area may be necessary. It may be found that this can be done at reasonable cost if rock/fill from excavation in other re-alignment areas is readily available. Rationale: The area along the 10 Mile curve has been used in past years for storage of the ADF&G fish wheels during the off-season. This area is also a well-used access and egress point for recreational users who float the river, as well as for hunters and fishermen. In addition, the pink salmon run in the small stream just west of this pull-off area is a popular wildlife viewing area as bears, wolves, coyote, and eagles that frequent the stream during the spawning cycle. There have been a number of occasions where I have observed 6-10 vehicles, including tour vans, parked in and on the edge of the road as their occupants view a bear or other wildlife. There are significant hazards here, with a 55 mph speed limit, a curved road, and the pre-occupied people mixing in the same area. It seems sensible to assume that the emphasis by local tour companies on providing bear and other wildlife viewing opportunities in the Haines area will expand to include this picturesque and active area. Providing a safe parking and walking area for this easily anticipated increase in activity seems reasonable. Since there already exists a flattened area where the fish wheels have been stored it may be possible to upgrade it with an acceptable level of effort by DOT, making this a more attractive, accessible, and elderly visitor friendly parking area that will decrease the hazard of vehicles parking on the roadbed. 2. Left Turn Lane (outbound) at Klukwan Access road. I would like to suggest for your consideration that an outbound turn-off lane be added to the current design for the area around the Klukwan Access road. This would require additional upland fill to provide a road width of three lanes in the area of the Klukwan Access Road. Rationale: The people of Klukwan have worked diligently for many years to build a tourism	**309a**	See Comment Response R59.
309b		**309b**	See Comment Response R60.

Comment Number	Comment	Response to Comment
309	facility to showcase the culture of their community. Those efforts have borne fruit, and we now see a beautiful center for cultural and historical displays. The Chilkat culture has been heralded for its high level of artistic achievement, and the new Cultural Center will undoubtedly become an important attraction for visitors. With that in mind it seems to me that designing a turn-off lane for the Klukwan Access road is sensible. One can easily envision a not-too-distant future where buses, vans, and rented cars carrying tour ship visitors will make the trip up the highway to this world-class cultural site. Since the road in the turn-off area is a 55 mph zone it seems that a turn lane (outbound) would be a worthwhile expansion to allow for the free flow of vehicles in a safe manner. This may be especially important due to the restricted distance visibility that occurs in the hilly area to the south of the access road. A line of vehicles stopped in the proposed two lane roadbed to make that left hand turn across inbound traffic could pose a serious safety issue. Should the Haines Highway become the major transportation corridor for mining and other commercial endeavors, the safety of a turn lane would be especially welcome. It seems to me that doing this improvement within the scope of this project would be both practical and economical when compared to making this adjustment at a later time.	309

Comments on 2015 DREA

Comment Number	Comment		Response to Comment
310	2015_11_14_**310DREA** - K_Menke		
	The Haines Highway/Chilkat River corridor is an asset to the Haines Borough.		
310a	While some improvements can be made, the basic premise being pushed by DOT that this scenic byway should be changed to a highway built with 55 mph standards is flawed. This highway should continue to follow the natural curves of the river with a 50 mph standard being entirely adequate, more safe, and desirable to	**310a**	See Comment Response R08.
310b	maintain fish and wildlife and public recreation assets of this highway. Added passing lanes are entirely unnecessary and are likely to lead to a less safe highway, rather than a safer highway. In some areas, a 4-foot shoulder rather than a 6-foot would help maintain the integrity of the river corridor and reduce costs for the State.	**310b**	See Comment Response R62.
310c	The wetlands from 4 mile to 15 mile are important habitat for migrating birds, including swans, and also provide habitat for moose and other wildlife. The over 22 acres of fill in the current plan is way too much for this important corridor of wetlands. Less acres of fill will save the State money and help maintain the integrity of this important wetland habitat.	**310c**	See Comment Response R28.
310d	The river supports five runs of wild salmon and a strong eulachon (hooligan) run. The amount of fill and rip-rap in the current plan is too much. The rock rip-rap will reduce access to fishing. I subsistence fish in the 4 to 15 mile area myself. Fishing is also a strong tourist attraction for the Haines community and an important part of our economy. River habitat needs should remain a priority and in the current plan, there remains too much rock rip rap for the river.	**310d**	See Comment Response R61.
	The State can save money with an improved plan, one that reduces the number of passing lanes, allows for a 50 mph standard rather than a 55 mile per hour standard (legally allowed with scenic byways), and greatly reduces acres of fill in important wetlands, and limits the amount of rock rip-rap along the Chilkat River. I support improvements in the 18-19 miles area that address the problem of mudslides in that section, but overall the plan still needs to be reworked to maintain the integrity of this important corridor along the Chilkat River and through the Chilkat Bald Eagle Preserve.		
	The condition of the current highway is most frequently rated "excellent" by the traveling public on Trip Advisor. http://www.tripadvisor.com/Attraction_Review-g28923-d144338-Reviews-Haines_Highway-Alaska.html.		

Comment Number	Comment	Response to Comment
310	The state needs to spend its money where it is most needed. There is no need to rush the Haines Highway improvements with a plan that is inappropriate for this important fish, wildlife, and recreation corridor. Please come back to us with a plan that is appropriate for this essential scenic, wildlife, and recreational corridor in the Haines Borough and save the State some serious money while doing what is best for this corridor.	310

Comment Number	Comment		Response to Comment
311	2015_11_09_**311DREA** - J_Jacobson Just this week I took a group of photographers out to the Chilkat Eagle Preserve as I have been doing for over 15 years. They asked me about the plans they had heard about to improve the highway. Impressed with the beauty of the road, they expressed amazement that there was any need to change the road corridor. They asked why in these times of Alaska Marine Highway and other State cuts that money would go for a project they did not see as necessary. They said they thought a straighter road would mean people will be driving faster than they already do along this highway. They suggested the money go instead to improve the visitor experience in the form of walking trails that allow photographers and others to walk closer to the river and away from dangerous road traffic. As for myself -- a 30 year resident of SE Alaska -- I have always considered the Haines Highway one of the most beautiful in Southeast. I do not want to see it become just another super highway with more impacts on wildlife and fish. I like it just the way it is!	**311**	NA
312	2015_11_11_**312DREA** - P_Campbell **From:** Patty Campbell [mailto:pcampbell99827@yahoo.com] **Sent:** Wednesday, November 11, 2015 4:26 PM **To:** DOT SER HainesHighway **Subject:** Haines highway improvement 3.5 to 25.3 Public Comment		
312a	My name is Patty Campbell; I have lived in Haines for 37 years. The road improvement, construction should happen for the safety of the people who live and drive it. I encourage the State to do the construction of 3.5 to 25.3 mile, Haines Highway, Haines, Alaska. Thank you, Patty Campbell, PO BOX 37, Haines, Alaska 99827	**312a**	See Comment Response R05.

Comment Number	Comment		Response to Comment
313	2015_12_07_**313DREA** - K_Palmer		
	The following are my comments on the proposed changes to the Haines Highway. I		
313a	would like to see DOT do an EIS with more alternatives than the two the current	**313a**	See Comment Response R02b.
313b	EA offers. Why was alternative 3 dropped? The values of the fish habitat and the scenic and wildlife components along the Haines Highway will be impacted by DOT's currently preferred alternative. All fish users in Haines and Klukwan rely on the preservation of good fish habitat for food and for income. What seems to be a	**313b**	See Comment Response R73.
313c	push to increase the speed limit to 55 mph should not take precedence over protection of habitat. Project impacts, in particular to fish and eagle habitat, should be avoided. Riprap destroys fish habitat in cold climates and should not be used to stabilize river banks at the edge of the highway. Instead, engineered log jams as	**313c**	See Comment Response R48.
313d	proposed by the Chilkat Indian Village should be used. Trees used by eagles in the	**313d**	See Comment Response R46.
313e	Critical Habitat Area should not be cut. Any mitigation that is required should occur here in the Chilkat Valley.	**313e**	See Comment Response R63.
314	2015_12_08_**314DREA** - D_Hancock		
	Hi from the South: I have just reviewed a letter of concern for the modifications planned for the Haines Chilkat road. Since 1964 I have visited Haines and the Chilkat Bald Eagle Reserve over 40 times in as many years. This is one of nature's most chosen places. The eagles and associated wildlife need this incredible preserve – preserved – not further paved as a Speedway. About 5 years back in one day I found and turned over to the Parks official's two different dead grizzly bears -- both struck by different cars in the clearest straight-a-ways. The problem for wildlife is note giving the motorists faster roads but making the roads slower. As an eagle biologist I frequently address audiences about the incredible Chilkat Bald Eagle Preserve, promoting the eco-sustainability awareness that is required to sustain the fine salmon, eagle and bear populations. And as you are undoubtedly aware, no great forest exists on our northern coasts without salmon and eagle and bear predators to disperse the carcasses. Please add more restrictions to road		
314a	travel -- not faster roads. Bears, eagles and most wildlife are at peril with faster roads. Alaska wildlife is bettered by slowing down – not speeding up!	**314a**	See Comment Response R48.

Comment Number	Comment		Response to Comment
315	2015_10_28_**315DREA** - T_Andriesen **From:** Glacier Glass Works **To:** HainesHighway@alaska.gov **Subject:** Haines Highway Project **Date:** Tuesday, October 27, 2015 5:11:08 AM The Revised EA adequately addresses the handful of concerns that were raised during the initial EA comment period. The significant changes I see in the Revised EA from the original EA are: 1) Moves the highway away from culturally significant lands at Four Mile 2) What little in river fill the design has will primarily happen at the start of the project where it will have no impact on fish habitat 3) Moves the highway away the river and from sensitive and critical habitat areas in the Eagle Preserve 4)Preserves the "roosting trees" in the council grounds of the Eagle preserve		
315a	The existing highway is posing more of a threat to fishery habitat, eagle habitat and human life and safety than the proposed highway improvements. <u>This project needs to be advanced to the construction phases immediately.</u> Thom Andriesen Box 365 Haines, Alaska	**315a**	See Comment Response R05.
316	2015_10_28_**316DREA** - N_Coleman My name is Natasha Coleman, and I live at 25 1/2 Mile, Haines Highway. And Tom just summed it up. I agree with everything he said. I am for the project to go through. I think it's a wonderful thing as far as safety goes. The countless times of avoiding semi-trucks because of bikes on the highway, going around corners, eagles		
316a	flying down into your windshields, <u>I just agreed with the project going through and mostly because of safety for everybody</u>. So I guess that's what I have to say.	**316a**	See Comment Response R05.

Comment Number	Comment		Response to Comment
317	2015_10_28_**317DREA** - T_Morphet My name is Tom Morphet. I'm a 29-year resident of Haines and a fairly avid cyclist. And my question to the -- My question, as a cyclist, to the Federal Highway Administration, is -- and I guess to the state DOT, is why this project didn't include a separate bike lane. My understanding is the project will have kind of a wide shoulder that's called a bike lane, but it's actually just a -- a wide shoulder. And I've seen adjacent, parallel to other state roads in Houston, Alaska; Talkeetna, and Tok separated bike lane, so there's no danger of a car accidentally kind of nudging a bicyclist off the road. And then there's also no problem with the gravel of the road -- or diminished, I guess, likelihood of gravel on the road interfering with bicycle traffic. And I ask this kind of in context of the fact that this section includes, I believe, about 15 miles in the Alaska Chilkat Bald Eagle Preserve. This project, to my knowledge, is funded largely through federal dollars. The bald eagle is our national bird. It would seem to me appropriate and -- and also considering the fact that the road itself is a national scenic byway, that we would be accorded, as bicyclists, the same considerations as have been made to bicyclists in other parts of the state parallel to other state roads. And so I'm hoping I could get a written		
317a	response to that question, on why -- whether that was considered, a separate detached bike lane to the highway. And if it wasn't, why it wasn't. Because I think, in this instance, it would be very appropriate. Thank you.	**317a**	See Comment Response R68.
318	2015_10_28_**318DREA** - M_Case My name is Mike Case. My address is Box 1563 in Haines. I would just like to add my, essentially, support to what Tom Andriesen and Natasha said. I think this is a well thought-out project and particularly with regards to safety. That's so important to the people that have young kids and live along the -- the hillside of the highway, and equally important to the Klukwan residents too. I -- I do share Tom's		
318a	concern about the lack of a bike path. That not only would be a very safe addition, but it's consistent, as he said, with other projects of a similar nature.	**318a**	See Comment Response R68.

Comment Number	Comment		Response to Comment
319	2015_10_28_**319DREA** - R_Staska My name is Ray Staska. I live here in Haines at P.O. Box 486, and I've been a resident of Alaska since 1980. And the reason I came to Alaska was because I was a fisheries biologist for the Alaska Department of Fish and Game stationed in Juneau. And they had areason to station a permanent biologist in Haines because of the eagle preserve proposal versus the logging controversy. And -- and they needed more critical information about the salmon critical habitat. Audubon did an excellent job at studying the eagle preferred habitat and critical habitat, but they didn't have very much information about what were the critical spawning requirements and rearing requirements for salmon in this whole Chilkat Valley. So I eagerly accepted the position and became the local Fish and Game biologist for about 20 years, until 1997. And -- but I was in charge of the fisheries habitat investigations prior to the formation of the Chilkat Bald Eagle Preserve. So I'm very concerned about preserving and not disrupting what Senator Gary Hart started from the federal level, in stating that if the state of Alaska can't guarantee protection of the bald eagles in this valley, already well known as world class, that he then would take over -- the federal government would take over this valley and trade us for state lands elsewhere -- or federal lands elsewhere, excuse me. And so the end result was that we agreed with the logging industry on certain boundaries for the eagle preserve. And since I had supervised on-the-grounds investigations of critical salmon habitat, spawning and rearing, we -- we then were granted an eagle preserve, and the logging industry was granted a state forest industry so-many-thousand-board-feet per year, and it seemed to work just fine. But now we have the most critical part of the habitat under some duress from highway, DOT,		
319a	requirements -- Are they necessary? I mean, we're talking about a three- to four-mile stretch of critical habitat for the eagles and the abundance of salmon spawners. Why cannot the highway accommodate that? It's the only eagle preserve in Alaska. It's one of the only in the world, concentrations of eagles.	**319a**	See Comment Response R69.

Comment Number	Comment		Response to Comment
320	2015_10_28_**320DREA** - E_Holle		
	Eric Holle, P.O. Box 1324, Haines, and I'm speaking on behalf of Lynn Canal Conservation. These will be somewhat unorganized and random comments because, you know, we have about 20 pages of written testimony at the moment that will be mailed in, emailed, and expanded upon during the next month. So I'll just -- I'll be winging it a little bit here. First of all, you know, we appreciate the attempts to do as much minimization of impacts as possible that they have done so far. I'm not sure it's gone far enough. I'll get into that further. But we do -- we are encouraged, at least by incorporation of some large woody debris and also the larger fish culverts which should help fish passage into existing and even new spawning and rearing areas. And we have no problem with the plans for the 26 Mile bridge or the elevated roadway around 19 Mile where the debris slides occur.		
320a	One of the big problems we see is that this is an all-or-nothing proposal. The EA provides only two alternatives: Build it as proposed or build nothing. We think	**320a**	See Comment Response R07.
320b	that this does a disservice to the public. It's also quite possibly illegal under NEPA which requires a range of alternatives. I believe there was an Alternative 3 that was dropped, and we think that that actually better avoided a lot of the impacts that will require mitigation. Some specific things that need to be done: There's still 11 acres of emergent wetlands which are really hard to reproduce. They're high value to the	**320b**	See Comment Response R73, R74.
320c	system, and we're not certain that increasing stream miles is actually adequate	**320c**	See Comment Response R29.
320d	compensation for loss of emergent wetlands. Use 4-foot shoulders instead of 6-foot shoulders. This is a rural arterial road that gets 200 visiters a day coming across the border, more near town and the airport, but, certainly, we don't need 6-foot	**320d**	See Comment Response R54.
320e	shoulders. Likewise, we don't need the number of passing lanes proposed. Regular pull-offs would be adequate and would prevent a lot of unnecessary fill. We originally proposed, two years ago, a 50-mile-per-hour design standard. That was also proposed by Fish and Wildlife Service and, I believe, National Marine Fisheries Service. It eliminates the need for straightening a lot of curves. And, again, it eliminates a lot of need for fill. This is -- would be particularly important in the council grounds area. Mitigation: It -- I'm told by Jim Scholl that almost all of the mitigation now will be done in the Chilkat Valley. I can't see. How much time do I have? Well, I'd better hurry. Keep the mitigation and the Chilkat Watershed. Avoid proximity impacts, the eagle preserve, from cutting and blasting in the right-of-way. Consider the right-of-way as a functional part of the eagle preserve, even though technically it is not. I think you need to look very closely at	**320e**	See Comment Response R62.
320f	the constructive use in the 4F Site because my understanding is that temporary or permanent interference with activities or purpose of the property will not be	**320f**	See Comment Response R70.

Comment Number	Comment		Response to Comment
320	allowed; in other words, a de minimis finding cannot be made for such a use. And that is based on the ADOT Environmental Procedures Manual. And also we would encourage you to (timer bell rings) incorporate other design exceptions. Five minutes goes pretty quickly.	**320**	
321	2015_11_05_**321DREA** - R_Staska CRITICAL HABITAT AREA: I.E. COUNCIL GROUNDS=19-22 mile a) Unique in Alaska b) Senator G. Hart wanted no disturbances; per Audibon Research c) USGS (Fed Gov) determined in 1983……River Delta was responsible for phenomenal fall salmon spawning; causing latest ...and coho abundance along northern Coastof Alaska and NW; cumulative result in history, depended upon upwelling from those major tributaries but also critically; the hydrostalic contribution of the steep mountains(...../....) behind Klukwan. Without the protect of mature cottonwood and riparian habitat on the north shore ....it may subverse the phenomenon of the World Class Eagle Preserve. (Please see comment-writing hard to decipher)	**321a**	See Comment Response R13. (See R. Staska testimony provided in 319DREA).

ADF&G Memorandum
Haines Highway EA Comments
(August 15, 2013)

MEMORANDUM

State of Alaska

Department of Fish and Game
Division of Habitat

TO:	James Scholl Environmental Analyst	DATE:	August 15, 2013 Amended: August 26, 2013
		FILE NO:	
THRU:	Jackie Timothy Southeast Regional Supervisor	SUBJECT:	Haines Highway Realignment EA Comments
FROM:	Matthew Kern Kate Kanouse Habitat Biologists	PHONE NO:	(907) 465-4182 (907) 465-4290

We appreciate that ADOT&PF extended the comment deadline for this project and have amended our comments, dated August 15, 2013, to include comments from the Division of Wildlife Conservation (DWC) and clarify our management authority in the Chilkat Bald Eagle Critical Habitat Area. These are the Alaska Department of Fish and Game's (ADF&G) official comments on the project and should replace all others.

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in partnership with the Federal Highway Administration (FHWA), proposes to upgrade the Haines Highway to 55 mile-per-hour design standards from Milepost (MP) 3.5- MP 25.3. The project will improve safety by reducing curves, increasing sight distances, and increasing shoulder widths from two to six feet. In addition, ADOT&PF plans to replace the existing Chilkat River Bridge and improve debris flow near MP 19 and MP 23. The project will impact the Chilkat River and 20 tributaries that are documented in the *Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes* (Catalog), and five other tributaries Habitat biologists recently nominated for inclusion in the Catalog. Construction activities in these streams will require fish habitat permits in accordance with Alaska Statute (AS) 16.05.871(b).

Fish Passage

The proposed project includes replacing 106 culverts, of which 25 will occur in anadromous water bodies. Replacing undersized, perched, and damaged culverts will improve fish passage along the road corridor. Fish habitat permits will be required for culvert work in all fish-bearing streams, pursuant to AS 16.05.841 and AS 16.05.871(b). Following are our comments specific to a few of the proposed culvert replacements.

ADOT&PF proposes to replace the existing twin 24" corrugated metal pipes (CMP) at 8.5 Mile Creek (Stream No. 115-32-10250-2026, cataloged for coho salmon rearing and pink salmon spawning) near Station 419+95 with a 3.5' CMP having 0.6' baffles to facilitate fish passage. Upstream of the twin CMPs is a 20' diameter gravel-lined pool and steep cascade, which prevents upstream fish passage. Due to limited fish habitat upstream of the road, we will not require the CMP replacement provide upstream fish passage.

ADOT&PF proposes to upgrade the existing CMPs at Ten Mile Creek (Stream No. 115-32-10250-2028-3002, cataloged for chum salmon spawning, coho salmon rearing, pink salmon spawning, and Dolly

Varden char rearing) from two culverts, one 36" CMP and one 24" CMP, to a 14' 1" by 6' 2" box culvert. The Tier 1 culvert design was selected based on the high quality of upstream fish habitat. The new, larger culvert will require a 5' increase in roadbed elevation which will expand the road fill footprint in 10 Mile Slough (Stream No. 115-32-10250-2030, cataloged for chum salmon spawning, coho salmon rearing, pink salmon spawning, Dolly Varden char rearing, and steelhead trout rearing). We recommend a smaller culvert in 10 Mile Creek to minimize fill impacts to Ten Mile Slough.

ADOT&PF proposes to replace the existing 24" CMP with a 36" CMP at 10.5 Mile Pond (Stream No. 115-32-10250-2030-0010, cataloged for coho salmon and steelhead rearing) to comply with Tier 1 design standards. The stream is generally < 24" wide, and we are concerned the 36" CMP may be too wide to facilitate fish passage during low flow periods. Habitat biologists will work with ADOT&PF on the final design of the CMP during the fish habitat permitting process.

Stream Mitigation Sites

ADOT&PF proposes eight stream mitigation sites within the highway right-of-way to offset road construction impacts in the Chilkat River and its tributaries. The stream mitigation projects emphasize creating new stream channels outside of the highway footprint to increase riparian vegetation cover and improve habitat for salmonids. Habitat biologists will work with ADOT&PF staff on the design for each mitigation site, and will issue fish habitat permits upon completion of final designs. The fish habitat permits will require post-construction monitoring. We recommend an assessment over three years that documents whether the projects were built to specification and in compliance with the approved plans and fish habitat permits.

Near Station 319+13, ADOT&PF proposes to relocate about 100' of Stream No. 115-32-10250-2016 (cataloged for coho salmon rearing) away from the highway, and install a series of anchored log structures in the Chilkat River to encourage bedload accretion and improve river bank stability. The narrow river bank between the stream and the Chilkat River consists primarily of silt deposits, with a thin soil layer and young vegetative growth. The river bank regularly sloughs into the river at higher flows. This suggests the river bank may be unstable and not able to withstand the construction necessary to relocate the stream *and* install the logs and may threaten the integrity of the mitigation work. Therefore, we recommend moving the stream channel away from the toe of the highway slope and abandoning the plan to incorporate the anchored log structures into the river bank. Other designs to install wood could be considered, but those plans would need to include additional fill in the river to secure the logs.

Habitat biologists will study the other proposed mitigation sites during varying water levels to evaluate potential benefits to fishery resources before offering additional recommendations on those plans, and incorporate any changes in the fish habitat permits.

Chilkat River Critical Habitat Area

AS 16.20.585 establishes the Chilkat River Critical Habitat Area. The purpose of the Critical Habitat Area is to protect and preserve habitat areas especially crucial to the perpetuation of fish and wildlife, and to restrict all other uses not compatible with the primary purpose. Any development proposed within the Critical Habitat Area requires a Special Area Permit from ADF&G. We appreciate that ADOT&PF worked with us during project design to keep development within the right-of-way, which is not within the Critical habitat Area, so that it would not impact the feature for which the Critical Habitat

Area was established; the late fall chum salmon run. Special Area Permits will not be required for this project. We recommend between Stations 1074 and 1084, adjacent to the Chilkat River Critical Habitat Area, ADOT&PF minimize tree cutting on the south side of the highway to the extent practicable.

The US Fish and Wildlife Service and the ADF&G DWC share management authority over bald eagles. Generally, the DWC would issue authorizations for eagle tree takes in a process that follows the federal lead. For ADOT&PF projects, however, DWC does not issue written authorizations as described in a memo from Dale Rabe to Patrick Kemp.[1]

Chilkat River Fill

ADOT&PF proposes to place about 12,213 linear feet of fill in the Chilkat River for road widening and realignment. Much of this work will occur in areas already hardened with rip rap. ADOT&PF proposes to minimize adverse impacts to fishery resources caused by the fill by using rough angular rock to stabilize fill and prevent erosion, and incorporate woody debris and other biostabilization techniques in the rip rap to provide fish habitat where suitable. We recommend using biostabilization techniques in areas where rearing habitat is documented and the structural integrity of the road will not be compromised. We do not recommend incorporating wood in the rip rap in areas used only for fish migration. Areas where streamside features currently create eddys for adult salmonid resting habitat should be retained and Habitat biologists will work with ADOT&PF staff to identify those areas that will benefit from biostabilization.

Fish Wheels

Division of Commercial Fisheries conducts annual stock assessment research using fish wheels along the Chilkat River shoreline between MP 9 and MP 9.75. Data from the research is used to generate abundance estimates of Chinook, sockeye, coho, and chum salmon, and to compare run strengths for management decisions. We request ADOT&PF retain characteristics of the current fish wheel deployment sites, or design improvements in nearby areas where back eddys are present so the ADF&G may continue this important the long-term salmon stock assessment project. The areas between Stations 394 to 398 (Zimovia Point, Figure Set A, page 7, Existing and proposed ROW maps) and Stations 452 to 458 (Figure set A, page 9, Existing fish wheel sites) are critical for fish wheel use for this project. We will continue to work with ADOT&PF and Commercial Fishery staff to address this issue and to design a new access site at either MP 9.75 or near MP 9.5 where existing river conditions and the proposed new road alignment will be suitable for providing river access and fish wheel storage.

Highway Turnouts

The many highway turnouts and river access locations along this highway corridor provide Haines residents access to recreation and subsistence opportunities, including sport and personal use fishing, set net fishing, drift net fishing, hunting, trapping, eagle and wildlife viewing, and canoeing. Haines visitors view eagles and wildlife via highway turnouts and commercial raft and air-boating tours. We recommend ADOT&PF consider constructing alternate access locations in two locations mentioned below as mitigation for impacts associated with the project.

[1] Rabe, D. 2013. Memo: "Authorization to take bald eagles during 2013"; dated 01/17/2013. Alaska Department of Fish and Game, Division of Wildlife Conservation, Juneau, AK.

We recommend continuing to allow access at HNS5, near MP 7.5. This access is currently used by ADF&G for a salmon research projects and subsistence hunters. The downstream orientation of the launch is preferable and requires little maintenance.

We recommend constructing a nearby alternate access location to replace HNS8, which has naturally eroded by the Chilkat River. The existing ramp is too steep for trailer access.

The large pulloff near MP 14 of the Haines Highway (HNS15 & HNS16) is commonly used for launching boats and commercial rafts, subsistence set netting, and sport fishing. Boats are launched into the confluence pool of 14 Mile Creek (Stream No. 115-32-10250-2044, cataloged for coho salmon and Dolly Varden char spawning and rearing) and the Chilkat River. Boat trailer use and heavy foot traffic have degraded stream bank vegetation and undermined stream bank stability. We recommend closing vehicle access in the confluence pool, maintaining pedestrian access for fishing and a raft take out, and constructing a new vehicle access ramp on the downstream side of the pulloff.

For detailed site by site recommendations, including proposed alternate access locations for HNS8, please see the attached Haines River Access Working Document.

Wildlife

Near MP 17, ADOT&PF proposes to acquire 3.08 acres of forested and wetland habitat on either side of the highway from the Chilkat Bald Eagle Preserve. To mitigate these impacts, ADOT&PF proposes to relinquish about 5.8 acres of road right-of-way to the Preserve. According to the EA, the land proposed to be relinquished is similar in location, habitat type, and habitat quality. We recommend planting willow in the former road bed to provide browse for moose during winter when they are most stressed. We also recommend installing wildlife crossing signs at established game crossings to alert vehicle drivers.

Mountain goats are an important, limited resource for hunting and wildlife viewing in Haines. Please correct the spelling of the genus to *Oreamnos americanus*. Mountain goats adjacent to the road corridor rarely migrate to the river valley bottoms. ADF&G studies have shown that mountain goats have a high degree of site fidelity and inhabit small localized areas to conserve energy during the winter months. Haines area mountain goats demonstrate variable overwintering strategies by moving to low or mid-elevation, or remaining at high elevation to take advantage of available forage on windblown slopes. Based on preliminary GPS radiocollar data goats tend to overwinter at progressively higher elevations the farther upstream the goats are located on the Chilkat River. During winter periods, between October and April, and their kidding period, May through June; goats are sensitive to disturbance. ADF&G is collaborating with the Bureau of Land Management (BLM) to analyze GPS collar data on goats in the Takshanuk Range along the road corridor. Based on the analysis, ADF&G may recommend timing windows for construction to avoid disturbance during critical periods.

Please correct the genus of black bear to *Ursus americanus.* In the description of habitat please include that black bears can also be found in high elevation ridges as they are often seen in these habitats during fall mountain goat surveys. We recommend the sentence about brown bear habitat preference be removed as it is not accurate. Brown bears are found in nearly all habitats around Haines excluding areas with steep rock faces and glacial ice.

Realigning the highway may be an opportunity to install long-term beaver deterrents in specific stream crossings known to cause maintenance issues for ADOT&PF, and reduce the need for nuisance beaver removal permits from ADF&G DWC. We will coordinate with DWC biologists and ADOT&PF during the permitting process to seek opportunities for beaver deterrents where fish passage would not be impacted.

Thank you for the opportunity to provide Environmental Assessment comments for this project. We look forward to working with ADOT&PF through the fish habitat permitting process.

Attachment: Haines River Access Working Document

Email cc:

Al Ott, ADF&G Habitat, Fairbanks
ADF&G Habitat Staff, Douglas
Rich Chapell, ADF&G SF, Haines
Randy Bachman, ADF&G CF, Haines
Ryan Scott, ADF&G WC, Douglas
Stephanie Sell, ADF&G WC, Douglas
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Jane Gendron, ADOT&PF, Juneau
Chiska Derr, NMFS, Juneau
Steve Brockmann, USFWS, Juneau
Randy Vigil, USACE, Juneau
Stephanie Scott, Mayor, Haines

Table A.-Haines Highway MP 3.5-25.3 realignment impacts to the Chilkat River and its tributaries.

NO.	APPROX. MP	2015 ADOT&PF STATION	AWC STREAM NUMBER	WATER BODY NAME	FISH SPECIES AND LIFE STAGE[a]	ADF&G CMP NO.	ADF&G CMP GRADE	ACTIVITY[b,c,d,e,f]	LINEAR FT[g] OF STREAM IMPACT	LINEAR FT[g] OF STREAM BENEFIT	BENEFIT	MITIGATED BY	NO. IN TABLE B
1	4.0	195+50 - 197+50	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 1: 302 ft of shoreline fill			Neutral		12, 24, 25
2	5.5	263+00 - 265+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 2: 169 ft of shoreline fill			Neutral ROR		24, 25
3	5.7	274+25 - 274+75	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 3: 11 ft of shoreline fill			Neutral ROR		24, 25
4	5.9	284+50 - 289+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 4: 404 ft of shoreline fill			Neutral ROR	2 - #45	24, 25
5	6.1	297+00 - 302+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 5: 452 ft of shoreline fill			Neutral ROR	2 - #45	24, 25
6	6.4	311+00 - 314+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 6: 165 ft of shoreline fill	165		Negative	#45	24, 25
7	7.0	336+70 - 338+25	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 7&8: 120 ft of shoreline fill			Neutral ROR	#45	24, 25
8	7.3	350+00 - 358+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 9: 771 ft of shoreline fill			Neutral ROR	2 - #45	24, 25
9	7.6	364+00 - 368+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 10: 57 ft of shoreline fill			Neutral ROR		24, 25
10	7.8	370+00 - 376+50	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 11: 485 ft of shoreline fill			Neutral ROR	#45	24, 25
11	7.9	379+50 - 385+75	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 12: 524 ft of shoreline fill			Neutral ROR	#14 #45	24, 25
12	8.0	388+25 - 392+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 13: 332 ft of shoreline fill			Neutral ROR	#13	24, 25
13	8.0	398+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			Modified vegetated river protrusion		60	Positive	In kind	19, 24, 25
14	8.1	400+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			Vegetated river protrusion		60	Positive		19
15	8.1	401+00 - 405+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			Modified vegetated river protrusion		60	Positive	In kind	19, 24, 25
16	8.2	405+75 - 406+25	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 14: 28 ft of shoreline fill			Neutral ROR	#15	24, 25
17	8.2	406+50 - 410+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 15: 217 ft of shoreline fill	217		Negative	#45 #18	24, 25
18	8.3	410+50 - 416+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			Modified vegetated river protrusion		60	Positive	In kind	19, 24, 25
19	8.4	412+00 - 418+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 16: 547 ft of shoreline fill			Neutral ROR		24, 25
20	8.6	423+00 - 426+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 17&18: 154 ft of shoreline fill	154		Negative	2 - #45	24, 25
21	8.7	427+75 - 437+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 19: 872 ft of shoreline fill	872		Negative	#22	24, 25

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Table A.-Page 2 of 7.

NO.	APPROX. MP	2015 ADOT&PF STATION	AWC STREAM NUMBER	WATER BODY NAME	FISH SPECIES AND LIFE STAGE[a]	ADF&G CMP NO.	ADF&G CMP GRADE	ACTIVITY[b,c,d,e,f]	LINEAR FT[g] OF STREAM IMPACT	LINEAR FT[g] OF STREAM BENEFIT	BENEFIT	MITIGATED BY	NO. IN TABLE B
22	8.8	436+50 - 439+50	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			Vegetated river protrusion		60	Positive		19, 24, 25
23	8.8	439+00 - 448+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 20: 904 ft of shoreline fill			Neutral ROR	2 - #45	24, 25
24	8.9	448+00 - 452+50	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 21: 467 ft of shoreline fill	467		Negative	#25	24, 25
25	8.9	448+50 - 454+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			Modified vegetated river protrusion		60	Positive	In kind	19, 24, 25
26	8.9	454+00 - 458+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 22: 398 ft of shoreline fill			Neutral ROR	#45	24, 25
27	9.0	458+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			Modified vegetated river protrusion		60	Positive	In kind	19, 24, 25
28	9.0	459+70 - 470+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 23: 1,020 ft of shoreline fill			Neutral ROR	#27	24, 25
29	9.7	493+00 - 498+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 24: 447 ft of shoreline fill			Neutral ROR	#30 #45	24, 25
30	9.9	498+0 - 500+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			Modified vegetated river protrusion		60	Positive	In kind	19, 24, 25
31	11.6	585+50 - 588+50	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 25: 193 ft of shoreline fill			Neutral ROR	#45	24, 25
32	12.1	610+50 - 614+25	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 26: 270 ft of shoreline fill			Neutral ROR	2 - #45	24, 25
33	12.2	620+00 - 623+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 27: 221 ft of shoreline fill	221		Negative	#45	24, 25
34	12.6	641+00 - 642+25	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 28&29: 68 ft of shoreline fill			Neutral ROR		24, 25
35	13.1	666+50 - 673+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 30: 626 ft of shoreline fill	626		Negative	2 - #45	24, 25
36	13.4	686+75 - 693+75	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 31: 513 ft of shoreline fill	513		Negative	2 - #45	24, 25
37	13.5	694+25 - 695+25	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 32: 97 ft of shoreline fill			Neutral ROR	#45	24, 25
38	13.7	696+25 - 699+25	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 33: 304 ft of shoreline fill			Neutral ROR	#45	24, 25
39	13.8	699+75 - 703+50	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 34: 383 ft of shoreline fill			Neutral ROR	2 - #45	24, 25
40	14.3	737+75	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 35: 214 ft of shoreline fill			Neutral ROR	#45	24, 25
41	14.8	759+75 - 762+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 37: 235 ft of shoreline fill	235		Negative	2 - #45	24, 25
42	14.9	767+50 - 769+50	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 38&39: 192 ft of shoreline fill	192		Negative	#45	24, 25

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NO.	APPROX. MP	2015 ADOT&PF STATION	AWC STREAM NUMBER	WATER BODY NAME	FISH SPECIES AND LIFE STAGE[a]	ADF&G CMP NO.	ADF&G CMP GRADE	ACTIVITY[b,c,d,e,f]	LINEAR FT[g] OF STREAM IMPACT	LINEAR FT[g] OF STREAM BENEFIT	BENEFIT	MITIGATED BY	NO. IN TABLE B
43	16.0	816+00 - 819+50	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 40: 350 ft of shoreline fill			Neutral ROR	2 - #45	24, 25
44	23.8	1126+00 - 1231+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			Replace bridge, ~150 ft shoreline fill, and ~100 ft of shoreline rehab	150	100	Neutral	In kind	
45	5.8 - 20.6	284+00 - 1055+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			LWD/Rock features adjacent to road toe (35)		1,050	Positive		19
46	4.1	191+00 - 194+00	115-32-10250-2002-3017		COr			Relocate ~300 ft of stream along road toe d/s			Neutral	In kind	12
47	4.7	222+87	115-32-10250-2004		COrDVr	FP-1	Red	Replace 48" CMP with 95"x67" Tier 1 CMP			Positive		
48	4.7	222+87	115-32-10250-2004		COrDVr			Fill ~30 ft of stream for CMP replacement	30		Negative	#56	
49	4.7	221+00 - 223+00	115-32-10250-2004		COrDVr			Relocate ~100 ft of stream along road toe d/s			Neutral	In kind	
50	4.7	223+00 - 224+00	uncataloged		COr			Relocate ~100 ft of stream along road toe u/s			Neutral	In kind	
51	4.8	229+00	115-32-10250-2006	Schnabel Creek	COrDVrCTr			Relocate ~25 ft of stream along road toe d/s			Neutral	In kind	
52	4.8	229+23	115-32-10250-2006	Schnabel Creek	COrDVrCTr	FP-2	Grey	Replace 48" CMP with 60" Tier 1 CMP			Positive		
53	4.8	229+23	115-32-10250-2006	Schnabel Creek	COrDVrCTr			Fill ~30 ft of stream for CMP replacement	30		Negative	#56	
54	4.8	230+50 - 232+22	115-32-10250-2006	Schnabel Creek	COrDVrCTr			Relocate ~200 ft of stream along road toe u/s			Neutral	In kind	
55	4.9	232+22	115-32-10250-2006	Schnabel Creek	COrDVrCTr	FP-3	n/a	Replace 24" CMP with 60" Tier 1 CMP			Positive		
56	4.9	238+00 - 240+41	115-32-10250-2006-2003		COrDVrCTr			Improve and relocate 195 ft of stream to abandoned channel away from road		195	Positive		7, 26
57	5.0	240+41	115-32-10250-2006-2003		COrDVrCTr	FP-4	Red	Replace 24" CMP with 60" Tier 1 CMP			Positive		12
58	5.0	240+41	115-32-10250-2006-2003		COrDVrCTr			Fill ~30 ft of stream for CMP replacement	30		Negative	#56	12
59	5.0	244+91	115-32-10250-2008	Waterfall Creek	COsrKrDVrCTp	FP-5	n/a	Replace 24" CMP with 60" Tier 1 CMP			Positive		31
60	5.0	245+38	115-32-10250-2008-3004		COrKr	FP-6	Grey	Replace 36" CMP with 60" Tier 1 CMP			Positive		31
61	5.0	245+38	115-32-10250-2008-3004		COrKr			Fill ~30 ft of stream for CMP replacement	30		Negative	#56	31
62	5.0	247+00 - 249+25	115-32-10250-2008	Waterfall Creek	COsrKrDVrCTp			Relocate and improve ~200 ft of stream away from road toe d/s		200	Positive		
63	5.1	248+43	115-32-10250-2008	Waterfall Creek	COsrKrDVrCTp	FP-7	Green	Replace 24" CMP with 60" Tier 1 CMP			Positive		31

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NO.	APPROX. MP	2015 ADOT&PF STATION	AWC STREAM NUMBER	WATER BODY NAME	FISH SPECIES AND LIFE STAGE[a]	ADF&G CMP NO.	ADF&G CMP GRADE	ACTIVITY[b,c,d,e,f]	LINEAR FT[g] OF STREAM IMPACT	LINEAR FT[g] OF STREAM BENEFIT	BENEFIT	MITIGATED BY	NO. IN TABLE B
64	5.1	248+43	115-32-10250-2008	Waterfall Creek	COsrKrDVrCTp			Fill ~30 ft of stream for CMP replacement	30		Negative	#62	31
65	5.1	249+50 - 256+00	115-32-10250-2008-3005		COrCTrDVr			Relocate ~650 ft of stream along road toe d/s			Neutral	In kind	
66	5.2	258+50 - 260+50	115-32-10250-2010		COr			Relocate ~250 ft of stream along road toe d/s			Neutral	In kind	
67	6.0	292+92	115-32-10250-2014	6 Mile Creek	COr	FP-8	Red	Replace 2-24" CMPs with 75"x55" Tier 1 CMP			Positive		12, 31
68	6.0	292+92	115-32-10250-2014	6 Mile Creek	COr			Fill about half the 150 ft^2 pool u/s	15		Negative	#95	12, 31
69	6.5	315+50	115-32-10250-2016		COr			Fill ~25 ft of stream and replace drainage CMP	25		Negative	#95	19, 28, 31
70	6.7	319+00 - 320+00	115-32-10250-2018-3018		COr			Relocate ~150 ft of stream along road toe u/s			Neutral	In kind	
71	6.7	319+22	115-32-10250-2018		COr	FP-9	Grey	Replace 36" CMP with 81"x59" Tier 1 CMP			Positive		26, 31
72	6.7	319+22	115-32-10250-2018		COr			Fill ~30 ft of stream for CMP replacement	30		Negative	#95	26, 31
73	6.7	320+00 - 323+00	115-32-10250-2018		COr			Relocate ~300 ft of stream along road toe u/s			Neutral	In kind	24, 25, 31
74	6.8	324+84	115-32-10250-2020	7 Mile Creek	COrDVr	FP-10	Green	Replace 48" CMP with 95"x67" Tier 1 CMP			Positive		28
75	6.8	324+84	115-32-10250-2020	7 Mile Creek	COrDVr			Fill ~30 ft of stream for CMP replacement	30		Negative	#95	
76	7.3	351+00	uncataloged		COr			Fill ~200 ft of drainage u/s and replace CMP			Neutral		3, 12
77	7.6	366+48	115-32-10250-2022		COr	FP-11	n/a	Replace 24" CMP with 48" Tier 1 CMP			Positive		12, 31
78	7.6	366+48	115-32-10250-2022		COr			Fill ~30 ft of stream for CMP replacement	30		Negative	#95	12, 31
79	7.9	382+11	115-32-10250-2024	Lily Pad Creek	COsr	FP-12	Grey	Replace 36" CMP with 48" Tier 1 CMP			Positive		12
80	7.9	382+11	115-32-10250-2024	Lily Pad Creek	COsr			Fill ~30 ft of stream for CMP replacement	30		Negative	#95	12
81	8.5	421+25	115-32-10250-2026		COrPs			Fill ~25 ft of stream d/s, and replace drainage CMP	25		Negative	#95	24-26, 31
82	9.5	483+70	115-32-10250-2028	9.5 Mile Creek	COrDVr	FP-13	Green	Replace 48" CMP with 95"x67" Tier 1 CMP			Positive		
83	9.5	483+70	115-32-10250-2028	9.5 Mile Creek	COrDVr			Fill ~50 ft of stream for CMP replacement	50		Negative	#95	
84	9.5	483+70	115-32-10250-2028	9.5 Mile Creek	COrDVr			Relocate ~30 ft of stream along road toe u/s			Neutral	In kind	

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Table A.-Page 5 of 7.

NO.	APPROX. MP	2015 ADOT&PF STATION	AWC STREAM NUMBER	WATER BODY NAME	FISH SPECIES AND LIFE STAGE[a]	ADF&G CMP NO.	ADF&G CMP GRADE	ACTIVITY[b,c,d,e,f]	LINEAR FT[g] OF STREAM IMPACT	LINEAR FT[g] OF STREAM BENEFIT	BENEFIT	MITIGATED BY	NO. IN TABLE B
85	10.0	512+34	115-32-10250-2030-3002	10 Mile Creek	CHsCOrPsDVr	FP-14	Red	Replace 36" and 24" CMPs with 151"x89" Tier 1 CMP			Positive		24-26
86	10.0	512+34	115-32-10250-2030-3002	10 Mile Creek	CHsCOrPsDVr			Fill ~50 ft of stream for CMP replacement	50		Negative	#87	
87	10.3	514+00 - 524+00	115-32-10250-2030	10 Mile Slough	CHsCOrPsDVrSHr			Relocate ~800 ft of stream to historical channel		800	Positive		24-26, 28
88	10.3	519+00 - 523+00	115-32-10250-2030	10 Mile Slough	CHsCOrPsDVrSHr			Fill ~400 ft of slough shoreline	400		Negative	#87	24-26, 28
89	10.5	530+70	115-32-10250-2030-3008	10.5 Mile Creek	COr	FP-15	n/a	Replace 24" CMP with 60" Tier 1 CMP			Positive		10, 12, 24
90	10.5	530+70	115-32-10250-2030-3008	10.5 Mile Creek	COr			Fill ~30 ft of stream for CMP replacement	30		Negative	#91	10, 12, 24
91	10.5	530+00 - 532+00	115-32-10250-2030-3008	10.5 Mile Creek	COr			Relocate and improve 126 ft of stream away from road toe		126	Positive		10, 12, 29
92	11.2	570+00	115-32-10250-2030	10 Mile Slough	CHsCOrPsDVrSHr			Relocate ~50 ft of slough along road toe d/s			Neutral	In kind	
93	11.7	589+29	115-32-10250-2032	11.5 Mile Creek	COrCTr	FP-16	Green	Replace 2-24" CMPs with 72" Tier 1 CMP			Positive		15
94	11.7	589+29	115-32-10250-2032	11.5 Mile Creek	COrCTr			Fill ~30 ft of stream for CMP replacement	30		Negative	#95	15
95	11.7-12	595+00 - 608+00	115-32-10250-2032	11.5 Mile Creek	COrCTr			Create 980 ft of new stream		980	Positive		7, 12, 15
96	12.0	608+50	uncataloged	12 Mile Creek	CTsr		n/a	Replace 36" CMP with similar CMP			Neutral	In kind	12, 15, 31
97	12.7	643+00 - 646+00	115-32-10250-2040	13 Mile Creek	COrKrPsCTs			Relocate and improve ~300 ft of stream away from highway toe d/s		300	Positive		29, 31
98	12.8	648+90	115-32-10250-2040	13 Mile Creek	COrKrPsCTs	FP-17	Green	Replace 36" CMP with 106"x73" Tier 1 CMP			Positive		29, 31
99	12.8	648+90	115-32-10250-2040	13 Mile Creek	COrKrPsCTs			Fill ~30 ft of stream for CMP replacement	30		Negative	#101	
100	12.8	649+00 - 651+00	115-32-10250-2040	13 Mile Creek	COrKrPsCTs			Relocate ~300 ft of stream away from highway u/s		300	Positive		29, 31
101	12.8	649+00 - 654+50	115-32-10250-2040	13 Mile Creek	COrKrPsCTs			Create 500 ft of new stream		500	Positive		29
102	12.9	654+20	115-32-10250-2040	13 Mile Creek	COrKrPsCTs	FP-18	n/a	New Tier 1 or Tier 2 CMP			Positive		29
103	12.9	654+20	115-32-10250-2040	13 Mile Creek	COrKrPsCTs			Fill ~30 ft of stream for CMP replacement	30		Negative	#101	29
104	12.9	656+80	115-32-10250-2042		COr	FP-19	Red	Replace 36" CMP with 106"x73" Tier 1 CMP			Positive		29, 31
105	12.9	656+80	115-32-10250-2042		COr			Fill ~30 ft of stream for CMP replacement	30		Negative	#101	29, 31

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Table A.-Page 6 of 7.

NO.	APPROX. MP	2015 ADOT&PF STATION	AWC STREAM NUMBER	WATER BODY NAME	FISH SPECIES AND LIFE STAGE[a]	ADF&G CMP NO.	ADF&G CMP GRADE	ACTIVITY[b,c,d,e,f]	LINEAR FT[g] OF STREAM IMPACT	LINEAR FT[g] OF STREAM BENEFIT	BENEFIT	MITIGATED BY	NO. IN TABLE B
106	13.9	711+75	115-32-10250-2044	14 Mile Creek	COsrDVsr	FP-20	n/a	Replace 2-36" CMPs with 151"x100" Tier 1 CMP			Positive		31
107	13.9	711+75	115-32-10250-2044	14 Mile Creek	COsrDVsr			Fill a portion of f 14 Mile pond d/s, and fill ~30 ft of stream u/s	130		Negative	#108	5, 10, 24-27, 31
108	13.9	711+75	115-32-10250-2044	14 Mile Creek	COsrDVsr			Expand/lengthen the pond		50	Positive		10
109	13.9	711+75	115-32-10250-2044	14 Mile Creek	COsrDVsr			Reconstruct boat launch			Neutral	In kind	
110	14.3	735+00 - 738+00	115-32-10250-2046		COrKr			Create ~200 ft x 50 ft pond d/s		200	Positive		29, 31
111	14.3	738+25	115-32-10250-2046		COrKr	FP-21	Red	Replace 24" CMP with 87"x63" Tier 1 CMP			Neutral	In kind	29, 31
112	14.3	738+00 - 742+00	115-32-10250-2046		COrKr			Fill ~400 ft of stream along road toe u/s and route stream to new pond for replacement fish habitat	400		Negative	#110	29
113	14.9	768+75	115-32-10250-2050		Kr	FP-22	Red	Replace 36" CMP with 42" Tier 1 CMP			Positive		12, 31
114	14.9	768+75	115-32-10250-2050		Kr			Relocate ~100 ft of stream along road toe u/s			Neutral	In kind	12
115	15.0	772+10	115-32-10250-2052		COr	FP-23	n/a	Replace 24" CMP with Tier 1 or Tier 2 CMP			Positive		10, 12
116	15.0	772+10	115-32-10250-2052		COr			Relocate ~600 ft stream/wetland u/s			Neutral	In kind	10, 12
117	16.8	859+00	115-32-10250-2060-3018		COr			Fill ~75 ft of stream to replace drainage CMP	75		Negative	#119	10, 12, 31
118	16.9	867+50	115-32-10250-2060-3012	17 Mile Creek	CHsrCOsrKpPp	FP-24	Red	Remove 73"x55" CMP			Positive		14
119	16.9	867+50 - 871+50	115-32-10250-2060-3012	17 Mile Creek	CHsrCOsrKpPp			Create 500 ft of stream d/s to new CMP		500	Positive		2, 14, 29, 31
120	16.9	871+10	115-32-10250-2060-3012	17 Mile Creek	CHsrCOsrKpPp			Install new 139"x89" Tier 1 CMP			Positive		2, 14, 29, 31
121	16.9	867+50 - 871+50	115-32-10250-2060-3012	17 Mile Creek	CHsrCOsrKpPp			Fill ~150 ft of stream along road toe u/s	150		Negative	#119	2, 14, 29, 31
122	16.9	867+50 - 871+50	115-32-10250-2060-3012	17 Mile Creek	CHsrCOsrKpPp			Regrade and improve ~400 ft of stream u/s		400	Positive		14
123	16.9	873+00 - 876+00	115-32-10250-2060-3012-4001		Kr			Extend stream channel ~300 ft u/s using new landslide water source		300	Positive		14
124	17.0	873+00	115-32-10250-2060	18 Mile Slough	CHsrCOsrKpPp			Fill ~100 ft along slough d/s	100		Negative	#125	
125	17.0	873+00	115-32-10250-2060	18 Mile Slough	CHsrCOsrKpPp			LWD feature adjacent to road toe d/s		30	Positive		
126	17.3	887+60	115-32-10250-2060-3011	Horse Farm Creek	COpPs			Install new 112"x75" Tier 1 CMP			Positive		29, 31

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Table A.-Page 7 of 7.

NO.	APPROX. MP	2015 ADOT&PF STATION	AWC STREAM NUMBER	WATER BODY NAME	FISH SPECIES AND LIFE STAGE[a]	ADF&G CMP NO.	ADF&G CMP GRADE	ACTIVITY[b,c,d,e,f]	LINEAR FT[g] OF STREAM IMPACT	LINEAR FT[g] OF STREAM BENEFIT	BENEFIT	MITIGATED BY	NO. IN TABLE B
127	17.3	887+60	115-32-10250-2060-3011	Horse Farm Creek	COpPs			Relocate ~100 ft of uncataloged drainage			Neutral	In kind	31
128	17.3	898+00	115-32-10250-2060-3011	Horse Farm Creek	COpPs	FP-25	Red	Remove 2-36" CMPs and rehab banks, install LWD, remove road, and restore riparian vegetation		800	Positive		31
129	17.3	894+00	uncataloged		unknown			Replace CMP that provides fish passage to 100 ft of fish habitat u/s		100	Positive		
130	19.5	1000+00	115-32-10250-2064		COr		Red	Fill ~20 ft of stream d/s and replace drainage CMP	20		Negative	#119	1, 8, 12, 31
131	21.5	1103+00	115-32-10250-2070	21.5 Mile Creek	CHsrCOsr		Red	Fill ~50 ft of stream d/s and replace drainage CMP	50		Negative	#132	10, 12, 31
132	21.5	1103+00	115-32-10250-2070	21.5 Mile Creek	CHsrCOsr			Create pond to provide rearing fish habitat near the new CMP outlet		20	Positive		10, 12
133	n/a	n/a	115-34-10210	Mink Creek	COrCTrSHr	n/a	Red	Replace the 4 ft CMP with new Tier 1 or Tier 2 CMP at MP 7.1 Mud Bay Road			Positive		13
								Chilkat River Totals (ft)	**3,812**	**1,630**			
								Triburary Totals (ft)	**1,910**	**5,801**			
								Chilkat River and Tributary Totals (ft)	**5,722**	**7,431**			

[a] Anadromous Waters Catalog fish species and life stage codes.
[b] PID = Polygon Identifcation Number given in Figure Set D.
[c] u/s = upstream and d/s = downstream relative to the highway.
[d] CMP = corrugaed metal pipe.
[e] ROR = rip rap on rip rap.
[f] LWD = large woody debris.
[g] Linear ft used for comparison; area impacted would result in different values.

Table B.-Haines Highway MP 3.5-25.3 project memorandums, listed in reverse chronological order.

No.	Title
1	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: 19.5 Mile Slide Trip Report; dated 2/24/15.
2	Kate Kanouse, Habitat Biologist, ADF&G Habitat Division, to Jane Gendron, Southcoast Region Environmental Manager, ADOT&PF. Memorandum: MP 17 Land Exchange ADOT&PF and DNR; dated 2/18/15.
3	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: 7.3 Mile Landslide Trip Report; dated 2/9/15.
4	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: 26 Mile Pond Haines Highway Mitigation Monitoring Trip Report; dated 2/9/15.
5	Kate Kanouse, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Chilkat River and 14 Mile Creek Bank Stabilization: DPOR; dated 11/18/2014.
6	Kate Kanouse, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Proposed new river access site at Haines Hwy MP 19.3; dated 11/10/14.
7	Kate Kanouse, Habitat Biologist, ADF&G Habitat Division, to David Gann, Natural Resource Specialist, DNR DMLW. Memorandum: Haines Highway MP 3.5–25.3: ADL108264 and ADL 108284; dated 11/3/14.
8	Kate Kanouse, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Haines Highwy MP 19.5 Slide; dated 10/1/14.
9	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: 19 Mile Slide Trip Report; dated 9/10/14.
10	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: July 2014 MP 3.5–25.3 Haines Highway Stream Investigations; dated 8/15/14.
11	Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division, to Mike Eberhardt, Park Superintendent, DNR DPOR. Memorandum: Haines Highway Realignment Impacts on CBEP and CHA Fish and Wildlife Resources; dated 6/27/14.
12	Kate Kanouse, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: May 2014 MP 3.5–25.3 Haines Highway Stream Investigations; dated 6/27/14.
13	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Mink Creek Mud Bay Culvert Trip Report; dated 6/13/14.
14	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Haines Highway MP 17 Mitigation Site: Station 865+88 Trip Report; dated 1/16/14.
15	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Haines Highway MP 12 Potential Mitigation Site Trip Report; dated 12/17/13.
16	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Hanes Highway Mitigation Monitoring: 10/24/2013; dated 11/26/13.
17	Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division, to Jane Gendron, Environmental Impact Analysis Manager I, ADOT&PF. Memorandum: Haines Highway Realignment Habitat Division Reviews Kanouse and Kern; dated 11/18/2013.
18	Kate Kanouse, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Comparison of HH MP 3.5–25.3 EA Fish, Wildlife, and Eagle Site-specific Comments; dated 11/18/13.
19	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Stream Bank Stabilization Haines Highway Trip Report; dated 11/14/13.

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Table B.-Page 2 of 2.

No.	Title
20	Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division, to Mike Eberhardt, Park Superintendent, DNR DPOR. Memorandum: Haines Highway Realignment Impacts on CBEP Fish and Wildlife Resources; dated 11/1/13.
21	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Big Boulder Creek and Little Boulder Creek Bank Stabilization; dated 10/23/13.
22	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Klukwan Bank Stabilization Trip Report; dated 10/7/13.
23	Kate Kanouse, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: 19 Mile Slide Area Fill; dated 9/26/13.
24	Matthew Kern and Kate Kanouse, Habitat Biologists, ADF&G Habitat Division, to James Scholl, Environmental Analyst, ADOT&PF. Memorandum: Haines Highway Realignment EA Comments; dated 8/15/13 amended 8/26/13.
25	Matthew Kern and Kate Kanouse, Habitat Biologists, ADF&G Habitat Division, to James Scholl, Environmental Analyst, ADOT&PF. Memorandum: Haines Highway Realignment EA Comments; dated 8/15/13.
26	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Haines Highway Realignment Mitigation Site Visit Trip Report; dated 8/8/13.
27	Matthew Kern and Kate Kanouse, Habitat Biologists, to Jane Gendron, Environmental Impact Analysis Manager, ADOT&PF, Mike Eberhardt, Park Superintendent, DNR DPOR, and Roy Josephson, Forester, DNR DOF. Memorandum: Haines River Access Working Document; dated 8/1/13.
28	Gordon Willson-Naranjo, Habitat Biologist, ADF&G Habitat Division, to Jim Scholl, Environmental Impact Analyst, ADOT&PF. Memorandum: Boyce Property Mile 7 Haines Hwy; dated 6/29/12.
29	Kate Kanouse, Habitat Biologist, ADF&G Habitat Division, to Jim Scholl, Environmental Analyst, ADOT&PF. Memorandum: Haines Highway MP 3.5–25.3 Mitigation Plan Comments; dated 11/6/09.
30	Katie Eaton, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Nineteen Mile Slide Wetland Fill Trip Report; dated 9/21/09.
31	Carl Schrader and Kate Kanouse, Habitat Biologists, to Jackie Timothy, Juneau Area Manager, DNR Office of Habitat Management and Permitting. Memorandum: Haines Hwy MP 3.5–25.3 Trip Report; dated 8/15/06.
32	Jackie Timothy, Habitat Biologist, DNR Office of Habitat Management and Permitting, to Kris Benson, Project Environmental Coordinator, ADOT&PF. Memorandum: Scoping Comments; dated 12/14/05.

ADF&G DREA Comments December 7, 2015

MEMORANDUM

State of Alaska

Department of Fish and Game
Division of Habitat

TO: James Scholl
ADOT&PF Environmental Analyst

DATE: December 7, 2015

FILE NO: 68606

THRU: Jackie Timothy
Southeast Regional Supervisor

SUBJECT: ADF&G Comments
Haines Highway Realignment
Draft Revised EA

FROM: Kate Kanouse
Habitat Biologist

PHONE NO: (907) 465-4290

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in partnership with the Federal Highway Administration, proposes to upgrade the Haines Highway to current design standards between milepost (MP) 3.5 and MP 25.3. Nearly 13 miles of the project occurs in the ADOT&PF right-of-way adjacent to the Chilkat Bald Eagle Preserve (CBEP), with three of those miles also adjacent to the Chilkat River Critical Habitat Area (CRCHA). The project will improve public safety by reducing curves, increasing sight distances and shoulder widths, replacing the deficient Chilkat River Bridge, and improving debris flow near MP 19 and MP 23.

Biologists from the Alaska Department of Fish and Game (ADF&G) Divisions of Habitat, Sport Fish, Commercial Fisheries, and Wildlife Conservation reviewed ADOT&PF's August 2014 Essential Fish Habitat Assessment (EFHA) and October 2015 Draft Revised Environmental Assessment (DREA) and we have included their comments in this memo.

Chilkat River Critical Habitat Area

The purpose of the CRCHA, also known as the Council Grounds, is to protect and preserve habitat areas especially crucial to the perpetuation of fish and wildlife, and to restrict all other uses not compatible with the primary purpose per AS 16.20.500. The Council Grounds constitute essential bald eagle habitat within the CBEP, per AS 41.21.610 (a). The late chum salmon run on the Council Grounds attracts the world's largest bald eagle concentration. Between mid-September and into December, chum salmon spawn on the Tsirku River fan anywhere clear water upwelling occurs, and in big return years also in the main channel from MP 18 up to Chilkat River Bridge.

During project development, we worked with ADOT&PF to ensure the new realignment did not encroach the CRCHA. However, in our 2013 comments we recommended ADOT&PF avoid cutting trees in the right-of-way adjacent to the Chilkat River between stations 1074+00 and 1084+00. This recommendation was not incorporated into the DREA environmental commitments. Please add this commitment so the proposed project does not adversely affect the bald eagles and the natural salmon spawning and rearing areas within the CRCHA.

Fish

We noted discrepancies between the EFHA, DREA narrative, and illustrations in Figure Set D, such as identification of fish passage culverts and tributaries impacted along the proposed highway toe. Therefore, we have attached a spreadsheet (Table A) documenting our understanding of ADOT&PF activities impacting fish habitat and fish passage and the work we are planning to permit to mitigate project impacts. We have also included a list of ADF&G memorandums detailing our site specific observations and recommendations throughout the life of the project in Table B. The record shows we made our decisions systematically as the project evolved, striving to avoid negative impacts, minimize unavoidable impacts, and recreate habitats where impacts could not be minimized.

On October 30 and November 30, 2015, we met with you and consultants hired by the Chilkat Indian Village to assess the design of the vegetated river protrusions for maximum mitigation efficacy. We appreciate the consultant's expertise and look forward to working with you during fish habitat permitting on the locations and final design of the vegetated river protrusions.

In a June 2014 email, we recommended ADOT&PF incorporate several root fans of cottonwood and spruce trees within vegetated river protrusions, and allow tree tops to hang in the river. The tops would provide fish habitat, while the root fans would anchor the trees. Please include this feature in the design.

We recommended ADOT&PF construct four vegetated river protrusions and the DREA includes only two. Fish and fish habitat in the Chilkat River will benefit from additional vegetated river protrusions, particularly along straight stretches of road adjacent to the river. We request ADOT&PF include two more vegetated river protrusions in the plans, with sites selected from the following stations listed in priority order:

- Station 1014+00–1017+50;
- Station 498+00–503+00;
- Station 673+00; and
- Station 694+00–697+00.

Fish habitat will benefit when ADOT&PF plants cottonwood trees between the highway and the Chilkat River, out of the right-of-way clearing zone. Fish habitat will also benefit when trees are placed in the river for eagle perching and fish refugia. We will work with ADOT&PF during fish habitat permitting to identify ideal locations for these features.

We understand the off-site culvert replacement will occur at Mink Creek on Mud Bay Road, not at Cannery Creek (J. Scholl, Environmental Analyst, ADOT&PF, Juneau, personal communication). We prefer the Mink Creek culvert be replaced as it prevents all upstream fish passage, whereas the Cannery Creek culverts are usually backwatered and provide upstream fish passage at some flows.

The specifications for woody debris used in the 36 wood/rock features along rip rap banks are too small. Please modify the design to increase fish habitat value by using mature cottonwood and spruce trees harvested from the right-of-way and include the entire stem with the root wad and branches attached. We also request ADOT&PF install the rock to ballast the wood and maximize long-term stability. On page 173 of the DREA, ADOT&PF states the wood/rock feature is a new type of mitigation. In-river

woody debris structures are a common type of fisheries enhancement employed in the Pacific Northwest and we request ADOT&PF modify that statement.

The six fish wheel sites illustrated in Figure Set D match the locations ADF&G requested in a June 2014 email, but differ from the fish wheel sites listed in EFHA Table 3a. Please update EFHA Table 3a to match the sites illustrated in Figure Set D. On page 70 of the DREA, correct "fish weir" to "fish wheel".

In DREA Appendix F Table 2b: culvert replacements do not count as stream length improvements; correct Station 229+23 to a 4 ft culvert instead of a 2 ft culvert; and correct Station 654+20 as a new crossing rather than Station 656+80.

On page 153 of the DREA, ADOT&PF states 11.5 acres of high value palustrine emergent wetlands will be filled, though does not provide an estimation of the acres of palustrine wetlands ADOT&PF will create through stream relocation and creation. This wetland type is important for rearing juvenile fish and we recommend ADOT&PF include an estimation of palustrine wetlands acreage that will be created to afford an evaluation of palustrine wetland gains and losses.

ADOT&PF did not include the following tributaries impacted by the proposed project in EFHA Table 4:

- Station 229+25–75, Stream No. 115-32-10250-2006-2003;
- Station 249+50–256+00, Stream No. 115-32-10250-2008-3005;
- Station 318+50–320+00, Stream No. 115-32-10250-2018-3018;
- Station 320+00–324+00, Stream No. 115-32-10250-2018;
- Station 366+48, Stream No. 115-32-10250-2022;
- Station 648+75–657+00, Stream No. 115-32-10250-2040 and -2042;
- Station 710+75–712+00, Stream No. 115-32-10250-2044;
- Station 767+50–768+75, Stream No. 115-32-10250-2050; and
- Station 867+50–869+00, Stream No. 115-32-10250-2060-3012.

The following recommendations are for items in Figure Set D:

Station 230+00–233+00: Consider relocating the culvert at Station 229+23 to about Station 233+00 and construct a new stream channel for Stream No. 115-32-10250-2006 on the river side that drains to Stream No. 115-32-10250-2006-2003. This would relocate the stream away from development on the uphill side of the highway and reduce impacts from future highway maintenance.

Station 247+00–249+25: A mitigation recommendation from the IDT to relocate about 200 ft of Stream No. 115-32-10250-2008 away from the highway is not included in the DREA. The relocation would benefit fish and fish habitat and we request ADOT&PF include this mitigation in the project.

Station 292+92: The revised highway alignment at Stream No. 115-32-10250-2014 will fill most of a 150 ft^2 pond that provides the only fish habitat upstream of the highway. If the pond will be filled, then we will withdraw our request to provide fish passage through the new highway culvert. Table A shows linear feet of tributary mitigation benefits exceed impacts so we will not request additional mitigation.

Station 318+50–320+00: We are uncertain there is room to relocate Stream No. 115-32-10250-2018 and Stream No. 115-32-10250-2018-3018 onsite and inkind, given recent development of a sandpit on the

uphill side of the highway. Please evaluate the feasibility of these stream relocations and seek other alternatives for onsite inkind mitigation, such as installing a second culvert near Station 322+00 and relocating the uphill portion of Stream No. 115-32-10250-2018 to the river side of the highway.

Station 351+00: Juvenile coho salmon are able to occasionally pass the perched 2 ft culvert and seasonally rear in the pond upstream. In 2014, we recommended[a] the replacement culvert be designed to prevent fish passage because juvenile fish may become trapped in the pond during low water. However, in 2015 we documented[b] a new landslide and water source that drains to the pond, which may improve fish habitat in the pond, provide additional habitat for salmonids, and afford fish passage through the culvert year-round. We request ADOT&PF evaluate the long-term potential of the water source so ADF&G may consider modifying our fish passage recommendation for the new culvert.

Station 504+75: In a May 2014 email, we requested ADOT&PF provide a new 20–25 ft wide access ramp at the 10 Mile boat launch (HNS8) to improve fish wheel launching and retrieving. Figure Set D and Table 4.6–1 in the DREA shows a small paved approach that doesn't intersect the river. This ramp is necessary for ADF&G stock assessment research and we request again it be included in the plans.

Station 514+00–515+00: A new stream channel excavated between the 10 Mile Creek culvert outlet and the new 10 Mile Slough channel is not necessary. Please omit this feature in the plan. In addition, because the 2015 proposed realignment will result in fewer impacts to 10 Mile Slough, relocating the slough between stations 514+50 and 516+00 is not necessary. Please modify the slough relocation to adjoin the existing channel at about Station 516+00.

Station 569+00–573+00: The proposed alignment appears to encroach Stream No. 115-32-12-50-2030 more than illustrated with the 25 ft red line. Please reevaluate the extent of fill necessary in the slough.

Station 629+00–651+50: The two southern drainages that would be connected with the 200 ft stream creation have experienced little flow in the last decade as most of the stream flows through the main channel. We recommend ADOT&PF block the ditch near 654+00 to prevent flow from the main channel entering the ditch.

Station 654+20: The new culvert must be designed to provide upstream fish passage to provide direct access between the new 800 ft stream created downslope and the main channel.

Station 657+00: The gravel access road to the 13 Mile boat launch area (HNS13) is partially flooded during high water, and the end of the road follows an unstable gravel bank. In 2013, we worked with Department of Natural Resources Division of Parks and Outdoor Recreation staff and determined a new access road through the woods, or new launch site upstream (HNS14), would reduce impacts to fish and fish habitat in Stream No. 115-32-10250-2042 and the Chilkat River.[c] Please make this change.

[a] Kate Kanouse, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: May 2014 MP 3.5–25.3 Haines Highway Stream Investigations Trip Report; dated 6/27/14.

[b] Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: 7.3 Mile Landslide Trip Report; dated 2/9/15.

[c] Matthew Kern and Kate Kanouse, Habitat Biologists, ADF&G Habitat Division, to Jane Gendron, Environmental Impact Analysis Manager, ADOT&PF, Mike Eberhardt, Park Superintendent, ADNR DPOR, and Roy Josephson, Forester, ADNR DOF. Memorandum: Haines River Access Working Document; dated 8/1/13.

Station 710+00 – 712+00: The new highway alignment may fill the existing boat launch (HNS16) and a portion of the pond in Stream No. 115-32-10250-2044, important habitat for rearing and adult fish. In 2014, we recommended[d] ADOT&PF consider lengthening the pond towards the border to replace fish habitat onsite and in-kind, and modify the culvert alignment to reduce culvert length. Other modifications, such as excavating the existing boat launch, could replace fish habitat. Please incorporate these recommendations in the new plans and construct a replacement boat launch nearby to maintain access, perhaps about 400 ft south at HNS15.[e]

Station 735+00 –742+00: We question the quality of fish habitat that would be provided with the proposed stream creation and relocation of Stream No. 115-32-10250-2046 given the bedrock and gradient across the new 700 ft stream, and request ADOT&PF abandon the proposed stream mitigation at this site. In replacement, we request ADOT&PF excavate a pond within the existing vegetated river protrusion between stations 738+00 and 740+00, retain existing vegetation and replace it around the perimeter, and route Stream No. 115-32-10250-2046 into the pond via the new drainage culvert at 738+25, which would largely maintain clear water rearing fish habitat in the drainage.

Station 767+50 – 768+75: Stream No. 115-32-10250-2050 flows off the hillside into the ditch, then parallel to the highway and into the culvert at Station 768+75.[f] The proposed new alignment may fill the existing ditch, and with the steep hillside, we question the feasibility to relocate the stream onsite and in-kind. If the stream cannot be relocated, the culvert does not need to provide upstream fish passage. We recommend reevaluation.

Station 772+50 – 778+00: Stream No. 115-32-10250-2052 provides rearing habitat for coho salmon[g] and the stream would largely be filled under the proposed realignment. We question whether sufficient land is available to relocate the stream and recommend reevaluation.

Station 876+00 – 880+00: In 2014, we documented a new landslide and water source at MP17 that drains to Stream No. 115-32-10250-2060-3012-4001 and under the highway. [h] We recommended ADOT&PF route the water towards the stream to extend and improve fish habitat, though this is not included in the design. Please add.

Station 890+00: In 2006, we recommended ADOT&PF realign Horse Farm Creek and the new proposed culvert to reduce culvert length,[i] which is not incorporated in the design. Please add. Also, to mitigate the loss of fish habitat in the uncataloged drainage between stations 890+50 – 891+50, we recommend ADOT&PF excavate a replacement drainage onsite and in kind along the river-side of the highway.

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[d] Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: July 2014 MP 3.5–25.3 Haines Highway Stream Investigations; dated 8/15/14.

[e] Matthew Kern and Kate Kanouse, Habitat Biologists, ADF&G Habitat Division, to Jane Gendron, Environmental Impact Analysis Manager, ADOT&PF, Mike Eberhardt, Park Superintendent, ADNR DPOR, and Roy Josephson, Forester, ADNR DOF. Memorandum: Haines River Access Working Document; dated 8/1/13.

[f] Kate Kanouse, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: May 2014 MP 3.5–25.3 Haines Highway Stream Investigations Trip Report; dated 6/27/14.

[g] Ibid.

[h] Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Haines Highway MP17 Mitigation Site: Station 865+88 Trip Report; dated 1/16/14.

[i] Carl Schrader and Kate Kanouse, Habitat Biologists, to Jackie Timothy, Juneau Area Manager, ADNR Office of Habitat Management and Permitting. Memorandum: Haines Hwy MP 3.5–25.3 Trip Report; dated 8/15/06.

Station 894+00: Replace a perched 2 ft drainage culvert with one that provides upstream fish passage to afford fish access to about 100 ft of rearing habitat.

Station 897+00: Figure Set D illustrations suggest the existing Horse Farm Creek highway crossing would remain in place, though we understand the culvert would be removed. Please clarify the extent of stream bank rehabilitation and roadbed removal planned at the crossing and the location of the pipeline (e.g. suspended over or buried under the stream).

Station 1103+00: In 2014, we recommended ADOT&PF replace the culvert in 21.5 Mile Creek with one designed for hydraulic conveyance and excavate a pond near the culvert outlet to provide rearing fish habitat.[j] If ADOT&PF does not intend to build the pond, ADF&G will require the culvert pass fish.

ADF&G will work with ADOT&PF during permitting to ensure construction impacts are minimized. We will also monitor the project before, during, and after construction. The DREA states that ADOT&PF will work with resource agencies during permitting to develop monitoring goals and objectives, and during monitoring to ensure the mitigation features function to the extent practicable. ADF&G will require as-built surveys for each structure to verify it was built to specification, documentation of site stability and function, vegetative success, fish use, and fish passage. Our monitoring requirements for each item will be specified in the fish habitat permits.

Wildlife

ADOT&PF failed to incorporate any ADF&G 2013 wildlife recommendations in the DREA.[k] Rather than restate our detailed comments here, we request ADOT&PF review that memo and fix inaccuracies and omissions.

We addressed mountain goat disturbance in our 2013 comments, though we have not completed analyzing GPS collar data for goats in the Takshanuk Range. Wildlife Conservation Division biologists will complete their analysis and provide ADOT&PF a list of areas important for wintering goats where blasting disturbance may negatively affect those animals. In those areas, we request blasting not occur January 1 through April 30.

Please change the DREA conclusion that large mammals would not be adversely affected by acknowledging habitat fragmentation can affect behavior, and sensitive life stage disturbance can affect survival.

The DREA should detail the design considerations and contractual requirements that ADOT&PF claims will mitigate impacts to wildlife since we don't know what those are.

In our 2013 comments, we provided a memo[l] from the Division of Wildlife Conservation recognizing ADOT&PF commonly undertakes projects that are in the public's interest, but also have the potential to

[j] Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: July 2014 MP 3.5–25.3 Haines Highway Stream Investigations; dated 8/15/14.

[k] Matthew Kern and Kate Kanouse, Habitat Biologists, ADF&G Habitat Division, to James Scholl, Environmental Analyst, ADOT&PF. Memorandum; Haines Highway Realignment EA Comments; dated 8/15/13 amended 8/26/13.

[l] Dale Rabe, Deputy Director, ADF&G Division of Wildlife Conservation, to Patrick Kemp, Commissioner, ADOT&PF. Memorandum: Authorization to take bald eagles during 2013; dated 1/17/13.

take or disturb bald eagles. Since considerable effort is expended to minimize project effects on eagles and the U.S. Fish and Wildlife Service issues eagle take permits, ADF&G authorizes take or disturbance of bald eagles for which ADOT&PF has acquired a permit from the U.S. Fish and Wildlife Service. ADF&G issued an updated memo in 2015.[m]

Thank you for the opportunity to comment.

Email cc:

Al Ott, ADF&G Habitat, Fairbanks
ADF&G Habitat Staff, Douglas
Rich Chapell, ADF&G SF, Haines
Mark Sogge, ADF&G CF, Haines
Stephanie Sell, ADF&G WC, Douglas
Mike Eberhardt, ADNR DPOR, Juneau
Hilary Lindh, ADOT&PF, Juneau
Cindy Hartmann Moore, NMFS, Juneau
Steve Brockmann, USFWS, Juneau
Randy Vigil, USACE, Juneau

[m] Bruce Dale, Acting Director, ADF&G Division of Wildlife Conservation, to Marc Luiken, Commissioner, ADOT&PF. Memorandum: Authorization to take bald eagles during 2015; dated 1/27/15.

Table A.-Haines Highway MP 3.5-25.3 realignment impacts to the Chilkat River and its tributaries.

NO.	APPROX. MP	2015 ADOT&PF STATION	AWC STREAM NUMBER	WATER BODY NAME	FISH SPECIES AND LIFE STAGE[a]	ADF&G CMP NO.	ADF&G CMP GRADE	ACTIVITY[b,c,d,e,f]	LINEAR FT[g] OF STREAM IMPACT	LINEAR FT[g] OF STREAM BENEFIT	BENEFIT	MITIGATED BY	NO. IN TABLE B
1	4.0	195+50 - 197+50	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 1: 302 ft of shoreline fill			Neutral		12, 24, 25
2	5.5	263+00 - 265+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 2: 169 ft of shoreline fill			Neutral ROR		24, 25
3	5.7	274+25 - 274+75	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 3: 11 ft of shoreline fill			Neutral ROR		24, 25
4	5.9	284+50 - 289+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 4: 404 ft of shoreline fill			Neutral ROR	2 - #45	24, 25
5	6.1	297+00 - 302+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 5: 452 ft of shoreline fill			Neutral ROR	2 - #45	24, 25
6	6.4	311+00 - 314+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 6: 165 ft of shoreline fill	165		Negative	#45	24, 25
7	7.0	336+70 - 338+25	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 7&8: 120 ft of shoreline fill			Neutral ROR	#45	24, 25
8	7.3	350+00 - 358+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 9: 771 ft of shoreline fill			Neutral ROR	2 - #45	24, 25
9	7.6	364+00 - 368+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 10: 57 ft of shoreline fill			Neutral ROR		24, 25
10	7.8	370+00 - 376+50	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 11: 485 ft of shoreline fill			Neutral ROR	#45	24, 25
11	7.9	379+50 - 385+75	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 12: 524 ft of shoreline fill			Neutral ROR	#14 #45	24, 25
12	8.0	388+25 - 392+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 13: 332 ft of shoreline fill			Neutral ROR	#13	24, 25
13	8.0	398+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			Modified vegetated river protrusion		60	Positive	In kind	19, 24, 25
14	8.1	400+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			Vegetated river protrusion		60	Positive		19
15	8.1	401+00 - 405+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			Modified vegetated river protrusion		60	Positive	In kind	19, 24, 25
16	8.2	405+75 - 406+25	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 14: 28 ft of shoreline fill			Neutral ROR	#15	24, 25
17	8.2	406+50 - 410+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 15: 217 ft of shoreline fill	217		Negative	#45 #18	24, 25
18	8.3	410+50 - 416+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			Modified vegetated river protrusion		60	Positive	In kind	19, 24, 25
19	8.4	412+00 - 418+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 16: 547 ft of shoreline fill			Neutral ROR		24, 25
20	8.6	423+00 - 426+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 17&18: 154 ft of shoreline fill	154		Negative	2 - #45	24, 25
21	8.7	427+75 - 437+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 19: 872 ft of shoreline fill	872		Negative	#22	24, 25

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Table A.-Page 2 of 7.

NO.	APPROX. MP	2015 ADOT&PF STATION	AWC STREAM NUMBER	WATER BODY NAME	FISH SPECIES AND LIFE STAGE[a]	ADF&G CMP NO.	ADF&G CMP GRADE	ACTIVITY[b,c,d,e,f]	LINEAR FT[g] OF STREAM IMPACT	LINEAR FT[g] OF STREAM BENEFIT	BENEFIT	MITIGATED BY	NO. IN TABLE B
22	8.8	436+50 - 439+50	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			Vegetated river protrusion		60	Positive		19, 24, 25
23	8.8	439+00 - 448+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 20: 904 ft of shoreline fill			Neutral ROR	2 - #45	24, 25
24	8.9	448+00 - 452+50	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 21: 467 ft of shoreline fill	467		Negative	#25	24, 25
25	8.9	448+50 - 454+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			Modified vegetated river protrusion		60	Positive	In kind	19, 24, 25
26	8.9	454+00 - 458+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 22: 398 ft of shoreline fill			Neutral ROR	#45	24, 25
27	9.0	458+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			Modified vegetated river protrusion		60	Positive	In kind	19, 24, 25
28	9.0	459+70 - 470+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 23: 1,020 ft of shoreline fill			Neutral ROR	#27	24, 25
29	9.7	493+00 - 498+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 24: 447 ft of shoreline fill			Neutral ROR	#30 #45	24, 25
30	9.9	498+0 - 500+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			Modified vegetated river protrusion		60	Positive	In kind	19, 24, 25
31	11.6	585+50 - 588+50	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 25: 193 ft of shoreline fill			Neutral ROR	#45	24, 25
32	12.1	610+50 - 614+25	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 26: 270 ft of shoreline fill			Neutral ROR	2 - #45	24, 25
33	12.2	620+00 - 623+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 27: 221 ft of shoreline fill	221		Negative	#45	24, 25
34	12.6	641+00 - 642+25	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 28&29: 68 ft of shoreline fill			Neutral ROR		24, 25
35	13.1	666+50 - 673+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 30: 626 ft of shoreline fill	626		Negative	2 - #45	24, 25
36	13.4	686+75 - 693+75	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 31: 513 ft of shoreline fill	513		Negative	2 - #45	24, 25
37	13.5	694+25 - 695+25	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 32: 97 ft of shoreline fill			Neutral ROR	#45	24, 25
38	13.7	696+25 - 699+25	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 33: 304 ft of shoreline fill			Neutral ROR	#45	24, 25
39	13.8	699+75 - 703+50	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 34: 383 ft of shoreline fill			Neutral ROR	2 - #45	24, 25
40	14.3	737+75	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 35: 214 ft of shoreline fill			Neutral ROR	#45	24, 25
41	14.8	759+75 - 762+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 37: 235 ft of shoreline fill	235		Negative	2 - #45	24, 25
42	14.9	767+50 - 769+50	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 38&39: 192 ft of shoreline fill	192		Negative	#45	24, 25

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NO.	APPROX. MP	2015 ADOT&PF STATION	AWC STREAM NUMBER	WATER BODY NAME	FISH SPECIES AND LIFE STAGE[a]	ADF&G CMP NO.	ADF&G CMP GRADE	ACTIVITY[b,c,d,e,f]	LINEAR FT[g] OF STREAM IMPACT	LINEAR FT[g] OF STREAM BENEFIT	BENEFIT	MITIGATED BY	NO. IN TABLE B
43	16.0	816+00 - 819+50	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			PID 40: 350 ft of shoreline fill			Neutral ROR	2 - #45	24, 25
44	23.8	1126+00 - 1231+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			Replace bridge, ~150 ft shoreline fill, and ~100 ft of shoreline rehab	150	100	Neutral	In kind	
45	5.8 - 20.6	284+00 - 1055+00	115-32-10250	Chilkat River	CHpCOpKpPpSpCTpDVp OUp PCpSHpWp			LWD/Rock features adjacent to road toe (35)		1,050	Positive		19
46	4.1	191+00 - 194+00	115-32-10250-2002-3017		COr			Relocate ~300 ft of stream along road toe d/s			Neutral	In kind	12
47	4.7	222+87	115-32-10250-2004		COrDVr	FP-1	Red	Replace 48" CMP with 95"x67" Tier 1 CMP			Positive		
48	4.7	222+87	115-32-10250-2004		COrDVr			Fill ~30 ft of stream for CMP replacement	30		Negative	#56	
49	4.7	221+00 - 223+00	115-32-10250-2004		COrDVr			Relocate ~100 ft of stream along road toe d/s			Neutral	In kind	
50	4.7	223+00 - 224+00	uncataloged		COr			Relocate ~100 ft of stream along road toe u/s			Neutral	In kind	
51	4.8	229+00	115-32-10250-2006	Schnabel Creek	COrDVrCTr			Relocate ~25 ft of stream along road toe d/s			Neutral	In kind	
52	4.8	229+23	115-32-10250-2006	Schnabel Creek	COrDVrCTr	FP-2	Grey	Replace 48" CMP with 60" Tier 1 CMP			Positive		
53	4.8	229+23	115-32-10250-2006	Schnabel Creek	COrDVrCTr			Fill ~30 ft of stream for CMP replacement	30		Negative	#56	
54	4.8	230+50 - 232+22	115-32-10250-2006	Schnabel Creek	COrDVrCTr			Relocate ~200 ft of stream along road toe u/s			Neutral	In kind	
55	4.9	232+22	115-32-10250-2006	Schnabel Creek	COrDVrCTr	FP-3	n/a	Replace 24" CMP with 60" Tier 1 CMP			Positive		
56	4.9	238+00 - 240+41	115-32-10250-2006-2003		COrDVrCTr			Improve and relocate 195 ft of stream to abandoned channel away from road		195	Positive		7, 26
57	5.0	240+41	115-32-10250-2006-2003		COrDVrCTr	FP-4	Red	Replace 24" CMP with 60" Tier 1 CMP			Positive		12
58	5.0	240+41	115-32-10250-2006-2003		COrDVrCTr			Fill ~30 ft of stream for CMP replacement	30		Negative	#56	12
59	5.0	244+91	115-32-10250-2008	Waterfall Creek	COsrKrDVrCTp	FP-5	n/a	Replace 24" CMP with 60" Tier 1 CMP			Positive		31
60	5.0	245+38	115-32-10250-2008-3004		COrKr	FP-6	Grey	Replace 36" CMP with 60" Tier 1 CMP			Positive		31
61	5.0	245+38	115-32-10250-2008-3004		COrKr			Fill ~30 ft of stream for CMP replacement	30		Negative	#56	31
62	5.0	247+00 - 249+25	115-32-10250-2008	Waterfall Creek	COsrKrDVrCTp			Relocate and improve ~200 ft of stream away from road toe d/s		200	Positive		
63	5.1	248+43	115-32-10250-2008	Waterfall Creek	COsrKrDVrCTp	FP-7	Green	Replace 24" CMP with 60" Tier 1 CMP			Positive		31

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NO.	APPROX. MP	2015 ADOT&PF STATION	AWC STREAM NUMBER	WATER BODY NAME	FISH SPECIES AND LIFE STAGE[a]	ADF&G CMP NO.	ADF&G CMP GRADE	ACTIVITY[b,c,d,e,f]	LINEAR FT[g] OF STREAM IMPACT	LINEAR FT[g] OF STREAM BENEFIT	BENEFIT	MITIGATED BY	NO. IN TABLE B
64	5.1	248+43	115-32-10250-2008	Waterfall Creek	COsrKrDVrCTp			Fill ~30 ft of stream for CMP replacement	30		Negative	#62	31
65	5.1	249+50 - 256+00	115-32-10250-2008-3005		COrCTrDVr			Relocate ~650 ft of stream along road toe d/s			Neutral	In kind	
66	5.2	258+50 - 260+50	115-32-10250-2010		COr			Relocate ~250 ft of stream along road toe d/s			Neutral	In kind	
67	6.0	292+92	115-32-10250-2014	6 Mile Creek	COr	FP-8	Red	Replace 2-24" CMPs with 75"x55" Tier 1 CMP			Positive		12, 31
68	6.0	292+92	115-32-10250-2014	6 Mile Creek	COr			Fill about half the 150 ft^2 pool u/s	15		Negative	#95	12, 31
69	6.5	315+50	115-32-10250-2016		COr			Fill ~25 ft of stream and replace drainage CMP	25		Negative	#95	19, 28, 31
70	6.7	319+00 - 320+00	115-32-10250-2018-3018		COr			Relocate ~150 ft of stream along road toe u/s			Neutral	In kind	
71	6.7	319+22	115-32-10250-2018		COr	FP-9	Grey	Replace 36" CMP with 81"x59" Tier 1 CMP			Positive		26, 31
72	6.7	319+22	115-32-10250-2018		COr			Fill ~30 ft of stream for CMP replacement	30		Negative	#95	26, 31
73	6.7	320+00 - 323+00	115-32-10250-2018		COr			Relocate ~300 ft of stream along road toe u/s			Neutral	In kind	24, 25, 31
74	6.8	324+84	115-32-10250-2020	7 Mile Creek	COrDVr	FP-10	Green	Replace 48" CMP with 95"x67" Tier 1 CMP			Positive		28
75	6.8	324+84	115-32-10250-2020	7 Mile Creek	COrDVr			Fill ~30 ft of stream for CMP replacement	30		Negative	#95	
76	7.3	351+00	uncataloged		COr			Fill ~200 ft of drainage u/s and replace CMP			Neutral		3, 12
77	7.6	366+48	115-32-10250-2022		COr	FP-11	n/a	Replace 24" CMP with 48" Tier 1 CMP			Positive		12, 31
78	7.6	366+48	115-32-10250-2022		COr			Fill ~30 ft of stream for CMP replacement	30		Negative	#95	12, 31
79	7.9	382+11	115-32-10250-2024	Lily Pad Creek	COsr	FP-12	Grey	Replace 36" CMP with 48" Tier 1 CMP			Positive		12
80	7.9	382+11	115-32-10250-2024	Lily Pad Creek	COsr			Fill ~30 ft of stream for CMP replacement	30		Negative	#95	12
81	8.5	421+25	115-32-10250-2026		COrPs			Fill ~25 ft of stream d/s, and replace drainage CMP	25		Negative	#95	24-26, 31
82	9.5	483+70	115-32-10250-2028	9.5 Mile Creek	COrDVr	FP-13	Green	Replace 48" CMP with 95"x67" Tier 1 CMP			Positive		
83	9.5	483+70	115-32-10250-2028	9.5 Mile Creek	COrDVr			Fill ~50 ft of stream for CMP replacement	50		Negative	#95	
84	9.5	483+70	115-32-10250-2028	9.5 Mile Creek	COrDVr			Relocate ~30 ft of stream along road toe u/s			Neutral	In kind	

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NO.	APPROX. MP	2015 ADOT&PF STATION	AWC STREAM NUMBER	WATER BODY NAME	FISH SPECIES AND LIFE STAGE[a]	ADF&G CMP NO.	ADF&G CMP GRADE	ACTIVITY[b,c,d,e,f]	LINEAR FT[g] OF STREAM IMPACT	LINEAR FT[g] OF STREAM BENEFIT	BENEFIT	MITIGATED BY	NO. IN TABLE B
85	10.0	512+34	115-32-10250-2030-3002	10 Mile Creek	CHsCOrPsDVr	FP-14	Red	Replace 36" and 24" CMPs with 151"x89" Tier 1 CMP			Positive		24-26
86	10.0	512+34	115-32-10250-2030-3002	10 Mile Creek	CHsCOrPsDVr			Fill ~50 ft of stream for CMP replacement	50		Negative	#87	
87	10.3	514+00 - 524+00	115-32-10250-2030	10 Mile Slough	CHsCOrPsDVrSHr			Relocate ~800 ft of stream to historical channel		800	Positive		24-26, 28
88	10.3	519+00 - 523+00	115-32-10250-2030	10 Mile Slough	CHsCOrPsDVrSHr			Fill ~400 ft of slough shoreline	400		Negative	#87	24-26, 28
89	10.5	530+70	115-32-10250-2030-3008	10.5 Mile Creek	COr	FP-15	n/a	Replace 24" CMP with 60" Tier 1 CMP			Positive		10, 12, 24
90	10.5	530+70	115-32-10250-2030-3008	10.5 Mile Creek	COr			Fill ~30 ft of stream for CMP replacement	30		Negative	#91	10, 12, 24
91	10.5	530+00 - 532+00	115-32-10250-2030-3008	10.5 Mile Creek	COr			Relocate and improve 126 ft of stream away from road toe		126	Positive		10, 12, 29
92	11.2	570+00	115-32-10250-2030	10 Mile Slough	CHsCOrPsDVrSHr			Relocate ~50 ft of slough along road toe d/s			Neutral	In kind	
93	11.7	589+29	115-32-10250-2032	11.5 Mile Creek	COrCTr	FP-16	Green	Replace 2-24" CMPs with 72" Tier 1 CMP			Positive		15
94	11.7	589+29	115-32-10250-2032	11.5 Mile Creek	COrCTr			Fill ~30 ft of stream for CMP replacement	30		Negative	#95	15
95	11.7-12	595+00 - 608+00	115-32-10250-2032	11.5 Mile Creek	COrCTr			Create 980 ft of new stream		980	Positive		7, 12, 15
96	12.0	608+50	uncataloged	12 Mile Creek	CTsr		n/a	Replace 36" CMP with similar CMP			Neutral	In kind	12, 15, 31
97	12.7	643+00 - 646+00	115-32-10250-2040	13 Mile Creek	COrKrPsCTs			Relocate and improve ~300 ft of stream away from highway toe d/s		300	Positive		29, 31
98	12.8	648+90	115-32-10250-2040	13 Mile Creek	COrKrPsCTs	FP-17	Green	Replace 36" CMP with 106"x73" Tier 1 CMP			Positive		29, 31
99	12.8	648+90	115-32-10250-2040	13 Mile Creek	COrKrPsCTs			Fill ~30 ft of stream for CMP replacement	30		Negative	#101	
100	12.8	649+00 - 651+00	115-32-10250-2040	13 Mile Creek	COrKrPsCTs			Relocate ~300 ft of stream away from highway u/s		300	Positive		29, 31
101	12.8	649+00 - 654+50	115-32-10250-2040	13 Mile Creek	COrKrPsCTs			Create 500 ft of new stream		500	Positive		29
102	12.9	654+20	115-32-10250-2040	13 Mile Creek	COrKrPsCTs	FP-18	n/a	New Tier 1 or Tier 2 CMP			Positive		29
103	12.9	654+20	115-32-10250-2040	13 Mile Creek	COrKrPsCTs			Fill ~30 ft of stream for CMP replacement	30		Negative	#101	29
104	12.9	656+80	115-32-10250-2042		COr	FP-19	Red	Replace 36" CMP with 106"x73" Tier 1 CMP			Positive		29, 31
105	12.9	656+80	115-32-10250-2042		COr			Fill ~30 ft of stream for CMP replacement	30		Negative	#101	29, 31

- continued -

Table A.-Page 6 of 7.

NO.	APPROX. MP	2015 ADOT&PF STATION	AWC STREAM NUMBER	WATER BODY NAME	FISH SPECIES AND LIFE STAGE[a]	ADF&G CMP NO.	ADF&G CMP GRADE	ACTIVITY[b,c,d,e,f]	LINEAR FT[g] OF STREAM IMPACT	LINEAR FT[g] OF STREAM BENEFIT	BENEFIT	MITIGATED BY	NO. IN TABLE B
106	13.9	711+75	115-32-10250-2044	14 Mile Creek	COsrDVsr	FP-20	n/a	Replace 2-36" CMPs with 151"x100" Tier 1 CMP			Positive		31
107	13.9	711+75	115-32-10250-2044	14 Mile Creek	COsrDVsr			Fill a portion of f 14 Mile pond d/s, and fill ~30 ft of stream u/s	130		Negative	#108	5, 10, 24-27, 31
108	13.9	711+75	115-32-10250-2044	14 Mile Creek	COsrDVsr			Expand/lengthen the pond		50	Positive		10
109	13.9	711+75	115-32-10250-2044	14 Mile Creek	COsrDVsr			Reconstruct boat launch			Neutral	In kind	
110	14.3	735+00 - 738+00	115-32-10250-2046		COrKr			Create ~200 ft x 50 ft pond d/s		200	Positive		29, 31
111	14.3	738+25	115-32-10250-2046		COrKr	FP-21	Red	Replace 24" CMP with 87"x63" Tier 1 CMP			Neutral	In kind	29, 31
112	14.3	738+00 - 742+00	115-32-10250-2046		COrKr			Fill ~400 ft of stream along road toe u/s and route stream to new pond for replacement fish habitat	400		Negative	#110	29
113	14.9	768+75	115-32-10250-2050		Kr	FP-22	Red	Replace 36" CMP with 42" Tier 1 CMP			Positive		12, 31
114	14.9	768+75	115-32-10250-2050		Kr			Relocate ~100 ft of stream along road toe u/s			Neutral	In kind	12
115	15.0	772+10	115-32-10250-2052		COr	FP-23	n/a	Replace 24" CMP with Tier 1 or Tier 2 CMP			Positive		10, 12
116	15.0	772+10	115-32-10250-2052		COr			Relocate ~600 ft stream/wetland u/s			Neutral	In kind	10, 12
117	16.8	859+00	115-32-10250-2060-3018		COr			Fill ~75 ft of stream to replace drainage CMP	75		Negative	#119	10, 12, 31
118	16.9	867+50	115-32-10250-2060-3012	17 Mile Creek	CHsrCOsrKpPp	FP-24	Red	Remove 73"x55" CMP			Positive		14
119	16.9	867+50 - 871+50	115-32-10250-2060-3012	17 Mile Creek	CHsrCOsrKpPp			Create 500 ft of stream d/s to new CMP		500	Positive		2, 14, 29, 31
120	16.9	871+10	115-32-10250-2060-3012	17 Mile Creek	CHsrCOsrKpPp			Install new 139"x89" Tier 1 CMP			Positive		2, 14, 29, 31
121	16.9	867+50 - 871+50	115-32-10250-2060-3012	17 Mile Creek	CHsrCOsrKpPp			Fill ~150 ft of stream along road toe u/s	150		Negative	#119	2, 14, 29, 31
122	16.9	867+50 - 871+50	115-32-10250-2060-3012	17 Mile Creek	CHsrCOsrKpPp			Regrade and improve ~400 ft of stream u/s		400	Positive		14
123	16.9	873+00 - 876+00	115-32-10250-2060-3012-4001		Kr			Extend stream channel ~300 ft u/s using new landslide water source		300	Positive		14
124	17.0	873+00	115-32-10250-2060	18 Mile Slough	CHsrCOsrKpPp			Fill ~100 ft along slough d/s	100		Negative	#125	
125	17.0	873+00	115-32-10250-2060	18 Mile Slough	CHsrCOsrKpPp			LWD feature adjacent to road toe d/s		30	Positive		
126	17.3	887+60	115-32-10250-2060-3011	Horse Farm Creek	COpPs			Install new 112"x75" Tier 1 CMP			Positive		29, 31

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Table A.-Page 7 of 7.

NO.	APPROX. MP	2015 ADOT&PF STATION	AWC STREAM NUMBER	WATER BODY NAME	FISH SPECIES AND LIFE STAGE[a]	ADF&G CMP NO.	ADF&G CMP GRADE	ACTIVITY[b,c,d,e,f]	LINEAR FT[g] OF STREAM IMPACT	LINEAR FT[g] OF STREAM BENEFIT	BENEFIT	MITIGATED BY	NO. IN TABLE B
127	17.3	887+60	115-32-10250-2060-3011	Horse Farm Creek	COpPs			Relocate ~100 ft of uncataloged drainage			Neutral	In kind	31
128	17.3	898+00	115-32-10250-2060-3011	Horse Farm Creek	COpPs	FP-25	Red	Remove 2-36" CMPs and rehab banks, install LWD, remove road, and restore riparian vegetation		800	Positive		31
129	17.3	894+00	uncataloged		unknown			Replace CMP that provides fish passage to 100 ft of fish habitat u/s		100	Positive		
130	19.5	1000+00	115-32-10250-2064		COr		Red	Fill ~20 ft of stream d/s and replace drainage CMP	20		Negative	#119	1, 8, 12, 31
131	21.5	1103+00	115-32-10250-2070	21.5 Mile Creek	CHsrCOsr		Red	Fill ~50 ft of stream d/s and replace drainage CMP	50		Negative	#132	10, 12, 31
132	21.5	1103+00	115-32-10250-2070	21.5 Mile Creek	CHsrCOsr			Create pond to provide rearing fish habitat near the new CMP outlet		20	Positive		10, 12
133	n/a	n/a	115-34-10210	Mink Creek	COrCTrSHr	n/a	Red	Replace the 4 ft CMP with new Tier 1 or Tier 2 CMP at MP 7.1 Mud Bay Road			Positive		13
								Chilkat River Totals (ft)	**3,812**	**1,630**			
								Triburary Totals (ft)	**1,910**	**5,801**			
								Chilkat River and Tributary Totals (ft)	**5,722**	**7,431**			

[a] Anadromous Waters Catalog fish species and life stage codes.
[b] PID = Polygon Identifcation Number given in Figure Set D.
[c] u/s = upstream and d/s = downstream relative to the highway.
[d] CMP = corrugaed metal pipe.
[e] ROR = rip rap on rip rap.
[f] LWD = large woody debris.
[g] Linear ft used for comparison; area impacted would result in different values.

Table B.-Haines Highway MP 3.5-25.3 project memorandums, listed in reverse chronological order.

No.	Title
1	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: 19.5 Mile Slide Trip Report; dated 2/24/15.
2	Kate Kanouse, Habitat Biologist, ADF&G Habitat Division, to Jane Gendron, Southcoast Region Environmental Manager, ADOT&PF. Memorandum: MP 17 Land Exchange ADOT&PF and DNR; dated 2/18/15.
3	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: 7.3 Mile Landslide Trip Report; dated 2/9/15.
4	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: 26 Mile Pond Haines Highway Mitigation Monitoring Trip Report; dated 2/9/15.
5	Kate Kanouse, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Chilkat River and 14 Mile Creek Bank Stabilization: DPOR; dated 11/18/2014.
6	Kate Kanouse, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Proposed new river access site at Haines Hwy MP 19.3; dated 11/10/14.
7	Kate Kanouse, Habitat Biologist, ADF&G Habitat Division, to David Gann, Natural Resource Specialist, DNR DMLW. Memorandum: Haines Highway MP 3.5–25.3: ADL108264 and ADL 108284; dated 11/3/14.
8	Kate Kanouse, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Haines Highwy MP 19.5 Slide; dated 10/1/14.
9	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: 19 Mile Slide Trip Report; dated 9/10/14.
10	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: July 2014 MP 3.5–25.3 Haines Highway Stream Investigations; dated 8/15/14.
11	Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division, to Mike Eberhardt, Park Superintendent, DNR DPOR. Memorandum: Haines Highway Realignment Impacts on CBEP and CHA Fish and Wildlife Resources; dated 6/27/14.
12	Kate Kanouse, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: May 2014 MP 3.5–25.3 Haines Highway Stream Investigations; dated 6/27/14.
13	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Mink Creek Mud Bay Culvert Trip Report; dated 6/13/14.
14	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Haines Highway MP 17 Mitigation Site: Station 865+88 Trip Report; dated 1/16/14.
15	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Haines Highway MP 12 Potential Mitigation Site Trip Report; dated 12/17/13.
16	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Hanes Highway Mitigation Monitoring: 10/24/2013; dated 11/26/13.
17	Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division, to Jane Gendron, Environmental Impact Analysis Manager I, ADOT&PF. Memorandum: Haines Highway Realignment Habitat Division Reviews Kanouse and Kern; dated 11/18/2013.
18	Kate Kanouse, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Comparison of HH MP 3.5–25.3 EA Fish, Wildlife, and Eagle Site-specific Comments; dated 11/18/13.
19	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Stream Bank Stabilization Haines Highway Trip Report; dated 11/14/13.

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Table B.-Page 2 of 2.

No.	Title
20	Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division, to Mike Eberhardt, Park Superintendent, DNR DPOR. Memorandum: Haines Highway Realignment Impacts on CBEP Fish and Wildlife Resources; dated 11/1/13.
21	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Big Boulder Creek and Little Boulder Creek Bank Stabilization; dated 10/23/13.
22	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Klukwan Bank Stabilization Trip Report; dated 10/7/13.
23	Kate Kanouse, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: 19 Mile Slide Area Fill; dated 9/26/13.
24	Matthew Kern and Kate Kanouse, Habitat Biologists, ADF&G Habitat Division, to James Scholl, Environmental Analyst, ADOT&PF. Memorandum: Haines Highway Realignment EA Comments; dated 8/15/13 amended 8/26/13.
25	Matthew Kern and Kate Kanouse, Habitat Biologists, ADF&G Habitat Division, to James Scholl, Environmental Analyst, ADOT&PF. Memorandum: Haines Highway Realignment EA Comments; dated 8/15/13.
26	Matthew Kern, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Haines Highway Realignment Mitigation Site Visit Trip Report; dated 8/8/13.
27	Matthew Kern and Kate Kanouse, Habitat Biologists, to Jane Gendron, Environmental Impact Analysis Manager, ADOT&PF, Mike Eberhardt, Park Superintendent, DNR DPOR, and Roy Josephson, Forester, DNR DOF. Memorandum: Haines River Access Working Document; dated 8/1/13.
28	Gordon Willson-Naranjo, Habitat Biologist, ADF&G Habitat Division, to Jim Scholl, Environmental Impact Analyst, ADOT&PF. Memorandum: Boyce Property Mile 7 Haines Hwy; dated 6/29/12.
29	Kate Kanouse, Habitat Biologist, ADF&G Habitat Division, to Jim Scholl, Environmental Analyst, ADOT&PF. Memorandum: Haines Highway MP 3.5–25.3 Mitigation Plan Comments; dated 11/6/09.
30	Katie Eaton, Habitat Biologist, to Jackie Timothy, Southeast Regional Supervisor, ADF&G Habitat Division. Memorandum: Nineteen Mile Slide Wetland Fill Trip Report; dated 9/21/09.
31	Carl Schrader and Kate Kanouse, Habitat Biologists, to Jackie Timothy, Juneau Area Manager, DNR Office of Habitat Management and Permitting. Memorandum: Haines Hwy MP 3.5–25.3 Trip Report; dated 8/15/06.
32	Jackie Timothy, Habitat Biologist, DNR Office of Habitat Management and Permitting, to Kris Benson, Project Environmental Coordinator, ADOT&PF. Memorandum: Scoping Comments; dated 12/14/05.

ADF&G Habitat Response
May 5, 2016

THE STATE of ALASKA
GOVERNOR BILL WALKER

Department of Transportation and Public Facilities

SOUTHCOAST REGION
DESIGN & ENGINEERING SERVICES
Preconstruction

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May 5, 2016

Ms. Jackie Timothy
State of Alaska Department of Fish and Game
Division of Habitat
P.O. Box 110024
Douglas, AK 99811-0024

Re: ADF&G Comments on Revised Draft Environmental Assessment
Haines Highway Improvements Milepost 3.5 to 25.3 (Airport to Bluffs)

Dear Ms. Timothy: Jackie
Thank you for your comments dated December 7, 2015. We appreciate the time and effort that you and your staff have dedicated to working with us to address potential effects to fish and wildlife resources as a result of this proposed project.

The purpose of this letter is to address the issues raised in your December 7 letter by section.

Chilkat River Critical Habitat Area

As acknowledged in the comments, the Alaska Department of Transportation (DOT&PF) and ADF&G have worked together to minimize the potential for impacts to salmon spawning and rearing areas and bald eagles within the Chilkat River Critical Habitat Area (CHA). ADF&G recommended that we avoid cutting trees in the ROW adjacent to the Chilkat River between stations 1074+00 and 1084+00. The portion of the highway corridor between Stations 1074+00 and 1084+00 borders not only the CHA, but also sensitive cultural and subsistence resources on both sides of the highway. To avoid and minimize impacts to all of these resources, DOT&PF has reduced the highway footprint by designing retaining walls along this portion of the highway.

There are a few perching trees that are at or near the edge of the clearing limits in this area. Whether they can be avoided would depend on the specific circumstances for each tree (which way a tree is leaning, etc.). DOT&PF will evaluate the potential to avoid cutting these trees when the clearing limits are flagged. DOT&PF, in coordination with the US Fish and Wildlife Service (USFWS) identified two areas (stations 1007 to 1010, and station 1014

to 1019, See Final Revised Environmental Assessment (FREA) Section 4.2.3 for details) to plant cottonwoods to mitigate for tree cutting.

Fish

ADOT&PF has continued to work with ADF&G to finalize the detailed mitigation plan and mitigation measures for Chilkat River fish habitat. ADOT&PF has incorporated the majority of the suggestions from ADF&G in your letter and comments received on recent site visits. The attached concept graphics and table shows the revised river and stream fish habitat mitigation. Overall benefits to fish habitat would be more than double the estimated impacts.

Specifically, we have included your recommendation to incorporate several root and top fans of cottonwood and spruce trees within the vegetated river protrusions (see attached concept graphics). ADF&G also recommended we construct four vegetated river protrusions; the Draft Revised Environmental Assessment (DREA) did include four vegetated river protrusions but following additional work with ADF&G habitat biologists, the FREA includes construction and/or enhancement of twelve vegetated river protrusions near the following stations (see attached concept graphics, and table)

- 300+00, 355+00, 362+00, 416+00, 436+00, 499+00, 669+00, 672+00, 693+00, 697+00, 700+00, 739+00

As a benefit to fish habitat, DOT&PF would plant cottonwoods between the highway and the Chilkat River at several areas near MP 20 (FREA Section 4.2.3) and would also place trees/ballasted logs in the river (FREA Section 4.15.3).

Regarding the off-site culvert replacement on Mud Bay Road, the FREA Section 4.15 has been revised to clarify that the Mink Creek culvert would be replaced.

ADF&G requested that the design for 36 wood/rock features along the riprap banks be modified by using the entire stem, and some tops, of mature trees and that any wood be ballasted to maximize long-term stability. As depicted on the attached concept graphics and table, DOT&PF has modified the design of these features such that they include the stem of the mature spruce and cottonwood trees and are ballasted with rock. The FREA has been revised to acknowledge these types of ballasted log structures are commonly employed to enhance fish habitat in the Pacific Northwest.

ADF&G requested that the EFHA Table 3a be updated to match the fish wheel sites in Figure Set D of the FREA. We have completed consultation with NMFS and, as a result, will not modify the EFHA; however, we have added the revised mitigation plan to FREA Section 4.15 and have shown all the locations on Figure Set D. The impacted tributaries listed in your 2015 comment letter have been checked and are correctly shown in Figure set D.

ADF&G had several recommendations for items in Figure Set D; DOT&PF has considered each of the recommendations and has revised Figure Set D to reflect those recommendations. It should be noted that the mitigation site listed near Station 248+00 was dropped from consideration and not discussed with the IDT in 2013. With the revision of the Chilkat River mitigation sites DOT&PF believes the project is fully mitigated for unavoidable impacts to Wetland and Waters of the US.

Natural creation of palustrine wetlands at stream relocation areas would be uncertain. Whether the stream relocation creates new palustrine wetlands along the margins of the streams depends on the soils, flood stage, and other site specific conditions along the new stream alignment. DOT&PF has not included these areas in our calculation of mitigation. We have only referred to a functional lift of the wetlands in general terms. Changes along the streams would be included with monitoring goals as a part of the USACE Section 404 permit.

Wildlife

ADF&G recommended planting willow in the former road bed near MP 17 to provide browse for moose during winter and to install wildlife crossing signs at established game crossings. Willow plantings are generally discouraged in areas adjacent to highways because they attract moose and contribute to animal collisions. However, DOT&PF would plant willow in the abandoned highway section adjacent to Horse Farm Creek near MP 18, which is sufficiently removed from the new alignment that animal collisions are not a concern.

We have corrected the spelling of the genus *Oreamnos americanus* (FREA Section 4.16). DOT&PF will work with ADF&G to identify sensitive time periods for mountain goats and specific areas and would avoid blasting activities that would result in disturbance of mountain goats at those times in those areas. Work windows, based on additional information on mountain goat and black bear use in the project vicinity, would be incorporated into the decision document.

We have corrected the spelling of the genus *Ursus americanus*. The descriptions of black and brown bear habitats have been modified as recommended (FREA Section 4.16).

DOT&PF would evaluate the potential for installing beaver deterrents in specific stream crossings to reduce adverse effects on road maintenance in cooperation with ADF&G.

Again, thank you for your comments on the project and we look forward to working with you as we move forward with this project.

Sincerely,

Hilary Lindh
Southcoast Region Environmental Manager

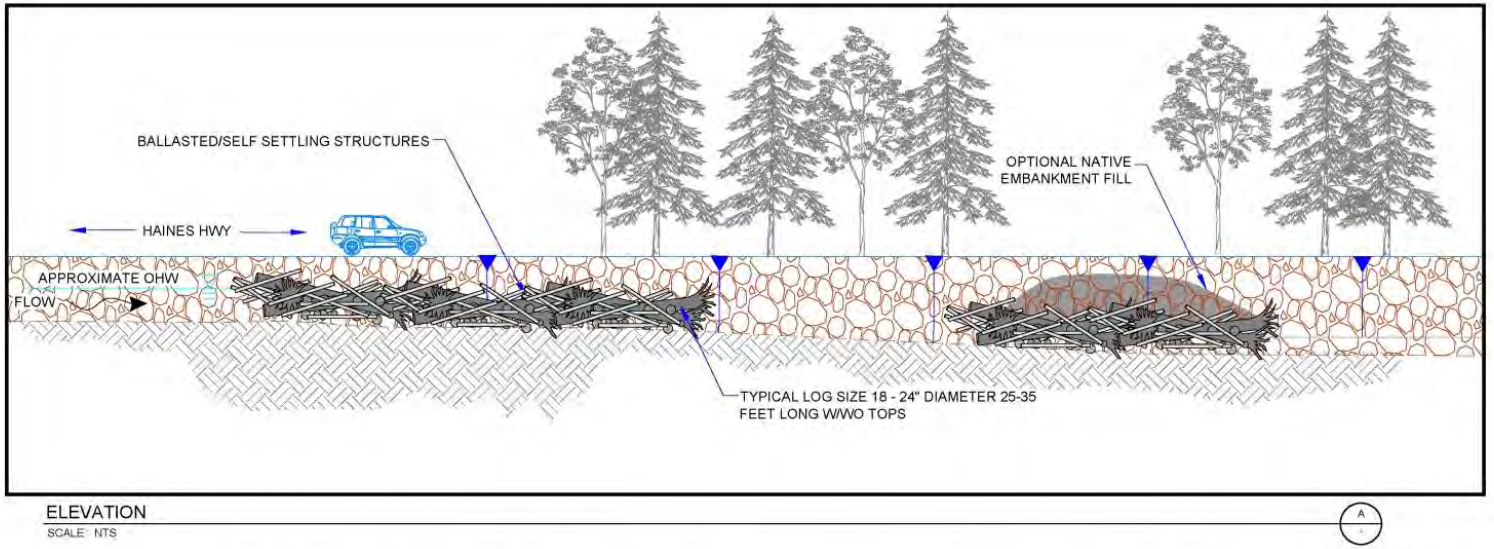
Attachments:

Chilkat River Mitigation Concepts
Table 4.15-3 Summary of Linear Impacts and Benefits to Fish Habitat
FREA Figure Set D

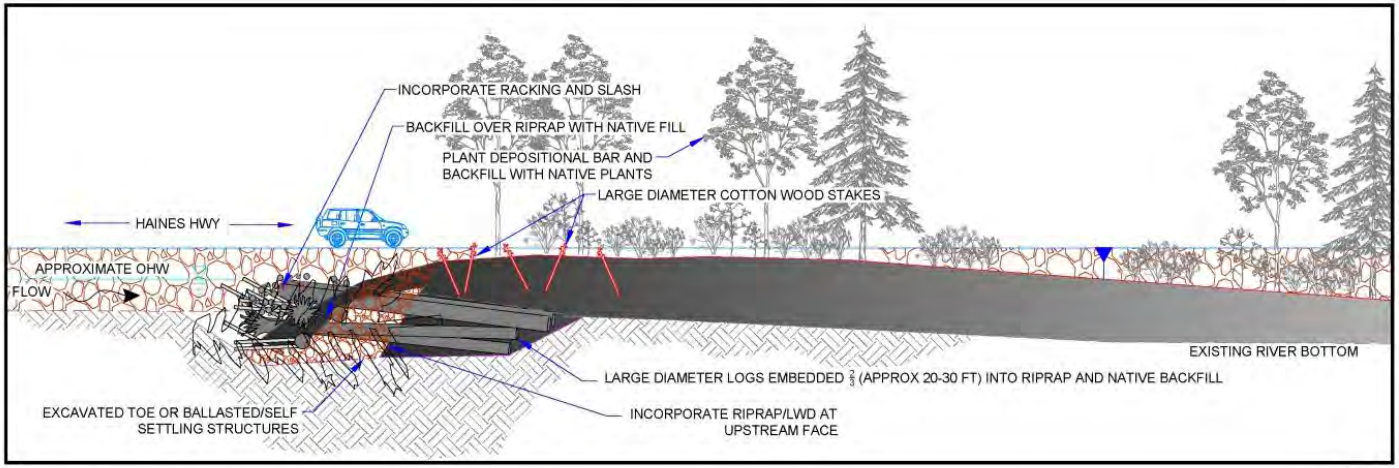
Cc: Al Fletcher, Field Operations Engineer, FHWA

CHILKAT RIVER MITIGATION CONCEPTS

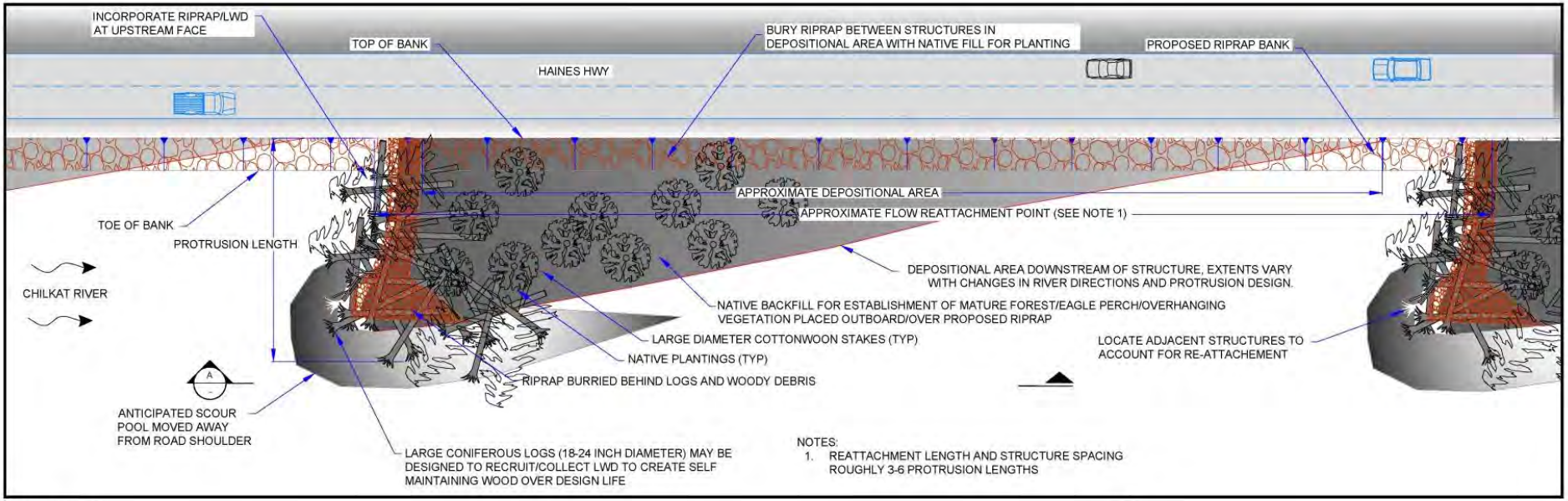
Conceptual Plan for Ballasted Log Clusters



Conceptual Plan for River Protrusions



ELEVATION
SCALE: NTS



PLAN VIEW
SCALE: NTS

Table 4.15-3

Summary of Linear Impacts and Benefits to Fish Habitat

FREA Table 4.15-3: Summary of Linear Impacts and Benefits to Fish Habitat

Fig Set D Sht #	MP (App)	DOT&PF Station Numbering	Fish Pass Culvert #	ACTIVITY	LF of Stream Impact	LF of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
1	4.1	191+00 - 194+00		Relocate 300 feet of stream			Neutral	Replace in kind
1	4.2	195+50 - 197+50		302 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
2	4.7	223+50	FP-1	Replace existing culvert with fish passage culvert		90	Positive	Passage, Functional lift to upstream wetlands
2	4.7	221+00 - 223+00		Relocate/replace 100 feet of stream			Neutral	Replace in kind
2	4.7	223+00 - 224+00		Relocate/replace 100 feet of stream			Neutral	Replace in kind
2	4.8	229+50		Relocate/replace 25 feet of stream			Neutral	Replace in kind
2	4.8	230+20	FP-2	Replace existing culvert with fish passage culvert		79	Positive	Passage, Functional lift to upstream wetlands
2	4.9	233+00	FP-33	Replace existing culvert with fish passage culvert		54	Positive	Passage, Functional lift to upstream wetlands
2	4.9	238+50 - 241+40		Improve/Relocate 195 feet of stream to abandoned channel away from road		195	Positive	Improve fish habitat
2	5.0	241+37	FP-3	Replace existing culvert with fish passage culvert		62	Positive	Passage, Functional lift to upstream wetlands
2	5.1	245+25	FP-34	Replace existing culvert with fish passage culvert (driveway)		27	Positive	Passage
2	5.1	246+25	FP-4	Replace existing culvert with fish passage culvert		73	Positive	Passage
2	5.1	249+43	FP-5	Replace existing culvert with fish passage culvert		66	Positive	Passage
2	5.2	249+50 - 256+00		Relocate/replace 650 feet of stream			Neutral	Replace in kind

FREA Table 4.15-3: Summary of Linear Impacts and Benefits to Fish Habitat

Fig Set D Sht #	MP (App)	DOT&PF Station Numbering	Fish Pass Culvert #	ACTIVITY	LF of Stream Impact	LF of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
3	5.3	258+50 - 260+50		Relocate/replace 250 feet of stream			Neutral	Replace in kind
3	5.5	263+00 - 264+75		169 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
3	5.6	264+00 - 265+00		Ballasted log clusters		100	Positive	OW COr, Passage
3	5.7	275+50 - 275+60		11 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
3	5.8	275+10 - 276+10		Ballasted log clusters		100	Positive	OW COr, Passage
4	5.9	284+50 - 289+00		404 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
4	6.0	293+90		Partial fill of pond	15		Negative	Impact to spawning habitat
4	6.1	298+25 - 300+25		River Protrusion		200	Positive	OW COr, Passage
4	6.1	297+00 - 302+00		452 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
4	6.4	312+00 - 313+40		Ballasted log clusters		140	Positive	OW COr, Passage
4	6.4	311+00 - 314+00		165 feet of shoreline fill with vegetated riprap	165		Negative	Impact
4	6.5	316+00	FP-7	Replace existing culvert with fish passage culvert		60	Positive	Passage, Functional lift to upstream wetlands
5	6.7	318+50 - 320+00		Relocate/replace 150 feet of stream			Neutral	Replace in kind
5	6.7	320+00	FP-8	Replace existing culvert with fish passage culvert		69	Positive	Passage, Functional lift to upstream wetlands
5	6.7	320+00 - 323+00		Relocate/replace 300 feet of			Neutral	Replace in kind

FREA Table 4.15-3: Summary of Linear Impacts and Benefits to Fish Habitat

Fig Set D Sht #	MP (App)	DOT&PF Station Numbering	Fish Pass Culvert #	ACTIVITY	LF of Stream Impact	LF of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
				stream				
5	6.7	325+80	FP-9	Replace existing culvert with fish passage culvert		81	Positive	Passage, Functional lift to upstream wetlands
5	7.0	336+70 - 338+25		120 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
5	7.1	336+70 - 338+25		Ballasted log clusters		150	Positive	COr, Passage
6	7.3	350+00 - 358+00		771 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
6	7.3	351+00		Relocate/replace 200 feet of stream			Neutral	Replace in kind
6	7.3	351+00	FP-10	Replace existing culvert with fish passage culvert		66	Positive	Passage, Functional lift to upstream wetlands
6	7.5	351+20 - 352+30		Ballasted log clusters		110	Positive	OW COr, Passage
6	7.5	354+80 - 356+40		River Protrusion		160	Positive	OW COr, Passage
6	7.5	362+00 - 363+00		River Protrusion		100	Positive	COr
6	7.6	365+25 - 366+25		57 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
6	7.6	367+50	FP-11	Replace existing culvert with fish passage culvert		65	Positive	Passage, Functional lift to upstream wetlands
6	7.8	371+50 - 376+00		485 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
6	7.8	374+00 - 374+50		Ballasted log clusters		50	Positive	OW COr, Passage
6	7.9	380+25 - 385+50		524 feet of shoreline fill (vegetated riprap)			Neutral	Replace in kind

FREA Table 4.15-3: Summary of Linear Impacts and Benefits to Fish Habitat

Fig Set D Sht #	MP (App)	DOT&PF Station Numbering	Fish Pass Culvert #	ACTIVITY	LF of Stream Impact	LF of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
				on existing vegetated riprap				
7	7.9	383+25	FP-12	Replace existing culvert with fish passage culvert		72	Positive	Passage, Functional lift to upstream wetlands
7	8.9	385+00 - 385+50		Fish Wheel, Ballasted log clusters, River protrusion		50	Positive	COr
7	8.9	389+00 - 390+00		Ballasted log clusters		100	Positive	OW COr, Passage
7	8.0	388+25 - 391+75		332 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
7	8.2	405+75 - 406+25		28 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
7	8.2	407+25 - 409+50		217 feet of shoreline fill with vegetated riprap	217		Negative	Impact
7	8.4	412+00 - 417+50		547 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
7	8.4	413+00 - 413+50		Fish Wheel		50	Positive	Passage
7	8.5	415+80 - 417+20		River Protrusion		140	Positive	OW COr, Passage
8	8.6	423+75 - 425+50		154 feet of shoreline fill with vegetated riprap	154		Negative	Impact
8	8.7	429+00 - 436+25		872 feet of shoreline fill with vegetated riprap	872		Negative	Impact
8	8.5	431+00 - 431+50		Fish Wheel		50	Positive	Passage
8	8.7	435+80 - 437+75		River Protrusion		195	Positive	OW COr, Passage
8	8.8	439+00 - 448+00		904 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind

FREA Table 4.15-3: Summary of Linear Impacts and Benefits to Fish Habitat

Fig Set D Sht #	MP (App)	DOT&PF Station Numbering	Fish Pass Culvert #	ACTIVITY	LF of Stream Impact	LF of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
8	8.8	441+00 - 443+10		River protrusion		210	Positive	OW COr, Passage
8	8.8	446+00 - 446+50		Fish Wheel		50	Positive	Passage
9	8.9	448+00 - 452+50		467 feet of shoreline fill with vegetated riprap	467		Negative	Impact
9	8.9	449+20 - 451+20		Ballasted log clusters		200	Positive	OW COr, Passage
9	8.9	454+00 - 458+00		398 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
9	8.9	455+30 - 456+70		Ballasted log clusters		140	Positive	OW COr, Passage
9	9.0	459+75 - 470+00		1,020 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
9	9.2	463+50 - 465+00		Ballasted log clusters		150	Positive	OW COr, Passage
9	9.2	468+00 - 468+50		Fish Wheel		50	Positive	Passage
10	9.5	484+75	FP-14	Replace existing culvert with fish passage culvert		77	Positive	Passage
10	9.5	484+75		Relocate/replace 30 feet of stream			Neutral	Replace in kind
10	9.7	493+00 - 498+00		447 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
10	9.7	494+00 - 494+50		Fish Wheel		50	Positive	Passage
10	9.7	497+80 - 500+00		River Protrusion		220	Positive	OW COr, Passage
10	10.0	513+90	FP-15	Replace existing culvert with fish passage culvert		72	Positive	Passage, Functional lift to upstream wetlands
11	10.3	520+00 - 524+00		Improve/Relocate 400 feet of stream to historical channel		400	Positive	Passage, Functional lift to upstream wetlands
11	10.3	519+00 - 523+00		Fill 400 feet of slough shoreline	400		Negative	Impact

FREA Table 4.15-3: Summary of Linear Impacts and Benefits to Fish Habitat

Fig Set D Sht #	MP (App)	DOT&PF Station Numbering	Fish Pass Culvert #	ACTIVITY	LF of Stream Impact	LF of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
11	10.5	532+00	FP-16	Replace existing culvert with fish passage culvert		76	Positive	Passage
11	10.5	530+00 - 532+00		Improve/Relocate 126 feet of stream		126	Positive	Passage, Functional lift to upstream wetlands
12	11.2	570+00 - 570+50		Relocate/replace 50 feet of stream			Neutral	Replace in kind
13	11.6	585+50 - 587+50		193 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
13	11.6	585+30 - 588+10		Ballasted log clusters		280	Positive	OW COr, Passage
13	11.7	590+75	FP-17	Replace existing culverts (2) with fish passage culvert		63	Positive	Passage, Functional lift to upstream wetlands
13	11.7-12	594+25 - 608+00		Create 980 feet of new stream		980	Positive	New fish habitat, functional lift to adjacent wetlands
13	12.0	608+50		Replace culvert			Neutral	Replace in kind
13	12.1	611+50 - 613+25		270 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
13	12.1	612+50 - 613+50		Ballasted log clusters		100	Positive	OW COr, Passage
14	12.2	620+00 - 622+50		221 feet of shoreline fill with vegetated riprap	221		Negative	Impact
14	12.3	621+20 - 622+00		Ballasted log clusters		80	Positive	OW COr, Passage
14	12.3	623+00 - 623+50		Ballasted log clusters		50	Positive	OW COr, Passage
14	12.3	624+75 - 625+30		Ballasted log clusters		55	Positive	OW COr, Passage
14	12.6	641+00 - 642+25		68 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
14	12.6	641+00 - 642+80		Ballasted log clusters		180	Positive	OW COr, Passage

FREA Table 4.15-3: Summary of Linear Impacts and Benefits to Fish Habitat

Fig Set D Sht #	MP (App)	DOT&PF Station Numbering	Fish Pass Culvert #	ACTIVITY	LF of Stream Impact	LF of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
14	12.7	643+00 - 647+00		Improve/Relocate 300 feet of stream		300	Positive	New fish habitat, functional lift to adjacent wetlands
15	12.8	648+90	FP-18	Replace existing culvert with fish passage culvert		69	Positive	Passage, Functional lift to upstream wetlands
15	12.8	649+00 - 651+00		Improve/Relocate 300 feet of stream		300	Positive	New fish habitat, functional lift to adjacent wetlands
15	12.8	649+00 - 654+50		Create 500 feet of new stream		500	Positive	New fish habitat, functional lift to adjacent wetlands
15	12.9	654+25	FP-19 (New)	New fish passage culvert; direct flow from along road to under road to feed new stream		58	Positive	Passage, Functional lift to upstream wetlands
15	12.9	656+80	FP-20	Replace existing culverts with fish passage culvert		67	Positive	Passage, Functional lift to upstream wetlands
15	13.1	666+50 - 673+00		626 feet of shoreline fill with vegetated riprap	626		Negative	Impact
15	13.1	666+50 - 668+20		Ballasted log clusters		170	Positive	OW COr, Passage
15	13.2	668+90 - 670+50		River Protrusion		160	Positive	Passage
15	13.2	671+80 - 673+50		River Protrusion		170	Positive	Passage
15	13.4	688+50 - 693+50		513 feet of shoreline fill with vegetated riprap	513		Negative	Impact
16	13.4	692+00 - 693+50		River Protrusion		150	Positive	Passage
16	13.5	694+25 - 1,145+25		97 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
16	13.7	696+25 - 699+25		304 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
16	13.7	696+30 - 698+00		River Protrusion		170	Positive	Passage

FREA Table 4.15-3: Summary of Linear Impacts and Benefits to Fish Habitat

Fig Set D Sht #	MP (App)	DOT&PF Station Numbering	Fish Pass Culvert #	ACTIVITY	LF of Stream Impact	LF of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
16	13.7	699+75 - 703+50		383 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
16	13.7	699+80 - 700+70		River Protrusion		90	Positive	Passage
16	13.8	702+60 - 703+60		Ballasted log clusters		100	Positive	OW COr, Passage
16	13.9	712+00	FP-21	Replace culverts (2) with fish passage culvert		119	Positive	Passage, Functional lift to upstream wetlands
16	13.9	711+75		Fill a portion off 14 Mile pond, fill 30 feet of stream	130		Negative	Impact
16	13.9	711+75		Expand/lengthen the pond		50	Positive	New fish habitat, functional lift to adjacent wetlands
17	14.3	735+90 - 738+00		Ballasted log clusters		210	Positive	OW COr, Passage
17	14.3	735+50 - 737+75		214 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
17	14.3	736+00 - 738+00		Improve fish habitat on slough		200	Positive	COr, Kr
17	14.3	738+00 - 740+00		Improve fish habitat on protrusion		200	Positive	COr, Kr
17	14.3	738+25	FP-22	Replace existing culvert with fish passage culvert		56	Positive	Passage
17	14.3	738+00 - 742+00		Fill 400 feet of stream along road toe; direct water under road to new pond	400		Negative	Impact
18	14.8	760+75 - 762+00		235 feet of shoreline fill with vegetated riprap	235		Negative	Impact
18	14.8	761+75 - 762+20		Ballasted log clusters		45	Positive	OW COr, Passage
18	14.9	767+50 - 769+50		192 feet of shoreline fill (vegetated riprap)	192		Negative	Impact

FREA Table 4.15-3: Summary of Linear Impacts and Benefits to Fish Habitat

Fig Set D Sht #	MP (App)	DOT&PF Station Numbering	Fish Pass Culvert #	ACTIVITY	LF of Stream Impact	LF of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
18	14.9	767+80 - 768+30		Ballasted log clusters		50	Positive	OW COr, Passage
18	14.9	768+75	FP-23	Replace existing culvert with fish passage culvert		56	Positive	Passage, Functional lift to upstream wetlands
18	14.9	768+75		Relocate/replace 100 feet of stream			Neutral	Replace in kind
18	15.0	768+90 - 770+20		Ballasted log clusters		130	Positive	OW COr, Passage
18	15.0	772+00	FP-24	Replace existing culvert with fish passage culvert		66	Positive	Passage, Functional lift to upstream wetlands
18	15.0	772+00 - 778+00		Relocate/replace 600 feet of stream			Neutral	Replace in kind
19	15.1	788+50 - 789+00		Ballasted log clusters		50	Positive	OW COr, Passage
19	15.1	790+50 - 791+00		Ballasted log clusters		50	Positive	OW COr, Passage
19	15.1	791+20 - 792+30		Ballasted log clusters		110	Positive	OW COr, Passage
20	16.0	816+00 - 819+50		350 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
20	16.0	817+00 - 819+30		Ballasted log clusters		230	Positive	OW COr, Passage
21	16.9	867+50 - 871+50		Remove culvert and create 500 feet of new stream to new culvert		500	Positive	Passage, Functional lift to upstream fish habitat
21	16.9	871+10	FP-25	Install new fish passage culvert		85	Positive	Passage, Functional lift to upstream wetlands
21	16.9	867+50 - 871+50		Fill 150 feet of stream	150		Negative	Impact
21	16.9	867+50 - 871+50		Improve/Relocate 400 feet of stream		400	Positive	Replace in kind
21	17.0	873+00		Fill 100 feet of stream with vegetated riprap	100		Negative	Impact
21	17.0	873+00 - 873+50		Ballasted log clusters		50	Positive	OW COr, Passage

FREA Table 4.15-3: Summary of Linear Impacts and Benefits to Fish Habitat

Fig Set D Sht #	MP (App)	DOT&PF Station Numbering	Fish Pass Culvert #	ACTIVITY	LF of Stream Impact	LF of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
21	17.0	875+00 - 878+00		Extend stream 300 feet using new landslide water source		300	Positive	Increase habitat
22	17.3	889+50	FP-26	New fish passage culvert		129	Positive	Passage
22	17.3	889+50		Relocate/replace 100 feet of stream			Neutral	Replace in kind
22	17.3	889+50 - 891+00		Relocate/replace 200 feet of stream			Neutral	Replace in kind
22	17.3	890+00 - 898+00		Remove culverts and road embankment, restore riparian habitat		800	Positive	Improve fish habitat
22	17.3	897+00		Remove culvert and install open stream crossing		100	Positive	Improve fish habitat
25	19.8	1016+00 - 1017+00		Ballasted log clusters		100	Positive	Kr
26	20.3	1038+00 - 1047+00		Ballasted log clusters		900	Positive	Kr
28	21.5	1103+00		Create pond to provide rearing habitat at culvert outlet		50	Positive	Increase habitat
32	23.8	1126+00 - 1231+00		Replace bridge, shoreline fill and shoreline rehabilitation	150**	100	Neutral	Replace in kind
N/A	N/A	N/A		Replace culvert at Mink Creek on Mud Bay Road with fish passage culvert		50	Positive	Passage

FREA Table 4.15-3: Summary of Linear Impacts and Benefits to Fish Habitat

Fig Set D Sht #	MP (App)	DOT&PF Station Numbering	Fish Pass Culvert #	ACTIVITY	LF of Stream Impact	LF of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
					Impact	Benefit	Net Benefit	
				Chilkat River Totals (linear feet [LF])	3,812	6,845	3,033	
				Tributary Totals (LF)	1,195	6,858	5,813	
				Chilkat River and Tributary Totals (LF)	4,957	13,703	8,746	

FREA Figure Set D

See Figure Set D in the Final Revised EA.

USFWS DREA Comments

United States Department of the Interior
U.S. FISH AND WILDLIFE SERVICE
Anchorage Fish & Wildlife Field Office
4700 BLM Road
Anchorage, Alaska 99507
(907) 271-2888

In reply please refer to:
FES/AFEW/AFWFO

December 8, 2015

Mr. Jim Scholl
Environmental Coordinator
Alaska Department of Transportation and Public Facilities
6860 Glacier Highway
P.O. Box 112506
Juneau, Alaska 99811-2506

Re: Haines Highway Milepost 3.5 to 25.3, Draft Revised Environmental Assessment

Dear Mr. Scholl:

Staff of the U.S. Fish and Wildlife Service (Service) has reviewed the Alaska Department of Transportation and Public Facilities' (ADOT&PF) 2015 Draft Revised Environmental Assessment (EA) in support of the Haines Highway Mileposts (MP) 3.5 to 25.3 Project, near Haines, Alaska. The project proposes to upgrade the highway by widening shoulders, realigning curves, improving drainage and fish passage at road/stream crossings, adding guardrails, improving access to recreation sites, and replacing the Chilkat River Bridge.

The Service has participated in reviews of this project since 2005 and most recently provided comments on a previous version of the EA, in a letter dated August 15, 2013. In that letter, we addressed impacts to bald eagle habitat and aquatic resources. Our review of the Draft Revised EA is focused on these same resources, and how potential impacts from the project would be mitigated, through avoidance, minimization, or compensation. Our comments on these topics are below. The Service staff remains available to work with ADOT&PF to finalize project designs and develop more rigorous mitigation measures.

Bald Eagle Habitat

The Haines Highway project area supports important nesting and feeding habitat for a large population of bald eagles, and is famous for concentrations of up to 3,000 eagles that gather each fall to feed on a late spawning run of chum salmon. Much of the project area is within the Alaska Chilkat Bald Eagle Preserve, which was established to protect eagles using the area.

The ADOT&PF has worked with the Service and contractors to conduct several surveys for bald eagle nests and perch sites in the project area. Eagle use throughout the project area, and especially within the Council Grounds area where the greatest eagle concentrations occur, has been well documented through these studies. This documentation will help inform development of measures to avoid and minimize impacts to eagles with construction and operation of the upgraded highway. Considerations for eagle nesting, foraging, and roosting were discussed in our August 15, 2013, letter. Those comments are not repeated here, but remain relevant and should be considered as ADOT&PF prepares an application for a permit to disturb eagles.

Our National Bald Eagle Management Guidelines (USFWS 2007) recommend no disruptive construction within 660 feet of active eagle nests during the nesting season, which occurs between March 1 and September 1 in Southeast Alaska. (Some fledglings remain on or near the nest through September, so disruptive activities may need to be limited through September 30 in some cases.) Because the project area is used by large numbers of eagles in the fall, construction should also be scheduled to avoid disruptive activity in the traditionally used feeding areas of the Council Grounds between mileposts 18 and 21 from October through December, when eagle concentrations are present. Clearing of trees in this portion of the right of way should be done after most of the eagles have left the Chilkat Valley in December, but before nesting commences in March.

Vehicle strikes on eagles are likely to occur, and may be more common in the future if the highway improvements facilitate higher vehicle speeds. We continue to recommend seasonal warning signs and lower speed limits in the area of the Council Grounds to reduce risks to eagles.

Impacts to Aquatic Resources

Several key studies of hydrology, fish habitat, and mitigation opportunities completed by ADOT&PF for the project have improved our understanding of aquatic resources in the project area and have helped the Service and others develop informed recommendations to avoid, minimize, and compensate for impacts that would result from the project.

The proposed project would directly impact 22.2 acres of wetlands. Impacts to rivers and streams include fill along approximately 12,512 linear feet of the Chilkat River and 2,748

linear feet of various tributaries, covering 4.2 acres. We appreciate ADOT&PF's efforts to minimize impacts to wetlands and other waters of the U.S. through project design changes, as summarized in Tables 4.14-3 and 4.14-4. Many practicable avoidance and minimization measures have been identified and incorporated. We continue to support the ADOT&PF's commitment to on-site mitigation as the preferred approach, with off-site compensatory mitigation to offset remaining impacts.

Generally, our remaining concerns focus on: 1) clarity and transparency of the methods used to account for and select mitigation; 2) assurances of time and resources dedicated to complete design of on-site mitigation with a qualified engineering firm; 3) assurances of qualified construction oversight, monitoring, and maintenance of on-site mitigation; and 4) more specific identification of compensatory mitigation opportunities for unavoidable impacts in order for the final EA to inform permitting. Our specific comments are presented below.

Streambank Erosion Control - Chilkat River:

The EA references the November 29, 2013, Technical Memo- Haines Highway Bank Stabilization Structures several times, and that memo has somewhat shaped the course and development of recent mitigation concepts. The Chilkat River watershed characterization information presented in the memo, and the site-by-site discussions of *Design Concepts* and *Structure Types* are useful resources. While we agree that some stabilization techniques are not appropriate at critical infrastructure (such as bridge abutments), we disagree with most of the summary statements and conclusions presented on Page 17 of the memo.

Hydraulic conditions documented in the project area are not unique to Alaskan rivers. Alternatives to riprap for stabilizing river banks should not be dismissed as new and unproven. Many alternative approaches have been used in similar projects in the Pacific Northwest, where they have achieved multiple transportation and aquatic habitat objectives. We believe that incorporation of additional woody structure and vegetation along stabilized banks could help minimize impacts of the proposed project, and reduce off-site compensatory mitigation needs.

We understand that the representations in Figure 4.15-1 (p. 171) and Figures 9 and 10 in the Essential Fish Habitat (EFH) Assessment are intended to be conceptual, but details of their design and construction will affect their ability to provide some of the natural functions they are intended to replace. These details need to be developed at this stage to inform permitting, which often occurs on an accelerated schedule.

- Please depict where the top of the riprap is in relation to Ordinary High Water (OHW) on Figure 4.15-1, and how this will be determined at a given station along the alignment. This is functionally important as the immediate riparian interface at OHW for the summer and early fall months provides cover and terrestrial

inputs to juvenile fish. This figure also assumes that the woody vegetation is allowed to grow to the extent that it provides cover and is not mowed for maintenance activities.

- Please develop details on vegetated riprap infill materials, plant selection, density, and spacing.

- For concepts depicted in EFH Figures 9 and 10, details on scale, dimension, stability, and construction methods for woody debris–rock cluster mitigation features need to be developed more fully. We recommend that this refinement be coordinated with the interdisciplinary team convened for this project, with support from a qualified design firm familiar with these applications. At this time, we are not certain that the proposed concepts are feasible or desirable until more site-specific objectives and designs are developed.

- Time and resources to fully develop the above Chilkat River bank mitigation features should be included as Environmental Commitments.

Compliance with Executive Order 11988, Draft Revised EA section 4.13.4

We understand that guidance on how to effectively implement this Executive Order (EO) has not been fully developed. However, we believe that the language in section 2.2 of the EO provides general support for some of our recommendations: "*Where possible, an agency shall use natural systems, ecosystem processes, and nature-based approaches when developing alternatives for consideration.*" We recommend more inclusive and informed site selection for mitigation features such as the proposed large woody debris clusters or linear wood revetments, as well as procurement of a qualified engineering design firm(s) to design and construct those features.

Fish Stream Culvert Improvements

The selection of culverts to be improved on fish streams in the project alignment was identified in the 2009 Hydrology and Hydraulics Report, slightly revised in the 2014 EFH Assessment, and carried forward into the 2015 Draft EA. During one of our site visits with ADOT&PF and ADF&G, we observed spawning coastal cutthroat trout upstream of the culvert at station 606-00 near MP12 and asked that it be included in the culvert table for design and replacement, as depicted on Figure Set D, 13 of 34. We agree with the other 25 selections as proposed and look forward to reviewing draft designs for the crossings.

The Draft EA also references offsite mitigation in the form of replacement of a culvert at Cannery Creek at Mud Bay Road to provide additional environmental offsets. We believe this is an error. During the field review in support of the EFH Assessment, we visited this site, observed its backwater condition, and agreed it was a low priority for

mitigation investment. We then traveled to Mud Bay Road crossing at Mile 7.1 which is a perched culvert with other maintenance issues and agreed that was the superior candidate. We request that ADOT&PF change the location to the Mud Bay 7.1 culvert where there is a greater barrier to upstream fish migration.

Proposed Stream Mitigation

Our revised station-specific comments and recommendations on proposed Stream Mitigation actions are enclosed in Appendix 1. We support several of the concepts depicted, but believe that additional design work remains to validate the concepts as practicable with site-specific hydrologic and topographic data. Designs for mitigation sites should be developed to the same level of detail as the highway itself, prior to approval of the project, to ensure that the proposed mitigation is technically and financially feasible.

We recommend that ADOT&PF monitor effectiveness of stream mitigation sites for several years after construction, with a commitment to adaptively manage the sites as necessary to ensure ecological functions. Bonding or similar financial assurances should be included to ensure effective stewardship of the sites. We request that ADOT&PF include these efforts as Environmental Commitments.

Wetland Mitigation

The Interdisciplinary Team and ADOT&PF never fully developed a transparent method for depicting how polygonal wetland impacts will be offset by linear stream enhancement or habitat creation activities. Impacts to 22.2 acres of wetlands (Table 4.14-2, p. 154) are proposed to be offset with a combination of stream enhancement and creation, and in-lieu fees, but the proportion and ratios of how these will be tabulated is unclear. Additionally, the Wetland and Stream Functions and Values Assessment summary scores indicate that there are significant functional shortfalls in terms of potential functional lift derived from the proposed stream enhancements. The Service is available to assist ADOT&PF and the interdisciplinary team in completing a refined mitigation plan to fully offset unavoidable impacts.

We appreciate ADOT&PF's coordination with the Service over the many years that this project has been in planning. Site visits organized by ADOT&PF have helped to clarify issues and our work together has resolved many of the difficult issues presented by this project.

Thank you for the opportunity to comment on the EA. If you have any questions on our comments, please feel free to contact Mr. Steve Brockmann at 907-780-1181 or via electronic mail (email) at steve_brockmann@fws.gov or Mr. Neil Stichert at 907-780-1180 or via email at neil_stichert@fws.gov.

Sincerely,

Socheata Lor, Ph.D.
Field Office Supervisor

Enclosures

cc: Jackie Timothy, ADFG
Michael Eberhardt, ADNR
Linda Shaw, NOAA
Randal Vigil, ACOE

Appendix 1: Revised station-specific comments and recommendations on proposed Stream Mitigation actions (EA, Appendix D version June 22, 2015, and distributed October 16, 2015).

Station 240+38 - This site is part of a fish-bearing wetland/stream complex; juvenile coho salmon were observed throughout this site. We recommend that further avoidance of impact to fish-bearing wetland be evaluated. We support the concept of moving this stream from the toe of embankment and connecting it to the scrub-shrub slough and the Chilkat River directly. **This work qualifies as mitigation only if the alternative was to leave the displaced stream along the edge of the newly widened highway embankment.**

Station 319+13 –**agreed to be deleted.**

Station 513+75 - This site is intended to replace fish bearing wetlands through the excavation of a slough/channel through an adjacent upland cottonwood stand. **This site has a reasonable likelihood of achieving its mitigation objectives if it can be constructed without damaging existing functions in the adjacent wetland.**

Station 530+70 - This site is similar to 240+38 and we support the concept of moving this stream from the toe of embankment and connecting to the slough feeding into 513+75. **This work addresses a project need to move flows away from the road embankment, but offers some mitigation benefit.**

Station 608+00- This site was added in late 2013. It diverts flow from a cascade and short resident fish stream (spawning coastal cutthroat trout were observed earlier that year) into the upper extent of an adjacent stream. If feasible, this concept may increase wetted length, area, and flow to the adjacent stream. There is some risk of the cascade stream diversion failing, subsidence of flows into the alluvial/colluvial fan, and topographic challenges. This site may have merit, pending survey and resolution of these fundamental issues.

Station 647+20 and 653+00 - This site offers a combination of benefits of consolidating flowpaths on the upslope, moving downstream flows away from the embankment, and potentially creating some additional length of fish habitat. **We recommend pursuing more refined design at this site and moving it forward.**

Station 736+83 - This site offers most of its benefit in consolidating flowpaths on the upslope and potentially creating some additional length of fish habitat. **We evaluated this site and determined that its mitigation potential is very low.**

Station 733+70 to 726+70 Chilkat Side Channel - This concept attempts to recreate spawning habitat for coho and chum salmon through a shallow, graded excavation of an adjacent gravel bar. Surface flow, interflow, groundwater flow, substrate type, and

sediment transport patterns all interact with the selection, spawning, and emergence of salmonids. **We prefer additional impact avoidance measures at this site, as this concept has a low likelihood of measureable success.**

Station 865+88 **(depicted as 869+00 Sheet 15/21)** - This site offers a combination of benefits of consolidating flowpaths on the upslope, moving downstream flows away from the embankment, and creating some additional lengths of fish habitat downstream of the road. **We recommend pursuing design of the downstream reach for mitigation, but the upstream reach has little potential.**

Station 887+60 **(depicted as 895+00 Sheet 17/21)** - This site is a combination of routing a stream crossing under a new alignment, removing a culvert and associated fill, and partial excavation of abandoned roadbed. **This site offsets direct stream impacts on site as proposed on an equal basis. There are remaining wetland impacts which largely will not be mitigated in-situ as the roadbed fill in the abandoned road arc is only partially excavated. Details on the relic pipeline/utility crossing at the excavated culvert site are lacking, and it is not clear of the stream will be fully day-lighted due to pipeline conflicts.**

United States Department of the Interior
FISH AND WILDLIFE SERVICE
Juneau Fish & Wildlife Field Office
3000 Vintage Blvd., Suite 201
Juneau, Alaska 99801-7100
(907) 780-1160

August 15, 2013

Jim Scholl
Environmental Coordinator
Alaska Department of Transportation and Public Facilities
6860 Glacier Highway
POB 112506
Juneau, AK 99811-2506

Re: Haines Highway Environmental Assessment – Project # 68606

Dear Mr. Scholl,

The Juneau Fish and Wildlife Field Office (Juneau Field Office) has reviewed the Environmental Assessment (EA) in support of the Haines Highway Mileposts 3.5 to 25.3 Project, near Haines, Alaska. The project proposes to upgrade the highway by:

- Widening shoulders to 6 feet on each side to improve bicycle capacity.
- Realign most curves, providing sight distances to allow for passing zones.
- Replace the Chilkat River Bridge.
- Enhance drainage at mile posts (MP) 19 and 23 where water and sediments frequently overtop the highway; install four to six larger diameter culverts at debris flow areas near these MPs.
- Raise elevation of the highway 15 to 18 feet at MP 19 and 23.
- Construct drainage ditches and upgrade, replace, and/or add new culverts.
- Rehabilitate or relocate driveways, turnout access points, and road intersections.
- Install or upgrade guardrails and other safety features.
- Acquire approximately 25 acres of right-of-way.
- Construct parking area for access to Mount Ripinski Trailhead.

Biologists from the Juneau Field Office have participated as part of the Interdisciplinary Team (IDT) and met with ADOT&PF staff on this project since 2005. Our contributions have focused on minimizing impacts to nesting, roosting, and feeding habitat for bald eagles; minimizing loss of wetland habitat along the proposed road re-alignment; identification of culverts and fill areas with potential to block or otherwise impact fish passage and fish habitat; and development of mitigation concepts to avoid, minimize, and compensate for impacts. Each of these topics is discussed below. We remain available to coordinate with ADOT&PF and others to resolve these issues, and are confident that by

working together with other stakeholders we will succeed in designing a project that addresses the safety needs of the traveling public while avoiding unnecessary impacts to fish and wildlife habitat.

Bald Eagle Habitat

Bald eagles nest and feed throughout the project area. Approximately 17 miles of the 22-mile-long project corridor is adjacent to the Alaska Chilkat Bald Eagle Preserve. The preserve supports many active eagle nests, but is most famous for the large number of bald eagles that visit during fall and early winter to feed on a late spawning run of chum salmon. The Haines Highway right-of-way between MP 8.3and 16.8 and between MP 20.2 and 21.5 abuts the boundary of the Chilkat River Critical Habitat Area, known locally as the "Council Grounds". This is likely the most important bald eagle habitat in the project area. According to the EA, about 200 to 400 bald eagles are year-round residents within the preserve; over 3,000 bald eagles use the preserve during fall congregations.

Nesting Habitat – U.S. Fish and Wildlife Service (USFWS) staff surveyed bald eagle nest locations along the project corridor by helicopter with ADOT&PF staff in 2006 and 2012. The most recent survey documented 25 bald eagle nests in the project area. Eleven nests were within 330 feet of the proposed construction areas; one nest was just beyond at 356 feet from the construction area. Of the 25 identified nest locations, 20 are within 660 feet of the proposed construction. ADOT&PF has agreed to fund surveys for nesting eagles during the course of the project to better document eagle nest locations in the project area. Juneau Field Office staff will work with ADOT&PF to conduct these surveys.

Bald eagles can be sensitive to habitat alterations and disruptive activities near their nests, leading, in some cases, to nest abandonment, mortality of eggs or young, or destruction of a nest. The USFWS has developed national guidelines to help developers and others avoid such impacts. These guidelines recommend no habitat alterations within 330 feet of eagle nests, and no habitat disturbance or disruptive activity within 660 feet of an active nest during the nesting season. No blasting or similar loud noises should be done within ½ mile of an active nest. These distances are guidelines only – smaller buffers may be adequate for eagle pairs that have demonstrated tolerance to human activity.

In this case, scheduling disruptive construction activities outside the March 1 to September 30 nesting season would likely result in disturbance of wintering eagles, which could have greater impacts on a larger population of eagles. This is particularly true for nests in the northern portion of the project area (adjacent to the Council Grounds), where the greatest concentrations of wintering eagles occur. In cases where disturbance cannot be avoided, the USFWS can issue a permit authorizing disturbance, provided that all practicable measures to avoid and minimize impacts have been incorporated into project plans.

We understand that ADOT&PF is preparing an eagle permit application. Specific measures to minimize disturbance should be included for each nest in the project area.

For example, there may be opportunities to schedule disruptive activities such as clearing and blasting in October, when nesting is completed but before large numbers of wintering eagles arrive, particularly for nests in the southern portion of the project area. We might also consider installing exclusion devices in specific nests to encourage eagles to use alternative nests further from the construction zone. Juneau Field Office staff remains available to identify additional strategies for minimizing impacts to nesting eagles.

Foraging Areas and Communal Roost Sites – Portions of Haines Highway project area, and the adjacent Chilkat Bald Eagle Preserve are important eagle-use areas, as defined by the Eagle Permit regulations (Fed Reg 74(175):46876-46879). "Important eagle-use area" is defined as an eagle nest, foraging area, or communal roost site that eagles rely on for breeding, sheltering, or feeding, and the landscape features surrounding such nest, foraging area, or roost site that are essential for the continued viability of the site for breeding, feeding, or sheltering eagles. "Foraging area" is defined as an area where eagles regularly feed during one or more seasons. A "communal roost site" is an area where eagles gather repeatedly in the course of a season and shelter overnight and sometimes during the day in the event of inclement weather. These important eagle-use areas should be protected to the maximum degree practicable, in order to qualify for a permit to disturb eagles during construction of the Haines Highway Project.

We have discussed the need for better delineation of roosting and foraging areas, including perch trees that are used by foraging eagles. ADOT&PF has agreed to conduct surveys during the winter of 2013-2014, and perhaps subsequent years, to identify trees used by eagles during the fall and winter. It is especially important to delineate areas where large numbers of eagles congregate during that time. Juneau Field Office biologists are available to assist in survey design, if requested by ADOT&PF.

Until information from such surveys is available, we have agreed to consider all mature trees within 100 feet of the riparian forest edge along the river as potentially important foraging and roosting habitat. We understand that ADOT&PF is currently mapping this 100-foot zone, and identifying where removal of trees within this zone is proposed. At each such location, ADOT&PF should evaluate alternatives such as alignment shifts or guard rails with retaining walls or steeper fill slopes to avoid or reduce the need to remove trees within 100 feet of the forest edge. This analysis will help ensure that take disturbance is avoided to the maximum degree practicable.

Compensatory mitigation may be required as a condition of your permit, because we anticipate that the permit will authorize multiple takes (see Fed Reg 74(175):46844). We recommend that ADOT&PF explore a variety of options as compensatory mitigation. For example, there may be places between the highway and the river where transplanting of cottonwood trees, salvaged from elsewhere in the project area, may accelerate recruitment of new perch and roost trees. Providing trees on the river side of the highway may also improve safety for humans and eagles if it reduces the incidence of eagles flying across the highway to reach perch trees on the upland side of road. Improvements to fish spawning and rearing habitat might also provide benefits to the eagle population

and be used as compensatory mitigation. Additional comments on fish habitat are provided below.

The ADOT&PF should anticipate a requirement to provide post-construction monitoring to evaluate the effects of the project on use of the area by eagles, for up to three years following completion of construction. The surveys designed to provide baseline information on nesting activity and fall/winter eagle distribution in the project area (discussed above) could likely be designed to meet this project need as well, if planned accordingly.

Vehicle Strikes - Carrion along highways resulting from vehicle strikes often attracts eagles, which will scavenge on road kills. Moose are the primary species struck by vehicles in the project area (EA, p. 86). Eagles feeding on roadside carrion are often slow to take flight, and are therefore particularly vulnerable to being struck by vehicles. Efforts to minimize the incidence of wildlife strikes can reduce this risk. A focused effort to promptly move carrion away from the road corridor can also reduce risk.

Eagles foraging along roadside salmon spawning areas can also be vulnerable to vehicle strikes, putting both motorists and eagles at risk. During the fall and winter, eagles often carry fish from the river into roadside trees, sometimes flying across or along the highway. These heavily-burdened birds are slow-flying and have limited maneuverability, so may not be able to avoid fast-moving vehicles. In some cases, eagles may drop from trees along the highway to seize fish in the adjacent stream channels. These birds may be more focused on their foraging than on avoiding traffic, making them vulnerable to vehicle strikes.

In addition to improvement of sight distances through modification of roadway design, as proposed, we recommend that ADOT&PF consider reduced speed limits and increased posting of signs to alert motorists and minimize the risk of vehicle-wildlife collisions.

Impacts to Aquatic Resources

Over the nearly decade-long planning cycle associated with this project, ADOT has invested in a Wetland Delineation Report (2006), Stream and Habitat Inventory (2006), Hydrology and Hydraulics Report (2009), Conceptual Mitigation Opportunities and Steam and Habitat Mitigation Plan (2009), and the Wetland and Stream Functions and Values Assessment (2012). Generally, the project IDT and ADOT&PF met upon completion of each of these analyses. Overall, the field-based approach and detailed mapping associated with these products has positively informed the process to date and form the basis for our understanding of the project itself, its potential impacts to fish and wildlife resources, and range of potential mitigation opportunities.

The proposed action would directly impact 23.7 acres (ac) (or about 10 percent) of the 248.4 ac of wetlands in the project area (EA, p. 73). Additional fill would be placed on approximately 14,244 linear feet (lf) of Chilkat River and 2,315 lf of Chilkat River tributaries, covering 8.3 ac. As defined in the EA, the riverine wetlands in the project area

are unique in their function along the Chilkat Valley floor and provide for flood storage, source flows to anadromous and resident fish streams, fish and wildlife habitat, sediment retention, and nutrient cycling. Emergent wetlands provide many of these same functions, and provide much of the available fish and wildlife habitat in the project area.

The EA addresses wetland avoidance and minimization efforts to date to reduce impacts to wetlands, Chilkat River and tributary waters. Much of the proposed alignment would occupy the existing roadbed and many of the wetland acres in the project area would be impacted at the toe-of-slope of the widened embankment. We believe, however, that wetland and riverine impacts can be further reduced. Our station-specific comments, based on site visits and our review of *Wetland Impacts and Proposed Stream Mitigation, Figure Set C Sheets* dated April 26, 2013, are attached to this letter as Appendix 1. We recommend that ADOT&PF re-evaluate options for additional impact avoidance at each of the areas discussed in that Appendix.

Streambank Erosion Control

Figure 4.15-1 in the EA illustrates a proposed typical section of erosion control for Chilkat River streambanks. The EA narrative implies that the typical section would be constructed at a 2:1 slope and that this approach would be replicated for all Chilkat River banks in the project area, rather than a station-by-station design for each streambank requiring stabilization. This simplistic approach may produce greater impacts to riparian areas and riverine wetlands than necessary. Instead, we recommend that each section of constructed streambank be designed for the specific conditions at each location, considering existing slopes, hydraulics, habitat sensitivity, and other physical considerations relevant to streambank design.

We concur that constructed streambanks should be seeded and planted with cuttings to replace riparian vegetation. We recommend that the typical section and/or station-by-station sections also incorporate large woody debris features as depicted on the Figure 9, *Bank Toe Enhancement Sheet* dated March 26, 2012.

The EA mentions incorporation of "large and small woody debris and other bio-stabilization techniques into the riprap" (p. 82) as a minimization approach, but does not adequately detail the design or location of these features. We support incorporation of vegetation and woody debris, but recommend that ADOT&PF procure additional design expertise to inform site-specific planning and placement of these features in consultation with resource agencies.

Fish Stream Culvert Improvements

The focus of the Haines Highway IDT since inception has been to offset unavoidable impacts within the project area and to create net environmental improvements where possible. We agree with the approach and outcomes of the October 30, 2009 Draft Preliminary Hydrology and Hydraulics Report and the subsequent Appendix D of the Essential Fish Habitat report listing the attributes of the proposed culvert upgrades. Of

the 25 culverts identified, 16 structures have been proposed to adopt a Tier 1 design approach, 3 structures will be Tier 1 or 2 depending on final design considerations, and 6 structures will meet Tier 2 guidelines. We agree with this approach and look forward to reviewing more specific fish passage designs at permitting.

Maintenance and replacement of fish passage structures is characterized as "mitigation" in Sections 4.14.3 and 4.15.3 of the EA. Various laws, regulations, and guidance, however, require stream crossings to be designed and installed in a manner that does not impede movement of fish and other organisms (see FHwA 2007 *Federal Highway Administration Design for Fish Passage at Roadway-Stream Crossings: Synthesis Report*, pp. 1-8 to 1-9). Proper design of stream crossings to provide for fish passage is one method for avoiding and minimizing environmental impacts and therefore may be accurately characterized as avoidance and minimization forms of mitigation. The EA should clearly state that compliance with federal and state laws that require maintenance of fish passage will not be considered compensatory mitigation for any impacts.

Stream and Habitat Mitigation Plan, Appendix D

In 2009, ADOT&PF formulated a suite of Conceptual Mitigation Opportunities and an associated Technical Memorandum. Elements of these documents are included in the EA as Appendix D, and outline on-the-ground mitigation opportunities at 11 proposed locations (survey stations). On the June 20, 2013 agency site visits, four of these locations were discussed in the field. Our station-specific comments and recommendations on the proposed actions are attached to this letter in Appendix 2.

Essential Fish Habitat Assessment, Appendix F, Agency Determination

This document (p. 28) states that *"Based on the project design, DOT&PF on behalf of FHWA, believe that permanent adverse effects from this project would be offset by beneficial effects of the following: Construction of approximately 14,244 linear feet of inner bank erosion control, designed to enhance habitat by increasing interstitial spaces, velocity refugia, and cover for fish"*. We disagree with depiction of this activity as a beneficial effect to fish habitat, and stated this at the February 16, 2012 draft EFH Assessment meeting in Juneau. Salmonid utilization and occupancy of engineered streambanks is variable, species dependent and not well understood in river systems with glacier-dominated flow regimes. Geomorphic effects of placement of long, uniform alignments of riprap have been well documented, often resulting in thalweg attraction to the embankment toe, and simplifying local floodplain complexity. We recommend that this statement be removed.

Design Alternatives

We understand that many of the impacts associated with proposed roadway alignments result from your efforts to meet a 55 mile per hour design standard through the entire project corridor. We recommend that ADOT&PF consider lower speed limits for specific

areas where reduced design standards could be used to reduce impacts to wetlands, fish habitat, or eagle habitat, or reduce the risk of wildlife-vehicle collisions.

We appreciate ADOT&PF's coordination with the Juneau Field Office over the many years that this project has been in planning. Site visits organized by ADOT&PF have helped to clarify issues and our work together has resolved many of the difficult issues presented by this project. Thank you for the opportunity to comment on the EA. If you have any questions on our comments, please feel free to contact Neil Stichert or Richard Enriquez.

Sincerely,

Bill Hanson
Field Supervisor

cc
Richard Chapell, ADFG
Jackie Timothy, ADFG
Chiska Derr, NMFS
Micheal Eberhardt, DNR
Jane Gendron, ADOT
Kristen Hanson, DOWL-HKM

Appendix 1. Station-specific comments on wetland impacts (Reference *Wetland Impacts and Proposed Stream Mitigation, Figure Set C Sheets* dated April 26, 2013 for station numbers and wetland polygons described).

Sheets 1-3, Stations 212+00 to 284+00 and Sheet 5, Stations 316+00 to 340+00 (approximate) - While much of these palustrine emergent wetlands are located at the toe of embankment slope, they provide seasonal rearing habitat for juvenile anadromous fish for much of the length, with functional scores for 'salmonid habitat' ranging from 2 (low) to 6 (high), depending on connectivity. Most of these wetland polygons rate 'high' for groundwater discharge, a plausible correlation with salmonid rearing habitat in the area. Please consider alternative embankment designs and/or alignment shift to reduce impacts to these wetlands.

Sheets 6-7, Stations 380+00 to 390+00, 412+00 to 416+00 (approximate) - Chilkat River fill is this area is significant in what appears to be a depositional area of the floodplain. Evaluate alignment options and hydraulic conditions at this site to reduce riverine fill.

Sheet 8, Stations 428+50 to 446+00 - The 2.29 ac Chilkat River fill into riverine/open water wetlands is the largest continuous polygon of its type in the project area and is rated 'high' for salmonid habitat in the functional assessment materials. Evaluate alignment options, alternative embankment design, and hydraulic conditions at this site to reduce riverine fill. The abandoned road segment is not depicted as reclaimed or restored.

Sheet 9, Stations 448+00 to 466+00 - This section is also depicted as a nearly uniform length of riverine fill into the Chilkat River. All of these wetland polygons rate 'high' for salmonid habitat and groundwater discharge. Evaluate alignment options and hydraulic conditions at this site to reduce riverine fill.

Sheet 10, Stations 483+50 to 489+50 (specific), and 486+50 to 494+00 (approximate) - This 0.72 ac palustrine scrub-shrub wetland is rated 'high' for salmonid habitat, is contiguous to a fish stream, and is adjacent to a palustrine emergent wetland contributing groundwater discharge. Both wetlands are largely pristine with the exception of the highway embankment to the south. Evaluate alignment options or alternative embankment designs at this site to reduce or eliminate this fill. The abandoned road segment is not depicted as reclaimed or restored.

Sheet 11, Stations 512+00 to 523+50 (specific) - This 0.65 ac palustrine emergent wetland is rated 'high' for salmonid habitat, is contiguous to a fish stream, and is adjacent to a large palustrine emergent wetland/relic side channel contributing groundwater discharge. During the 20 June 2013 site visit, this site was visibly occupied by high densities of juvenile coho salmon. We recommend alternative embankment designs at this site to reduce fill into these fish bearing wetlands. We also support the mitigation concept of habitat creation at this site (discussed later).

Sheet 13, Stations 589+50 to 606+50 (specific) - This 1.61 ac palustrine scrub-shrub wetland is rated 'high' for salmonid habitat, is contiguous to a fish stream, and is adjacent to an upslope palustrine scrub shrub wetland contributing groundwater discharge. Evaluate alignment options or alternative embankment designs at this site to reduce or eliminate this fill. The abandoned road segment is not depicted as reclaimed or restored.

Appendix 2: Station-specific comments and recommendations on proposed Stream and Habitat Mitigation Plan actions (EA, Appendix D)

Station 240+38 - This site is part of a fish-bearing wetland/stream complex; juvenile coho salmon were observed throughout this site. We recommend that further avoidance of impact to fish-bearing wetland be evaluated. We support the concept of moving this stream from the toe of embankment and connecting it to the scrub-shrub slough and the Chilkat River directly. This work addresses a project need and should not be counted as compensatory mitigation.

Station 319+13 - This site is part of a more defined stream system than 240+38 and juvenile coho salmon were observed throughout this site. We support the concept of moving this stream from the toe of embankment and connecting to the scrub-shrub slough and the Chilkat River. We do not believe that addition of large woody debris along the Chilkat River at this site will be beneficial, as construction impacts could exceed potential habitat benefits. This work addresses a project and should not be counted as compensatory mitigation.

Station 512+24 - This site is intended to replace fish bearing wetlands through the excavation of a slough/channel through an adjacent upland cottonwood stand. This site has a reasonable likelihood of achieving its mitigation objectives if it can be constructed without damaging existing functions in the adjacent wetland. We recommend deleting the waste material 'ditch block' from the concept and initiating an investigation of groundwater flux at the site to informed refined design work.

Station 530+70 - This site is similar to 319+13 and we support the concept of moving this stream from the toe of embankment and connecting to the slough feeding into 512+24. This work addresses a project need to move flows away from the road embankment more than mitigation, and should not be counted as such.

Station 647+20 and 653+00 - This site offers a combination of benefits of consolidating flowpaths on the upslope, moving downstream flows away from the embankment, and potentially creating some additional length of fish habitat. We recommend pursuing more refined design at this site and we will revisit this site to evaluate its mitigation potential.

Station 736+83 - This site offers most of it benefit in consolidating flowpaths on the upslope and potentially creating some additional length of fish habitat. We will revisit this site to evaluate it more critically and then make a determination of its mitigation potential, which appears low.

Station 733+70 to 726+70 Chilkat Side Channel - This concept attempts to recreate spawning habitat for coho and chum salmon through a shallow, graded excavation of an adjacent gravel bar. Surface flow, interflow, groundwater flow, substrate type, and sediment transport patterns all interact with the selection, spawning, and emergence of salmonids. We prefer additional impact avoidance measures at this site, and if there are

net unavoidable impacts, then attempt the proposed activity, without mitigation credit due to a low likelihood of measureable success.

Station 865+88 - This site offers a combination of benefits of consolidating flowpaths on the upslope, moving downstream flows away from the embankment, and potentially creating some additional lengths of fish habitat. We recommend pursuing more refined design at this site and we will revisit this site to evaluate its mitigation potential. The abandoned road segment is not depicted as reclaimed or restored.

Station 887+60 - This site is a combination of routing a stream crossing under a new alignment, removing a culvert and associated fill, and partial excavation of abandoned roadbed. This site offers a high degree of efficacy to offset direct stream impacts on site as proposed on an equal basis. There are remaining wetland impacts which largely will not be mitigated in-situ as the roadbed fill in the abandoned arc is only partially excavated. Details on the relic pipeline/ utility crossing at the excavated culvert site are lacking.

USFWS Response
May 18, 2016

THE STATE of ALASKA
GOVERNOR BILL WALKER

Department of Transportation and Public Facilities

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May 18, 2016

Ms. Socheata Lor, Ph.D.
U.S Fish and Wildlife Service
Anchorage Fish & Wildlife Field Office
4700 BLM Road
Anchorage, AK 99507

Re: USFWS Comments on Haines Highway Improvements Milepost 3.5 to 25.3
Draft Revised Environmental Assessment

Dear Ms. Lor:

Thank you for your comments dated December 8, 2015 on the referenced document. Alaska Department of Transportation and Public Facilities (DOT&PF) appreciates the time and effort that you and your staff have dedicated to working with us to address potential effects to fish and wildlife resources as a result of this proposed project.

The following sections address the issues raised in your December 8 comments by section.

Bald Eagle Habitat

As acknowledged in the comments, DOT&PF will be applying for an eagle permit and will work with U.S. Fish and Wildlife Service (USFWS) to determine specific construction timing measures and measures to minimize disturbance near eagle nests and the Council Grounds feeding area. DOT&PF has also agreed to compensatory mitigation measures including planting cottonwood trees to accelerate recruitment of new perch and roost trees. DOT&PF is also working with USFWS and the Alaska Department of Fish & Game (ADF&G) on improvements to fish spawning and rearing habitats, which will provide benefits to the eagle population. DOT&PF will work with USFWS and ADF&G to develop an appropriate monitoring program for up to three years following construction.

DOT&PF appreciates USFWS' concern that the proposed project, if it facilitates higher vehicle speeds, could result in increased numbers of vehicle-eagle collisions. Although some motorists could have the propensity to drive faster on a straighter road, the speed limit would remain the same as it is now, 55 MPH. DOT&PF believes improved visibility would diminish the potential for animal collisions. DOT&PF would continue to work with USFWS on locations of appropriate signage.

Impacts to Aquatic Resources

DOT&PF has continued to work with resource agency staff and other interested parties to enhance the bank mitigation measures proposed as part of the project. We have introduced woody structure and vegetation into our proposed Chilkat River mitigation concepts (concepts). These concepts were developed by Herrera Engineering and modified by DOT&PF and ADF&G for Chilkat River conditions (see attached Chilkat River Mitigation concepts). Concepts were selected as close to the impact sites as practicable and located based on river hydrology and fish habitat characteristics in coordination with ADF&G.

Specific items presented in your letter are addressed below,

- Ordinary High Water (OHW) is depicted on Fig. 4-15-1 as the water surface. Imported vegetation plantings are at or above that elevation in the graphic. The intent of this graphic is to introduce a concept to the public in a simple drawing. OHW is a calculation based on a number of variables and could be confusing to introduce as a part of this drawing. Determination of actual OHW would be calculated for each location during final design. USFWS would be able to comment on actual OHW, for each location, as a part of the permitting process.

- Details of the vegetated infills will be developed in coordination with USFWS, among other agencies with jurisdiction, as a part of the permitting process.

- DOT&PF has refined the details of the river protrusions and ballasted log clusters using design concepts provided by Herrera Engineering as the basis for the attached concepts. We have coordinated these refinements with ADF&G and would continue to refine the details, in coordination with the agencies with jurisdiction, during the design process. Further coordination with agencies and interested persons concerning final mitigation details would continue prior to the permitting of each project construction phase.

- DOT&PF is in compliance with EO 11988, establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input, as discussed in FREA Section 4.13. Although project alternatives were developed prior to January 30 2015[1], the Chilkat River mitigation concepts have been revised to simulate natural streambank conditions and enhance fish habitat. Additionally, tributary enhancement and creation was developed to simulate existing natural fish habitat.

- DOT&PF proposes to require the Construction Contractor to use a specialist to oversee mitigation construction.

- The culvert at STA 606+00 near MP 12 will be replaced with a new culvert. ADF&G requested this culvert not be constructed to fish passage standards; rather, fish passage to this tributary would be provided by a new fish passage culvert constructed at STA 591+00.

- DOT&PF proposes the offsite mitigation project to improve fish passage at MP 7.1 of the Mud Bay road. We have corrected this error in the FREA, Section 4.15.

[1] The date EO 11988 was amended to include the language cited

- Design work to validate concepts in UWFWS Appendix 1 in the first phase of construction (MP 3.5-12) is at same level of detail as the highway itself; final design of mitigation sites in other phases of project would be completed during final design of the highway in those locations.

- Monitoring commitments would be proposed during the permitting process. USFWS will have the opportunity to comment on monitoring as a part of that process.

- Attached to this letter is a complete list of proposed mitigation measures to at least offset unavoidable impacts to Wetlands and other Waters of the US (see Table A, attached). This mitigation plan may be further refined with the help of the USFWS and other agencies with jurisdiction during the permitting process. There are three pertinent issues that lead us to the calculation of required mitigation.

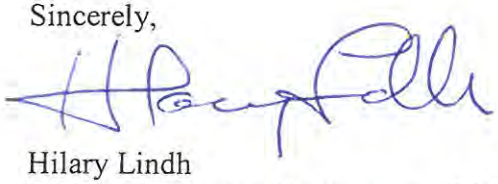
    - The Interdisciplinary Team (IDT) felt the highest value of the impacted wetlands is to provide the correct quality and quantity of water to fish bearing tributaries.

    - A functional lift would occur to wetlands adjacent to new or enhanced tributaries.

    - In the absence of a USACE approved method to evaluate the function and value of riverine areas, we calculated linear impacts by general habitat type (tributary stream or Chilkat River) with the assumption that a tributary channel functions to provide clear, slow moving water with cover and nutrients valuable to rearing salmonids, and the Chilkat River functions primarily to provide a migration corridor with adequate cover and resting areas along the bank that are valuable to both juvenile and adult fish. To offset unavoidable impacts to those two functional habitat types, DOT&PF would first replace in-kind each functional habitat type at a 1:1 ratio and second, create an additional 5,813 linear feet (lf) of new tributary habitat and 3,033 lf of enhanced Chilkat River bank habitat. (Table A).

USFWS is a valuable partner in developing a mitigation plan to offset unavoidable impacts. We look forward to your continued involvement as we finalize mitigation designs. Thank you for your input and support.

Sincerely,



Hilary Lindh
Southcoast Region Environmental Manager

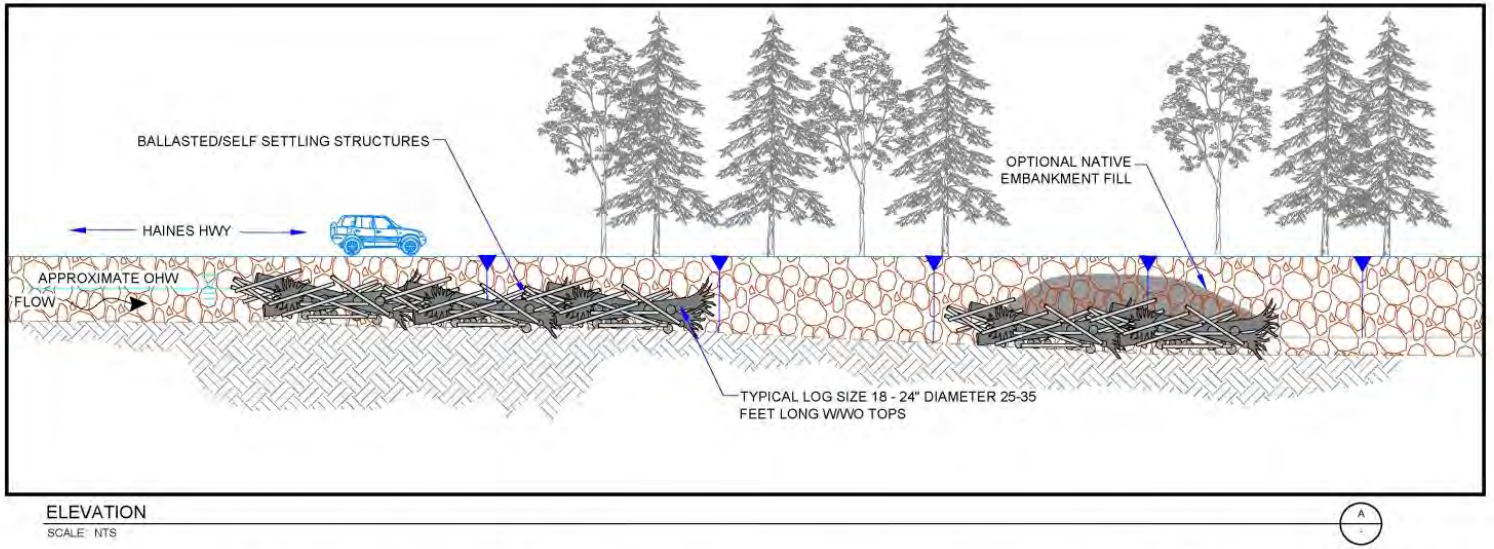
Cc: Al Fletcher, Field Operations Engineer, FHWA

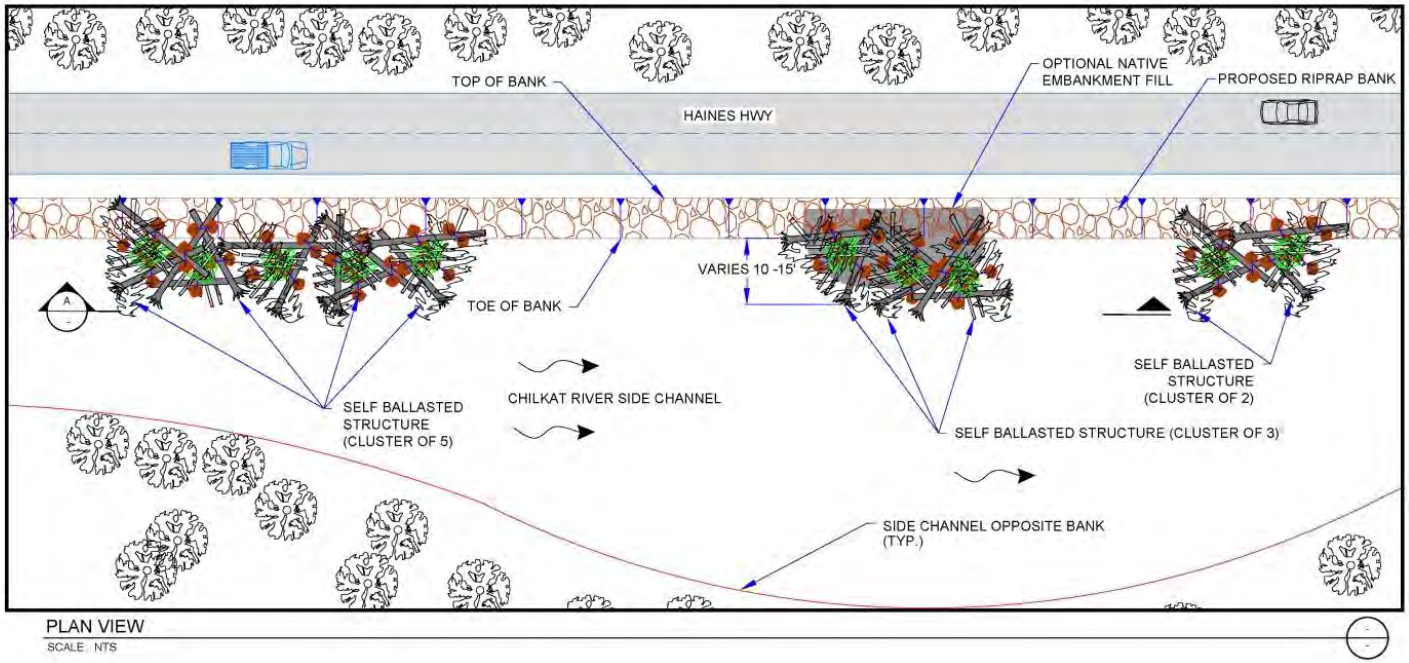
Attachments:

Chilkat River Mitigation Concepts
Table A: Project Unavoidable Impacts and Proposed Mitigation

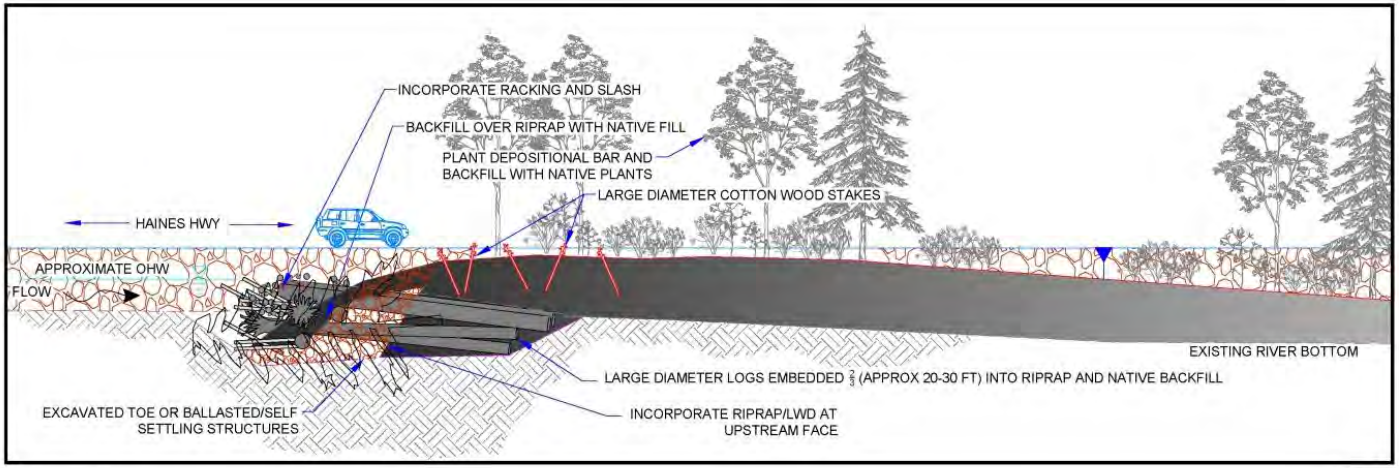
CHILKAT RIVER MITIGATION CONCEPTS

Conceptual Plan for Ballasted Log Clusters

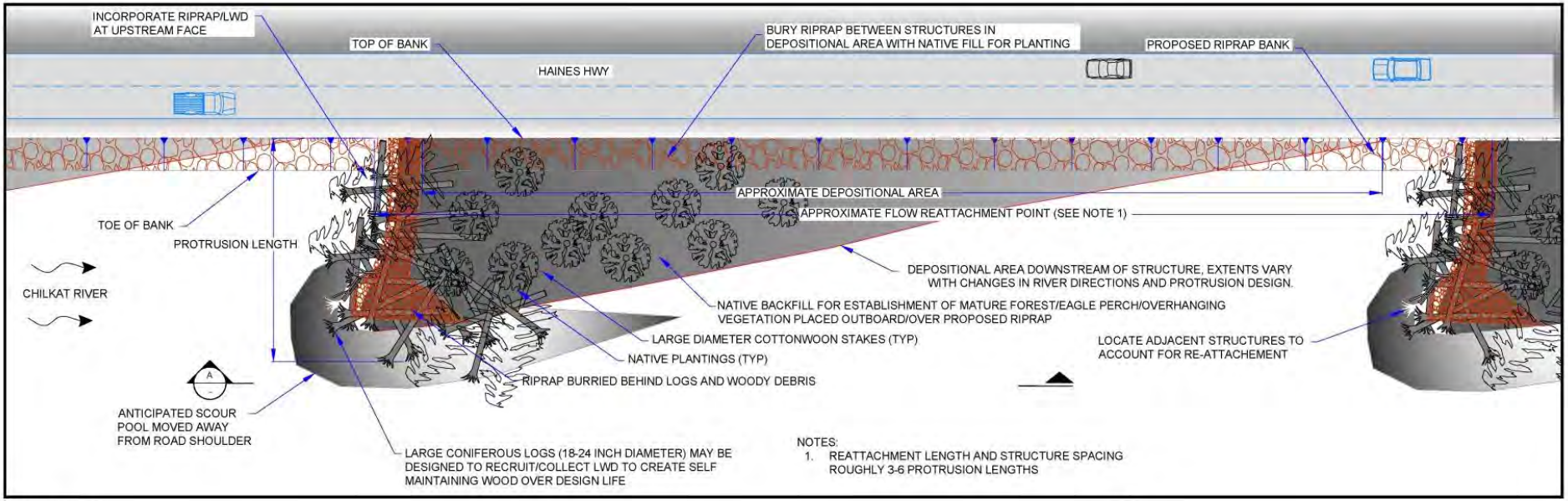




Conceptual Plan for River Protrusions



ELEVATION
SCALE: NTS



PLAN VIEW
SCALE: NTS

Table A –

Unavoidable Impacts and Mitigation Benefits to Fish Habitat

Table A: Unavoidable Linear Impacts and Benefits to Fish Habitat

Figure Set D Sheet #	MP (Approx)	DOT&PF Station Numbering	Fish Passage Culvert #	ACTIVITY	Linear Feet of Stream Impact	Linear Feet of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
1	4.1	191+00 – 194+00		Relocate 300 feet of stream			Neutral	Replace in kind
1	4.2	195+50 – 197+50		302 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
2	4.7	223+50	FP-1	Replace existing culvert with fish passage culvert		90	Positive	Passage, Functional lift to upstream wetlands
2	4.7	221+00 – 223+00		Relocate/replace 100 feet of stream			Neutral	Replace in kind
2	4.7	223+00 – 224+00		Relocate/replace 100 feet of stream			Neutral	Replace in kind
2	4.8	229+50		Relocate/replace 25 feet of stream			Neutral	Replace in kind
2	4.8	230+20	FP-2	Replace existing culvert with fish passage culvert		79	Positive	Passage, Functional lift to upstream wetlands
2	4.9	233+00	FP-33	Replace existing culvert with fish passage culvert		54	Positive	Passage, Functional lift to upstream wetlands
2	4.9	238+50 – 241+40		Improve/Relocate 195 feet of stream to abandoned channel away from road		195	Positive	Improve fish habitat
2	5.0	241+37	FP-3	Replace existing culvert with fish passage culvert		62	Positive	Passage, Functional lift to upstream wetlands
2	5.1	245+25	FP-34	Replace existing culvert with fish passage culvert (driveway)		27	Positive	Passage
2	5.1	246+25	FP-4	Replace existing culvert with fish passage culvert		73	Positive	Passage
2	5.1	249+43	FP-5	Replace existing culvert with fish passage culvert		66	Positive	Passage
2	5.2	249+50 – 256+00		Relocate/replace 650 feet of stream			Neutral	Replace in kind
3	5.3	258+50 – 260+50		Relocate/replace 250 feet of stream			Neutral	Replace in kind

Table A: Unavoidable Linear Impacts and Benefits to Fish Habitat

Figure Set D Sheet #	MP (Approx)	DOT&PF Station Numbering	Fish Passage Culvert #	ACTIVITY	Linear Feet of Stream Impact	Linear Feet of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
3	5.5	263+00 – 264+75		169 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
3	5.6	264+00 – 265+00		Ballasted log clusters		100	Positive	OW Cor, Passage
3	5.7	275+50 – 275+60		11 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
3	5.8	275+10 – 276+10		Ballasted log clusters		100	Positive	OW Cor, Passage
4	5.9	284+50 – 289+00		404 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
4	6.0	293+90		Partial fill of pond	15		Negative	Impact to spawning habitat
4	6.1	298+25 – 300+25		River Protrusion		200	Positive	OW Cor, Passage
4	6.1	297+00 – 302+00		452 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
4	6.4	312+00 – 313+40		Ballasted log clusters		140	Positive	OW Cor, Passage
4	6.4	311+00 – 314+00		165 feet of shoreline fill with vegetated riprap	165		Negative	Impact
4	6.5	316+00	FP-7	Replace existing culvert with fish passage culvert		60	Positive	Passage, Functional lift to upstream wetlands
5	6.7	318+50 – 320+00		Relocate/replace 150 feet of stream			Neutral	Replace in kind
5	6.7	320+00	FP-8	Replace existing culvert with fish passage culvert		69	Positive	Passage, Functional lift to upstream wetlands
5	6.7	320+00 – 323+00		Relocate/replace 300 feet of stream			Neutral	Replace in kind

Table A: Unavoidable Linear Impacts and Benefits to Fish Habitat

Figure Set D Sheet #	MP (Approx)	DOT&PF Station Numbering	Fish Passage Culvert #	ACTIVITY	Linear Feet of Stream Impact	Linear Feet of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
5	6.7	325+80	FP-9	Replace existing culvert with fish passage culvert		81	Positive	Passage, Functional lift to upstream wetlands
5	7.0	336+70 – 338+25		120 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
5	7.1	336+70 – 338+25		Ballasted log clusters		150	Positive	Cor, Passage
6	7.3	350+00 – 358+00		771 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
6	7.3	351+00		Relocate/replace 200 feet of stream			Neutral	Replace in kind
6	7.3	351+00	FP-10	Replace existing culvert with fish passage culvert		66	Positive	Passage, Functional lift to upstream wetlands
6	7.5	351+20 – 352+30		Ballasted log clusters		110	Positive	OW Cor, Passage
6	7.5	354+80 – 356+40		River Protrusion		160	Positive	OW Cor, Passage
6	7.5	362+00 – 363+00		River Protrusion		100	Positive	Cor
6	7.6	365+25 – 366+25		57 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
6	7.6	367+50	FP-11	Replace existing culvert with fish passage culvert		65	Positive	Passage, Functional lift to upstream wetlands
6	7.8	371+50 – 376+00		485 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
6	7.8	374+00 – 374+50		Ballasted log clusters		50	Positive	OW Cor, Passage
6	7.9	380+25 – 385+50		524 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind

Table A: Unavoidable Linear Impacts and Benefits to Fish Habitat

Figure Set D Sheet #	MP (Approx)	DOT&PF Station Numbering	Fish Passage Culvert #	ACTIVITY	Linear Feet of Stream Impact	Linear Feet of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
7	7.9	383+25	FP-12	Replace existing culvert with fish passage culvert		72	Positive	Passage, Functional lift to upstream wetlands
7	8.9	385+00 – 385+50		Fish Wheel, Ballasted log clusters, River protrusion		50	Positive	Cor
7	8.9	389+00 – 390+00		Ballasted log clusters		100	Positive	OW Cor, Passage
7	8.0	388+25 – 391+75		332 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
7	8.2	405+75 – 406+25		28 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
7	8.2	407+25 – 409+50		217 feet of shoreline fill with vegetated riprap	217		Negative	Impact
7	8.4	412+00 – 417+50		547 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
7	8.4	413+00 – 413+50		Fish Wheel		50	Positive	Passage
7	8.5	415+80 – 417+20		River Protrusion		140	Positive	OW Cor, Passage
8	8.6	423+75 – 425+50		154 feet of shoreline fill with vegetated riprap	154		Negative	Impact
8	8.7	429+00 – 436+25		872 feet of shoreline fill with vegetated riprap	872		Negative	Impact
8	8.5	431+00 – 431+50		Fish Wheel		50	Positive	Passage
8	8.7	435+80 – 437+75		River Protrusion		195	Positive	OW Cor, Passage
8	8.8	439+00 – 448+00		904 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind

Table A: Unavoidable Linear Impacts and Benefits to Fish Habitat

Figure Set D Sheet #	MP (Approx)	DOT&PF Station Numbering	Fish Passage Culvert #	ACTIVITY	Linear Feet of Stream Impact	Linear Feet of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
8	8.8	441+00 – 443+10		River protrusion		210	Positive	OW Cor, Passage
8	8.8	446+00 – 446+50		Fish Wheel		50	Positive	Passage
9	8.9	448+00 – 452+50		467 feet of shoreline fill with vegetated riprap	467		Negative	Impact
9	8.9	449+20 – 451+20		Ballasted log clusters		200	Positive	OW Cor, Passage
9	8.9	454+00 – 458+00		398 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
9	8.9	455+30 – 456+70		Ballasted log clusters		140	Positive	OW Cor, Passage
9	9.0	459+75 – 470+00		1,020 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
9	9.2	463+50 – 465+00		Ballasted log clusters		150	Positive	OW Cor, Passage
9	9.2	468+00 – 468+50		Fish Wheel		50	Positive	Passage
10	9.5	484+75	FP-14	Replace existing culvert with fish passage culvert		77	Positive	Passage
10	9.5	484+75		Relocate/replace 30 feet of stream			Neutral	Replace in kind
10	9.7	493+00 – 498+00		447 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
10	9.7	494+00 – 494+50		Fish Wheel		50	Positive	Passage
10	9.7	497+80 – 500+00		River Protrusion		220	Positive	OW Cor, Passage
10	10.0	513+90	FP-15	Replace existing culvert with fish passage culvert		72	Positive	Passage, Functional lift to upstream wetlands

Table A: Unavoidable Linear Impacts and Benefits to Fish Habitat

Figure Set D Sheet #	MP (Approx)	DOT&PF Station Numbering	Fish Passage Culvert #	ACTIVITY	Linear Feet of Stream Impact	Linear Feet of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
11	10.3	520+00 – 524+00		Improve/Relocate 400 feet of stream to historical channel		400	Positive	Passage, Functional lift to upstream wetlands
11	10.3	519+00 – 523+00		Fill 400 feet of slough shoreline	400		Negative	Impact
11	10.5	532+00	FP-16	Replace existing culvert with fish passage culvert		76	Positive	Passage
11	10.5	530+00 – 532+00		Improve/Relocate 126 feet of stream		126	Positive	Passage, Functional lift to upstream wetlands
12	11.2	570+00 – 570+50		Relocate/replace 50 feet of stream			Neutral	Replace in kind
13	11.6	585+50 – 587+50		193 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
13	11.6	585+30 – 588+10		Ballasted log clusters		280	Positive	OW Cor, Passage
13	11.7	590+75	FP-17	Replace existing culverts (2) with fish passage culvert		63	Positive	Passage, Functional lift to upstream wetlands
13	11.7-12	594+25 – 608+00		Create 980 feet of new stream		980	Positive	New fish habitat, functional lift to adjacent wetlands
13	12.0	608+50		Replace culvert			Neutral	Replace in kind
13	12.1	611+50 – 613+25		270 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
13	12.1	612+50 – 613+50		Ballasted log clusters		100	Positive	OW Cor, Passage
14	12.2	620+00 – 622+50		221 feet of shoreline fill with vegetated riprap	221		Negative	Impact
14	12.3	621+20 – 622+00		Ballasted log clusters		80	Positive	OW Cor, Passage
14	12.3	623+00 – 623+50		Ballasted log clusters		50	Positive	OW Cor, Passage

Table A: Unavoidable Linear Impacts and Benefits to Fish Habitat

Figure Set D Sheet #	MP (Approx)	DOT&PF Station Numbering	Fish Passage Culvert #	ACTIVITY	Linear Feet of Stream Impact	Linear Feet of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
14	12.3	624+75 – 625+30		Ballasted log clusters		55	Positive	OW Cor, Passage
14	12.6	641+00 – 642+25		68 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
14	12.6	641+00 – 642+80		Ballasted log clusters		180	Positive	OW Cor, Passage
14	12.7	643+00 – 647+00		Improve/Relocate 300 feet of stream		300	Positive	New fish habitat, functional lift to adjacent wetlands
15	12.8	648+90	FP-18	Replace existing culvert with fish passage culvert		69	Positive	Passage, Functional lift to upstream wetlands
15	12.8	649+00 – 651+00		Improve/Relocate 300 feet of stream		300	Positive	New fish habitat, functional lift to adjacent wetlands
15	12.8	649+00 – 654+50		Create 500 feet of new stream		500	Positive	New fish habitat, functional lift to adjacent wetlands
15	12.9	654+25	FP-19 (New)	New fish passage culvert; direct flow from along road to under road to feed new stream		58	Positive	Passage, Functional lift to upstream wetlands
15	12.9	656+80	FP-20	Replace existing culverts with fish passage culvert		67	Positive	Passage, Functional lift to upstream wetlands
15	13.1	666+50 – 673+00		626 feet of shoreline fill with vegetated riprap	626		Negative	Impact
15	13.1	666+50 – 668+20		Ballasted log clusters		170	Positive	OW Cor, Passage
15	13.2	668+90 – 670+50		River Protrusion		160	Positive	Passage
15	13.2	671+80 – 673+50		River Protrusion		170	Positive	Passage
15	13.4	688+50 – 693+50		513 feet of shoreline fill with vegetated riprap	513		Negative	Impact

Table A: Unavoidable Linear Impacts and Benefits to Fish Habitat

Figure Set D Sheet #	MP (Approx)	DOT&PF Station Numbering	Fish Passage Culvert #	ACTIVITY	Linear Feet of Stream Impact	Linear Feet of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
16	13.4	692+00 – 693+50		River Protrusion		150	Positive	Passage
16	13.5	694+25 – 1,145+25		97 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
16	13.7	696+25 – 699+25		304 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
16	13.7	696+30 – 698+00		River Protrusion		170	Positive	Passage
16	13.7	699+75 – 703+50		383 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
16	13.7	699+80 – 700+70		River Protrusion		90	Positive	Passage
16	13.8	702+60 – 703+60		Ballasted log clusters		100	Positive	OW Cor, Passage
16	13.9	712+00	FP-21	Replace culverts (2) with fish passage culvert		119	Positive	Passage, Functional lift to upstream wetlands
16	13.9	711+75		Fill a portion off 14 Mile pond, fill 30 feet of stream	130		Negative	Impact
16	13.9	711+75		Expand/lengthen the pond		50	Positive	New fish habitat, functional lift to adjacent wetlands
17	14.3	735+90 – 738+00		Ballasted log clusters		210	Positive	OW Cor, Passage
17	14.3	735+50 – 737+75		214 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
17	14.3	736+00 – 738+00		Improve fish habitat on slough		200	Positive	Cor, Kr
17	14.3	738+00 – 740+00		Improve fish habitat on protrusion		200	Positive	Cor, Kr

Table A: Unavoidable Linear Impacts and Benefits to Fish Habitat

Figure Set D Sheet #	MP (Approx)	DOT&PF Station Numbering	Fish Passage Culvert #	ACTIVITY	Linear Feet of Stream Impact	Linear Feet of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
17	14.3	738+25	FP-22	Replace existing culvert with fish passage culvert		56	Positive	Passage
17	14.3	738+00 – 742+00		Fill 400 feet of stream along road toe; direct water under road to new pond	400		Negative	Impact
18	14.8	760+75 – 762+00		235 feet of shoreline fill with vegetated riprap	235		Negative	Impact
18	14.8	761+75 – 762+20		Ballasted log clusters		45	Positive	OW Cor, Passage
18	14.9	767+50 – 769+50		192 feet of shoreline fill (vegetated riprap)	192		Negative	Impact
18	14.9	767+80 – 768+30		Ballasted log clusters		50	Positive	OW Cor, Passage
18	14.9	768+75	FP-23	Replace existing culvert with fish passage culvert		56	Positive	Passage, Functional lift to upstream wetlands
18	14.9	768+75		Relocate/replace 100 feet of stream			Neutral	Replace in kind
18	15.0	768+90 – 770+20		Ballasted log clusters		130	Positive	OW Cor, Passage
18	15.0	772+00	FP-24	Replace existing culvert with fish passage culvert		66	Positive	Passage, Functional lift to upstream wetlands
18	15.0	772+00 – 778+00		Relocate/replace 600 feet of stream			Neutral	Replace in kind
19	15.1	788+50 – 789+00		Ballasted log clusters		50	Positive	OW Cor, Passage
19	15.1	790+50 – 791+00		Ballasted log clusters		50	Positive	OW Cor, Passage
19	15.1	791+20 – 792+30		Ballasted log clusters		110	Positive	OW Cor, Passage
20	16.0	816+00 – 819+50		350 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind

Table A: Unavoidable Linear Impacts and Benefits to Fish Habitat

Figure Set D Sheet #	MP (Approx)	DOT&PF Station Numbering	Fish Passage Culvert #	ACTIVITY	Linear Feet of Stream Impact	Linear Feet of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
20	16.0	817+00 – 819+30		Ballasted log clusters		230	Positive	OW Cor, Passage
21	16.9	867+50 – 871+50		Remove culvert and create 500 feet of new stream to new culvert		500	Positive	Passage, Functional lift to upstream fish habitat
21	16.9	871+10	FP-25	Install new fish passage culvert		85	Positive	Passage, Functional lift to upstream wetlands
21	16.9	867+50 – 871+50		Fill 150 feet of stream	150		Negative	Impact
21	16.9	867+50 – 871+50		Improve/Relocate 400 feet of stream		400	Positive	Replace in kind
21	17.0	873+00		Fill 100 feet of stream with vegetated riprap	100		Negative	Impact
21	17.0	873+00 – 873+50		Ballasted log clusters		50	Positive	OW Cor, Passage
21	17.0	875+00 – 878+00		Extend stream 300 feet using new landslide water source		300	Positive	Increase habitat
22	17.3	889+50	FP-26	New fish passage culvert		129	Positive	Passage
22	17.3	889+50		Relocate/replace 100 feet of stream			Neutral	Replace in kind
22	17.3	889+50 – 891+00		Relocate/replace 200 feet of stream			Neutral	Replace in kind
22	17.3	890+00 – 898+00		Remove culverts and road embankment, restore riparian habitat		800	Positive	Improve fish habitat
22	17.3	897+00		Remove culvert and install open stream crossing		100	Positive	Improve fish habitat
25	19.8	1016+00 – 1017+00		Ballasted log clusters		100	Positive	Kr
26	20.3	1038+00 – 1047+00		Ballasted log clusters		900	Positive	Kr
28	21.5	1103+00		Create pond to provide rearing habitat at culvert outlet		50	Positive	Increase habitat

Table A: Unavoidable Linear Impacts and Benefits to Fish Habitat

Figure Set D Sheet #	MP (Approx)	DOT&PF Station Numbering	Fish Passage Culvert #	ACTIVITY	Linear Feet of Stream Impact	Linear Feet of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
32	23.8	1126+00 – 1231+00		Replace bridge, shoreline fill and shoreline rehabilitation	150**	100	Neutral	Replace in kind
N/A	N/A	N/A		Replace culvert at Mink Creek on Mud Bay Road with fish passage culvert		50	Positive	Passage
					Impact	**Benefit**	**Net Benefit**	
				Chilkat River Totals (linear feet [LF])	**3,812**	**6,845**	**3,033**	
				Tributary Totals (LF)	**1,195**	**6,858**	**5,813**	
				Chilkat River and Tributary Totals (LF)	**4,957**	**13,703**	**8,746**	

Notes: * OW Over winter fish habitat, COr Coho Rearing, Passage is fish passage, Kr is King Salmon rearing

** Shoreline in this area is entirely above Ordinary High Water

FP culverts 6 and 13 are not included as these have been eliminated through design changes and comments from ADF&G.

PID 36 is not on sheet. It was impacted by original design but not impacted by current design.

DEC Draft Revised EA Comments

From: Scholl, James W (DOT)
Sent: Wednesday, October 21, 2015 10:22 AM
To: Palmieri, Anne Marie G (DEC)
Cc: Astley, Beth N POA; Beck, Larry; Lockwood, Gregory K (DOT); Gendron, Jane D (DOT); Lindh, Hilary K (DOT); Tuttell, Maryellen
Subject: RE: Haines Highway Improvement project revised EA comments

Thank you Anne Marie. DEC's comments will be considered and addressed in the final document.

Jim Scholl
Environmental Analyst
ADOT&PF Southcoast Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Palmieri, Anne Marie G (DEC)
Sent: Wednesday, October 21, 2015 10:01 AM
To: Scholl, James W (DOT)
Cc: Astley, Beth N POA; Beck, Larry
Subject: Haines Highway Improvement project revised EA comments

Jim:
Please find attached comments on the revised EA from the DEC Contaminated Sites Program. A hard copy of this letter will be sent out in today's mail.
Anne Marie.

Anne Marie Palmieri
Alaska Dept. of Environmental Conservation
Contaminated Sites Program
907-766-3184

THE STATE of ALASKA
GOVERNOR BILL WALKER

Department of Environmental Conservation

DIVISION OF SPILL PREVENTION AND RESPONSE
Contaminated Sites Program

Post Office Box 1542
Haines, Alaska 99827
Main: 907-766-3184
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www.dec.alaska.gov

File No: 1508.38.023; 900.38.001

October 20, 2015

Mr. Jim Scholl
ADOT&PF Southcoast Region
Post Office Box 112506
Juneau, AK 99811-2506

Re: *Revised Draft Environmental Assessment*
Haines Highway Improvements Milepost 3.5 to 25.3 (Airport to Bluffs)

Dear Mr. Scholl:

The Alaska Department of Environmental Conservation (DEC) Division of Spill Prevention and Response Contaminated Sites Program (CSP) has reviewed the *Revised Draft Environmental Assessment* for the Haines Highway Improvements Milepost 3.5 to 25.3 (Airport to Bluffs) project, dated October 2015. DEC has statutory authority to manage the cleanup of soil and groundwater contaminated by petroleum and/or hazardous substances. Within the Alaska Department of Transportation and Public Facilities (ADOT&PF) project area, there are two (2) sites which have petroleum hydrocarbon soil and groundwater contamination and one (1) with hazardous substance (metals) soil contamination.

The CSP submits the following comments on this document:

1. Section 1.1, page 5, paragraph 2, lines 8-9: It would be more accurate to state that there were four (4) known petroleum releases from the Haines-Fairbanks Pipeline, but only two (2) areas of contamination are present.
2. Section 4.6.1.1, page 87: This text should be modified to state that the Haines Borough School District operates three (3) schools – the Haines Elementary (K-8) School, the Haines High School, and the Haines Home School. The Mosquito Lake School was closed in June 2014.
3. Section 4.19.1, pages 187-188: In December 2014, the US Army Corps of Engineers (USACE) released the *Final Additional Environmental Investigation for the Haines Area Sites (PMP 17.7, 19.5, and 25.5)*. The information in this section should be updated with the results from

that report. The DEC approval for that report which includes the closure determination for PMP 19.5 is enclosed.

4. Section 4.19.1, page 191, paragraph 2, lines 5-6: If additional contamination is found within the right of way and ADOT&PF conducts the cleanup, ADOT&PF will need to coordinate with CSP as well as the Bureau of Land Management (BLM). ADOT&PF will need to adhere to the requirements of the Site Cleanup Rules of 18 Alaska Administrative Code (AAC) 75.325-.990 and submit a work plan for approval prior to conducting any actions.
5. Section 4.19.2, page 192, paragraph 2: The proposal of scraping 1-2 inches of soil off the ground surface of the right of way and stockpiling that material on BLM land will require further discussion to determine its acceptability. A work plan would need to be submitted to CSP for approval for this action. It is unlikely that this proposal could be resolved in order to achieve the stated completion date of November 1, 2015. BLM is currently conducting cleanup activities at the site.
6. Section 4.19.2, page 192, paragraph 3: DEC is unable to commit to having an approved Cleanup Action Plan (CAP) for this site prior to highway construction. CSP and the USACE have not agreed upon a cleanup action alternative and it may be that the alternative which is decided upon involves an in-situ treatment without soil excavation. ADOT&PF should be prepared to properly evaluate and dispose of any contaminated soil which is excavated during the construction process. In accordance with CSP policy (http://dec.alaska.gov/spar/csp/guidance_forms/docs/UtilityandRights-of-WayProjectswithContaminatedMedia.pdf), it may be feasible to leave the soil in place or return it to the excavation. Please note that this guidance does not apply to metals contamination such as the BLM 7 Mile site.
7. Section 4.19.2, page 192, paragraph 4: For the PMP 17.7 site at MP 15.5, it may not be feasible to either remediate or remove the contaminated soil at the site prior to the construction activities. Again, ADOT&PF should be prepared to properly evaluate and/or dispose of any contaminated soil that is excavated during the construction process. The PMP 19.5 site located at MP 17.5 was approved for closure by CSP on February 6, 2015.

Sincerely,

Anne Marie Palmieri
Environmental Program Specialist

Enclosure

cc: Beth Astley, USACE (via electronic mail only)
Larry Beck, BLM (via electronic mail only)

THE STATE of ALASKA
GOVERNOR BILL WALKER

Department of Environmental Conservation

DIVISION OF SPILL PREVENTION AND RESPONSE
Contaminated Sites Program

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File No: 900.38.001

February 6, 2015

Ms. Beth Astley
US Army, Engineer District Alaska
Post Office Box 6898
JBER, AK 99506-0898

Re: Approval of the *Final Additional Environmental Investigation Report*
Cleanup Complete of Pipeline Milepost (PMP) 19.5
Haines-Fairbanks Pipeline Sites 17.7, 19.5, and 25.5

Dear Ms. Astley:

The Alaska Department of Environmental Conservation (DEC) has received and reviewed the *Final Additional Environmental Investigation Report* for the Haines-Fairbanks Pipeline Sites, Pipeline Mileposts (PMP) 17.7, 19.5 and 25.5, prepared by Fairbanks Environmental Services and dated December 2014. This document satisfactorily addresses DEC comments made on the draft version. DEC hereby approves this report in accordance with 18 Alaska Administrative Code (AAC) 75.335(d).

The *Additional Environmental Investigation Report* documents site characterization activities that were conducted at three (3) separate sections of the Haines-Fairbanks Pipeline in July and August 2014. These investigations were conducted to obtain additional data based upon the results of the Remedial Investigation activities in 2012.

At PMP 17.7, soil borings were advanced and soil samples collected in order to more clearly define the extent of contamination. Based upon those results, it is estimated that 20,000 cubic yards of petroleum-contaminated soil could be present. Groundwater monitoring wells were also installed and sampled. Based upon those results, a horizontal extent of 89,000 square feet of contaminated groundwater was estimated. Surface water and sediment samples collected at the Chilkat River showed that the contamination has not migrated to the river. The groundwater flow direction calculated in 2014 was to the east, away from the river, which is different from the direction calculated in 2012, thus leading to conclusion that the river discharges to groundwater during periods of high flow and gains from the groundwater during low flow. Contaminated soil and

groundwater is present on both sides of the Haines Highway which could complicate the cleanup effort.

At PMP 25.5 (Gate Valve 4), additional soil borings were advanced and soil samples collected to more clearly define the extent of contamination. Based upon those results, it is estimated that 2,000 cubic yards of petroleum-contaminated soil could be present. Several contaminants of potential concern which were found to be present above their respective cleanup levels in 2012, were found below the cleanup levels in 2014. Groundwater monitoring wells were also installed and sampled. Based upon those results, a horizontal extent of 7,000 square feet of contaminated groundwater was estimated. Groundwater was determined to be flowing toward the southwest. Although groundwater in the area has been used as a drinking water source by an adjacent downgradient homeowner, it is currently not being used for this purpose. Sample results collected between the valve, leading edges of contamination, and the Chilkat River demonstrated that the contamination has most likely not reached the river.

PMP 19.5: Cleanup Complete Determination

In 1970, an estimated 75,000 gallons of fuel was released from a break in the pipeline at PMP 19.5 resulting in significant impacts to Horse Farm Creek. It is believed that the majority of the fuel flowed into Horse Farm Creek and down to the Chilkat River. Some fuel-contaminated soil was excavated and removed by the Army as they responded to the spill. A pipeline valve is also located in this same area and leaks from the valve could have occurred.

As part of the USACE's large effort to locate contamination along the Haines-Fairbanks Pipeline, site investigation activities were conducted at both the pipeline valve and the suspected area of the release. A site investigation using the Rapid-Optical Screening Tool (ROST) was conducted in 2005 downgradient from the valve in an area that was thought to be near the point of the release. No contamination was found. In 2006, four (4) shallow test pits were advanced and sampled. Although petroleum was found in the soil near the valve, the concentrations were below the respective cleanup levels. In 2012, soil and groundwater samples were collected from soil borings and temporary monitoring wells. Gasoline-range organics and diesel-range organics were found to slightly exceed their respective cleanup levels in one (1) sample at depth near the pipeline valve.

Following the 2012 field season, a 1970 spill report from the National Marine Fisheries Service was identified which defined the area impacted by the spill. In 2014, the area of the pipeline break was located in the field and ten (10) soil borings were advanced in, and downgradient of, the identified release area. The potential for petroleum contamination was found in only one of the borings. A single soil sample was collected from this boring; however, the analytical results revealed concentrations of all contaminants of potential concern below their respective soil cleanup levels. Four (4) groundwater monitoring wells were installed and sampled; none of the analytical results showed fuel contamination. The surface water of Horse Farm Creek was sampled both above and below the suspected spill area, and none of the analytical results showed fuel contamination. The upgradient surface water sample had a detection for residual-range organics; however, upon review of the laboratory chromatogram, it was determined that this pattern did not meet the standard fuel signature and thus is most likely the result of biogenic interference.

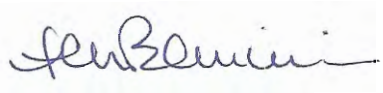
DEC hereby determines that no contamination of any significance resulting from the Haines-Fairbanks Pipeline was found to be present at the Haines-Fairbanks Pipeline PMP 19.5 site. The small volume of contaminated soil found at depth at the pipeline valve is not contributing to

contamination of the groundwater nor is it posing a risk to human health or the environment. DEC does not require any additional investigation and/or cleanup in regards to petroleum contamination associated with the Haines-Fairbanks Pipeline at this site.

Please note that if, in the future, additional contamination is found to be present that could pose an unacceptable risk to human health, safety, welfare or the environment, it must be reported to the DEC and additional investigation and/or cleanup may be required.

If you have any questions or concerns regarding these Haines-Fairbanks Pipeline projects, please feel free to contact me at annemarie.palmieri@alaska.gov or 907-766-3184. We look forward to continuing to work on this project with you.

Sincerely,



Anne Marie Palmieri
Environmental Program Specialist

cc: Bud Filipek
Kate Kanouse, ADF&G (via electronic mail only)

DEC Response May 2, 2016

THE STATE of ALASKA
GOVERNOR BILL WALKER

Department of Transportation and Public Facilities

SOUTHCOAST REGION
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May 2, 2016

Anne Marie Palmieri
Environmental Program Specialist
Alaska Department of Environmental Conservation
Division of Spill Prevention and Response
Contaminated Sites Program
P.O, Box 1542
Haines, AK 99827

Re: Revised Draft Environmental Assessment
Haines Highway Improvements Milepost 3.5 to 25.3 (Airport to Bluffs)

Dear Ms. Palmieri:
Thank you for your comments dated October 20, 2015 on the referenced document. The environmental document will be revised to incorporate your comments on the current status of contaminated sites and the need for the processes for undertaking construction in areas with known contamination. Section 4.19 of the document has been revised. DOT&PF will comply with the Site Cleanup Rules in 18 AAC 75.325-.990 and the guidance provided in the Technical Memorandum on Managing Petroleum-Contaminated Soil, Water or Free Product during Public Utility and Right-of-Way Construction and Maintenance Projects (March 2014). The Department will work with the Bureau of Land Management, the U.S. Army Corps of Engineers, and your department to develop and submit for approval a contaminated soil and groundwater management plan for review under 18 AAC 75.325(i) work plans for operating in the areas with known contaminated sites prior to conducting activities in these areas.

Again, thank you for your comments on the project and we look forward to working with you as we move forward with this project.

Sincerely,

Hilary Lindh
Southcoast Region Environmental Manager

USACE Draft Revised EA Comments

-----Original Message-----
From: Astley, Beth N POA [mailto:Beth.N.Astley@usace.army.mil]
Sent: Wednesday, November 18, 2015 4:44 PM
To: Scholl, James W (DOT)
Cc: Palmieri, Anne Marie G (DEC)
Subject: USACE EA Comments

Jim,
Please see the attached comments on the draft EA for the Haines Highway Realignment Project. If you would like to discuss any of these comments please let me know.

Beth

Beth Astley
Project Manager
Formerly Used Defense Sites Program
U.S. Army Corps of Engineers
Alaska District
(907)753-5782

DEPARTMENT OF THE ARMY
ALASKA DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 6898
JBER, AK 99506-0898

November 12, 2015

Formerly Used Defense Sites Program

ATTN: Mr. Jim Scholl
Project Environmental Coordinator, DOT&PF
Post Office Box 112506
Juneau, Alaska 99811-2506

Mr. Scholl:

The U.S. Army Corps of Engineers Formerly Used Defense Site Program (FUDS) is currently investigating petroleum contamination at two locations, Pipeline Milepost (PMP) 17.7 and PMP 25.5 associated with the Haines-Fairbanks Pipeline. The FUDS program is continuing to work toward remedy selection for the PMP 17.7 and 25.5 sites.

The FUDS Program submits the following comments on the *Revised Draft Environmental Assessment for the Haines Highway Improvements Milepost 3.5 to 25.3 Project*, dated October 2015.

1. Section 4.19.1, Pages 187-188: The PMP 19.5 USACE-FUDS project site description should be updated now that PMP 19.5 has been approved for close-out by ADEC with no hazards identified. Recommend removing the section describing the 2014 work plan for PMP 17.7, 19.5, and 25.5 and updating this section with results of the report "Final Additional Environmental Investigation for the Haines Area Sites (PMP 17.7, 19.5, and 25.5)" provided to Joanne Schmidt, ADOT&PF Right of Way Agent, on 1/6/2015.

2. Figure 1.19-1, Page 189: Suggest modifying Figure 4.19-1 that shows identified contaminated sites to remove PMP 6.5 and PMP 19.5 since they are no longer considered contaminated sites. The BLM MP 7 site should be shown on this figure since that is a contaminated site discussed in this EA.

3. Section 4.19.1, Page 191: The sentence that starts with "Possible USACE actions could include full or partial removal...." should be removed as it is potentially misleading to the public. A remedial action has not been selected or approved at PMP 17.7 or PMP 25.5 to date and it is possible that none of the options listed in this document would be implemented as a remedy.

4. Section 4.19.2, Page 192: USACE-FUDS cannot commit to having an approved CAP in place prior to highway construction or removing contaminated soil in the highway construction footprint prior to or during construction at PMP 17.7 and PMP

25.5. The FUDS program work plan is approved annually and it would be a violation of the Anti-Deficiency Act for USACE to commit to uncertain liabilities without specific Congressional authority. The last sentence on this page should be updated to address contamination that may still be present during construction activities.

5. Table 6.1-1, Page 299, Hazardous Waste Resource Category: It is not valid to state that USACE-FUDS is responsible for removal and disposal of contaminated soils related to the pipeline generated by ADOT contractors prior to or during construction (see comment #4).

The point of contact is Beth Astley, e-mail beth.n.astley@usace.army.mil, telephone 907-753-5782.

Sincerely,

Beth Astley

Beth Astley
FUDS Project Manager

USACE Response May 2, 2016

THE STATE of ALASKA
GOVERNOR BILL WALKER

Department of Transportation and Public Facilities

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May 2, 2016

Ms. Beth Astley
U.S. Army Corps of Engineers
Formerly Used Defense Sites Program
P.O. Box 6898
JBER, AK 99506-0898

Re: Revised Draft Environmental Assessment
Haines Highway Improvements Milepost 3.5 to 25.3

Dear Ms. Astley,

Thank you for your comments dated November 12, 2015 on the above referenced document. Section 4.19 of the document has been revised to address your comments and will be available in the Final Revised Environmental Assessment.

If the known Haines-Fairbanks Pipeline contaminated sites along the highway corridor have not been remediated prior to construction, the Department will work with you and the Alaska Department of Environmental Conservation to develop and submit, for approval, a contaminated soil and groundwater management plan in accord with the provisions of 18 AAC 75.325.

Again, thank you for your comments on the project and we look forward to working with you as we move forward with this project.

Sincerely,

Hilary Lindh
Southcoast Region Environmental Manager

SHPO Draft Revised EA Comments

From:	Jim Scholl
To:	Rollins, Mark W (DNR); DOT SER HainesHighway
Cc:	Lindh, Hilary K (DOT)
Subject:	RE: 68606 Haines Highway Improvements Project - MP 3.5 to 25.3 / Update
Date:	Monday, December 07, 2015 3:56:43 PM

Thank you Mark. This will be handled as a comment to the DREA.

Jim Scholl
Environmental Analyst
ADOT&PF Southcoast Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

From: Rollins, Mark W (DNR)
Sent: Monday, December 07, 2015 3:03 PM
To: Scholl, James W (DOT)
Cc: Lindh, Hilary K (DOT)
Subject: FW: 68606 Haines Highway Improvements Project - MP 3.5 to 25.3 / Update

Here you go Jim!
See SHPO comments below and attached.

Mark W. Rollins
Archaeologist II
Alaska State Historic Preservation Office/ Office of History and Archaeology
550 West 7th Avenue, Suite 1310
Anchorage, AK 99501

(907) 269-8722

From: Lindh, Hilary K (DOT)
Sent: Monday, December 07, 2015 2:38 PM
To: Rollins, Mark W (DNR); eallen@dowl.com
Cc: Kell, Michael W (DOT); Scholl, James W (DOT)
Subject: RE: 68606 Haines Highway Improvements Project - MP 3.5 to 25.3 / Update

Mark,
Are these the SHPO's official comments on the REA? If so, please submit to them to the project

email haineshighway@alaska.gov or to the Project Environmental Coordinator, Jim Scholl (jim.scholl@alaska.gov) so we can be sure to consider and address them in the final document.
Thank you!
Hilary

Hilary Lindh
Regional Environmental Manager
DOT&PF Southcoast
6860 Glacier Highway
PO Box 112506
Juneau, AK 99811-2506
907-465-6564

From: Rollins, Mark W (DNR)
Sent: Monday, December 07, 2015 11:47 AM
To: eallen@dowl.com
Cc: Kell, Michael W (DOT); Lindh, Hilary K (DOT)
Subject: RE: 68606 Haines Highway Improvements Project - MP 3.5 to 25.3 / Update

Hi Beth,
The cultural resources section will need to be updated eventually. Section 4.10.3 Avoidance, Minimization, and Mitigation Measures needs to reflect agreed upon mitigation outlined in the 106 MOA. We are still working on this, but I believe the mitigation measures will change from what you have in the Draft REA. Please see the attached email sent to DOT&PF regarding the draft MOA. If you have any questions please let me know.

Thanks,

Mark W. Rollins
Archaeologist II
Alaska State Historic Preservation Office/ Office of History and Archaeology
550 West 7th Avenue, Suite 1310
Anchorage, AK 99501

(907) 269-8722

From: Allen, Elizabeth [mailto:eallen@dowl.com]
Sent: Monday, October 26, 2015 12:47 PM
To: Allen, Elizabeth
Subject: 68606 Haines Highway Improvements Project - MP 3.5 to 25.3 / Update

Greetings,

DOT&PF and FHWA evaluated requests for a 45 day extension. FHWA has determined that a 30 day

comment extension is warranted. Therefore, the comment period on the Draft REA will now end at Close of Business on Monday, December 7, 2015.

Kind Regards,

Beth Allen
Public Involvement

(907) 562-2000 ■ (800) 865-9847 (fax)
4041 B Street
Anchorage, Alaska 99503

Gillispie, Tom E (DNR)

From: Rollins, Mark W (DNR)
Sent: Thursday, October 15, 2015 10:11 AM
To: Gendron, Jane D (DOT); Gillispie, Tom E (DNR); Rickman, Summer L (DNR)
Cc: Lockwood, Gregory K (DOT); Scholl, James W (DOT); Kell, Michael W (DOT); Price, Katherine E (DOT); Mulcahy, Laurie A (DOT)
Subject: RE: Haines 68606_Draft_MOA_Bridge_081015.docx: For SHPO Review and Comment / 2015-01433
Attachments: Haines 68606_Draft_MOA_Bridge_081015_sd082115.docx

Hi Jane,
The committee discussed the MOA today. Along with Shina's comments, the committee would like to note that the Chilkat River Bridge (SKG-247) is now covered by the Program Comment for Post-1945 Concrete and Steel Bridges. SKG-247 was found eligible for the National Register of Historic Places before the Program Comment was issued and remains eligible. Since SKG-247 is a type of bridge covered by the Program Comment, we believe that HAER/architectural documentation is not an appropriate form of mitigation because the intent of the Program Comment is to eliminate repetitive and redundant documentation of common types of bridges. We recommend that DOT consider other mitigation options or further develop Mitigation Measure B. Interpretive Wayside. The wayside should include interpretive panels about the local history of the area that the community would find of interest. The interpretive panels theme should no longer be focused on the history of the Chilkat River Bridge. These are just suggestions, we are open to any other ideas for mitigation or interpretive displays. If you have any questions please give me a call.

Mark W. Rollins
Archaeologist II
Alaska State Historic Preservation Office/ Office of History and Archaeology
550 West 7th Avenue, Suite 1310
Anchorage, AK 99501

(907) 269-8722

From: Gendron, Jane D (DOT)
Sent: Wednesday, October 14, 2015 9:14 AM
To: Rollins, Mark W (DNR); Gillispie, Tom E (DNR)
Cc: Lockwood, Gregory K (DOT); Scholl, James W (DOT); Kell, Michael W (DOT)
Subject: FW: Haines 68606_Draft_MOA_Bridge_081015.docx: For SHPO Review and Comment / 2015-01433

Good morning, Mark and Tom.

I don't find any formal or informal feedback from your review committee. Shina did make some comments on this version and she and Jim Scholl spoke about the amount of additional information the MOA will contribute to the historic context through implementation of the proposed HAER. But, based on her email, we expected some additional feedback.

Can you let me know if we will be getting anything further from you?

Thank you.

SHPO Response May 12, 2016

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May 12, 2016

Ms. Judith Bittner
State of Alaska Department of Natural Resources
Division of Parks and Outdoor Recreation
Office of History and Archaeology
550 West 7th Avenue, Suite 1310
Anchorage, AK 99501-3565

Re: Comments on Revised Draft Environmental Assessment
Haines Highway Improvements Milepost 3.5 to 25.3 (Airport to Bluffs)

Dear Ms. Bittner:

Thank you for the comments on the referenced document submitted on December 7, 2015. We appreciate the time and effort that you and your staff have dedicated to working with us to address potential effects to historic resources as a result of this proposed project.

As noted in your email dated December 7, 2015, DOT&PF is working with your office and other relevant parties to develop a Memorandum of Agreement (MOA) that would resolve adverse effects to the historic property the Chilkat River Bridge. The final environmental document will be updated to reflect the provisions of the MOA.

Again, thank you for your comments on the project and we look forward to working with you as we move forward with this project.

Sincerely,

Hilary Lindh, Regional Environmental Manager
Department of Transportation & Public Facilities
Southcoast Region

CIV Draft Revised EA Comments

"Yee gu.aa yax x'wan."

Chilkat Indian Village
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CHILKAT INDIAN VILLAGE COMMENTS REGARDING THE 2015 ENVIRONMENTAL ASSESSMENT OF THE HAINES HIGHWAY FROM MP 3.5 TO 25.3 ALTERNATIVES, IMPACTS, AND MITIGATION

December 7, 2015

Respectfully submitted to
Jim Scholl (Alaska Department of Transportation)
Greg Lockwood (Alaska Department of Transportation)

Tribal President
Jones P Hotch Jr.

CONTENTS

ATTACHMENTS

SOUTHEAST TRADITIONAL TRIBAL VALUES

"Our Way of Life"

- Discipline and Obedience to the Traditions of our Ancestors
- Respect for Self, Elders, and Others
- Patience
- Pride in Family, Clan, and Traditions is found in Love, Loyalty and Generosity
- Be Strong in Mind, Body and Spirit
- Humor
- Hold Each Other Up
- Listen Well and With Respect
- Speak with Care
- We are Stewards of the Air, Land and Sea
- Reverence for our Creator
- Live in Peace and Harmony
- Be Strong and have Courage

Chilkat Indian Village

1. INTRODUCTION

This project has generational consequences and we are obligated to honor our past tribal members and to give due diligence to present and future tribal members (268 current members). This obligation has and will continue to contribute to our traditional ways, subsistence life style, the strength of our community, economy, and quality of life. We request that the Haines Highway project first avoid, then minimize and then fully compensate and mitigate all potential negative effects on the environment.

We, the Chilkat Indian Village Tribal Council have a fiduciary responsibility to protect and sustain the natural environment that has sustained our people for countless generations; to ensure that our descendants and the future residents of this valley will be able to enjoy the same quality of life that we have enjoyed. We recognize, and fully appreciate the brevity of this project and we feel compelled to give the project our best efforts and thorough diligence to ensure that you as a project team do nothing that could further harm or irrevocably damage the pristine ecosystem that our community shares with the wildlife and other inhabitants of this valley.

The reduction of environmental impacts achieved with the 2015, design following the 2013 EA, is appreciated; however, we feel that additional provisions are possible. Additionally, there appear to be no modifications addressing the original CIV comments concerning engineering design and standards applied to main channel or side channel mitigation, or a reduction of impacts to Eagle Perch trees within the Chilkat Bald Eagle Preserve.

The 2015 EA identifies four alternatives for consideration:

- **Alternative 1** – Brings the entire roadway up to American Association of State Highway and Transportation Officials (AASHTO) standards for 55 miles per hour (mph) design speed
- **Alternative 2a** – Brings the roadway up to AASHTO standards for 55 mph, as practicable, with 6-foot-wide shoulders. (the 2013 EA preferred alternative)
- **Alternative 2b** – Brings the roadway up to AASHTO standards for 55 mph, as practicable, with 6-foot-wide shoulders. This alternative has fewer curve adjustments than Alternative 2A. (the 2015 EA preferred alternative)
- **Alternative 3** – Brings the roadway up to AASHTO standards for 50 mph, as practicable, with 4-foot-wide shoulders (the 2013 EA public agency recommendation)
- **Alternative 4** –No Action Alternative.

2. INITIAL POSITION

The preferred alternative selection process in the EA is unclear and appears to arbitrarily select or reject standards and variations on standards with what appears to be flawed arguments and logic. Consideration and implementation of additional engineering design flexibility allowed under Federal Highway Administration (FHWA) guidelines would certainly further reduce, minimize, and avoid impacts to the natural environment. The EA is unclear as to how and why Alternative 2b has been selected as the preferred alternative, as its selection appears to be based on additional arbitrary relaxation of standards. Neither does the EA explain why Alternative 3 is not within the bounds of the allowable design flexibility, as the reduction in impacts would be greatly reduced and appear to meet the needs.

The CIV considers Alternative 4 (No Action Alternative) as the preferred alternative, if impacts cannot be further minimized, avoided, and mitigated in a way that clearly ensures that our moral obligation to the current, and future CIV members, is met.

It is imperative to the CIV that all impacts are mitigated and addressed locally (on site), to ensure that ecological function is maintained and enhanced where past and proposed road impacts occur.

The CIV shares similar concerns as those stated in the Lynn Canal Conservation (LCC) 2015 comment letter regarding the EA, the impact assessment, the process of avoidance and minimization of impact, and the appropriate mitigation to address system- and ecological-process impacts. Serious concerns were raised and recommendations for an alternate preferred alternative presented.

3. BACKGROUND

The CIV proposes consideration of an alternate preferred alternative that better addresses required avoidance, minimization, and mitigation of impacts associated with:

1. Mainstem Chilkat River and Side Channel Mitigation
2. Salmon and Eagle Habitat Risk
3. Slide Area Mitigation

This letter presents Proposed Mainstem Chilkat River and Side Channel Mitigation and Bridge Replacement options for consideration. CIV reserves the right to provide additional feedback and input in response to comments, and as project elements and designs are further developed and refined.

Mainstem Chilkat River and Side Channel Mitigation

Comments made in 2013 from the CIV regarding the mitigation of the 2.95 miles of riprap bank fill using riprap clusters and vegetated riprap protrusions does not appear to have been addressed or considered. Restoring the function and health of the "pre-road" riparian edge is a baseline requirement associated with bringing this project up to current federal, state, and tribal design standards. The mitigation for riprap armoring of the channel, loss of forested river edge, and complex channel margins associated with road construction must be addressed at a minimum ratio of 1 to 1. Additionally the mitigations must be designed with the same engineering rigor and industry care required for other project elements, such as bridge, road, culvert, and guardrail design, to ensure we have not compromised our moral duties for generations to come. Anything less than complete mitigation performance over the life of the project will not meet the obligations we have to our tribal members.

We appreciate the work and design effort that thoughtfully addressed culvert and tributary impacts associated with historic construction of the road and the potential road improvements. These appear to bring the road crossings up to current standards. As such, our review focuses on mitigation of the 2.36 miles of riprap bank within the active channel and side channels of the Chilkat River proposed in the 2015 EA. We understand that these are preliminary mitigation designs and that further detail and design will be included as the project advances; however, we are currently tasked with commenting on what is being provided. As shown, the current riprap mitigation appears to be additional localized placements of riprap, with loose/transient wood placed upstream, and the construction of larger riprap protrusions with plantings above ordinary high water. As designed, these do not appear to address the following:

- The number and size of proposed features does not achieve the required 1:1 ratio for the 2.36 miles of bank armoring
- The design does not appear to address function and performance over the life of the project
- Wood elements appear to be transient, unstable, and prone to decompose over the life of the project
- The design does not appear to address riparian edge forest function (e.g., adequate overhanging wood and vegetation, mature forested cover and edge habitat, wood recruitment from natural bank processes) associated with pre-riprap/road conditions.

Salmon and Eagle Habitat at Risk

As stated in the Lynn Canal Conservation (LCC) 2015 comment letter, the proposed alteration of much of the available prime natural salmon habitat includes "adverse effect on 23.7 acres of wetlands and 7.4 acres of open water" and "impacts to 14,244 lineal feet of Chilkat river

tributaries."[1] Potential impacts to Essential Fish Habitat (EFH) listed in EA Table 4.15-1 include eliminating riparian areas and wetlands, changes in hydrology, loss of natural spawning habitat, degradation of water quality, changed fish passage routes, and much, much more. The EA makes a vague and unsubstantiated statement that somehow through a combination of avoidance, minimization, mitigation, and in-lieu payments that salmon habitat inside the Preserve will not be significantly affected.[2] There is a lack of sufficient data in the EA to support this. Additionally, Preserve statutes clearly state that the "natural" salmon habitat is to be protected in perpetuity.[3] Natural salmon habitat has already been destroyed from past highway projects in the area including changes "from a natural riverbank to a hardened bank composed of shot rock and riprap."[4] Mitigation efforts will drastically change the existing "natural" habitat, as elaborated in the EA. In lieu payments that restore damaged habitats outside of Preserve boundaries do nothing to protect and sustain natural Preserve salmon habitat, as required by Alaska statute. Further, the EA implies the success of the mitigation proposed (use of large woody debris) is questionable: "Depending upon the success of mitigation and enhancement efforts" impacts to fish habitat "may be beneficial."[5] If impacts "may be beneficial", then it is also possible that they may not be beneficial. Uncertainty surrounding the success of the proposed mitigation is reiterated: The project "may improve overwintering Chilkat River habitat"[6]. Again if it may, it also may not. Some of the proposed mitigation would include "fee in lieu of compensatory mitigation"[7] which means mitigation for some of the adverse impacts caused by the project would occur outside of the area. This might be appropriate for a transportation project through an area not protected by statute. The magnitude of impacts proposed for protected habitats seems unreasonable – particularly because there are alternatives that can drastically lessen impacts.

And finally, AS 41.21.610 was adopted to protect Chilkat bald eagles, their essential habitats, and the natural anadromous streams inside the Chilkat Bald Eagle Preserve in perpetuity. Harm to Chilkat bald eagles, eagle habitat, and natural salmon habitat violates this statute and 40 CFR 1508.27(b)(10).

In addition to the concerns that the LCC thoughtfully acknowledges above, On Page 24 of the EFH the EA eludes to the process used to mitigate for mainstem and side channel impacts to salmon, "ADOT consulted with ADF&G and USFW to develop mitigation areas that mimic existing successful habitat in the Chilkat River watershed". Using existing reference sites to evaluate potential future mitigation alternatives is a common conceptual design tool used during preliminary analysis of alternatives and is a good first step. To fully understand the impacts associated with existing and proposed bank armoring to be included in any preferred alternative, the design should include determination of:

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[1] 2015 EA page 126
[2] Id page 181
[3] AS 41.21.610(b)(1)
[4] 2015 EA page 354
[5] Id page 130
[6] Id page 140
[7] Id page 181

- What function is lost with the road project (e.g., hydraulic complexity, edge habitat, tree recruitment, stable wood and banks etc.)
- What are the current and most probable historic fish use and conditions within impacted areas - specifically how does the project impact the limiting habitat within the reach and basin over the entire life history of the all species
- What is the design basis for quantifying loss in order to quantify required mitigation - fill volume alone does not address functions lost
- What are the natural historic analog or reference sites for the proposed habitat structures- - examples of similar type-structures that function to meet similar mitigation requirements
- How are river impacts associated road straightening, widening, and riprap bank armoring assessed and quantified, including 2.36 miles (12,512 linear feet) of rip rap, with 5,022 linear feet of new rip rap placed on native banks and 7,490 linear feet of additional rip rap paced on top of the existing riprap armored banks
- How mitigation has been quantified to be commensurate with impacts.

ADF&G noted that biologists identified numerous locations for mitigation and assessed condition. The mission of the Division of Habitat is to protect Alaska's valuable fish and wildlife resources and their habitats, as Alaska's population and economy continue to expand. We would like to better understand the quantification of the road impacts (existing and proposed) to better understand the impact to ecological functions and to validate the appropriate mitigation.

Slide Areas

Slide areas have been identified, as well as additional concerns associated with potential future slides in expanded areas. The EA needs to address other mitigation that could be implemented associated with anticipated debris (e.g., soil stabilization/revegetation).

Could soil from slide areas be incorporated or used to build out protrusions outboard of hardened banks to increase number, function and effect of placed structures.

Additionally the proposed culverts which would direct sediment and water directly into the Chilkat River would require analysis for potential impacts to water quality

4. Proposed Alternate Preferred Alternative

Similar to LCC, the CIV believes the currently proposed preferred alternative (2b) should be reconsidered. The following alternative would meet requirements of first avoidance,

Chilkat Indian Village

minimization, and mitigation. This alternative brings the roadway up to AASHTO standards for 55 mph, **employing all possible design exceptions that firstly avoid and secondly minimize Chilkat River impacts and wetland fill.** This alternative would retain some substandard curves (as does the RPA and the Haines Highway section from MP 1 to MP 3.5), reduce speed where necessary, and include smaller shoulders and clear zones than proposed through sensitive habitats (employing the use of pullouts instead, when necessary).

This Alternative would also employ design exceptions to avoid impacts to bald eagle habitat in the ROW adjacent to the Critical Habitat Area (CHA). It would avoid impacts to preserve activities by retaining every identified eagle perching and roosting tree in the area. This is extremely important because 90% of eagle perching during fall and winter gathering was documented to occur in the CHA.

This alternative would use a combination of rock/alluvium/wood placements, as well as engineered log placements, for wood cribs, bank projection structures, and Engineered Log Jams to mitigate for riprap bank armoring, restoring hydraulic and ecological function. Additionally, this alternative would allow reduction of rip rap armoring in new and already armored areas.

Specifically, the Alternative would:

- Straighten some curves to meet the 55 mph design standard
- Widen shoulders through non-sensitive habitat areas and employ reduced shoulder widths or pullouts to avoid sensitive habitats.
- Construct drainage ditches and upgrade and/or add new culverts
- Repave and restripe roadway and add new signage
- Rehabilitate or relocate driveways, turnout access points, and road intersections to meet design standards
- Install or upgrade guardrails and other safety features, where needed
- Modify the Haines-Fairbanks Pipeline Gate Valve 4 concrete vault to protect the gate valve and provide a safe road embankment.
- Relocate utilities, where required and maintain access to utilities not relocated.
- Mitigate riparian/riverine habitat losses by:
    - Constructing wood/rock/native fill bank features that provide long term riverine habitat, with re-establishment and eventual recruitment of mature long-lived riparian vegetation, including perch trees on the river side of road, and reducing/eliminating engagement of riverine processes with existing/ proposed hardened/armored banks
    - Using general rules of thumb for hydraulics and approximating the currently proposed river large woody debris (LWD)/Riprap features to extend 40 feet into the wetted channel, the 2015 EA project would need to include more than 60 features to provide a minimal long-term growth footprint for restoration of a forested channel buffer and bank armor mitigation. This would need to be further studied (the actual number and size would be based on site-specific hydraulics and ecological function and performance goals).

- Scaling the mainstem mitigation features to be larger (possibly two to three times), with the inclusion of native fill material, would:
  - Reduce the number of structures required
  - Improve the long-term establishment of riparian forest and edge habitat,
  - Improve protection/maintenance concerns for the road
  - Improve habitat quality and quantity
  - Improve long term establishment of perch trees (in and outside of preserve)
- Conducting 2-dimensional hydraulic modeling to assess impacts and mitigation and performance of alternatives (requires LIDAR surface mapping), to determine:
  - Flow re-attachment lengths between structures (coverage of mitigation and potential for increased erosion and maintenance of road shoulder)
  - Assess and mitigate hydraulic impacts
  - Critical hydraulic locations to ensure mitigation is adequate, designed to persist, and would not create long-term road issues that will further compromise habitat
  - Structures placed in side channels do not damage existing rearing habitat by significantly occluding the channel resulting in localized siltation and or large scale side channel abandonment/loss.
- Implementing smaller habitat **pilot** structures in areas of rip rap placement, or other degraded areas, that could be monitored along with other structures to verify and document performance of mitigation efforts (as part of the mitigation requirements)
- Consider long term maintenance of these structures through placement and replenishment of woody debris from blow down and storm maintenance.
- Long term monitoring of the river mitigation efforts

- Improve Highway Debris flow areas to address concerns
- Raise the grade of the highway 15 to 18 feet from its current elevation at Milepost 19 and Milepost 23
- Install four to six larger-diameter culverts under the elevated highway, at each debris flow area (Milepost 19, Milepost 23)
- Widen roadway shoulders from 2 feet to improve safety for non-motorized users as practicable
- Construct a parking area for access to the Mount Ripinski Trailhead (Figure 1.2-5)
- Improve surfacing and grading of turnouts within the right-of-way
- Maintain vehicle access to the formal Chilkat River recreational areas.
- Continue to evaluate and exhaust all alternatives to replace the bridge on the upstream side of the existing bridge (move gate valve 4 to and relocate Donnelly Cabin)

This alternative would substantially meet purpose and need for the project and also further avoid and minimize impacts.

Chilkat Indian Village

At this time the CIV does not believe the Draft Revised Environmental Assessment warrants a Finding of No Significant Impact and a full and fair examination of this proposed alternative would minimize impacts and could provide commensurate mitigation.

CIV reserves the right to add future comments.

5. SUMMARY AND CONTRAST

Differences with Alternative 2b (2015 ADOT Preferred Alternative)

- Realign **fewer** curves to meet 55 mph design standards focused on where realignment can avoid sensitive areas.
- **Do not add Passing Zones** smaller shoulders and clear zones than proposed through sensitive habitats (employing the use of pullouts instead, when necessary).
- Widen shoulders to a continuous 6 feet **where not in conflict with sensitive areas.**
- Install temp Bridge down river of existing, **further consider construction of the replacement bridge on the up river side of the existing bridge by moving the historic structures**
- **Mainstem and Side channel mitigation for bank armoring designed to ensure full and complete instream mitigation for the life of the project.**

Additional Comments and Concerns

1. Concern with subsistence access to plants and river – (General)
    a. Hooligan – Summer (MP 4-8) & winter (MP 7-9) runs
    b. Salmon, trout, steelhead & other wild animals that use the Chilkat river.
    c. Berries: blue, soap, salmon, elder, service, and cranberry.
    d. Access to mushrooms, fireweed, and rosehips during construction
2. Impacted access to hunt mountain goat and moose during construction
    a. Ex. Eagle, bear, wolf, moose.
3. Temporary and permanent access to pull out & fish camp nearby MP 4
4. Temporary and permanent Access to pull out for subsistence fishing, rod casting raft landing, and culvert near MP 14
5. Oil spill from the Haines-Fairbanks pipeline – Contamination is approaching the Chilkat River, when will contamination be Addressed/Removed? MP 15.5 and at bridge.
6. Stream close to Campbell's house (Approximately 18 mile) – impacts on potential king salmon
7. MP 19 - slide area maintenance and work relative to native allotments and agreements, the historic village site, and Victor Hotch's.
8. Y turn into Klukwan (page fig. A 29 of 34) village water main crosses the highway & follows the highway.
9. Opening of the Museum in May 2016 – concerns with impacts to business/access due to construction
10. Loss of Trees for subsistence: cottonwood, dogwood, birch, alder.
11. Participation and oversight by CHPO (Chilkat Historical Preservation Office) as paid positions during construction
12. Mitigation of culvert and upper stream above Village access verses pond and just hydraulic repair of culvert crossing
13. 300 foot right of way converted to original 120 foot right of way. Land returned to CIV without fee.
14. Disturbance to Klukwan Hill
15. Loss of any eagle perch trees
16. The road should only been upgraded if the highest level of protection is provided to salmon habitat. This includes requiring alternatives to rip rap for bank stabilization.
17. All traditional access points should be maintained. These included 16 mi, 14 mi, and 13 mi. They are critical to both traditional subsistence activities, as well as the tourism industry which is one of the valleys primary economic engines.

ATTACHMENT 1

Presidential Memorandum

November 03, 2015

Presidential Memorandum: Mitigating Impacts on Natural Resources from Development and Encouraging Related Private Investment

MEMORANDUM FOR THE SECRETARY OF DEFENSE
THE SECRETARY OF THE INTERIOR
THE SECRETARY OF AGRICULTURE
THE ADMINISTRATOR OF THE ENVIRONMENTAL PROTECTION AGENCY
THE ADMINISTRATOR OF THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

We all have a moral obligation to the next generation to leave America's natural resources in better condition than when we inherited them. It is this same obligation that contributes to the strength of our economy and quality of life today. American ingenuity has provided the tools that we need to avoid damage to the most special places in our Nation and to find new ways to restore areas that have been degraded.

Federal agencies implement statutes and regulations that seek simultaneously to advance our economic development, infrastructure, and national security goals along with environmental goals. As efforts across the country have demonstrated, it is possible to achieve strong environmental outcomes while encouraging development and providing services to the American people. This occurs through policies that direct the planning necessary to address harmful impacts on natural resources by avoiding and minimizing impacts, then compensating for impacts that do occur. Moreover, when opportunities to offset foreseeable harmful impacts to natural resources are available in advance, agencies and project proponents have more options to achieve positive environmental outcomes and potentially reduce permitting timelines.

Federal agencies can, however, face barriers that hinder their ability to use Federal resources for restoration in advance of regulatory approval of development and other activities (e.g., it may not be possible to fund restoration before the exact location and scope of a project have been approved; or there may be limitations in designing large-scale management plans when future development is uncertain). This memorandum will encourage private investment in restoration and public-private

partnerships, and help foster opportunities for businesses or non-profit organizations with relevant expertise to successfully achieve restoration and conservation objectives.

One way to increase private investment in natural resource restoration is to ensure that Federal policies are clear, work similarly across agencies, and are implemented consistently within agencies. By encouraging agencies to share and adopt a common set of their best practices to mitigate for harmful impacts to natural resources, the Federal Government can create a regulatory environment that allows us to build the economy while protecting healthy ecosystems that benefit this and future generations. Similarly, in non-regulatory circumstances, private investment can play an expanded role in achieving public natural resource restoration goals. For example, performance contracts and other Pay for Success approaches offer innovative ways to finance the procurement of measurable environmental benefits that meet high government standards by paying only for demonstrated outcomes.

Therefore, by the authority vested in me as President by the Constitution and the laws of the United States of America, and to protect the health of our economy and environment, I hereby direct the following:

Section 1. Policy. It shall be the policy of the Departments of Defense, the Interior, and Agriculture; the Environmental Protection Agency; and the National Oceanic and Atmospheric Administration; and all bureaus or agencies within them (agencies); to avoid and then minimize harmful effects to land, water, wildlife, and other ecological resources (natural resources) caused by land- or water-disturbing activities, and to ensure that any remaining harmful effects are effectively addressed, consistent with existing mission and legal authorities. Agencies shall each adopt a clear and consistent approach for avoidance and minimization of, and compensatory mitigation for, the impacts of their activities and the projects they approve. That approach should also recognize that existing legal authorities contain additional protections for some resources that are of such irreplaceable character that minimization and compensation measures, while potentially practicable, may not be adequate or appropriate, and therefore agencies should design policies to promote avoidance of impacts to these resources.

Large-scale plans and analysis should inform the identification of areas where development may be most appropriate, where high natural resource values result in the best locations for protection and restoration, or where natural resource values are irreplaceable. Furthermore, because doing so lowers long-term risks to our environment and reduces timelines of development and other projects, agency policies should seek to encourage advance compensation, including mitigation bank-based approaches, in order to provide resource gains before harmful impacts occur. The design and implementation of those policies should be crafted to result in predictability sufficient to provide incentives for the private and non-governmental investments often needed to produce successful advance compensation. Wherever possible, policies should operate similarly across agencies and be implemented consistently within them.

To the extent allowed by an agency's authorities, agencies are encouraged to pay particular attention to opportunities to promote investment by the non-profit and private sectors in restoration or enhancement of natural resources to deliver measurable environmental outcomes related to an established natural resource goal, including, if appropriate, as part of a restoration plan for natural resource damages or for authorized investments made on public lands.

Sec. 2. Definitions. For the purposes of this memorandum:

(a) "Agencies" refers to the Department of Defense, Department of the Interior, Department of Agriculture, Environmental Protection Agency, and National Oceanic and Atmospheric Administration, and any of their respective bureaus or agencies.

(b) "Advance compensation" means a form of compensatory mitigation for which measurable environmental benefits (defined by performance standards) are achieved before a given project's harmful impacts to natural resources occur.

(c) "Durability" refers to a state in which the measurable environmental benefits of mitigation will be sustained, at minimum, for as long as the associated harmful impacts of the authorized activity continue. The "durability" of a mitigation measure is influenced by: (1) the level of protection or type of designation provided; and (2) financial and long-term management commitments.

(d) "Irreplaceable natural resources" refers to resources recognized through existing legal authorities as requiring particular protection from impacts and that because of their high value or function and unique character, cannot be restored or replaced.

(e) "Large-scale plan" means any landscape- or watershed-scale planning document that addresses natural resource conditions and trends in an appropriate planning area, conservation objectives for those natural resources, or multiple stakeholder interests and land uses, or that identifies priority sites for resource restoration and protection, including irreplaceable natural resources.

(f) "Mitigation" means avoiding, minimizing, rectifying, reducing over time, and compensating for impacts on natural resources. As a practical matter, all of these actions are captured in the terms avoidance, minimization, and compensation. These three actions are generally applied sequentially, and therefore compensatory measures should normally not be considered until after all appropriate and practicable avoidance and minimization measures have been considered.

Sec. 3. Establishing Federal Principles for Mitigation. To the extent permitted by each agency's legal authorities, in addition to any principles that are specific to the mission or authorities of individual agencies, the following principles shall be applied consistently across agencies to the extent appropriate and practicable.

(a) Agencies should take advantage of available Federal, State, tribal, local, or non-governmental large-scale plans and analysis to assist in identifying how proposed projects potentially impact natural resources and to guide better decision-making for mitigation, including avoidance of irreplaceable natural resources. 4

(b) Agencies' mitigation policies should establish a net benefit goal or, at a minimum, a no net loss goal for natural resources the agency manages that are important, scarce, or sensitive, or wherever doing so is consistent with agency mission and established natural resource objectives. When a resource's value is determined to be irreplaceable, the preferred means of achieving either of these goals is through avoidance, consistent with applicable legal authorities. Agencies should explicitly consider the extent to which the beneficial environmental outcomes that will be achieved are demonstrably new and would not have occurred in the absence of mitigation (i.e. additionality) when determining whether those measures adequately address impacts to natural resources.

(c) With respect to projects and decisions other than in natural resource damage cases, agencies should give preference to advance compensation mechanisms that are likely to achieve clearly defined environmental performance standards prior to the harmful impacts of a project. Agencies should look for and use, to the extent appropriate and practicable, available advance compensation that has achieved its intended environmental outcomes. Where advance compensation options are not appropriate or not available, agencies should give preference to other compensatory mitigation practices that are likely to succeed in achieving environmental outcomes.

(d) With respect to natural resource damage restoration plans, natural resource trustee agencies should evaluate criteria for whether, where, and when consideration of restoration banking or advance restoration projects would be appropriate in their guidance developed pursuant to section 4(d) of this memorandum. Consideration under established regulations of restoration banking or advance restoration strategies can contribute to the success of restoration goals by delivering early, measurable environmental outcomes.

(e) Agencies should take action to increase public transparency in the implementation of their mitigation policies and guidance. Agencies should set measurable performance standards at the project and program level to assess whether mitigation is effective and should clearly identify the party responsible for all aspects of required mitigation measures. Agencies should develop and use appropriate tools to measure, monitor, and evaluate effectiveness of avoidance, minimization, and compensation policies to better understand and explain to the public how they can be improved over time.

(f) When evaluating proposed mitigation measures, agencies should consider the extent to which those measures will address anticipated harm over the long term. To that end, agencies should address the durability of compensation measures, financial assurances, and the resilience of the measures' benefits

to potential future environmental change, as well as ecological relevance to adversely affected resources.

(g) Each agency should ensure consistent implementation of its policies and standards across the Nation and hold all compensatory mitigation mechanisms to equivalent and effective standards when implementing their policies.

(h) To improve the implementation of effective and durable mitigation projects on Federal land, agencies should identify, and make public, locations on Federal land of authorized impacts and their associated mitigation projects, including their type, extent, efficacy of compliance, and success in achieving performance measures. When compensatory actions take place on Federal lands and waters that could be open to future multiple uses, agencies should describe measures taken to ensure that the compensatory actions are durable.

Sec. 4. Federal Action to Strengthen Mitigation Policies and Support Private Investment in Restoration. In support of the policy and principles outlined above, agencies identified below shall take the following specific actions.

(a) Within 180 days of the date of this memorandum, the Department of Agriculture, through the U.S. Forest Service, shall develop and implement additional manual and handbook guidance that addresses the agency's approach to avoidance, minimization, and compensation for impacts to natural resources within the National Forest System. The U.S. Forest Service shall finalize a mitigation regulation within 2 years of the date of this memorandum.

(b) Within 1 year of the date of this memorandum, the Department of the Interior, through the Bureau of Land Management, shall finalize a mitigation policy that will bring consistency to the consideration and application of avoidance, minimization, and compensatory actions or development activities and projects impacting public lands and resources.

(c) Within 1 year of the date of this memorandum, the Department of the Interior, through the U.S. Fish and Wildlife Service, shall finalize a revised mitigation policy that applies to all of the U.S. Fish and Wildlife Service's authorities and trust responsibilities. The U.S. Fish and Wildlife Service shall also finalize an additional policy that applies to compensatory mitigation associated with its responsibilities under the Endangered Species Act of 1973. Further, the U.S. Fish and Wildlife Service shall finalize a policy that provides clarity to and predictability for agencies and State governments, private landowners, tribes, and others that take action to conserve species in advance of potential future listing under the Endangered Species Act. This policy will provide a mechanism to recognize and credit such action as avoidance, minimization, and compensatory mitigation.

(d) Within 1 year of the date of this memorandum, each Federal natural resource trustee agency will develop guidance for its agency's trustee representatives describing the considerations for evaluating whether, where, and when restoration banking or advance restoration projects would be appropriate as components of a restoration plan adopted by trustees. Agencies developing such guidance will coordinate for consistency.

(e) Within 1 year of the date of this memorandum, the Department of the Interior will develop program guidance regarding the use of mitigation projects and measures on lands administered by bureaus or offices of the Department through a land-use authorization, cooperative agreement, or other appropriate mechanism that would authorize a project proponent to conduct actions, or otherwise secure conservation benefits, for the purpose of mitigating impacts elsewhere. 6

Sec. 5. General Provisions. (a) This memorandum complements and is not intended to supersede existing laws and policies.

(b) This memorandum shall be implemented consistent with applicable law, and subject to the availability of appropriations.

(c) This memorandum is intended for the internal guidance of the executive branch and is inapplicable to the litigation or settlement of natural resource damage claims. The provisions of section 3 this memorandum encouraging restoration banking and advance restoration projects also do not apply to the selection or implementation of natural resource restoration plans, except to the extent determined appropriate in Federal trustee guidance developed pursuant to section 4(d) of this memorandum.

(d) The provisions of this memorandum shall not apply to military testing, training, and readiness activities.

(e) Nothing in this memorandum shall be construed to impair or otherwise affect:

(i) the authority granted by law to an executive department, agency, or the head thereof; or

(ii) the functions of the Director of the Office of Management and Budget relating to budgetary, administrative, or legislative proposals.

(f) This memorandum is not intended to, and does not, create any right or benefit, substantive or procedural, enforceable at law or in equity by any party against the United States, its departments, agencies, or entities, its officers, employees, or agents, or any other person.

(g) The Secretary of the Interior is hereby authorized and directed to publish this memorandum in the *Federal Register*.

BARACK OBAMA

ATTACHMENT 2

ADOT Proposed 2015 Mitigation Figures

ADOT proposed road and mitigation figures and sections

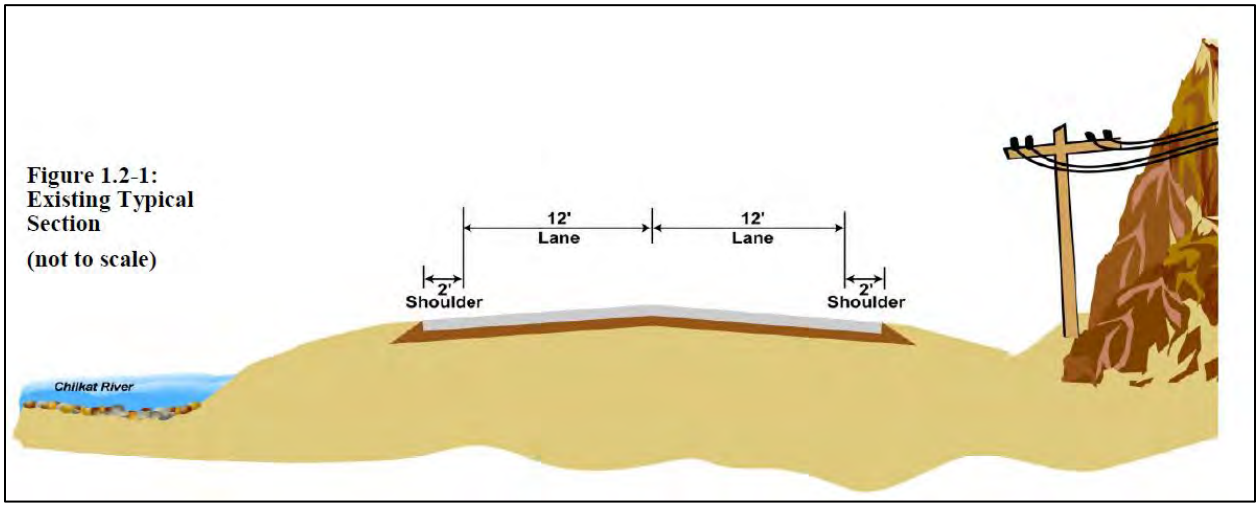


Figure 1.2-1:
Existing Typical Section
(not to scale)

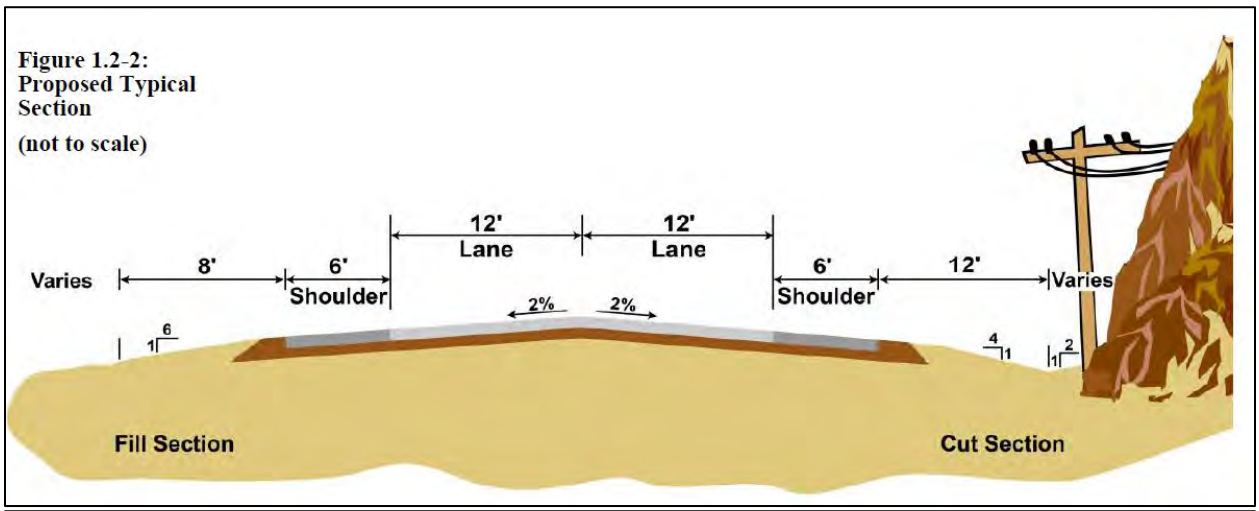


Figure 1.2-2:
Proposed Typical Section
(not to scale)

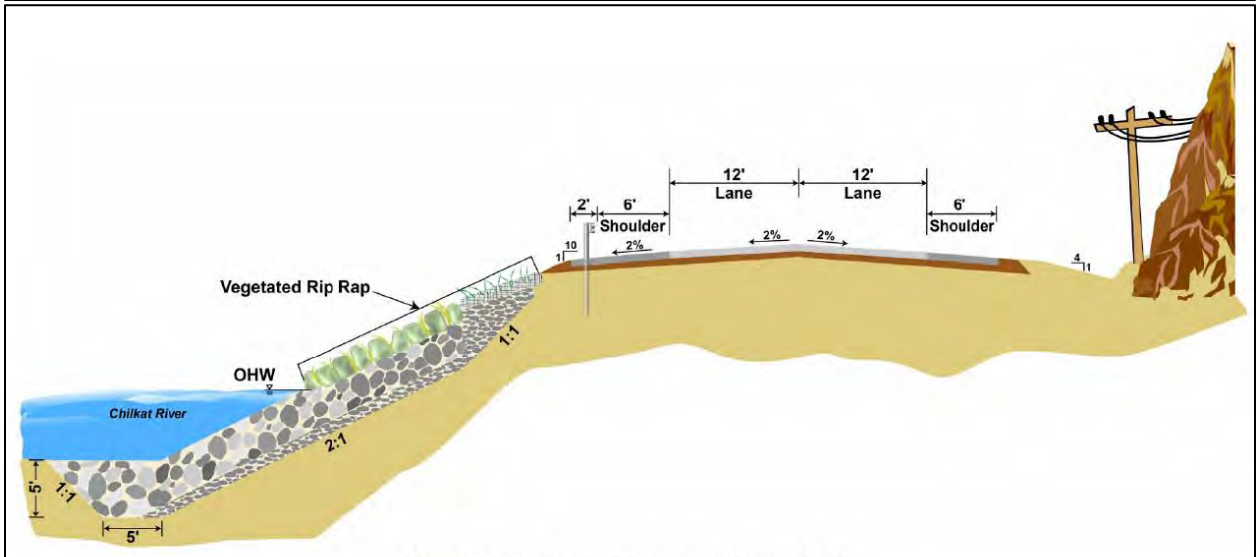
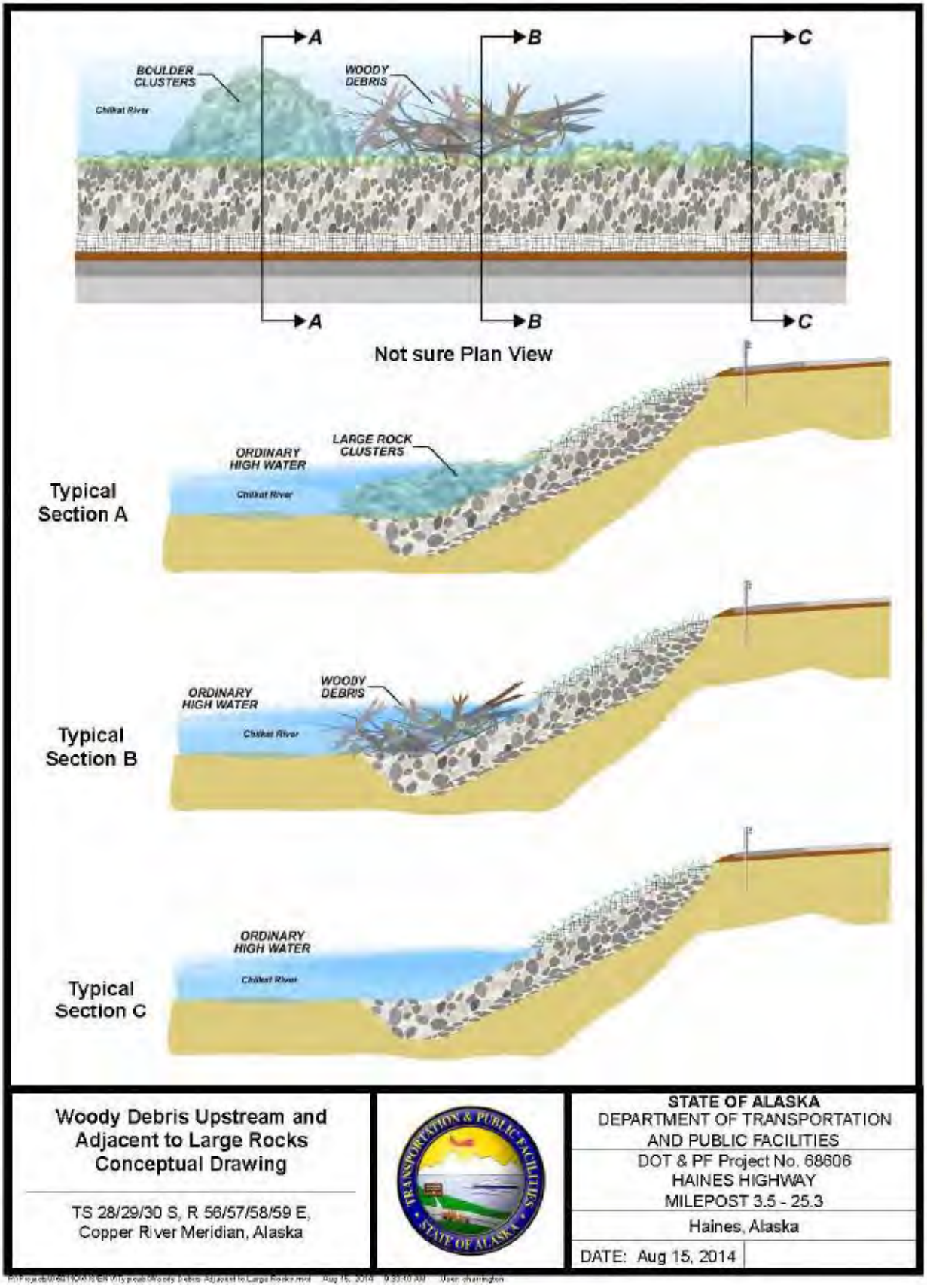


Figure 1.2-3: Typical Section with Guardrail

(not to scale)



Woody Debris Upstream and Adjacent to Large Rocks Conceptual Drawing

TS 28/29/30 S, R 56/57/58/59 E,
Copper River Meridian, Alaska

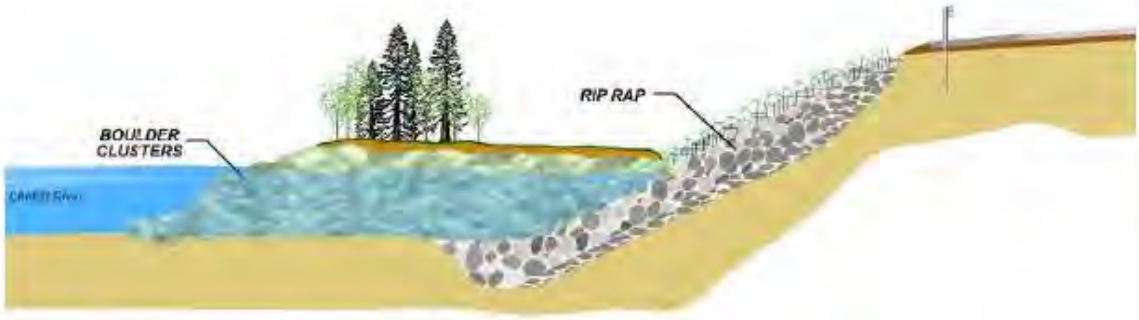
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

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

Haines, Alaska

DATE: Aug 15, 2014

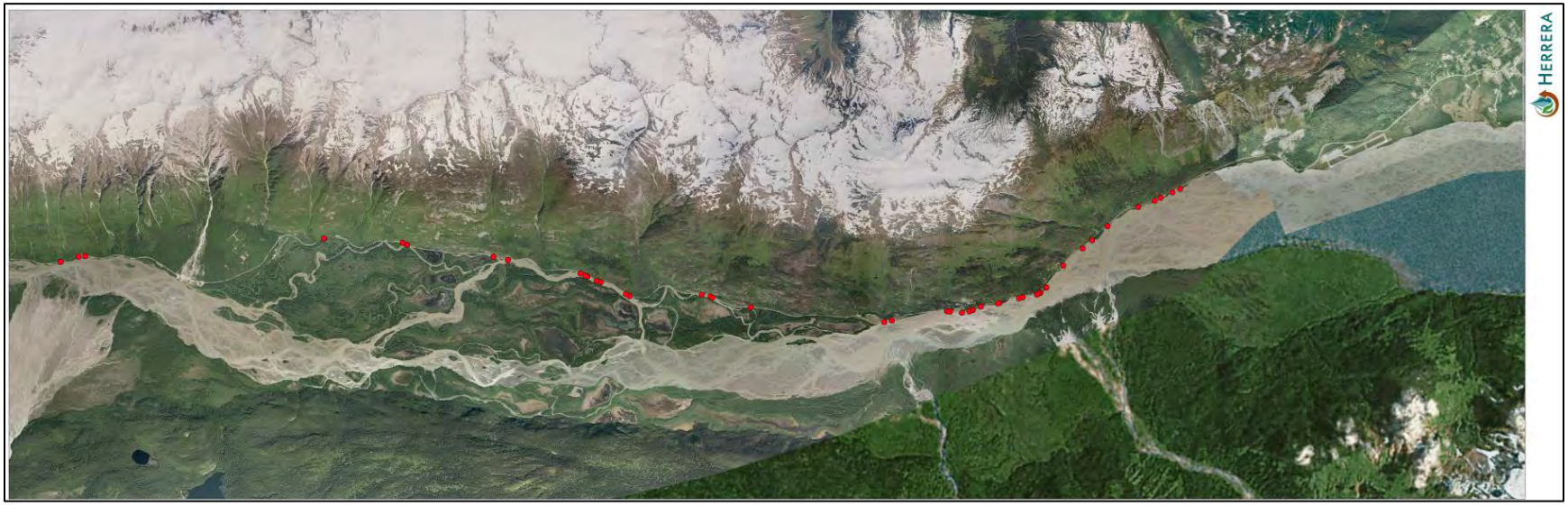
Vegetated River Protrusion Plan View



Typical Section A

Vegetated River Protrusion Conceptual Drawing TS 28/29/30 S, R 56/57/58/59 E, 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: Aug 15, 2014

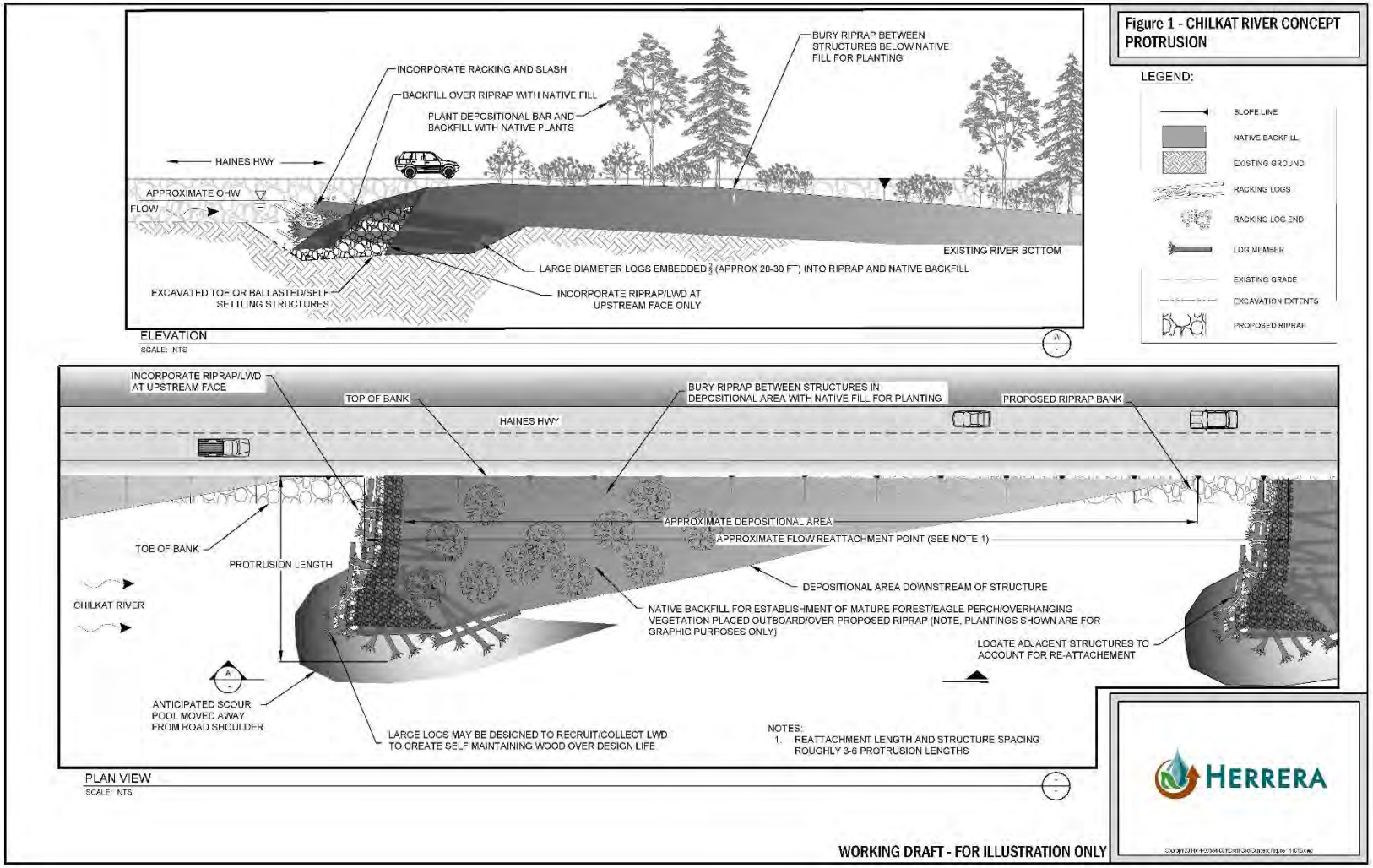
Approximate locations of all proposed main stem and side channel mitigation features (2015 EA). Includes Fish Wheels, Vegetated riprap Protrusions, and Riprap and woody debris structures.

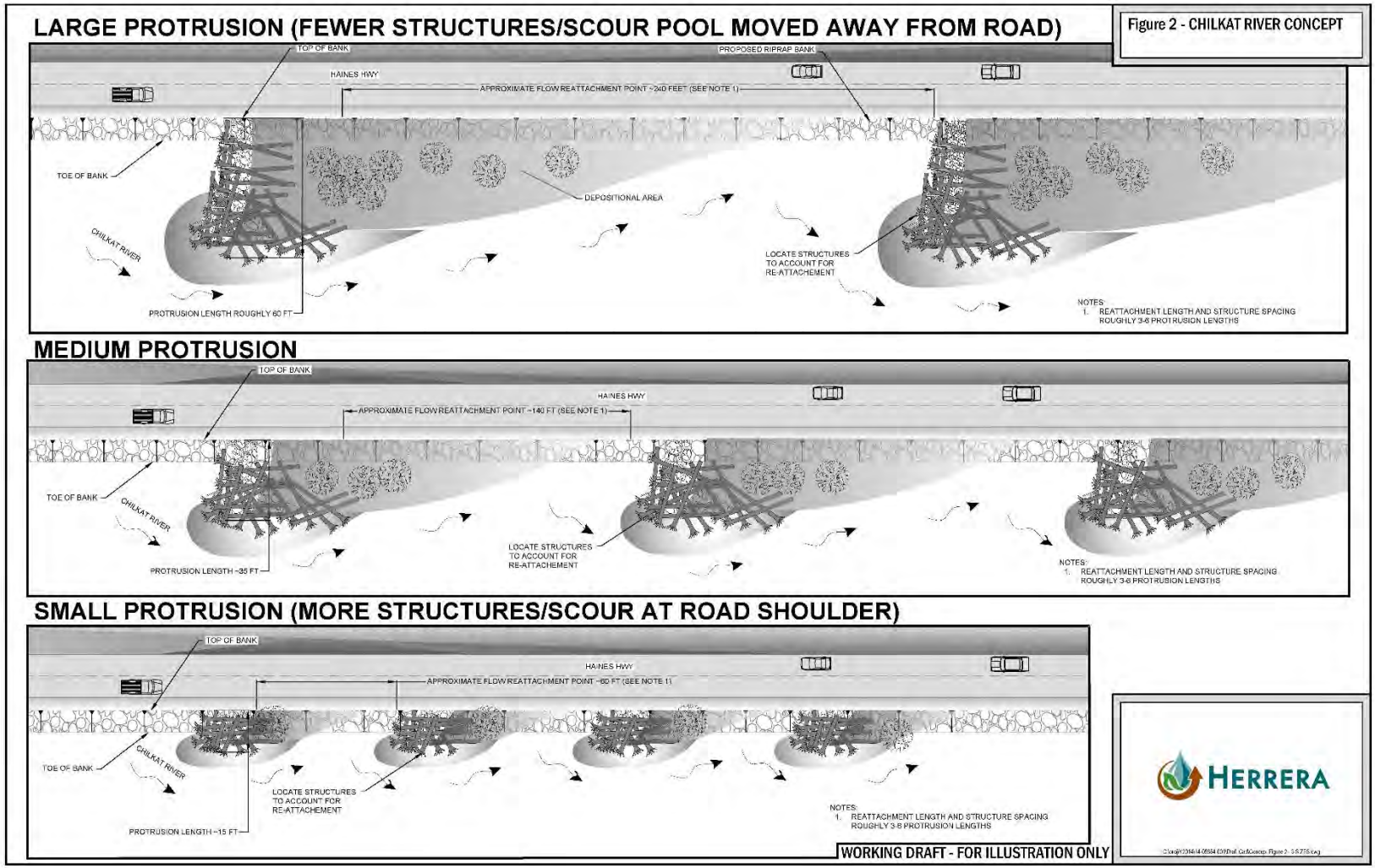


ATTACHMENT 3

CIV Conceptual Proposed Road and Mitigation Figures and Sections

Conceptual alternative Figures




LARGE PROTRUSION (FEWER STRUCTURES/SCOUR POOL MOVED AWAY FROM ROAD)
Figure 2 - CHILKAT RIVER CONCEPT
TOP OF BANK
PROPOSED RIPRAP BANK
HAINES HWY
APPROXIMATE FLOW REATTACHMENT POINT ~240 FEET (SEE NOTE 1)
TOE OF BANK
DEPOSITIONAL AREA
CHILKAT RIVER
LOCATE STRUCTURES TO ACCOUNT FOR RE-ATTACHEMENT
PROTRUSION LENGTH ROUGHLY 60 FT
NOTES:
1. REATTACHMENT LENGTH AND STRUCTURE SPACING ROUGHLY 3-6 PROTRUSION LENGTHS
MEDIUM PROTRUSION
TOP OF BANK
HAINES HWY
APPROXIMATE FLOW REATTACHMENT POINT ~140 FT (SEE NOTE 1)
TOE OF BANK
CHILKAT RIVER
LOCATE STRUCTURES TO ACCOUNT FOR RE-ATTACHEMENT
PROTRUSION LENGTH ~35 FT
NOTES:
1. REATTACHMENT LENGTH AND STRUCTURE SPACING ROUGHLY 3-6 PROTRUSION LENGTHS
SMALL PROTRUSION (MORE STRUCTURES/SCOUR AT ROAD SHOULDER)
TOP OF BANK
HAINES HWY
APPROXIMATE FLOW REATTACHMENT POINT ~60 FT (SEE NOTE 1)
TOE OF BANK
CHILKAT RIVER
LOCATE STRUCTURES TO ACCOUNT FOR RE-ATTACHEMENT
PROTRUSION LENGTH ~15 FT
NOTES:
1. REATTACHMENT LENGTH AND STRUCTURE SPACING ROUGHLY 3-6 PROTRUSION LENGTHS
WORKING DRAFT - FOR ILLUSTRATION ONLY
HERRERA

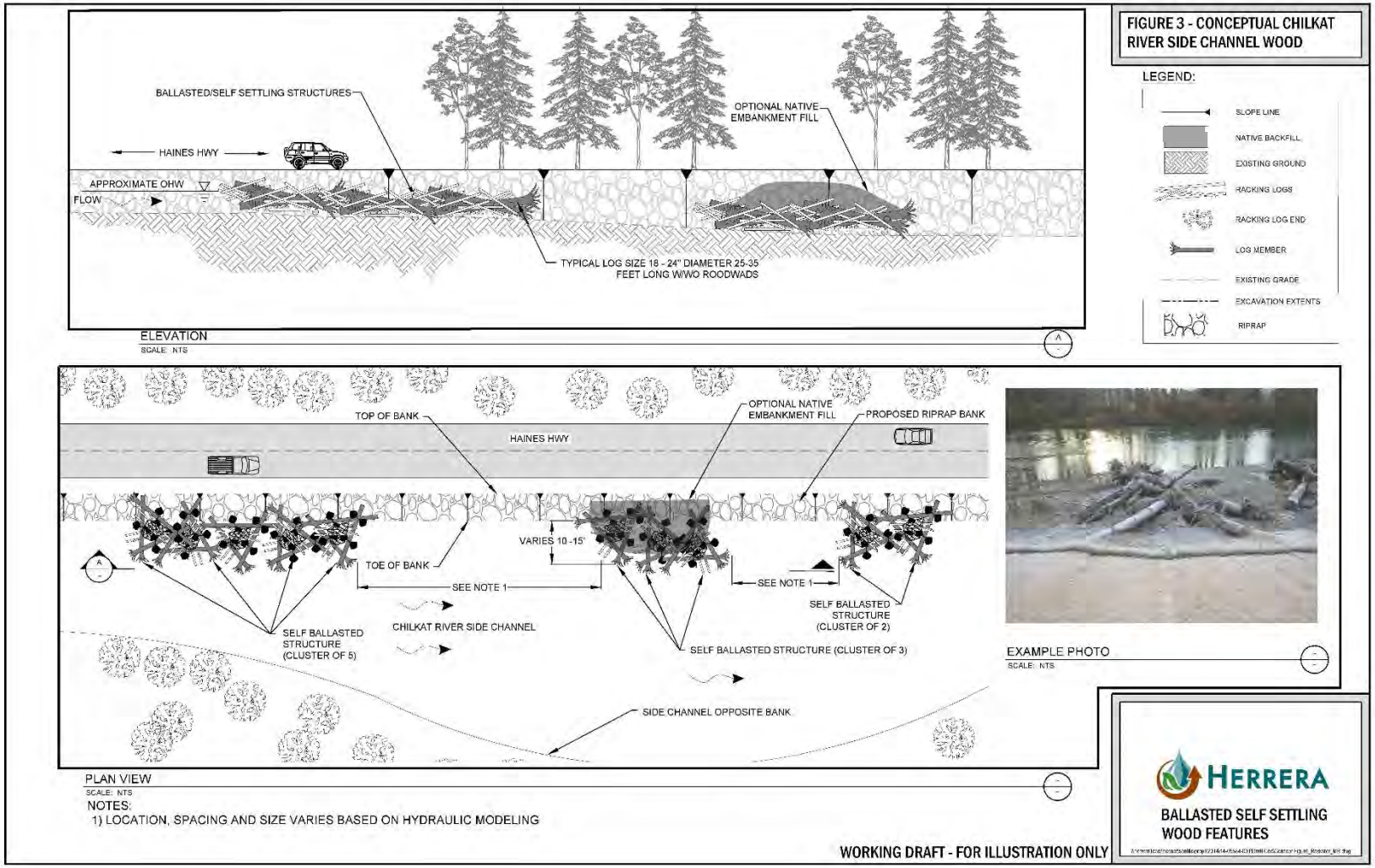
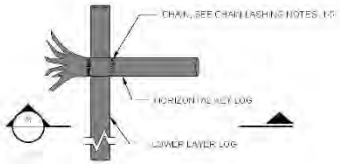


FIGURE 3 - CONCEPTUAL CHILKAT RIVER SIDE CHANNEL WOOD
LEGEND:
SLOPE LINE
NATIVE BACKFILL
EXISTING GROUND
RACKING LOGS
RACKING LOG END
LOG MEMBER
EXISTING GRADE
EXCAVATION EXTENTS
RIPRAP
BALLASTED/SELF SETTLING STRUCTURES
OPTIONAL NATIVE EMBANKMENT FILL
HAINES HWY
APPROXIMATE OHW
FLOW
TYPICAL LOG SIZE 18 - 24" DIAMETER 25-35 FEET LONG W/WO ROOTWADS
ELEVATION
SCALE: NTS
TOP OF BANK
HAINES HWY
OPTIONAL NATIVE EMBANKMENT FILL
PROPOSED RIPRAP BANK
VARIES 10 -15'
TOE OF BANK
SEE NOTE 1
SEE NOTE 1
SELF BALLASTED STRUCTURE (CLUSTER OF 2)
CHILKAT RIVER SIDE CHANNEL
SELF BALLASTED STRUCTURE (CLUSTER OF 5)
SELF BALLASTED STRUCTURE (CLUSTER OF 3)
SIDE CHANNEL OPPOSITE BANK
PLAN VIEW
SCALE: NTS
EXAMPLE PHOTO
SCALE: NTS
NOTES:
1) LOCATION, SPACING AND SIZE VARIES BASED ON HYDRAULIC MODELING
WORKING DRAFT - FOR ILLUSTRATION ONLY
HERRERA
BALLASTED SELF SETTLING WOOD FEATURES

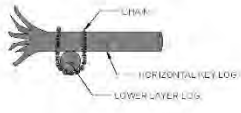
GENERAL NOTES:

1. RIPRAP DESIGN FOR PROTRUSION SHALL
   - BE DESIGNED TO ACCOMMODATE THE 100YR FLOOD MAXIMUM PROBABLY SCOUR THROUGH A BURIED TOE, SELF LAUNCHING TOE OR THE STRUCTURE SHALL BE DESIGNED TO BE SELF SETTLING
   - RIPRAP SIZING SHALL INCLUDE A MINIMUM FACTOR OF SAFETY OF 1.4
   - RIPRAP BLANKET THICKNESS SHALL BE A MINIMUM OF 1.5 TIMES THE D100 ROCK SIZE
   - RIPRAP PLACEMENT SHALL BE COORDINATED WITH LOG PLACEMENT TO ENSURE THAT CONTINUOUS VOIDS THAT MAY LEAD TO PIPING AND EROSION OF THE NATIVE FILL ARE NOT PRESENT OR A FILTER BLANKET SHALL BE SPECIFIED.
2. KEY LOGS USED IN CONSTRUCTION OF THE PROTRUSION AND MITIGATION STRUCTURES SHALL
   - BE CONIFEROUS SPECIES INCLUDING SPRUCE AND CEDAR
   - LARGE DIAMETER (18-24 INCHES) TO IMPROVE ROT RESISTANCE OVER THE DURATION OF THE PROJECT DESIGN LIFE
3. LARGE AND SMALL WOODY DEBRIS (RACKING AND SLASH) SHALL BE
   - INCORPORATED DURING THE INSTALLATION OF KEY LOGS TO CREATE A CONTINUOUS DENSE MAT MATRIX OF WOODY DEBRIS BEYOND THE RIPRAP BLANKET
   - MATERIAL MAY BE NATIVE MATERIALS SALVAGED FROM CLEARING OPERATIONS
4. LOCATIONS, GEOMETRY AND SIZES OF PROTRUSIONS AND BALLASTED SELF SELTTLING HABITAT STRUCTURES SHALL BE
   - DESIGNED TO ENSURE FULL COVERAGE/TREATMENT OF PROPOSED HARDENED BANKS
   - MODELED USING A 2 DIMENSIONAL HYDRAULIC MODE TO ENSURE SIDE CHANNELS ARE NOT DETRIMENTALLY IMPACTED BY STRUCTURE PLACEMENT
   - DESIGNED WITH A MINIMUM FACTOR OF SAFETY OF 1.5 TO RESIST BUOYANCY
   - DESIGN TO RESIST LATERAL MOVEMENT OF KEY PIECES AND RIPRAP DUE TO DRAG FORCES

Figure 4 - CONCEPTUAL CHILKAT RIVER PROTRUSION DETAILS



SQUARE LOG, PILE, AND CHAIN LASHING DETAIL - PLAN
SCALE: NTS



SQUARE LOG, PILE, AND CHAIN LASHING DETAIL - SECTION
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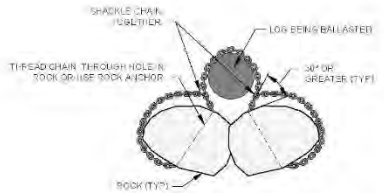
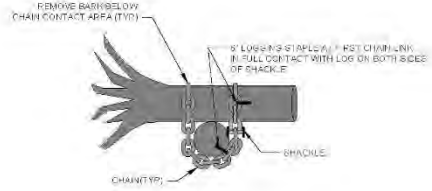


LOG TO BALLAST ROCK CONNECTION
SCALE: NTS



CHAIN CONNECTION DETAIL
SCALE: NTS

HERRERA

WORKING DRAFT - FOR ILLUSTRATION ONLY

CIV Response May 9, 2016

THE STATE of ALASKA
GOVERNOR BILL WALKER

Department of Transportation and Public Facilities

SOUTHCOAST REGION
DESIGN & ENGINEERING SERVICES
Preconstruction

6860 Glacier Highway
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May 9, 2016

Jones Hotch, President
32 Chilkat Ave., Klukwan AK
HC 60 Box 2207
Haines, AK 99827

Re: CIV Comments on Haines Highway Improvements Milepost 3.5 to 25.3
Draft Revised Environmental Assessment

Dear Mr. Hotch:

Thank you for your comments dated December 7, 2015 on the referenced document. We appreciate the time and effort that you and your staff have dedicated to working with us to address potential impacts and the thoughtful input received from the Chilkat Indian Village (CIV) and your Consultant Herrera Engineering.

Based on consultation with CIV and input from ADF&G, DOT&PF revised our proposed Chilkat River mitigation plan. Revised mitigation concepts are attached along with a table and graphics showing locations. The attached Table A also shows all mitigation for impacts to Wetlands and other Waters of the US. CIV's comment letter proposes a new alternative that differs from the DOT&PF proposed alternative in five ways. DOT&PF considered the CIV proposed alternative and offers the following:

- **Reconsider the preferred alternative.**
    - DOT&PF worked with the CIV and their Consultant, Herrera Engineering to further mitigate the Preferred Alternative (2A) by modifying the proposed Chilkat River mitigation concepts to more closely match the details presented in the CIV letter dated December 7, 2015.

- **Realign fewer curves to meet 55 mph design standards focused on where realignment can avoid sensitive areas.**

    - Due to public and resource agency concerns, compared to the July 2013 Proposed Action the 2015 Revised Proposed Action has been modified to include less realignment to avoid impacts to the most sensitive areas. The 2015 Revised Proposed Action reduced passing zones to about 50 percent while still addressing the highway deficiencies, bridge deficiencies, highway instability, and recreational access deficiencies, e.g. the project purpose and need. We have reintroduced curvature to the extent practicable while meeting purpose and need. Reintroduction of substandard curvature (curves that do not meet the 55 MPH design speed) would not meet purpose and need of the project.

- **Do not add passing zones. Use smaller shoulders and clear zones through sensitive habitats. Widen shoulders to a continuous 6 feet where not in conflict with sensitive areas.**

    - Sometimes "passing zones" are mistaken for passing lanes. Passing lanes were eliminated from the project to reduce the size of the project footprint and the corresponding impacts. A passing zone is a fairly straight section of highway where the sight distance permits faster vehicles to overtake slower vehicles in the lane normally used by opposing traffic. Dashed yellow centerline markings indicate where passing is permitted on two-lane two-way roadways. The overall amount of passing zones was reduced in the revised alignment to re-introduce curves to reduce impacts to sensitive resources.

    - Varying the width of the shoulder would not reduce tree and brush clearing because the minimum width of the clear zone, the unobstructed, traversable area beyond the edge of the travel lane, would remain the same. The required minimum width of the clear zone is measured from the outside edge of the travel lane. As a result, reducing the shoulder would not reduce the width of the minimum clear zone.

      Passing zones are necessary and would not be eliminated, entirely. Absent the ability to pass slower vehicles, drivers may become anxious; a contributing factor in crashes.

Safety is a consideration in the selection of a continuous shoulder width. Though the standard for shoulders on highways used by bicyclists is a width greater than 4 feet, a minimum shoulder width of 6 feet is preferred so vehicles can make emergency stops and pull completely off the travel lane.

Photograph 2.0-1: Bicyclist on Highway with Narrow Shoulders

(Photo courtesy of Bob Trousil, P.E., DOT&PF, May 2014)

A continuous shoulder width is predictable and provides a sense of security for most motorists knowing they can pull completely off the travel lane anywhere along the highway. Variable shoulder widths create uncertainty for the driver, thereby diminishing that sense of a security which may increase the risk of accidents.

A continuous shoulder width also provides a consistent and predictable area for bicyclists to operate in without obstructing faster moving motor vehicles.

- **Install temporary bridge down river of existing; further consider construction of the replacement bridge on the up river side of the existing bridge by moving the historic structures.**

    - As we discussed at the meeting in Klukwan there are Section 4(f) historic properties that are in the way of an upstream alignment. Section 4(f) requires avoidance of the properties unless there is no feasible or prudent practicable alternative. DOT&PF is continuing discussions with FHWA concerning the practicality of completely avoiding the properties.

- **Main stem and side channel (Chilkat River) mitigation for bank armoring designed to ensure full and complete instream mitigation for the life of the project.**

    - DOT&PF has worked with the Chilkat Indian Village, their consultant Herrera Engineering, and ADF&G to refine and locate Chilkat River mitigation sites. The results of those discussions are attached as conceptual graphics, a table of mitigation locations and a revised Figure Set D.

Thank you for expressing your concerns and the thoughtful and productive coordination.

Sincerely,

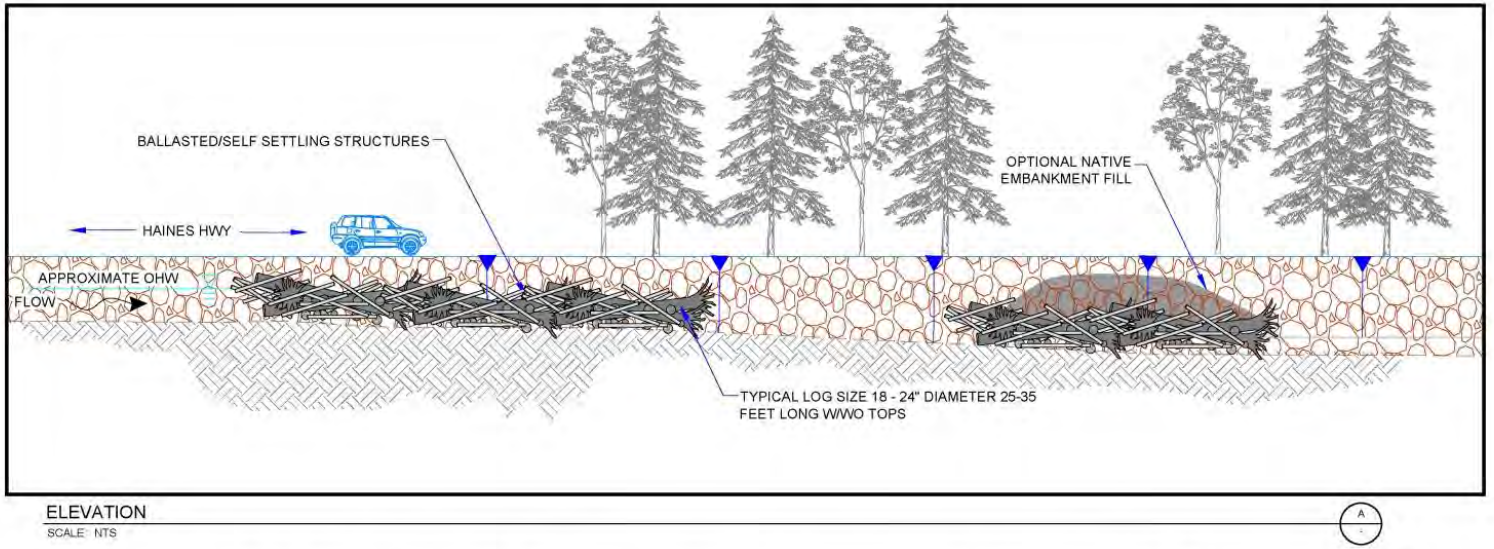
Jim Scholl
Project Environmental Coordinator
DOT&PF Southcoast Region

Attachments:
Chilkat River Mitigation Concepts
Table 4.15-3 Summary of Linear Impacts and Benefits to Fish Habitat
Figure Set D, Wetlands Impacts and Proposed Stream Mitigation.

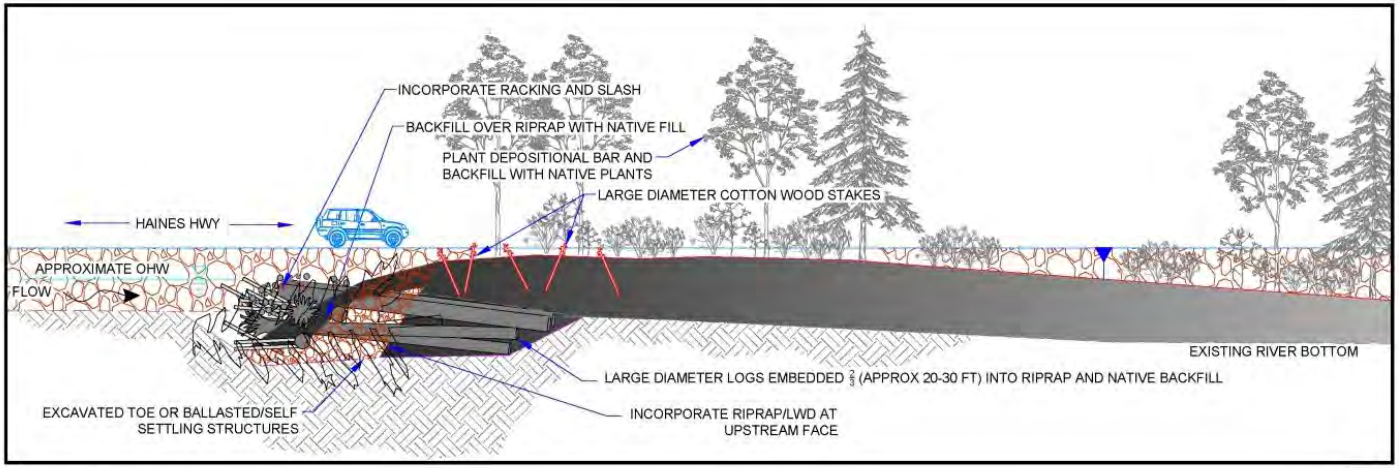
Cc w/o attachments:
Al Fletcher, Field Operations Engineer, FHWA
Hilary Lindh, DOT&PF Southcoast Region, Regional Environmental Manager

CHILKAT RIVER MITIGATION CONCEPTS

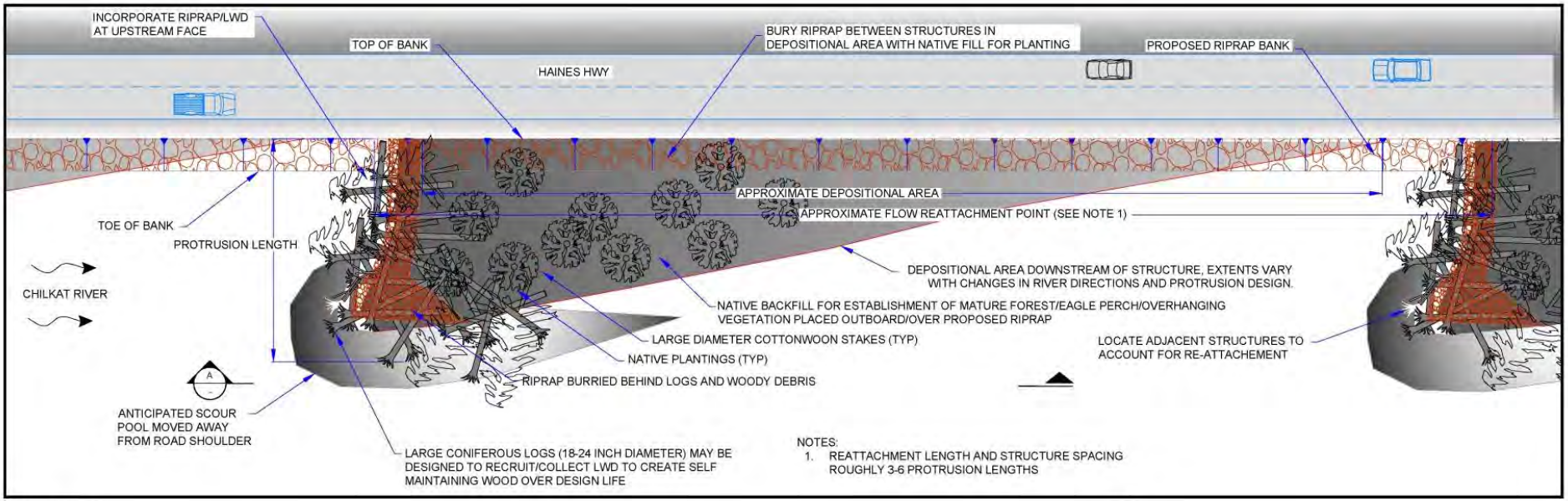
Conceptual Plan for Ballasted Log Clusters



Conceptual Plan for River Protrusions



ELEVATION
SCALE: NTS



PLAN VIEW
SCALE: NTS

Table 4.15-3

Summary of Linear Impacts and Benefits to Fish Habitat

FREA Table 4.15-3: Summary of Linear Impacts and Benefits to Fish Habitat

Fig Set D Sht #	MP (App)	DOT&PF Station Numbering	Fish Pass Culvert #	ACTIVITY	LF of Stream Impact	LF of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
1	4.1	191+00 - 194+00		Relocate 300 feet of stream			Neutral	Replace in kind
1	4.2	195+50 - 197+50		302 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
2	4.7	223+50	FP-1	Replace existing culvert with fish passage culvert		90	Positive	Passage, Functional lift to upstream wetlands
2	4.7	221+00 - 223+00		Relocate/replace 100 feet of stream			Neutral	Replace in kind
2	4.7	223+00 - 224+00		Relocate/replace 100 feet of stream			Neutral	Replace in kind
2	4.8	229+50		Relocate/replace 25 feet of stream			Neutral	Replace in kind
2	4.8	230+20	FP-2	Replace existing culvert with fish passage culvert		79	Positive	Passage, Functional lift to upstream wetlands
2	4.9	233+00	FP-33	Replace existing culvert with fish passage culvert		54	Positive	Passage, Functional lift to upstream wetlands
2	4.9	238+50 - 241+40		Improve/Relocate 195 feet of stream to abandoned channel away from road		195	Positive	Improve fish habitat
2	5.0	241+37	FP-3	Replace existing culvert with fish passage culvert		62	Positive	Passage, Functional lift to upstream wetlands
2	5.1	245+25	FP-34	Replace existing culvert with fish passage culvert (driveway)		27	Positive	Passage
2	5.1	246+25	FP-4	Replace existing culvert with fish passage culvert		73	Positive	Passage
2	5.1	249+43	FP-5	Replace existing culvert with fish passage culvert		66	Positive	Passage
2	5.2	249+50 - 256+00		Relocate/replace 650 feet of stream			Neutral	Replace in kind

FREA Table 4.15-3: Summary of Linear Impacts and Benefits to Fish Habitat

Fig Set D Sht #	MP (App)	DOT&PF Station Numbering	Fish Pass Culvert #	ACTIVITY	LF of Stream Impact	LF of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
3	5.3	258+50 - 260+50		Relocate/replace 250 feet of stream			Neutral	Replace in kind
3	5.5	263+00 - 264+75		169 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
3	5.6	264+00 - 265+00		Ballasted log clusters		100	Positive	OW COr, Passage
3	5.7	275+50 - 275+60		11 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
3	5.8	275+10 - 276+10		Ballasted log clusters		100	Positive	OW COr, Passage
4	5.9	284+50 - 289+00		404 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
4	6.0	293+90		Partial fill of pond	15		Negative	Impact to spawning habitat
4	6.1	298+25 - 300+25		River Protrusion		200	Positive	OW COr, Passage
4	6.1	297+00 - 302+00		452 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
4	6.4	312+00 - 313+40		Ballasted log clusters		140	Positive	OW COr, Passage
4	6.4	311+00 - 314+00		165 feet of shoreline fill with vegetated riprap	165		Negative	Impact
4	6.5	316+00	FP-7	Replace existing culvert with fish passage culvert		60	Positive	Passage, Functional lift to upstream wetlands
5	6.7	318+50 - 320+00		Relocate/replace 150 feet of stream			Neutral	Replace in kind
5	6.7	320+00	FP-8	Replace existing culvert with fish passage culvert		69	Positive	Passage, Functional lift to upstream wetlands
5	6.7	320+00 - 323+00		Relocate/replace 300 feet of			Neutral	Replace in kind

FREA Table 4.15-3: Summary of Linear Impacts and Benefits to Fish Habitat

Fig Set D Sht #	MP (App)	DOT&PF Station Numbering	Fish Pass Culvert #	ACTIVITY	LF of Stream Impact	LF of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
				stream				
5	6.7	325+80	FP-9	Replace existing culvert with fish passage culvert		81	Positive	Passage, Functional lift to upstream wetlands
5	7.0	336+70 - 338+25		120 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
5	7.1	336+70 - 338+25		Ballasted log clusters		150	Positive	COr, Passage
6	7.3	350+00 - 358+00		771 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
6	7.3	351+00		Relocate/replace 200 feet of stream			Neutral	Replace in kind
6	7.3	351+00	FP-10	Replace existing culvert with fish passage culvert		66	Positive	Passage, Functional lift to upstream wetlands
6	7.5	351+20 - 352+30		Ballasted log clusters		110	Positive	OW COr, Passage
6	7.5	354+80 - 356+40		River Protrusion		160	Positive	OW COr, Passage
6	7.5	362+00 - 363+00		River Protrusion		100	Positive	COr
6	7.6	365+25 - 366+25		57 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
6	7.6	367+50	FP-11	Replace existing culvert with fish passage culvert		65	Positive	Passage, Functional lift to upstream wetlands
6	7.8	371+50 - 376+00		485 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
6	7.8	374+00 - 374+50		Ballasted log clusters		50	Positive	OW COr, Passage
6	7.9	380+25 - 385+50		524 feet of shoreline fill (vegetated riprap)			Neutral	Replace in kind

FREA Table 4.15-3: Summary of Linear Impacts and Benefits to Fish Habitat

Fig Set D Sht #	MP (App)	DOT&PF Station Numbering	Fish Pass Culvert #	ACTIVITY	LF of Stream Impact	LF of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
				on existing vegetated riprap				
7	7.9	383+25	FP-12	Replace existing culvert with fish passage culvert		72	Positive	Passage, Functional lift to upstream wetlands
7	8.9	385+00 - 385+50		Fish Wheel, Ballasted log clusters, River protrusion		50	Positive	COr
7	8.9	389+00 - 390+00		Ballasted log clusters		100	Positive	OW COr, Passage
7	8.0	388+25 - 391+75		332 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
7	8.2	405+75 - 406+25		28 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
7	8.2	407+25 - 409+50		217 feet of shoreline fill with vegetated riprap	217		Negative	Impact
7	8.4	412+00 - 417+50		547 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
7	8.4	413+00 - 413+50		Fish Wheel		50	Positive	Passage
7	8.5	415+80 - 417+20		River Protrusion		140	Positive	OW COr, Passage
8	8.6	423+75 - 425+50		154 feet of shoreline fill with vegetated riprap	154		Negative	Impact
8	8.7	429+00 - 436+25		872 feet of shoreline fill with vegetated riprap	872		Negative	Impact
8	8.5	431+00 - 431+50		Fish Wheel		50	Positive	Passage
8	8.7	435+80 - 437+75		River Protrusion		195	Positive	OW COr, Passage
8	8.8	439+00 - 448+00		904 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind

FREA Table 4.15-3: Summary of Linear Impacts and Benefits to Fish Habitat

Fig Set D Sht #	MP (App)	DOT&PF Station Numbering	Fish Pass Culvert #	ACTIVITY	LF of Stream Impact	LF of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
8	8.8	441+00 - 443+10		River protrusion		210	Positive	OW COr, Passage
8	8.8	446+00 - 446+50		Fish Wheel		50	Positive	Passage
9	8.9	448+00 - 452+50		467 feet of shoreline fill with vegetated riprap	467		Negative	Impact
9	8.9	449+20 - 451+20		Ballasted log clusters		200	Positive	OW COr, Passage
9	8.9	454+00 - 458+00		398 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
9	8.9	455+30 - 456+70		Ballasted log clusters		140	Positive	OW COr, Passage
9	9.0	459+75 - 470+00		1,020 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
9	9.2	463+50 - 465+00		Ballasted log clusters		150	Positive	OW COr, Passage
9	9.2	468+00 - 468+50		Fish Wheel		50	Positive	Passage
10	9.5	484+75	FP-14	Replace existing culvert with fish passage culvert		77	Positive	Passage
10	9.5	484+75		Relocate/replace 30 feet of stream			Neutral	Replace in kind
10	9.7	493+00 - 498+00		447 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
10	9.7	494+00 - 494+50		Fish Wheel		50	Positive	Passage
10	9.7	497+80 - 500+00		River Protrusion		220	Positive	OW COr, Passage
10	10.0	513+90	FP-15	Replace existing culvert with fish passage culvert		72	Positive	Passage, Functional lift to upstream wetlands
11	10.3	520+00 - 524+00		Improve/Relocate 400 feet of stream to historical channel		400	Positive	Passage, Functional lift to upstream wetlands
11	10.3	519+00 - 523+00		Fill 400 feet of slough shoreline	400		Negative	Impact

FREA Table 4.15-3: Summary of Linear Impacts and Benefits to Fish Habitat

Fig Set D Sht #	MP (App)	DOT&PF Station Numbering	Fish Pass Culvert #	ACTIVITY	LF of Stream Impact	LF of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
11	10.5	532+00	FP-16	Replace existing culvert with fish passage culvert		76	Positive	Passage
11	10.5	530+00 - 532+00		Improve/Relocate 126 feet of stream		126	Positive	Passage, Functional lift to upstream wetlands
12	11.2	570+00 - 570+50		Relocate/replace 50 feet of stream			Neutral	Replace in kind
13	11.6	585+50 - 587+50		193 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
13	11.6	585+30 - 588+10		Ballasted log clusters		280	Positive	OW COr, Passage
13	11.7	590+75	FP-17	Replace existing culverts (2) with fish passage culvert		63	Positive	Passage, Functional lift to upstream wetlands
13	11.7-12	594+25 - 608+00		Create 980 feet of new stream		980	Positive	New fish habitat, functional lift to adjacent wetlands
13	12.0	608+50		Replace culvert			Neutral	Replace in kind
13	12.1	611+50 - 613+25		270 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
13	12.1	612+50 - 613+50		Ballasted log clusters		100	Positive	OW COr, Passage
14	12.2	620+00 - 622+50		221 feet of shoreline fill with vegetated riprap	221		Negative	Impact
14	12.3	621+20 - 622+00		Ballasted log clusters		80	Positive	OW COr, Passage
14	12.3	623+00 - 623+50		Ballasted log clusters		50	Positive	OW COr, Passage
14	12.3	624+75 - 625+30		Ballasted log clusters		55	Positive	OW COr, Passage
14	12.6	641+00 - 642+25		68 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
14	12.6	641+00 - 642+80		Ballasted log clusters		180	Positive	OW COr, Passage

FREA Table 4.15-3: Summary of Linear Impacts and Benefits to Fish Habitat

Fig Set D Sht #	MP (App)	DOT&PF Station Numbering	Fish Pass Culvert #	ACTIVITY	LF of Stream Impact	LF of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
14	12.7	643+00 - 647+00		Improve/Relocate 300 feet of stream		300	Positive	New fish habitat, functional lift to adjacent wetlands
15	12.8	648+90	FP-18	Replace existing culvert with fish passage culvert		69	Positive	Passage, Functional lift to upstream wetlands
15	12.8	649+00 - 651+00		Improve/Relocate 300 feet of stream		300	Positive	New fish habitat, functional lift to adjacent wetlands
15	12.8	649+00 - 654+50		Create 500 feet of new stream		500	Positive	New fish habitat, functional lift to adjacent wetlands
15	12.9	654+25	FP-19 (New)	New fish passage culvert; direct flow from along road to under road to feed new stream		58	Positive	Passage, Functional lift to upstream wetlands
15	12.9	656+80	FP-20	Replace existing culverts with fish passage culvert		67	Positive	Passage, Functional lift to upstream wetlands
15	13.1	666+50 - 673+00		626 feet of shoreline fill with vegetated riprap	626		Negative	Impact
15	13.1	666+50 - 668+20		Ballasted log clusters		170	Positive	OW COr, Passage
15	13.2	668+90 - 670+50		River Protrusion		160	Positive	Passage
15	13.2	671+80 - 673+50		River Protrusion		170	Positive	Passage
15	13.4	688+50 - 693+50		513 feet of shoreline fill with vegetated riprap	513		Negative	Impact
16	13.4	692+00 - 693+50		River Protrusion		150	Positive	Passage
16	13.5	694+25 - 1,145+25		97 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
16	13.7	696+25 - 699+25		304 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
16	13.7	696+30 - 698+00		River Protrusion		170	Positive	Passage

FREA Table 4.15-3: Summary of Linear Impacts and Benefits to Fish Habitat

Fig Set D Sht #	MP (App)	DOT&PF Station Numbering	Fish Pass Culvert #	ACTIVITY	LF of Stream Impact	LF of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
16	13.7	699+75 - 703+50		383 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
16	13.7	699+80 - 700+70		River Protrusion		90	Positive	Passage
16	13.8	702+60 - 703+60		Ballasted log clusters		100	Positive	OW COr, Passage
16	13.9	712+00	FP-21	Replace culverts (2) with fish passage culvert		119	Positive	Passage, Functional lift to upstream wetlands
16	13.9	711+75		Fill a portion off 14 Mile pond, fill 30 feet of stream	130		Negative	Impact
16	13.9	711+75		Expand/lengthen the pond		50	Positive	New fish habitat, functional lift to adjacent wetlands
17	14.3	735+90 - 738+00		Ballasted log clusters		210	Positive	OW COr, Passage
17	14.3	735+50 - 737+75		214 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
17	14.3	736+00 - 738+00		Improve fish habitat on slough		200	Positive	COr, Kr
17	14.3	738+00 - 740+00		Improve fish habitat on protrusion		200	Positive	COr, Kr
17	14.3	738+25	FP-22	Replace existing culvert with fish passage culvert		56	Positive	Passage
17	14.3	738+00 - 742+00		Fill 400 feet of stream along road toe; direct water under road to new pond	400		Negative	Impact
18	14.8	760+75 - 762+00		235 feet of shoreline fill with vegetated riprap	235		Negative	Impact
18	14.8	761+75 - 762+20		Ballasted log clusters		45	Positive	OW COr, Passage
18	14.9	767+50 - 769+50		192 feet of shoreline fill (vegetated riprap)	192		Negative	Impact

FREA Table 4.15-3: Summary of Linear Impacts and Benefits to Fish Habitat

Fig Set D Sht #	MP (App)	DOT&PF Station Numbering	Fish Pass Culvert #	ACTIVITY	LF of Stream Impact	LF of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
18	14.9	767+80 - 768+30		Ballasted log clusters		50	Positive	OW COr, Passage
18	14.9	768+75	FP-23	Replace existing culvert with fish passage culvert		56	Positive	Passage, Functional lift to upstream wetlands
18	14.9	768+75		Relocate/replace 100 feet of stream			Neutral	Replace in kind
18	15.0	768+90 - 770+20		Ballasted log clusters		130	Positive	OW COr, Passage
18	15.0	772+00	FP-24	Replace existing culvert with fish passage culvert		66	Positive	Passage, Functional lift to upstream wetlands
18	15.0	772+00 - 778+00		Relocate/replace 600 feet of stream			Neutral	Replace in kind
19	15.1	788+50 - 789+00		Ballasted log clusters		50	Positive	OW COr, Passage
19	15.1	790+50 - 791+00		Ballasted log clusters		50	Positive	OW COr, Passage
19	15.1	791+20 - 792+30		Ballasted log clusters		110	Positive	OW COr, Passage
20	16.0	816+00 - 819+50		350 feet of shoreline fill (vegetated riprap) on existing vegetated riprap			Neutral	Replace in kind
20	16.0	817+00 - 819+30		Ballasted log clusters		230	Positive	OW COr, Passage
21	16.9	867+50 - 871+50		Remove culvert and create 500 feet of new stream to new culvert		500	Positive	Passage, Functional lift to upstream fish habitat
21	16.9	871+10	FP-25	Install new fish passage culvert		85	Positive	Passage, Functional lift to upstream wetlands
21	16.9	867+50 - 871+50		Fill 150 feet of stream	150		Negative	Impact
21	16.9	867+50 - 871+50		Improve/Relocate 400 feet of stream		400	Positive	Replace in kind
21	17.0	873+00		Fill 100 feet of stream with vegetated riprap	100		Negative	Impact
21	17.0	873+00 - 873+50		Ballasted log clusters		50	Positive	OW COr, Passage

FREA Table 4.15-3: Summary of Linear Impacts and Benefits to Fish Habitat

Fig Set D Sht #	MP (App)	DOT&PF Station Numbering	Fish Pass Culvert #	ACTIVITY	LF of Stream Impact	LF of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
21	17.0	875+00 - 878+00		Extend stream 300 feet using new landslide water source		300	Positive	Increase habitat
22	17.3	889+50	FP-26	New fish passage culvert		129	Positive	Passage
22	17.3	889+50		Relocate/replace 100 feet of stream			Neutral	Replace in kind
22	17.3	889+50 - 891+00		Relocate/replace 200 feet of stream			Neutral	Replace in kind
22	17.3	890+00 - 898+00		Remove culverts and road embankment, restore riparian habitat		800	Positive	Improve fish habitat
22	17.3	897+00		Remove culvert and install open stream crossing		100	Positive	Improve fish habitat
25	19.8	1016+00 - 1017+00		Ballasted log clusters		100	Positive	Kr
26	20.3	1038+00 - 1047+00		Ballasted log clusters		900	Positive	Kr
28	21.5	1103+00		Create pond to provide rearing habitat at culvert outlet		50	Positive	Increase habitat
32	23.8	1126+00 - 1231+00		Replace bridge, shoreline fill and shoreline rehabilitation	150**	100	Neutral	Replace in kind
N/A	N/A	N/A		Replace culvert at Mink Creek on Mud Bay Road with fish passage culvert		50	Positive	Passage

FREA Table 4.15-3: Summary of Linear Impacts and Benefits to Fish Habitat

Fig Set D Sht #	MP (App)	DOT&PF Station Numbering	Fish Pass Culvert #	ACTIVITY	LF of Stream Impact	LF of Stream Benefit	Net Effect	Habitat Function Impacted/Benefited*
					Impact	Benefit	Net Benefit	
				Chilkat River Totals (linear feet [LF])	3,812	6,845	3,033	
				Tributary Totals (LF)	1,195	6,858	5,813	
				Chilkat River and Tributary Totals (LF)	4,957	13,703	8,746	

FREA Figure Set D

See Figure Set D in the Final Revised EA.

USCG Acceptance of Invitation

From:	Jim Scholl
To:	Tuttell, Maryellen
Subject:	68606 Haines Highway MP 3.5 to MP 25.3 / USCG acceptance of invitation to be a cooperating agency
Date:	Friday, August 05, 2016 8:36:31 AM
Importance:	High

Maryellen, Please include this email string in Appendix H.

Jim Scholl
Environmental Analyst
ADOT&PF Southcoast Region
6860 Glacier Highway
POB 112506
Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

-----Original Message-----
From: Lindh, Hilary K (DOT)
Sent: Wednesday, August 03, 2016 12:04 PM
To: Scholl, James W (DOT)
Cc: Lockwood, Gregory K (DOT)
Subject: FW: Haines Highway MP 3.5 to MP 25.3
Importance: High

For the project record...

-----Original Message-----
From: Wetherington, James R CIV [mailto:James.R.Wetherington@uscg.mil]
Sent: Wednesday, August 03, 2016 12:03 PM
To: Lindh, Hilary K (DOT); Seris, David M CIV
Cc: Fletcher, Al (FHWA); Helfinstine, James N CIV
Subject: RE: Haines Highway MP 3.5 to MP 25.3
Importance: High

Al and Hilary,
The Coast Guard accepts your email invitation (dtd August 3, 2016) to participate in the NEPA process as a Cooperating Agency. Please consider this our agreement to participate and also include us in your documentation as such. Please contact us if there are any questions or concerns.
Respectfully,
Jim

James R. Wetherington
USCG D17 Bridge Branch (dpw)
P.O. Box 25517
Juneau, AK 99802-5517
(907) 463-2276

-----Original Message-----
From: Lindh, Hilary K (DOT) [mailto:hilary.lindh@alaska.gov]
Sent: Wednesday, August 03, 2016 11:50 AM
To: Seris, David M CIV
Cc: Fletcher, Al (FHWA); Wetherington, James R CIV; Helfinstine, James N CIV
Subject: [Non-DoD Source] RE: Haines Highway MP 3.5 to MP 25.3

Dave,

See invitation from Al Fletcher and FHWA below - to be a cooperating agency for the Haines Hwy MP 3.5-25.3 project. Thanks,

Hilary

From: Fletcher, Al (FHWA) [mailto:Al.Fletcher@dot.gov]
Sent: Wednesday, August 03, 2016 11:41 AM
To: Seris, David M CIV; Lindh, Hilary K (DOT)
Subject: Haines Highway MP 3.5 to MP 25.3

Hello Dave-

FHWA and DOT&PF are finalizing an Environmental Assessment for the Haines Highway MP 3.5 to MP 25.3 project. This project anticipates replacement of the Chilkat river bridge. Due to the Coastguard's assertion of jurisdiction of the Chilkat river, FHWA is inviting the Coast Guard to be a Cooperating Agency. Please consider this e-mail as your formal invitation.

Al