

## **Appendix A: Public and Agency Comments**

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**Appendix A. Public and Agency Comments**

Comment Number	Commenter	Form of Comment	Date of Comment	Topic	Comment	DOT&PF Response
1	John C. Stein	Email	3/05/15	Future Development - utility corridors, parking Access - waterfront area concerns	<p>Thank you for the notice in 3/4/15 Daily Sitka Sentinel.</p> <p>My thoughts</p> <p>1 Design the right-of way to allow for future private or public development of adjacent lands including potential waterfront sites with adequate depth to accommodate structures, access and access road grades.</p> <p>2 Provide for utility corridors for both wire and pipelines. Design bridges to accommodate lines.</p> <p>3 Provide designated public access to waterfront, for boat launch and such.</p> <p>4 Design turnouts and lookouts to allow long-term parking for folks hunting or hiking.</p> <p>Thank you for your work on this project. I'm looking forward to expansion of the Sitka road system.</p>	The road will not be adjacent to waterfront areas; however, there are existing Forest Service Roads that currently access Katlian Bay that are open for public use. The road design will include the capability of adding utilities for future development. There are multiple turnouts and viewpoints planned as well as a public parking area located at the end of the project.
2	Richard K. Nelson	Email	3/17/15	Project Funding - use of public funds	<p>I wish express my opposition to public funding for the proposed Katlian Bay Road. Alaska and Sitka are facing such severe fiscal restrictions that cuts are being made at almost every level of public funding. I believe the potential benefits from a road to support a privately owned quarry in the Katlian Bay area do not begin to justify a major public expenditure.</p> <p>I am seriously concerned about how and why the priority has been elevated for this proposal, when our community is facing serious funding restrictions for basic services that benefit every citizen. Funding the Katlian Bay Road is not a responsible use of public funds at this time.</p>	In 2012, the Alaska State Legislature approved the Alaska Transportation Projects Bonds Question to be placed on the November ballot. The measure, approved by voters in November 2012, allowed for a general obligation bond to be issued for the purpose of transportation projects in the state. Katlian Bay Road was approved for \$14 million of the total bond amount and cannot be reallocated in the state budget. The Katlian Bay Road project was identified as a priority "Roads to Resources" project due to a shortage of developable material sources for future projects on Sitka's limited existing road system. Other resources, such as those based on recreation and subsistence, would also be addressed by construction of the Katlian Bay Road, and were clarified during development of the Purpose and Need for the project.
3	Willow Moore-Olbrych and Justin Olbrych	Email	3/18/15	Project Funding - use of public funds Environmental Consequences - fisheries	In response to the request for comments by the DOT for the proposed Katlian Bay Road, I strongly oppose using state funds to build this project. Not only are there many greater state and community needs currently at hand, but his project may harm vitally important fisheries that our community's economy depends on.	In 2012, the Alaska State Legislature approved the Alaska Transportation Projects Bonds Question to be placed on the November ballot. The measure, approved by voters in November 2012, allowed for a general obligation bond to be issued for the purpose of transportation projects in the state. Katlian Bay Road was approved for \$14 million of the total bond amount and cannot be reallocated in the state budget. The Katlian Bay Road project was identified as a priority "Roads to Resources" project due to a shortage of developable material sources for future projects on Sitka's limited existing road system. Other resources, such as those based on recreation and subsistence, would also be addressed by construction of the Katlian Bay Road, and were clarified during development of the Purpose and Need for the project. Fish streams that will be crossed by the road will include protection of existing fisheries resources through design of fish friendly culverts and bridges. In addition, DOT&PF proposes to construct rearing ponds and spawning channels to enhance fish habitat in the Katlian River basin.
4	Nancy Yaw Davis	Letter via email	3/18/15	Human Environment - land use and archaeology Route Alternatives - ferry	Thank you for sharing the plans at the 35% level today. Clearly a great deal of work and important technical engineering details have been invested. Perhaps the next steps will be funded and the project will move on. If that is the case, I strongly recommend a comprehensive and public study of the history of the area, the archeology of the stream sites and trails, and local Tlingit stories and name places. That document could both inform Sitkans and be the basis of a fine booklet to be sold at the 150th (1867) celebration of the Transfer in 2017, and be revised and expanded in the future. It could be a way to validate out now shared histories - over time and link us to a new "North Sitka". If the project is slowed due to complex budget problems, perhaps alternative routes and means to get to this magnificent area could be publicly discussed. Again. Sitka is a Maritime Community, not a terrestrial one. Our basic industries are linked to the water and its resources. Now may be a time to think about options of access, perhaps a small ferry link to Katlian Bay, water access to its resources, and preparing young people for the new related jobs. Rethinking options now may give a boost needed in education plans, intracommunity communication, and encourage Sitkans to take increased responsibility for its future by increased participation in these public hearings. Recent developments in South Sitka perhaps could be connected to new developments in North Sitka, including Katlian Bay. How many water miles are there from Starrigavan to Katlian? How much gas does it take for a round trip? By land. By water. By small ferry. By bus? What are those figures in costs and in time, in employment numbers and skills? How might human, local values kick in and be critical variables, given high priority in decisions. More important than dollars and deadlines.	The DOT&PF has conducted an archaeological, historical, and cultural evaluation of the project area and is actively working with the Sitka Tribe of Alaska in regard to cultural resources. Any public documents related to the history of the Katlian River valley would likely have to be developed by the Sitka Tribe and Shee Atiká. The road location is based on a congressionally designated 4407 Easement through U.S. Forest Service lands where the road is within the Tongass National Forest. Outside of the Tongass National Forest, alternatives were developed to minimize and avoid impacts to protect existing natural resources. The Katlian Bay Road would not be connected to a waterfront and will be a single-lane 25-mph road with a length of 9 miles. Current state funding is \$14 million to design and construct the road. The DOT&PF considered a ferry alternative to access the Katlian River area but the alternative was dismissed for a number of reasons, including failure to meet Purpose and Need of the project. A small ferry, such as that used by the Ketchikan Gateway Borough to access the Ketchikan Airport, and an appropriately sized mooring facility, would likely cost in excess of \$30 million to construct. The maintenance and operational cost of such a ferry would also be cost prohibitive given the limited funding available for the project.
5	Mary Suminski	Email	3/18/15	Project Funding - funding priorities	I do not support the road to Katlian bay. Please put this money into our schools. Children are a far more valuable resource than any rock. The state should not be involved in a project that benefits such a small group (shareholders). This is an asinine project.	Thank you for your comments. In 2012, the Alaska State Legislature approved the Alaska Transportation Projects Bonds Question to be placed on the November ballot. The measure, approved by voters in November 2012, allowed for a general obligation bond to be issued for the purpose of transportation projects in the state. Katlian Bay Road was approved for \$14 million of the total bond amount and cannot be reallocated in the state budget. The Katlian Bay Road project was identified as a priority "Roads to Resources" project due to a shortage of developable material sources for future projects on Sitka's limited existing road system. Other resources, such as those based on recreation and subsistence, would also be addressed by construction of the Katlian Bay Road, and were clarified during development of the Purpose and Need for the project.
6	Roland Wirth	Email	3/18/15	Project Funding - funding priorities and maintenance costs	<p>Plain and simple. Any State spending on the Katlian Bay road in Sitka during these dire fiscal times is irresponsible. This should be one of the first items to be cut from the budget. Even as an avid outdoorsman who might love to see new area made more easily accessible by a road I feel strongly that this expense cannot be justified. The initial cost of the road unjustifiable, the cost of maintenance even more preposterous. The fact that a private corporate land owner stands to gain the most from this project makes its funding highly suspect.</p> <p>I would like to end by stating the idea of funding the construction of this road while simultaneously cutting public education funds is insulting beyond measure.</p>	In 2012, the Alaska State Legislature approved the Alaska Transportation Projects Bonds Question to be placed on the November ballot. The measure, approved by voters in November 2012, allowed for a general obligation bond to be issued for the purpose of transportation projects in the state. Katlian Bay Road was approved for \$14 million of the total bond amount and cannot be reallocated in the state budget. The Katlian Bay Road project was identified as a priority "Roads to Resources" project due to a shortage of developable material sources for future projects on Sitka's limited existing road system. Other resources, such as those based on recreation and subsistence, would also be addressed by construction of the Katlian Bay Road, and were clarified during development of the Purpose and Need for the project.
7	Michele Friedman	Email	3/18/15	Project Funding - funding priorities	<p>Any State spending on the Katlian Bay road in Sitka during these dire fiscal times is irresponsible. This should be one of the first items to be cut from the budget. Even as an avid outdoors enthusiast who might love to see new area made more easily accessible by a road I feel strongly that this expense cannot be justified. The initial cost of the road unjustifiable, the cost of maintenance even more preposterous. The fact that a private corporate land owner stands to gain the most from this project makes its funding highly suspect.</p> <p>I would like to end by stating the idea of funding the construction of this road while simultaneously cutting public education funds is insulting beyond measure.</p>	In 2012, the Alaska State Legislature approved the Alaska Transportation Projects Bonds Question to be placed on the November ballot. The measure, approved by voters in November 2012, allowed for a general obligation bond to be issued for the purpose of transportation projects in the state. Katlian Bay Road was approved for \$14 million of the total bond amount and cannot be reallocated in the state budget. The Katlian Bay Road project was identified as a priority "Roads to Resources" project due to a shortage of developable material sources for future projects on Sitka's limited existing road system. Other resources, such as those based on recreation and subsistence, would also be addressed by construction of the Katlian Bay Road, and were clarified during development of the Purpose and Need for the project.

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8	Greg Charlton	Written Comment from Open House	3/18/15	Project Funding - funding priorities	The state of Alaska is going broke. They need to get its financial house in order, before spending money on this project.	In 2012, the Alaska State Legislature approved the Alaska Transportation Projects Bonds Question to be placed on the November ballot. The measure, approved by voters in November 2012, allowed for a general obligation bond to be issued for the purpose of transportation projects in the state. Katlian Bay Road was approved for \$14 million of the total bond amount and cannot be reallocated in the state budget. The Katlian Bay Road project was identified as a priority "Roads to Resources" project due to a shortage of developable material sources for future projects on Sitka's limited existing road system. Other resources, such as those based on recreation and subsistence, would also be addressed by construction of the Katlian Bay Road, and were clarified during development of the Purpose and Need for the project.
9	Mollie Kabler	Written Comment from Open House	3/18/15	Community Impacts - firewood provision, Starrigavan management	1. Please consider making cut wood available to the public when the road requires tree cutting. We have a shortage of it available in Sitka. 2. Current forest management of Starrigavan area is onerous. Please consider better use guidelines for Sitkans.	Most of the timber cut for the proposed road alignment would be available for use by the public. Timber will be stockpiled at specific locations designated for public wood cutting. Please contact the U.S. Forest Service (USFS), Tongass National Forest, Ketchikan Ranger District regarding Starrigavan forest management.
10	Annemarie LaPalme	Written Comment from Open House	3/18/15	Future Development - utility corridor, trails, parking	Consider for mitigation 1. Putting sewer and water connections to Starrigavan campground from end of line near ferry terminal. 2. Trail from new road to proposed Mosquito Cove cabin with pullout for parking. 3. Off highway parking at existing end of road for people using Starrigavan facilities when gates are closed in winter. Pumping pit toilet at Katlian will be problematic, only 1 person in town pumps and he will not drive on dirt roads. The only other entity to pump is the city of Sitka. You may want to reconsider design.	The road will be designed to accommodate for future utility lines, if needed. However, sewer and water connections and trails associated with the Starrigavan campground and Mosquito Cove are not part of the funding associated with this project; however a trailhead for Mosquito Cove is under consideration. The USFS should be contacted for any requests regarding Starrigavan trails. Parking at the beginning of the proposed Katlian Bay Road is being considered for Starrigavan recreation users. Options for maintenance of toilets associated with the day use area at the end of Katlian Bay Road are being explored.
11	Larry Edwards	Written Comment from Open House	3/18/15	Map request	Can you please send me a copy of the easement for the road as passed with the safety-lu blue in 2005. Thanks	The 4407 Easement is posted on the Project Website.
12	Dixie McClintock	Written Comment from Open House	3/18/15	Access - road network connections concerns	I'm supporting the road. I have survey #228 (79 acres) + would like to see logging road connected to new road and to have access from the new road to my property.	The proposed Katlian Bay Road will cross the existing USFS logging roads and DOT&PF does not anticipate blocking access to those roads.
13	Jack Ozment	Written Comment from Open House	3/18/15	Project Funding - funding priorities	Waste of money! Won't be enough people using it to pay for maintaining it, let alone building it.	In 2012, the Alaska State Legislature approved the Alaska Transportation Projects Bonds Question to be placed on the November ballot. The measure, approved by voters in November 2012, allowed for a general obligation bond to be issued for the purpose of transportation projects in the state. Katlian Bay Road was approved for \$14 million of the total bond amount and cannot be reallocated in the state budget. The Katlian Bay Road project was identified as a priority "Roads to Resources" project due to a shortage of developable material sources for future projects on Sitka's limited existing road system. Other resources, such as those based on recreation and subsistence, would also be addressed by construction of the Katlian Bay Road, and were clarified during development of the Purpose and Need for the project. The road will not be maintained between November 1 and March 31 but will otherwise be open for public use year-round. Maintenance costs for the Katlian Road are estimated at \$60K per year. This annual cost will cover general maintenance activities and periodic resurfacing of the road.
14	Ben Mitchell	Letter via email	3/19/15	Project Funding - funding priorities Route Alternatives - route safety, slope stability Access - road closures concerns	In response to "request for comments" by DOT on the proposed Katlian Bay Road I submit the following: In my view it is foolish to squander millions of dollars on this low priority project in this time of falling oil revenues and rising state deficits. Last year DOT listed the project at the bottom of their priority list. Now it suddenly is top. Something here doesn't pass the "Stink test". The school board is struggling, the State Parks program and the handful of employees discontinued, municipal assistance all but abolished, peanuts compared to the cost of this project. The claim by DOT to aid in subsistence and recreation activities is disingenuous as this area has always been popular because of the short and weather shelter skiff trip from Starrigavan boat launch ramp and the resources there. The construction route traverses steep and unstable slopes for the first five miles. a 500 foot cliff rising from deepwater near Mosquito Cove must be avoided by going above that elevation. So much for the claim that the road "follows shore line". "Full bench and waste" over the side will be required continually for the first five miles. This procedure will trigger debris slides from above. Road maintenance can be expected to be heavy for years to come. DOT claims the road will be open to public vehicular access year round. This is unlikely. Safety guard rail will be required continually for the first five miles to protect motorists and to protect the State from liability lawsuits when vehicles go over the side. Expected cost of guardrail 2 million dollars. Guard rail will prevent efficient clearing of the debris slides so guard rails cannot be installed until the up slopes stabilize, may take years. In my view the private land owners in Katlian Valley are the primary benefactors of this road at State expense. I strongly oppose using state funds to build this project that could be used more effectively for other needs.	In 2012, the Alaska State Legislature approved the Alaska Transportation Projects Bonds Question to be placed on the November ballot. The measure, approved by voters in November 2012, allowed for a general obligation bond to be issued for the purpose of transportation projects in the state. Katlian Bay Road was approved for \$14 million of the total bond amount and cannot be reallocated in the state budget. The Katlian Bay Road project was identified as a priority "Roads to Resources" project due to a shortage of developable material sources for future projects on Sitka's limited existing road system. Other resources, such as those based on recreation and subsistence, would also be addressed by construction of the Katlian Bay Road, and were clarified during development of the Purpose and Need for the project. Recreation and subsistence opportunities in the Katlian watershed are limited for those residents that do not own a boat. The proposed Katlian Bay Road would provide access to public lands for everyone. The existing rock material site identified by Sealaska on Shee Atiká lands is not the only potential rock source in the Katlian basin. The proposed road would provide access to new rock sources along the proposed road alignment as well as allow opportunities for private rock source development beyond the DOT&PF Right of Way on State, Federal and private land. The proposed road will be a State road on State of Alaska right-of-way and it will not be gated. The road will not be maintained between November 1 and March 31 but will otherwise be open for public use year-round. Cut slopes angles will be appropriate for the geotechnical conditions encountered and where steep upslope sections prevent a stable slope angle, mitigations such as rockery, gabion, or other retaining walls will be utilized. The road alignment conforms to the landscape as much as possible to minimize the cuts and fills. The route follows the shoreline where practicable but in many cases it does not in order to avoid hazards or minimize environmental impacts. Following the shoreline does not necessarily mean that it would be in the safest location. This current alignment is the optimal route which takes into account historical landslide activity, snow and debris avalanche chutes, drainages, stable bridge locations, wetland and other environmental concerns. No portion of the alignment in or near Mosquito cove is at an elevation over 500 feet. Full-bench construction is almost always the most stable construction method. Sidecasting, wasting material over a slope steeper 55 percent, is not an accepted practice. In the past, this was standard construction practice on old logging roads, but it is not a practice that the DOT&PF engages in. For slopes steeper than 55 percent that require a fill, such as in some drainages, an "engineered fill" has been designed. This is a process by which it is constructed is developed so that it will remain stable over the life of the road by keying in the fills and benching them up while compacting. This prevents a failure of the fill due to poor construction methods. To assume that the first five miles will not require full bench and waste continually. Less than half of the road is full bench, with approximately 20 percent a fill section, and the rest is a balanced cut fill section. The road is a well-located route should last for decades and require routine yet minimal route maintenance. This road is classified as a very low-volume local road and as such, guardrail will be limited to certain areas such as bridge approaches, steep unvegetated slopes, and other identified hazards on the downhill side of the road. Less than 5,000 feet of guardrail should be required at a cost of less than \$200,000. Maintenance costs for the Katlian Road are estimated at \$60K per year. This annual cost will cover general maintenance activities and periodic resurfacing of the road.

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15	Rod Wodling	Phone Log	3/20/15	Future Development - subdivisions Access - senior citizen concerns	Called to inquire whether Shee Atiká intended on developing subdivisions once the road was completed, and if so, that they not be comprised of mobile homes. Also wanted to insure access at viewpoints would be considered for less mobile elderly residents. Mr. Wodling expressed strong support for the project because the current Sitka road system is too small, especially for those that can no longer hike or boat. This project would enable him (age 70+) and others in his condition to visit other areas around Sitka that he might likely never see otherwise.	The DOT&PF is not aware of any proposed subdivisions, although Shee Atiká may consider some type of development on their lands in the future. The viewpoints will be designed for use by less mobile or elderly residents. The proposed road would increase motorist opportunities for Sitka residents.
16	Lisa Sadleir Hart and Tom Hart	Email	3/20/15	Project Funding - funding priorities, road maintenance Environmental Consequences - fisheries	I am writing to express my concerns over the Katlian Bay Road project. The project seems like a very bad idea on several fronts. First, given that the state of Alaska is facing severe financial issues, it does not seem wise to spend money on a project that aims to benefit privately held lands focused on resource extraction of gravel and rock i.e. Shee A'tika and Sealaska rather than programs focused on the public good. We understand that the majority of the funds were raised by a bond issue, but there is still a \$2 million shortfall that could be better directed to programs that support a broader constituency like public education. Secondly, the project is billed as a vehicle to increased access to subsistence and recreation. What has not been clearly delineated is that the process of extracting the rock is likely to destroy key fish habitat and negatively impact subsistence and commercial fish harvests. Additionally, we wonder about the ability of the state to adequately maintain the road once it's built given the tightening fiscal belt and our observations about road maintenance when there has been plenty of money available for road maintenance projects.	In 2012, the Alaska State Legislature approved the Alaska Transportation Projects Bonds Question to be placed on the November ballot. The measure, approved by voters in November 2012, allowed for a general obligation bond to be issued for the purpose of transportation projects in the state. Katlian Bay Road was approved for \$14 million of the total bond amount and cannot be reallocated in the state budget. The Katlian Bay Road project was identified as a priority "Roads to Resources" project due to a shortage of developable material sources for future projects on Sitka's limited existing road system. Other resources, such as those based on recreation and subsistence, would also be addressed by construction of the Katlian Bay Road, and were clarified during development of the Purpose and Need for the project. The intent is to design the road within funds appropriated for the project; however, additional funding can be requested from possible remaining funds raised through the GO Bond if needed. Fish habitat has been identified within the project area and would be protected through the design of fish friendly culverts and bridges. Although most of the fish streams are in the valley floor and not where the major rock cuts are proposed, rock extraction along the road alignment will avoid impacts to fish through careful road design and construction planning. The DOT&PF also proposes to construct rearing ponds and spawning channels to enhance fish habitat in the Katlian River basin. Note that the areas where rock is adjacent to the road generally are not near fish streams due to the steepness of the areas where rock occurs. The road will not be maintained between November 1 and March 31 but will otherwise be open for public use year-round. Maintenance costs for the Katlian Road are estimated at \$60K per year. This annual cost will cover general maintenance activities and periodic resurfacing of the road.
17	Anne Pollnow	Email	3/20/15	Human Environment - Tlingit place names	So, I had chatted with Tlingit Elder Nels Lawson that day who suggested to me to name some of the water crossings and viewpoints Tlingit place names not even English, like they do in Hawaii. Like maybe a viewpoint named after a shaman oral history story of the area. I think it would be great to incorporate this idea and include the homestead history as well, not just Tlingit. And of course, geographic names are great too like the waterfall bridge. So, I would like to recommend this but wouldn't think it appropriate to do this work in my compliance report. I think a community engaged effort at a later date valuable and beneficial to DOT/community relations. Perhaps a project such as this could serve as a mitigation measure.	DOT&PF is in consultation with the Sitka Tribe of Alaska regarding a number of issues, including traditional place names for streams, rivers, and other features along the proposed road alignment.
18	Paul and Lindsay Evans Leo and Carolyn Evans Louis and Gail Roderick	Email	3/20/15	Project Funding - funding priorities Environmental Consequences - fisheries, wildlife, wetlands, gravel pit construction, recreational vehicle impacts, trash disposal	My husband Paul Evans and I, on behalf of Paul's father Leo Evans, and mother Carolyn Evans, as well as my mother Gail Roderick, and Father Louis Roderick are writing to you collectively regarding the Katlian Bay Project. After reading tonight's paper, we are all on the verge of tears. ... It's something many of us have known about for some time, but have been in denial about. So here goes; because you are a local Sitkan, and have every good intention for our town, we understand that You understand what is at stake here. While we support Sitka's growth, economy, business, enterprise, and outdoor recreation, We cannot begin to tell you the heart break it would cause not only our family, but hundreds of locals (who depend on subsistence food) to see a road built out to Katlian Bay. Yes, it would provide more Sitkans recreational access to Katlian, along with exploring natural resources. However, We are just not understanding the reasoning behind it. Why would our state spend \$14 Million dollars on road out there? Yes, it was already bonded, We get that-- but when did the people vote on this? It was quoted in last night's paper by Senator Stedman that this was "voted on by the people". When did this happen?... years ago?? Was our whole family, and branches of friends out of the loop here? When did Sitkans vote on this project? We want to firmly express that our family are not preservationists or Conservationists. We believe in renewable resources-- and logging (if done responsibly) is one of them. We are *pro* resource development...Both our fathers (Leo and Louis) were loggers here, and made a living, put food on the table! but dammit... they want to put a rock quarry out there?? What may be next? Mining? Locals use this land to hunt, and fish to feed families wild organic food. This is *sacred* close to town- land! It is still pristine out in Katlian Bay, and putting a one way road out there would open the flood gates to hallowed fishing/ hunting ground. "Well everyone should have access to this land..."-- No!!! Everyone and their trucks, cars, 4-wheelers, snowmachines with their noise & pollution would drive the abundant wildlife back into the Valley, and disperse existing wild game populations. Have you been to the end of Herring Cove lately-- out by the old Pulp Mill? We walk out there weekly, and come back with bags of trash. So many folks are carelessly littering every where. We would HATE to see this happen to Katlian Bay, and there is no guarantee that it won't. 97 acres will be affected? *97!!!*... along with 12 acres of wetland habitat, not to mention a 150ft bridge- (plus 5 smaller bridges) -crossing one of thee most sacred rivers close to town- KATLIAN RIVER! Steelhead, Dolly Varden, Coho, Chum, and Pink Salmon all spawn up Katlian. -- So why would we want to jeopardize the existence of some of thee most important renewable resources in Alaska? WHY? WHY WOULD WE WANT TO DO THIS?? We are all shaking our heads "NOOOO!!!" We have always wanted more roads in Sitka- there's no question, but now that we're older-- and see what real potential damage a project like this will cause... We say-- "No- This is NOT OK" . Paul and I are doing everything we can to reach out to the locals who were not able to attend the Wednesday meeting. Some of us were taking part in the annual Sitka Sound Sac Roe Fishery; otherwise this was *thee* top priority. But again, we could not make it. So, with heavy hearts that mean well, we ask that you bring this back to the voters of Sitka. We would like to see this on November's ballot, to iron out some wrinkled assumptions. We would like to see the people of Sitka vote on this. It brings real tears to our eyes to *even think* that this is happening. It's overwhelming. For the sake of our children, and future generations of Sitkans, we ask for you help, in suspending this potential project.	In 2012, the Alaska State Legislature approved the Alaska Transportation Projects Bonds Question to be placed on the November ballot. The measure, approved by voters in November 2012, allowed for a general obligation bond to be issued for the purpose of transportation projects in the state. Katlian Bay Road was approved for \$14 million of the total bond amount and cannot be reallocated in the state budget. The Katlian Bay Road project was identified as a priority "Roads to Resources" project due to a shortage of developable material sources for future projects on Sitka's limited existing road system. Other resources, such as those based on recreation and subsistence, would also be addressed by construction of the Katlian Bay Road, and were clarified during development of the Purpose and Need for the project. The road will provide residents who do not have a boat the opportunity to visit the Katlian River valley to hunt, fish, hike, and enjoy the area. The Katlian valley has been heavily logged in the past and has numerous existing USFS roads. DOT&PF is proposing a watershed-based approach to mitigation for the proposed Katlian Bay Road Project by proposing to place large woody debris in the lower reach of the Katlian River, replacing several deficient culverts on USFS logging road 75797 (which will be used for temporary access during construction) with new culverts suitable for fish passage, and by constructing rearing ponds and spawning channels to enhance fish habitat in the Katlian River basin. DOT&PF proposes to monitor these mitigation efforts for one (1) year following construction. The proposed project would protect existing natural resources by installing culverts designed for fish passage, bridges without in-water supports that could collect debris and impede fish, applying best management practices during construction, and locating the road above the shoreline and estuarine areas to avoid impacts to marine resources and estuarine habitat. The proposed road alignment has been designed to minimize and avoid impacts to the environment to the extent practicable.

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19	Karen Kegyi	Email	3/20/15	Project Funding - budget shortfall Access - public access to private land concerns	<p>Thank-you for the opportunity to comment. I attended the public meeting in Sitka on March 18. The presentation was informative and all the representatives (state and contractors) were eager to explain the project and answer questions.</p> <p>The vast majority of my friends are opposed to the project. They see it as a corporate give-away. The consensus is that this is millions of state dollars being used for the benefit of a private corporation so that this corporation can access their own lands and specifically a quarry from which they alone will profit. Given the position of all my friends that is the impression I had when I attended the meeting.</p> <p>The state representatives were able to dissuade me from this view but in all honesty I have not been able to convince any of my friends to the contrary.</p> <p>Here are my specific concerns I would like you to address:</p> <ol style="list-style-type: none"> <li>1. Where is the money going to come from to complete the project? Even at 2015 prices I have heard that the bare minimum project will cost an additional \$2 million. Who is going to pay for this additional \$2 million and all the additional inevitable expenses?</li> <li>2. Approximately 2/3 of the new road crosses private land. All the state and contractor representatives kept assuring me that the private owner is very interested in having the project completed and they have no intention of trying to limit non-shareholder access to the opened land. I suggest that this is not sufficient. Before any work is done on the road there need to be legally binding commitments (in perpetuity) from the private property owner giving all Sitka residents (and visitors) the same access to the land, rivers and streams the road crosses as any shareholder has. No restrictions should be placed on non-shareholders that are not also placed on shareholders. I should not have to pay any "permit" fee to access the land, streams and rivers unless a shareholder must also pay the exact same fee. My access should not be at the whim of any new administration of the corporation.</li> <li>3. Before any work begins the private property owner must provide legally binding commitments that all the forest service roads and trails (including 7579, 75790, 75791 and 75797 will remain open to the public in perpetuity with no restrictions on non-shareholder access that is not imposed on to the same degree on shareholders. This includes the existing network of trails in between these forest service roads.</li> <li>4. Unless the private property owner is willing to give legally binding commitments to allow everyone the same access as shareholders in perpetuity then the project should not go forward. Because then it really will be a corporate give away where all residents of Alaska are giving the private property owner a gift of a \$14 million road that only shareholders will benefit from.</li> </ol>	<p>In 2012, the Alaska State Legislature approved the Alaska Transportation Projects Bonds Question to be placed on the November ballot. The measure, approved by voters in November 2012, allowed for a general obligation bond to be issued for the purpose of transportation projects in the state. Katlian Bay Road was approved for \$14 million of the total bond amount and cannot be reallocated in the state budget. The Katlian Bay Road project was identified as a priority "Roads to Resources" project due to a shortage of developable material sources for future projects on Sitka's limited existing road system. Other resources, such as those based on recreation and subsistence, would also be addressed by construction of the Katlian Bay Road, and were clarified during development of the Purpose and Need for the project. The intent is to design the road within funds appropriated for the project; however, additional funding can be requested from possible remaining funds raised through the GO Bond if needed.</p> <p>Shee Atiká lands are private lands and although Shee Atiká has passed a resolution allowing public access, Shee Atiká has the right to develop their land in any manner they determine permitted by law and zoning.</p> <p>The road crosses over 2 miles of public lands of the Tongass National Forest and ends at the U.S. Forest Service boundary on the eastern edge of the Shee Atiká land. The entire upper Katlian valley is public land and the USFS roads that the proposed new road intersects are also open for public use.</p>
20	Blain Anderson	Email	3/21/15	Project Justification - recreation, subsistence, trails, Access - limited access concerns Project Funding - funding priorities	<p>Please accept my comments regarding the proposed Katlian Bay Road project in Sitka.</p> <p>I would like to call to your attention that the very core of this road project is flawed and the road is very much unneeded in Sitka.</p> <p>From the purpose and need on the project website, these two statements are from the "Purpose and Need":</p> <ol style="list-style-type: none"> <li>1. Sitka currently has a finite road system that provides limited passenger vehicle access for recreation and subsistence activities. Furthermore, Sitka has a shortage of developable material sources for future projects on the existing road system.</li> <li>2. The purpose of the proposed Katlian Bay Road project is to provide increased recreational and subsistence opportunities on Baranof Island within U.S. Forest Service (USFS) Sitka Ranger District managed lands, provide access to Native Corporation (Shee Atiká) lands, and provide access to potential new material sources on State, Federal and Native Corporation lands for possible future development.</li> </ol> <p>The first statement is misleading. Sitka has roughly 17 miles of passenger roadways and highways. Being that Sitka is on a very rugged island, it will always have a finite road system. Residents and visitors alike have more than 12 world-class walking, hiking and biking trails stretching from Mosquito Cove in the North to the Green Lake road in the South, including the Forest and Muskeg Loop, Cross Trail, Starrigavan ATV Trails, Harbor Mountain, Gavan Ridge, Thimbleberry Lakes, Verstovia, Beaver Lakes, Medveje Lake, and an innumerable number of excellent off-trail hikes for the more adventurous. A short boat ride gives access to phenomenal motorized and non-motorized trail systems on Kruzof Island, Peril Strait, and Chichagof Island.</p> <p>Our problem is not any lack of trails and recreation opportunities - nay, we have plenty, and far more than any community of 8000 people that I know of. Maintenance of these valued trails is nearly impossible as it is. Trails can take weeks or months to clear after storm events, and many are in serious trouble due to deterioration and use. What statement of analysis can you point me to that quantifies Sitka's "limited passenger vehicle access for recreation and subsistence activities"? I highly doubt it exists.</p> <p>The community has gone through several comprehensive recreation planning efforts including the Sitka Trails Master Plan, and the recent Sitka Sustainable Outdoor Recreation Plan. I don't see this area or project identified in either as a priority. Where does your data come from? This needs to be supported or it is nothing but a self-serving statement.</p> <p>Also, the stated "shortage of developable(sic) material sources" is not supportable, either. This project will not connect the original gravel and rock source to the road system due to terrain restrictions as stated at the open house I attended in Sitka the other day. The only developable material source I can foresee is timber logging along the road. The timber in Katlian Bay is mostly alder, and I know of no real commercial market for alder. Please correct me if I'm wrong.</p> <p>The project manager who spoke at the meeting professed an interest in having Sitka Trail Works(STW) build trails in the Katlian Valley. How exactly do you plan to support STW to build these desired trails? This is a small nonprofit with one full-time employee and a handful of seasonal employees that is struggling to complete the Sitka Trails Plan from 2003. It has been 12 years since they began and an end is not in sight given funding and maintenance limitations.</p> <p>Since the majority of this project is on private land, it is assumed that recreation along most of the road will be restricted. Shee Atiká lands will very likely be open to corporation members and not the general public. I anticipate that a fee or permit will likely be needed to fish, hunt, or perhaps even to hike these lands. Not the open recreation the project team has been touting. The visual simulations shown to the public illustrate the proposed recreation enhancements at the end of the road as a large parking lot with some camping opportunities. I know what happens to sites like this. Look at the ATV trailhead at Starrigavan for an example. It is used as a party site, and a place to dump and burn and shoot guns at unwanted appliances. Not a place for wholesome family camping.</p> <p>Finally, it is irresponsible of the DOT to sell this project to the people of Alaska in this fiscal crisis we are facing. Sitka is facing the prospect of eliminating maintenance funding of the eight State Parks in Sitka, We don't even have money to maintain and keep open the recreational and historic sites we have. Why on earth would we think we need more to maintain? Where is the funding (or even the cost estimate for annual maintenance) for this road?</p> <p>This road is not needed, is irresponsible in the State's fiscal reality, and has lost the original reason the road was planned for. I am opposed to this road, the waste of funds, and the manner it is being pushed through at the expense to Alaskans.</p>	<p>In 2012, the Alaska State Legislature approved the Alaska Transportation Projects Bonds Question to be placed on the November ballot. The measure, approved by voters in November 2012, allowed for a general obligation bond to be issued for the purpose of transportation projects in the state. Katlian Bay Road was approved for \$14 million of the total bond amount and cannot be reallocated in the state budget. The Katlian Bay Road project was identified as a priority "Roads to Resources" project due to a shortage of developable material sources for future projects on Sitka's limited existing road system. Other resources, such as those based on recreation and subsistence, would also be addressed by construction of the Katlian Bay Road, and were clarified during development of the Purpose and Need for the project.</p> <p>The road will provide motorists who do not have a boat the opportunity to visit the Katlian River valley. Sitka has a number of outstanding trails; however, the proposed Katlian Bay Road will provide even more opportunities for hiking by providing access to public Forest Service lands. The U.S. Forest Service Sitka Access and Travel Management Environmental Assessment published in August 2007 identified USFS logging roads in the upper Katlian valley as likely candidates for OHV trails. The existing rock material site identified by Sealaska on Shee Atiká lands is not the only potential rock source in the Katlian basin. The proposed road would provide access to new rock sources along the proposed road alignment as well as allow opportunities for private rock source development beyond the DOT&amp;PF Right of Way on State, Federal and private land. Shee Atiká lands are private lands but they have passed a resolution allowing public access. There are no proposals to charge user fees by the State, the USFS, or Shee Atiká.</p>

**Appendix A. Public and Agency Comments**

21	Stephen Lawrie	Email	3/22/15	Environmental Consequences - wetlands, fisheries, wildlife, forestry, trash disposal Access - limited access concerns	<p>This project is unethical and immoral. For this Voter, 40 year Sitka resident, 40 year salmon troller, Sitka booster and proud Sitka resident, more important than the cost of this project, is the why of its construction and the beneficiaries of its completion.</p> <p>Yes, the funding for it was approved by the voter in a massive roading bill. How many people in Sitka would have been aware of its inclusion in the bill and the potential ramifications? How many people statewide would have known or cared? Lets look at the funding first.</p> <p>As of March 19th, the design is stated as being at 35% completed. Are we to believe that the cost wont escalate as the design proceeds?</p> <p>The wetlands mitigation? The discovery that there are in fact more than the four salmon streams already identified?</p> <p>The department has yet to receive contractors bids. When they come in, if the proposed \$16 mil. covers the project, that will be a surprise. What bid doesn't have a contingency clause in it? Have a look at the dam expansion project just completed in Sitka. A massive cost over-run. Once begun, the pressure to complete any project regardless of cost expansion is immense.</p> <p>Lets not be shy about this. Shee Atiká lands will have a publicly funded road provided, with the sub surface rights held by Sealaska Corp provided the same publicly funded access.</p> <p>Why should this concern me? Because recent history has shown Sealaska will desecrate their lands in Katlian Bay in pursuit of their sub surface rights.</p> <p>This is not speculation, but a simple conclusion drawn by looking around S.E. Alaska at their track record. My guess is logging will be next, not the helicopter logging that was conducted some years ago, but the well known clear cutting used by this corporation. As a long time resident of Sitka, this too is my home . I have watched as Sealaska Corporation have plundered their lands. Lands that haven't meet that fate have been posted with no trespassing signs. This is what will happen in Katlian Bay. Sealaska in particular is a cruel joke. "Values in Action" is their stated cry. Values? Their record with land use is shameful. To state that this road construction will expand access for subsistence hunting and fishing is nothing more than disingenuous.</p> <p>Katlian Bay is already used and enjoyed by Sitka residents. ALL Sitka residents. It is a productive and wonderful part of our local, easily accessed ,subsistence areas. This road and all the resource extraction that will follow, will completely destroy this already productive subsistence area. Further, the department has stated up front that snow removal is not planned for. This means the access promoted will not exist during much of the hunting season in most normal winters. At the end of the road will be a parking area, a fire pit, and a pit toilet. Be aware that what this means is beer cans, wood pallets for the fire, garbage, and other abuse by a few ,of that area. This will happen. In an area that currently has deer and bear in abundance, in a regenerating and old growth mixed forest.</p> <p>How long will it be before Shee Atiká and Sealaska decide it is in their best interest ( insurance concerns, road safety concerns with trucks etc. back and forth, this is a one lane road after all ) to ask , or not ask, to put a locked gate on this road.? The DOT states 97 acres will be affected. Another disingenuous statement. This road will affect the whole of the Katlian Bay catchment area, and not in a good way.</p>	<p>Thank you for your comments. The proposed road will be a State road on State of Alaska right-of-way and it will not be gated. The road will not be maintained between November 1 and March 31 but it will otherwise be open for public use year-round.</p> <p>Shee Atiká lands are private lands and although Shee Atiká has passed a resolution allowing public access, Shee Atiká has the right to develop their land in any manner they determine permitted by law and zoning. The DOT&amp;PF has not been informed of any potential land sales for the near future. We are not aware of any near term logging proposals other than possible thinning of Red Alder stands to help re-establish the Spruce forest.</p>
22	Ken Creamer	Email	3/24/15	Access - recreation opportunities Project Funding , Community Impact - jobs	<p>I attended the Katlian Road building meeting held in Sitka, AK on the 18th of March. I support the building of the road. It will open up areas for recreational opportunities that are unavailable to a large segment of the Sitka population. This access will also create an opportunity for recreational cabin sites to be made available for purchase or lease to private individuals. Also, with the downturn in the local economy this will provide jobs for local citizens that would not otherwise be available. As the money for this project was part of a State wide bond issue passed by Alaskans, by a large majority, it will not negatively impact the budget.</p>	<p>Thank you for your comments.</p>
23	Eric Jordan	Online Comment Form	3/25/15	Environmental Consequences - fisheries	<p>Dear DOT, I recently went to the Katlian Rd project meeting in Sitka I was pleasantly surprised by both the friendliness of those involved, particularly Brett Martin, an engineer, and Anne Pollnow, an archaeologist. I have used Katlian bay for subsistence and recreation since 1976. I was impressed with DOT officials planning and sensitivity to aesthetics and wildlife values. I support the road as planned with some caveats: I was appalled at the ignorance of DOT in thinking a road would improve subsistence opportunities on fish. Most of Sitka's subsistence users have or have access to small boats which are able to safely travel to Katlian. The fishery resources there are presently fully utilized which means putting a road in will mean more restrictive fishery regulations to sustain the resources and displacement of the skiff users by road users forcing skiff users to travel further. Nevertheless, I do see some improved deer h! harvest opportunity even though a lot of the deer habitat in the Katlian watershed has been compromised by clear cutting. I see lots of camping opportunities and potential for development of native property. It would be nice to take a drive to the biggest River in our area and enjoy the wildlife viewing even if harvest is more restricted. There are a lot of berries and mushrooms in the Katlian Valley which will be good for food gatherers.</p>	<p>Subsistence use in saltwater by boat fisherman in Katlian Bay should not change. As part of the proposed Katlian Bay Road Project, DOT&amp;PF proposes to construct rearing ponds and spawning channels to enhance fish habitat in the Katlian River basin that should help to improve the overall Katlian fishery. Although we cannot speak for ADF&amp;G, fishing regulations may become more restrictive for salmon in freshwater, as it is along the rest of the Sitka road system, but the Katlian River basin also supports Dolly Varden, Rainbow and Cutthroat trout that would be available for subsistence fishing for a much longer season than salmon. The proposed road would provide access to new subsistence hunting, fishing, and berry picking opportunities by that segment of Sitka's population that does not own boats. By providing easier access to public Forest Service lands for deer hunting, pressure on other deer hunting areas along the Sitka road system should be somewhat relieved and become more balanced over time.</p> <p>DOT&amp;PF is proposing a watershed-based approach to mitigation for the proposed Katlian Bay Road Project by proposing to place large woody debris in the lower reach of the Katlian River, replacing several deficient culverts on USFS logging road 75797 (which will be used for temporary access during construction) with new culverts suitable for fish passage, and by constructing rearing ponds and spawning channels to enhance fish habitat in the Katlian River basin. DOT&amp;PF proposes to monitor these mitigation efforts for one (1) year following construction. The proposed project would protect existing natural resources by installing culverts designed for fish passage, bridges without in-water supports that could collect debris and impede fish, applying best management practices during construction, and locating the road above the shoreline and estuarine areas to avoid impacts to marine resources and estuarine habitat. The proposed road alignment has been designed to minimize and avoid impacts to the environment to the extent practicable.</p>
24	Kitty Sopow	Online Comment Form	3/25/15	Access - recreation opportunities	<p>I am excited for the proposed road because I want more access to mountains north of the hpr system including annahootz. I want it.</p>	<p>Thank you for your comments.</p>

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25	Anne Pollnow	Online Comment Form	3/25/15	Access - recreation opportunities Future Development - housing,	I think this road is a great project and long time coming. No new roads have been added to Sitka since WWII, except for a slight upgrade and short extension to HPR in the 60s. We only have 14 miles for a population of nearly 10,000. Not that it will emerge as housing in the near future, but I hope eventually. Housing costs here in Sitka are comparable to those of Seattle and San Francisco. Access to more wilderness is great too for those who do not have a boat, and especially for young people. A local rock source will be great for the economy and carbon footprint. I appreciate the due diligence to the environment. Thanks!	Thank you for your comments.
26	Ptarmica and Lucas McConnell	Online Comment Form	3/26/15	Access - recreation and subsistence opportunities	My husband and I live in Sitka and feel the proposed Katlian Road would be a great addition to our limited road system. The increased opportunities for recreation and subsistence is huge! My husband hunts and fishes and I love to pick berries and harvest other things such as spruce tips and beach asparagus for canning. We both love to hike, picnic and camp as well. Thank you for your thoughtful planning and design of the road. We would certainly appreciate a road like this!	Thank you for your comments.
27	John C. Stein	Email	3/27/15	Access - recreation Future Development - economic benefits	I attended the Sitka Workshop on the proposed Katlian Bay Road. The project is well founded and worthy of support. I support the project to provide <ul style="list-style-type: none"> <li>• road access to the Tongass Forest,</li> <li>• access to the private lands at Katlian Bay,</li> <li>• access to recreational opportunities and</li> <li>• the economic benefits of future development along the road right of way.</li> </ul> I have been waiting fifty years for such a project. Please carry on to the construction phase.	Thank you for your comments.
28	Bruce Edwards	Online Comment Form	3/27/15	Access - recreation opportunities	My family and I are frequently visitors to the Sitka and have often boated past Katlian Bay. The area is beautiful, and we are very excited about being able to drive into the upper Katlian area from Sitka rather than having to go to Katlian by boat and then hike. Please build this road as soon as possible!	Thank you for your comments.
29	John Holst	Online Comment Form	3/28/15	Future Development - rock quarry, housing	The Katlian Road Project is essential to the future development of Sitka. The access to a large rock source is important because the current sources are nearly exhausted, which will continue to put pressure on the cost of housing because of the lot improvement costs. Affordable housing is important to the entire population, even to the anti-development folks who are outnumbering my common sense recommendation to go ahead and build this road.	Thank you for your comments.
30	Ben Lawrie	Email	3/28/15	Environmental Consequences - landscape Access - overuse concerns	Hello, my name is Ben Lawrie. I have lived in Sitka for my entire life. 32 years. It is my opinion that this proposed road is a terrible idea. I think that it will have an adverse affect on the landscape, and how remote that Katlian Bay currently is. I do not want to be able to drive a car out there and I don't think everybody on earth needs to have that ability. I am happy taking a boat. I can only assume that this road is being constructed to allow access by land owners in that area. The impact of this will be a terrible irreversible mistake, not too mention a gross waste of Federal Funds. Please do not build this road.	Thank you for your comments. The Katlian valley has been heavily logged and numerous U.S. Forest Service roads already exist. The road would provide access to public lands for everyone in Sitka, not just those with boats. No Federal Funds are being used for this project.
31	Brenda Campen	Online Comment Form	3/30/15	Project Funding - funding priorities	I am opposed to this project at this time. I understand that most of the money as already been appropriated, but given the state of the AK economy and predictions for tough times ahead, these funds should be reallocated for greater needs - maintenance and upgrading of existing roads/bridges and the AK Marine Highway System. OPPOSED!	In 2012, the Alaska State Legislature approved the Alaska Transportation Projects Bonds Question to be placed on the November ballot. The measure, approved by voters in November 2012, allowed for a general obligation bond to be issued for the purpose of transportation projects in the state. Katlian Bay Road was approved for \$14 million of the total bond amount and cannot be reallocated in the state budget. The Katlian Bay Road project was identified as a priority "Roads to Resources" project due to a shortage of developable material sources for future projects on Sitka's limited existing road system. Other resources, such as those based on recreation and subsistence, would also be addressed by construction of the Katlian Bay Road, and were clarified during development of the Purpose and Need for the project.
32	Garry White	Online Comment Form	3/30/15	Future Development - rock quarry Access - recreation and subsistence opportunities	Comments regarding - Sitka Katlian Bay Road Project #67672It is the mission of the Sitka Economic Development Association (SEDA) to promote the creation of family wage jobs and to enhance the quality of life for Sitkans by implementing and supporting positive economic development efforts. SEDA supports Sitka Katlian Bay Road Project #67672 in order to develop a long-term source of rock and gravel needed in the community of Sitka and in the region of Southeast Alaska. There is a shortage of rock, sand and gravel, in Sitka and Southeast Alaska. The road to Katlian Bay will allow development of a commercial quarry in the Katlian Bay area on property owned and managed by Shee Atiká, Inc. and Sealaska. The new rock source will support both public infrastructure projects and residential construction. In addition, the road will allow Sitka residents more access to recreational and subsistence opportunities and support development of visitor industry businesses that access the Tongass National Forest.	Thank you for your comments. The existing rock material site identified by Sealaska on Shee Atiká lands is not the only potential rock source in the Katlian basin. The proposed road would provide access to new rock sources along the proposed road alignment as well as allow opportunities for private rock source development beyond the DOT&PF Right of Way on State, Federal and private land.
33	Fred Reeder	Online Comment Form	3/30/15	Future Development - rock quarry Access - recreation and subsistence opportunities	This is a very good project for the City of Sitka as we are woefully short on Rock and gravel sources and this road would connect Sitka's main road system to a very good supply of both of these on Shee Atiká Native lands. The road would also open up the Katlian valley to some fantastic recreational opportunities for Sitkans; there are a number of old logging roads in the area and also stream fishing that would be available to those Sitkans that do not own a boat. I would hope that DOT continues on with this project to it's conclusion.	Thank you for your comments.
34	Kathryn Kyle	Email	3/30/15	Project Funding - funding priorities	It makes no sense to spend public money on the Katlian Bay road at a time when the state budget is facing severe shortfalls. This money should be spent on things that truly benefit Alaska citizens, such as education and health and social services!	In 2012, the Alaska State Legislature approved the Alaska Transportation Projects Bonds Question to be placed on the November ballot. The measure, approved by voters in November 2012, allowed for a general obligation bond to be issued for the purpose of transportation projects in the state. Katlian Bay Road was approved for \$14 million of the total bond amount and cannot be reallocated in the state budget. The Katlian Bay Road project was identified as a priority "Roads to Resources" project due to a shortage of developable material sources for future projects on Sitka's limited existing road system. Other resources, such as those based on recreation and subsistence, would also be addressed by construction of the Katlian Bay Road, and were clarified during development of the Purpose and Need for the project.



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35	Sitka Conservation Society - Andrew Tomas and Luke A'Bear	Letter via email	3/30/15	Project Funding - funding priorities, maintenance costs, recreation infrastructure development costs Environmental Consequences - fisheries, wildlife, wetlands Community Impacts - fishing and hunting limit changes Access - overuse concerns Human Environment - culturally modified trees	<p>Thank you for the opportunity to submit comments on the proposed Katlian Bay Road construction project.</p> <p>First, the Sitka Conservation Society (SCS) would like the State and the DOT to consider the rationale behind spending upwards of \$16 million in the current fiscal climate to construct a road that will have very limited use and very limited access to critical resources. Many departments are having to downsize and reduce the scope of their activities. The State has a budget deficit of nearly \$4 billion, so despite the funding for this project having been approved by voters for bonding (long term debt), the road is surely a prime candidate for a reappropriation of funds. This re-appropriation is supported by the fact that the road is not of significant importance to the community. There are many other projects where the money could be better spent (a wiser investment would be to put the money into the Deep Water Dock in Sitka that was also approved under the same bond measure). In terms of importance for Sitkans, there has never been any prioritization of recreation access to Katlian valley. Currently, the community is prioritizing funding for our state parks. The budget crisis has led to a cut in State Park Funding, to the extent where they are threatened with closure. The \$130,000 annual cost of maintaining Sitka State Parks could be covered for an astonishing 100 years by the proposed road budget, with a couple of million dollars to spare. This is by no means the fault of the DOT, but we wish to highlight the potential alternatives the State could spend this money on. SCS is also concerned as to where funding will come from to maintain the proposed road once it is built. At the open house evening in Sitka, a DOT representative mentioned that the annual maintenance costs are currently unknown. Surely, this calculation should be a priority for the DOT as the route traverses a steep peninsula that is prone to landslides and in a part of town that receives more snow than the rest of the road system. At the open house, the presenter claimed the road could require re-grading once a month. With a State road maintenance budget that is already extremely limited and has difficulty maintaining existing road systems, it would seem that this project is a luxury we cannot afford. Therefore, SCS requests that the DOT calculates the annual maintenance cost for the Katlian Bay Road and demonstrates where the funds will come from to cover these costs once construction is complete. Otherwise, we fear the road will close after a short time due to a washout event or landslide.</p> <p>At the meeting, the DOT said that the resource the road is seeking to access has changed from access to a rock pit to access to recreation resources on Forest Service land and subsistence resources. If this is the case, SCS feels that the recreation area must be considered as much as the road design itself. As with the annual maintenance cost of the road, it is currently unknown who will develop and maintain the recreational resources that the road will access. Currently there are no recreation resources in the valley other than the remnants of a road system from logging in the valley in the 1970s and undeveloped public lands (very rugged mountains, remote valleys, and wild rivers). There are no cabins in the valley, no maintained hiking trails, and no day-use areas. It is unknown who will build recreation resources and how they will be maintained. If the intent is to access undeveloped recreation opportunities, this road is not needed as access to undeveloped recreational opportunities currently exists by boat or by foot. The DOT did state that the project includes construction of a day-use area that will include a fire pit, shelter and benches. A new rec area in a previously inaccessible watershed will be extremely popular with the people of Sitka. However, with annual funding for state parks being cut, it is uncertain who will maintain this site. There could be significant damage to the area if the necessary infrastructure is not properly sited and maintained. Further, there are currently no plans by the Forest Service, local NGOs, or other entities for construction of recreational facilities. If coordination with other entities has occurred and new plans are in place, we would like these to be included in the project's documents. If there are no existing plans for recreational facilities to be constructed by other entities, this should also be noted.</p> <p>SCS requests that the DOT analyze as part of the project the result of increased access to the subsistence and sport fishing and hunting resources in the Katlian Watershed. Part of the rationale for the project is to provide more hunting and fishing opportunities for the community. We would like to see an analysis of how increased access could affect bag-limits in the valley. Specifically, we are interested in how more intense hunting and fishing may affect bag-limits for mountain goat, Coho salmon, and steelhead. We fear that this will mean increased pressure and take and thus actually result in decreased opportunity for subsistence and sport hunting and fishing.</p> <p>SCS would also request that if the proposed road is built, then the DOT remove any further possible extension of the road north from all future road planning. Sitkans and community organizations have stated on multiple occasions there is no support or interest in a road north to Rodman Bay. The Sitka Tribe has stated that a road to Rodman Bay is not supported because of the social, cultural, and historic importance of the route that overlaps with the survival march of the Kiks.ádi. This was the escape route used by the Sitka Tlingits feeling from the Russian assault on their fort near Indian River in the battle of 1804. We would also request that the DOT analyze the impacts of land sales in the Katlian Valley if the road is built. Many people in Sitka are assuming that Shee Atiká is interested in selling their land in Katlian valley as lots. If this is the case and ultimately occurs, how will the road project be impacted or what further investments will be needed in the road.</p> <p>SCS would note that the Katlian Valley was identified as the number one restoration priority watershed in the Sitka Community Use Area in a community survey in 2013 (see Appendix I for SCS's report and survey results). If the road is built, we would request that the DOT provide mitigation for impacts to wetlands and other impacts to restore Katlian watershed function damaged by past clear-cut logging. The road will affect several sensitive areas, notably the 4 anadromous streams and the 12 acres of wetlands it will cross; the effects of the road on these must be monitored. SCS asks the DOT to invest mitigation funds in to restoring the Katlian watershed. The US Forest Service, in partnership with the Sitka Tribe of Alaska, compiled an assessment of the Katlian Watershed in 2003 (the executive summary of the report can be found in Appendix II or the full document is available here). Part of this document looked at the restoration needed to return the Katlian River to its pre-logging state. Construction of this road will further alter the watershed and increase pressure on it, therefore we request that funds are allocated to put it into the best state possible and mitigate impacts. Potential activities, as outlined in the Katlian Watershed Assessment, which the DOT could contribute to include:</p> <ul style="list-style-type: none"> <li>- Addition of large wood structures: Large wood in streams provides excellent habitat for salmon, their addition alters the flow of the stream creating pools and riffles were salmon fry can develop. Past logging activities removed all the large riparian trees, therefore SCS requests any large trees removed in the construction of the road be donated to improve and restore the Katlian River in-stream fish habitat.</li> <li>- Fish Passage: A lot of the old logging roads in the Katlian watershed contain blocked culverts and other barriers to fish passage, obstructing potential access to spawning and rearing grounds. The DOT should assist in their removal and invest in hard crossings so that increased ATV access in the watershed does not impede fish passage or damage fish habitat</li> <li>- Habitat Improvement: Past logging resulted in stands of trees that are densely packed and are less-than ideal habitat for fish and wildlife. Likewise, feeder streams are often impaired. Investment in habitat restoration efforts as identified by the Forest Service should be funded.</li> <li>- Easements on private lands to protect riparian buffers: As part of mitigation, the DOT should purchase easements in critical riparian areas in the Katlian Watershed to protect river and stream buffers.</li> </ul> <p>Another issue that we are concerned about is the safety of pedestrians and cyclists using the road. There are no sidewalks and the majority of the road is single lane and has a meandering, twisty route, which makes it a high potential for accidents. SCS would like to know how the DOT is planning to ensure that the safety of all users of the road is certain.</p> <p>During a site visit while walking the first section of the proposed road a member of SCS noticed a large cedar tree marked with the label RP (Figure 1.) We request that this tree be left in place, standing as a feature alongside the road. A pull off and interpretive signage on the size and age of this cedar and a description as to the specific dynamics of cedar in the Tongass temperate rainforest should be placed next to it. If that tree absolutely needs to be removed because of the route, we ask it be donated to the Sitka National Historic Park for use in carving and cultural use.</p> <p>Thank you for the opportunity to comment on the DOTs proposed Katlian Bay Road Project. SCS fears that as funding for this road was approved during a time of relative economic prosperity but subsequently there has been minimal, if any, re-evaluation of the need or benefits of this project since that initial bond package. The socio-economic and environmental implications of the road are great if not properly accounted for. In the current fiscal climate SCS fears that the funds could be better spent elsewhere and to greater benefit for the Sitka community. We currently do not feel that the DOT has fully accounted for all the costs and issues that would arise if the project were completed. If the construction of the road does go ahead, then we hope the DOT will take positive action to mitigate the projects impact and contribute to the overall restoration of the Katlian watershed. We urge you to address the questions we have highlighted so that a more thorough cost-benefit analysis of the proposed road can be completed.</p>	<p>In 2012, the Alaska State Legislature approved the Alaska Transportation Projects Bonds Question to be placed on the November ballot. The measure, approved by voters in November 2012, allowed for a general obligation bond to be issued for the purpose of transportation projects in the state. Katlian Bay Road was approved for \$14 million of the total bond amount and cannot be reallocated in the state budget. The Katlian Bay Road project was identified as a priority "Roads to Resources" project due to a shortage of developable material sources for future projects on Sitka's limited existing road system. Other resources, such as those based on recreation and subsistence, would also be addressed by construction of the Katlian Bay Road, and were clarified during development of the Purpose and Need for the project. The existing rock material site on Shee Atiká lands is not the only potential rock source in the Katlian basin. The proposed road would provide access to new rock sources along the proposed road alignment as well as allow opportunities for private rock source development beyond the DOT&amp;PF Right of Way on State, Federal and private land.</p> <p>The road will not be maintained between November 1 and March 31 but will otherwise be open for public use year-round. Maintenance costs for the Katlian Road are estimated at \$60K per year. This annual cost will cover general maintenance activities and periodic resurfacing of the road. The road will be designed by current safety standards including guardrails in certain areas, interspersible turnouts as needed to maintain sight distance, and appropriate signage.</p> <p>The recreation opportunities in the Katlian valley would be better realized by construction of the proposed road. This would include hunting, fishing, hiking, sightseeing, picnicking, camping, and berry picking. The road would have an average 16 foot road surface so the road should also be easily traversed by mountain bikes. The proposed day use area would be constructed by the DOT&amp;PF and maintained either directly by DOT&amp;PF or by contracted services. The U.S. Forest Service Sitka Access and Travel Management Environmental Assessment published in August 2007 identified USFS logging roads in the upper Katlian valley as likely candidates for OHV trails. Sport and subsistence fishing in saltwater by boat fisherman in Katlian Bay should not change. Although we cannot speak for ADF&amp;G, fishing regulations may become more restrictive for salmon in freshwater, as it is along the rest of the Sitka road system, but the Katlian River basin also supports Dolly Varden, Rainbow and Cutthroat trout that would be available for a much longer season than salmon. The proposed road would provide access to that segment of Sitka's population that do not own boats. By providing easier access to public Forest Service lands for deer hunting, pressure on other deer hunting areas along the Sitka road system should be somewhat relieved and become more balanced over time.</p> <p>Shee Atiká lands are private lands and although Shee Atiká has passed a resolution allowing public access, Shee Atiká has the right to develop their land in any manner they determine permitted by law and zoning. DOT&amp;PF has not been informed of any potential land sales for the near future. We are not aware of any near term logging proposals other than possible thinning of Red Alder stands to help re-establish the Spruce forest.</p> <p>The Southeast Alaska Transportation Plan (SATP) identifies several corridors with the potential to serve as future transportation or utility corridors. Among these corridors, the route to Rodman Bay is one of those corridors, as is the route from Sitka to Warm Spring Bay. Although the Rodman Bay corridor will remain as an essential transportation or utility corridor, it is no longer actively being pursued for the purpose of a new ferry facility for Sitka. However, the Warm Spring Bay corridor is still under consideration. The Katlian Bay Road design did not consider any aspect of the design requirements for a road to Rodman Bay and is not intended to be an early construction phase for a route to Rodman Bay.</p> <p>DOT&amp;PF has conducted an archaeological, historical, and cultural evaluation of the project area and is actively working with the Sitka Tribe of Alaska in regard to cultural resources. An archeological monitor would be present for much of the earth disturbing activities associated with the road's construction. The cedar tree marked RP should not be impacted by the proposed project and will be protected to the extent practicable.</p> <p>DOT&amp;PF is proposing a watershed-based approach to mitigation for the proposed Katlian Bay Road Project by proposing to place large woody debris in the lower reach of the Katlian River, replacing several deficient culverts on USFS logging road 75797 (which will be used for temporary access during construction) with new culverts suitable for fish passage, and by constructing rearing ponds and spawning channels to enhance fish habitat in the Katlian River basin. DOT&amp;PF proposes to monitor these mitigation efforts for one (1) year following construction. The proposed project would protect existing natural resources by installing culverts designed for fish passage, bridges without in-water supports that could collect debris and impede fish, applying best management practices during construction, and locating the road above the shoreline and estuarine areas to avoid impacts to marine resources and estuarine habitat. The proposed road alignment has been designed to minimize and avoid impacts to the environment to the extent practicable.</p>
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**Appendix A. Public and Agency Comments**

36	William Adickes	Online Comment Form	3/31/15	Project Funding - funding priorities	I cannot state my opposition to the Katlian Bay Road Project strongly enough. How could anyone seriously propose spending millions of dollars on a road of little or no benefit to the community at a time when the State cannot possibly meet its very real budget crisis. What responsible public official could make the absurd claims that have been made for the benefits to be derived from such a wasteful endeavor. How could something so pointless have made it this far in the process? There was a time when the Western states were relatively free of the corruption that one might find in New York or New Jersey etc..... Has that time passed?????	In 2012, the Alaska State Legislature approved the Alaska Transportation Projects Bonds Question to be placed on the November ballot. The measure, approved by voters in November 2012, allowed for a general obligation bond to be issued for the purpose of transportation projects in the state. Katlian Bay Road was approved for \$14 million of the total bond amount and cannot be reallocated in the state budget. The Katlian Bay Road project was identified as a priority "Roads to Resources" project due to a shortage of developable material sources for future projects on Sitka's limited existing road system. Other resources, such as those based on recreation and subsistence, would also be addressed by construction of the Katlian Bay Road, and were clarified during development of the Purpose and Need for the project.
37	Seth Charlton	Email	3/31/15	Access - private land concerns, hunting and fishing closures Project Funding - maintenance	I am writing in opposition to the proposed road to Katlian Bay in Sitka, Alaska. I have concerns with possible changes in the fish and game regulations the road may cause. The majority of the road will be in private business and forest service land, limiting public use. I feel there is no calculation of cost for maintenance and funding to maintain the road year round. The state will be burdened with the maintenance cost of the gravel road to keep it from becoming potholed and over grown with alder. The change of the proposed purpose of the road from being an quarry access road for a private business to a recreational road is misleading. The road will close existing hunting opportunities for many Sitkans. The state law of no hunting within ¼ mile on each side of state highways will close the area to taking of game. This will close one of the few goat areas in Katlian currently open to hunting. The increased access to Katlian valley will continue the closure to goat hunting and possibly lead to further areas of Katlian closed to goat hunting. The increased access to Katlian River will put it under regulations of the other two major rivers on the Sitka road system causing the closure of coho salmon and chum salmon fishing. A large part of the road will cross private corporation property. The state now provides access up to private lands. With the Katlian road they would not only build but maintain a road on private corporate land. The original purpose of the road was to provide access to a private rock quarry. The road was not needed because the quarry can barge rock from the quarry to town. There are also adequate rock quarries in Sitka to provide the towns needs. With the state of Alaska's current fiscal crises the building cost of this road could be used for better gain else were in the state's budget.	As this is a rural low volume gravel road, maintenance would be limited to routine grading and ditch cleaning. The road will not be maintained between November 1 and March 31 but will otherwise be open for public use year-round. Maintenance costs for the Katlian Road are estimated at \$60K per year. This annual cost will cover general maintenance activities and periodic resurfacing of the road. The road will not limit hunting opportunities but rather would expand the amount of land that would be accessible for hunting without a boat. Shee Atiká lands are private lands but they have passed a resolution allowing public access. The road crosses nearly a mile of State lands, 2 miles of public lands of the Tongass National Forest, and ends at the U.S. Forest Service boundary on the eastern edge of the Shee Atiká land. The entire upper Katlian valley is public land and the USFS roads that the proposed new road intersects are also open for public use. The Katlian Bay Road will likely have the same restrictions as the existing Sitka Road system with 1/4 mile wide on each side of the road closed to hunting. This restriction would not apply to the existing USFS logging roads in the Katlian valley. The road is intended to provide access to USFS lands; however, Shee Atiká has signed a tribal resolution to provide public access on their lands. There is an identified shortage of suitable rock sources on the Sitka road system. It is not cost effective to have rock brought in repeatedly by barge. The existing rock material site identified by Sealaska on Shee Atiká lands is not the only potential rock source in the Katlian basin. The proposed road would provide access to new rock sources along the proposed road alignment as well as allow opportunities for private rock source development beyond the DOT&PF Right of Way on State, Federal and private land.
38	Amanda Roedl	Online Comment Form	4/01/15	Access - recreation opportunities	My husband and I enjoy outdoor activities but we do not own a boat. One of our many relatives does but it is only 22' and I get seasick. A road to Katlian Bay would greatly expand our options and opportunities.	Thank you for your comments.
39	Connie Beemer	Online Comment Form	4/01/15	Access - recreation opportunities	I was born and raised in Sitka and worked there professionally. I was one of those who got sea sick and I always felt restricted by the limited road system. I would love to be able to drive out past the ferry terminal and enjoy the views, even when a stiff northerly is blowing. My family enjoys camping and this road would allow us to have a more dispersed experience. Thank you.	Thank you for your comments. Although no campgrounds are included in this project, there are no restrictions to camping on most of the public lands.
40	Dale Kanen	Online Comment Form	4/01/15	Access - recreation and forest restoration opportunities	Sitka has been my family home for many generations. It is my hope that road access to the upper part of the Katlian valley will provide better public access to recreational opportunities and other resources. Currently, residents of Sitka, who do not own boats, are restricted to a very limited road system that is already over utilized. In addition, a road system would make restoration opportunities more economical for the Katlian Bay watershed, which was heavily logged in the early 1960's.	Thank you for your comments.
41	Ethan White	Online Comment Form	4/01/15	Access - recreation opportunities	I thank this would be great that would give us more to do.	Thank you for your comments.
42	John O'Brien	Online Comment Form	4/01/15	Access - recreation opportunities Future Development - economic development	I am in favor of the extension of the road to Katlian bay. Sitka has development challenges due to restricted access to available land and in addition to the recreational possibilities this road brings, it will also open up the possibility of future development to help Sitka compete and thrive into the future by growing its economy and expanding the options for attracting additional businesses and jobs to Sitka.	Thank you for your comments.
43	Alicia L. Williams	Online Comment Form	4/01/15	Access - subsistence opportunities	Please open, Katlian bay road access for subsistence use and I would like to also pick some salmon berries.	Thank you for your comments.
44	Mariah Enloe	Online Comment Form	4/01/15	Access - recreation and subsistence opportunities	I think this a GREAT idea. It would definitely be nice to see more Sitka's forest since Sitka is only built along the shoreline. Sitka is so small and there no road to actually go for a "drive". If this road was built people would actually be able to go for a drive. This road would help create jobs. I also remember reading a few months back that the City of Sitka was thinking about building a road to the back side of Sitka for DOT, which I think is an amazing idea, because I really do not like being stuck on the ferry for long periods of time (and I'm sure others get just as bored). This road would also be beneficial for the people who live the subsistence lifestyle. Looking at the ratio of 58%:42% that is saying a lot right there. If I was registered the vote back in 2012 I would have voted YES, I'm sure if this was on the ballot again the percentage of yes's would be even higher... SITKA NEEDS CHANGE!	Thank you for your comments.
45	Mike Venneberg	Online Comment Form	4/01/15	Future Development - rock quarry, housing Access - recreation opportunities	The proposed project in Katlian Bay will provided access to a source of rock. That source is important to the development of Sitka and Southeast Alaska. The proposed road will give Sitka access to an area for recreational use and potential residential property development.	Thank you for your comments.
46	Presley	Online Comment Form	4/01/15	Access - recreation opportunities	I think would be a great addition to the community I would love to see this happen.	Thank you for your comments.
47	Richard Riggs	Online Comment Form	4/01/15	Future Development - rock quarry, economic development Access - recreation and subsistence opportunities	Please accept this correspondence as my support for Sitka Katlian Bay Road Project #67672. This project is a strategic "Road to Resources" project. The responsible development of the available rock sources - on lands owned and managed by Shee Atiká, Inc - will promote economic opportunity not only in Sitka, but throughout Southeast Alaska. The timely completion of the subject project will facilitate this development and promote the associated economic benefit / catalyst it will provide. Furthermore, the subject road project will provide growth opportunity to the visitor industry in Sitka as well as provide both increased recreational and subsistence opportunities.	Thank you for your comments.

**Appendix A. Public and Agency Comments**

48	Steve Reifenstuhl	Online Comment Form	4/01/15	Future Development - rock quarry, economic development Access - recreation and subsistence opportunities	Sitka needs this road badly for rock, development, recreation, and future expansion. Please move ahead with this project.	Thank you for your comments.
49	Kenneth Cameron	Online Comment Form	4/01/15	Access - recreation opportunities	My wife, Alice and I strongly support the Road Project #67672. It will provide significant recreational opportunities for all of the good folks that live in Sitka	Thank you for your comments.
50	Todd White	Online Comment Form	4/01/15	Access - recreation opportunities	I think this would be a great addition to Sitka, there is really a need for road access recreation year around.	Thank you for your comments.
51	Trevor Harang	Online Comment Form	4/01/15	Future Development - rock quarry, economic development Access - recreation and subsistence opportunities	I fully support the Katlian Bay Road project as a positive for Shee Atiká and the community of Sitka. It will open up new business opportunities for the Tribe with mineral exploration/rock sources and possible tourism. It will also open up fantastic recreational and subsistence opportunities for all the citizens of Sitka.	Thank you for your comments.
52	Jon A. Martin	Letter via email	4/02/15	Project Funding - funding priorities, maintenance and project costs Environmental Consequences - fisheries, wildlife, wetlands, vegetation	<p>I would like to thank you and the state of Alaska department of transportation (DOT) for the opportunity to submit comments on the proposed Katlian Road construction project.</p> <p>Let me begin by stating that I am opposed to the Katlian Road construction project.</p> <p>My family moved to Sitka in 1980, besides leaving Sitka to serve in the United States Army, and my time as an undergraduate and graduate student, Sitka has been my home. My family remains in Sitka, my daughter is a second generation Sitkan on my side of the family, and a fourth generation Sitkan on my wife's side of the family....we are proud to be part of this community. Some of my earliest memories were hiking north along the shore from Starrigavan toward Katlian to catch pink salmon, halibut, and to trap with my brother (this was many years before the now established Mosquito Cove trail). Katlian Bay is a place that is especially important to me because of its close proximity to Sitka, and its wild and seemingly secluded feel. I harvest dolly-varden, coho salmon, black-tailed deer, mountain goat, and continue to trap along the shores of this bay with brother and nephew.</p> <p>I am also a biologist that understands the impacts that human development can have on natural ecosystems. I feel that saying that this road "will increase subsistence opportunities" is dishonest. That fact is, building this road will 1) negatively impact critical riparian habitat in Katlian valley 2) negatively impact anadromous fish passage 3) negatively impact the 12 acres of wetlands the road will cross 4)negatively impact mountain goat hunting opportunities because of conservation concerns related to an increased pressure on an already sensitive population 5) negatively impact coho fishing opportunities due to increased harvest pressure. In short, the increase in access would directly contribute to a decrease in subsistence opportunity for Sitkan's in the Katlian valley. Before this project moves forward, I would ask the state of Alaska to work with the Department of Fish and Game and the US Forest Service to complete a comprehensive environmental impact statement. If the road is built, Sitkan's should expect the state of Alaska to invest in mitigation of these negative impacts by doing the following 1) completing extensive stream restoration be addition of large wood structures and by removing blacked culverts to improve fish passage in anadromous fish streams 2) conducting intensive habitat improvement/restoration to improve deer and fish habitat in young-growth stands in the valley 3) establish easements on private lands to ensure long-term protection of critical riparian areas with the watershed. Of course, this mitigation would place additional financial constraints on this project and it is my opinion that the state has not taken this into consideration when it established a 16 million dollar cost-estimate. I would request that that the state of Alaska DOT conduct a cost-analysis to determine the cost of mitigation, and to include this/present its findings to the public.</p> <p>I am also opposed to this project because of the current and projected financial situation in the state of Alaska. Building a road to Katlian has never been a priority for Sitkan's. It is beyond my how the state of Alaska DOT can rationalize building another "road to nowhere" when the state currently has a budge deficit of nearly 4 billion dollars. Spending 16 million dollars on this road is not an accurate assessment of the actual cost because the state of Alaska DOT has not considered environmental mitigation costs, realistic road maintenance costs, costs associated with constructing "recreational infrastructure" in the valley (1.g. picnic tables, shelters, trails, cabins). Furthermore, the state is not in a financial position to maintain these recreational structures when currently state parks in Sitka are being closed due to financial constraints. Again, the state has not been honest with the people of Sitka about the true costs of this project. It is true that funding has been approved by voters for long-term bonding, but considering the true financial reality of this project, the possibility that environmental groups may litigate, and the opposition by many in the community of Sitka, binding may be re-appropriated. The state would benefit the city of Sitka and its residents by re-allocating these funds into a deep-water dock which was also approved under the same bond measure. A deep water dock would make more financial sense long-term by providing a mechanism to increase tourism to our community. Thank you again for the opportunity to comment on the DOT's proposed Katlian Bay Road Project. I would like to reiterate my opposition to this project based on concerns for the environment, concerns regarding an actual decrease in subsistence opportunity, and concerns about a budget short-fall in the state. I would also reiterate that I do not feel that the state of Alaska DOT has been completely realistic about the amount of money this road is really going to cost. I urge you to re-evaluate the environmental impacts, the questions regarding road and recreational area maintenance, and the budget.</p> <p>Please do not build another "road to nowhere" that is going to cost tremendous amounts of money that the state of Alaska does not have.</p>	<p>Subsistence opportunities in the Katlian watershed are limited for those residents that do not own a boat. The proposed Katlian Bay Road will provide access to public lands for everyone.</p> <p>The proposed road alignment has been designed to minimize and avoid impacts to the environment to the extent practicable. The proposed project would protect existing natural resources by installing culverts designed for fish passage, bridges without in-water supports that could collect debris and impede fish, applying best management practices during construction, and locating the road above the shoreline and estuarine areas to avoid impacts to marine resources and estuarine habitat. An Environmental Document has been completed to assess the impacts of the proposed project with the cooperation of numerous agencies, including the U.S. Forest Service. DOT&amp;PF is proposing a watershed-based approach to mitigation for the proposed Katlian Bay Road Project by proposing to place large woody debris in the lower reach of the Katlian River, replacing several log culverts on USFS logging road 75797 (which will be used for temporary access during construction) with new culverts suitable for fish passage, and by constructing rearing ponds and spawning channels to enhance fish habitat in the Katlian River basin. DOT&amp;PF proposes to monitor these mitigation efforts for 1 year following construction. DOT&amp;PF routinely includes a cost estimate for environmental mitigation in all projects. Mitigation was also included in the original cost estimate for the Katlian Road Project. Maintenance and Operations costs are also considered during the design process. Sport and subsistence fishing in saltwater by boat fisherman in Katlian Bay should not change. Although we cannot speak for ADF&amp;G, fishing regulations may become more restrictive for salmon in freshwater, as it is along the rest of the Sitka road system to help protect salmon stocks. The Katlian River basin also supports Dolly Varden, Rainbow and Cutthroat trout that would be available sport and subsistence use. By providing easier access to public Forest Service lands for deer hunting, pressure on other deer hunting areas along the Sitka road system should be somewhat relieved and become more balanced over time. Goat hunting is already restricted and is being managed appropriately by ADF&amp;G. The recreational infrastructure in the Katlian watershed already exists with several USFS logging roads and OHV trails. The day-use area at the end of the project is designed to be a primitive low maintenance facility and the numerous viewpoints and turnouts for public lands access will not have facilities requiring maintenance.</p> <p>In 2012, the Alaska State Legislature approved the Alaska Transportation Projects Bonds Question to be placed on the November ballot. The measure, approved by voters in November 2012, allowed for a general obligation bond to be issued for the purpose of transportation projects in the state. Katlian Bay Road was approved for \$14 million of the total bond amount and cannot be reallocated in the state budget.</p> <p>The Katlian Bay Road project was identified as a priority "Roads to Resources" project due to a shortage of developable material sources for future projects on Sitka's limited existing road system. Other resources, such as those based on recreation and subsistence, would also be addressed by construction of the Katlian Bay Road, and were clarified during development of the Purpose and Need for the project.</p> <p>The Katlian Bay Road would provide access to large tracts of State and Federal public lands for a myriad of activities including hiking, fishing, hunting, berry picking, bird watching, sightseeing, and picnicking for Sitka residents and visitors that, without a boat, could not otherwise get there. The road would also address the material source needs for Sitka. The existing rock material site on Shee Atiká lands is not the only potential rock source in the Katlian basin. The proposed road would provide access to new rock sources along the proposed road alignment as well as allow opportunities for private rock source development beyond the DOT&amp;PF Right of Way on State, Federal and private land. A deep water dock would not meet the purpose and need of the project. The road would provide access to all, whether they own a boat or not.</p>

**Appendix A. Public and Agency Comments**

53	Dennis	Online Comment Form	4/02/15	Access - road closure concerns, recreation opportunities	Please keep the road open for snowmobile use !! Don't put a gate up and keep it locked !! Let the people use the for recreation use please !!	The proposed road will be a State road on State of Alaska right-of-way and it will not be gated. The road will not be maintained between November 1 and March 31 but will otherwise be open for public use year-round. It is illegal to ride an ATV, or any other off-road vehicle such as a snowmobile, on any public road (including DOT&PF right-of-way) or public parking area in Alaska. Your community has a designated recreational ATV trail. Check with your local Parks and Recreation department for this information.
54	Faleene Worrell	Online Comment Form	4/02/15	Access - recreation opportunities Future Development - rock quarry, economic benefits	As a board member and shareholder of Shee Atiká, Incorporated, on whose land a portion of the proposed road will be built, I am very supportive of this project. For nearly 70 years Sitka has not had a new state road built, in contrast to other towns. Sitka's 14 miles of state road should very well be extended, and Roads to Recreation is needed. Currently, recreation opportunities via road are so limited in Sitka. Also, the rock resources expansion, by this road, will have immediate positive economic value to Sitkans as any rock for future construction projects. I am very excited for this road, and hope to see it proceed swiftly to completion.	Thank you for your comments.
55	Adam Chinalski	Online Comment Form	4/02/15	Access - recreation opportunities Future Development - economic opportunities	Great project to keep Sitka's stumbling economy going. Plus providing access to enjoy this beautiful region for people to hike, hunt and just site seeing will have greatest return. People that might be against this must be very selfish. This will improve quality of life for us that live here in Sitka.	Thank you for your comments.
56	Jack Fredrickson	Online Comment Form	4/02/15	Access - recreation opportunities	This looks like and excellent idea. Look forward to driving my truck to get to deer hunting locations.	Thank you for your comments.
57	Jennifer Robinson	Online Comment Form	4/02/15	Access - recreation and subsistence opportunities Future Development - rock quarry, economic opportunities	The Greater Sitka Chamber of Commerce mission is to promote, support and facilitate commerce and economic growth in the community. The Sitka Chamber does support of the Sitka Katlian Bay Road Project #67672. The road would provide opportunity for the development of a commercial rock quarry in the Katlian Bay area on property owned and managed by Shee Atiká, Inc. and Sealaska. There is a significant shortage of rock, sand and gravel in Sitka as well as elsewhere in Southeast Alaska and in Western Alaska. This new rock source would be able to support both public infrastructure projects and residential construction. Additionally, a road to Katlian Bay would provide Sitka residents with greater access to recreational and subsistence opportunities as well as support additional visitor industry business opportunities in the Tongass National Forest.	Thank you for your comments.
58	Karin Fitzsimons	Online Comment Form	4/02/15	Access - subsistence opportunities Future Development - economic opportunities	Anything to help Sitka get more roads. I don't know if this would help get a road to the other side for Alaska Marine Highway also. Pick more berries, and subsistence hunt. Help Sitka people get jobs !!	Thank you for your comments.
59	Kris Chinalski	Online Comment Form	4/02/15	Future Development - economic opportunities	Finally finally! Sitka needs this road. The cruise ship dollars supporting this town are something from the past. Our downtown is dark, with stores closing and people moving away. I am relieved to see this change coming and as a business owner I am hopeful that this road will be the spark that brings a desperately needed boost to our economy.	Thank you for your comments.
60	Maxwell Rule	Online Comment Form	4/02/15	Access - subsistence opportunities Future Development - economic opportunities	I encourage the continued development of this important road project in the Sitka Area. Not only will it provide additional recreational activities on the road system for those without boats...but will also potentially provide much needed economic development opportunities as well.	Thank you for your comments.
61	Esther Diaz	Online Comment Form	4/02/15	Access - recreation opportunities, winter road use concerns	I am in favor of this road. Reminds me of the roads you can drive in Petersburg and Kake. Hopefully, in the winter, the public can still use the road. Even if road is closed, due to winter, I hope 4 wheelers and snowmobiles are allowed to drive on the road.	The road will not be maintained between November 1 and March 31 but will otherwise be open for public use year-round. It is illegal to ride an ATV, or any other off-road vehicle such as a snowmobile, on any public road (including DOT&PF right-of-way) or public parking area in Alaska. Your community has a designated recreational ATV trail. Check with your local Parks and Recreation department for this information.
62	Peter Gorman	Online Comment Form	4/02/15	Project Funding - funding priorities, maintenance and project costs	The Sitka Katlian Bay Project is an expensive road project that is not needed. This area can be easily reached by boat for recreation. Moving rock from a quarry in this area would be cost prohibitive because of the distance from town. There would be a constant need for maintenance on this road. There have been numerous slides in the Sitka area in the last few years in Starrigavan Valley and the Harbor Mountain Road. What will be the annual maintenance for this road and who will pay for this with declining state budgets. Who is going to fund the extra 2 million dollars for the road? This is an unnecessary project in times of financial deficits. Thank you.	Thank you for your comments. In 2012, the Alaska State Legislature approved the Alaska Transportation Projects Bonds Question to be placed on the November ballot. The measure, approved by voters in November 2012, allowed for a general obligation bond to be issued for the purpose of transportation projects in the state. Katlian Bay Road was approved for \$14 million of the total bond amount and cannot be reallocated in the state budget. The Katlian Bay Road project was identified as a priority "Roads to Resources" project due to a shortage of developable material sources for future projects on Sitka's limited existing road system. Other resources, such as those based on recreation and subsistence, would also be addressed by construction of the Katlian Bay Road, and were clarified during development of the Purpose and Need for the project. The intent is to design the road within funds appropriated for the project; however, additional funding can be requested from possible remaining funds raised through the GO Bond if needed. Recreation and subsistence opportunities in the Katlian watershed are limited for those residents that do not own a boat. The Katlian Bay Road will provide access to public lands for everyone. The road will not be maintained between November 1 and March 31 but will otherwise be open for public use year-round. Maintenance costs for the Katlian Road are estimated at \$60K per year. This annual cost will cover general maintenance activities and periodic resurfacing of the road.
63	Keith Perkins	Online Comment Form	4/02/15	Project Communication community support	I did want to send one additional comment. In the various circles of Sitka that I am involved in, through different boards or activities.....I have heard only positive comments from friends of mine around Sitka, with regard to this project. Due to the thoughtful presentation at the Chamber luncheon by the project team, I was able to provide facts and information on the project to those who do not attend these types of meetings, including public project meetings - and I have enjoyed hearing the support, which is also a part of the basis of my previously submitted comments. I appreciate that a pretty fair number of friends, who do not submit comments, are supportive of this road. Again, thank you for continuing to develop the plans, design work, and public meetings that you have been working on with regard to this road. It has been discussed off and on for many years at various levels in the community and at your level. It is nice to see it finally coming forward toward actuality.	Thank you for your comments.

**Appendix A. Public and Agency Comments**

64	Keith Perkins	Online Comment Form	4/02/15	Future Development - rock quarry, economic benefits Access - recreation and subsistence opportunities	Thank you for continuing to develop this project for the community. As a lifelong Sitkan, I've watched the community grow and at the same time, struggle. I've served on the City Assembly, been its Deputy Mayor. I've served on the Sitka Tribe of Alaska's tribal council. I've volunteered for several boards around this community. I appreciate this project for a few reasons. DOT did a necessary airport safety improvement that consumed a substantial amount of rock. DOT also, in the recent years, also did a major improvement to the two main state highways in Sitka, which also consumed gravel. Along with other projects, the sum total is that Sitka would be served well with being able to access the Shee Atiká lands that are known to have quarry potential for rock and gravel - an important tool in development of land. Also, in the last ten plus years, Sitkans have pushed hard for recreation opportunities in support of trails and other related types of outdoor recreation. Extending this road would reach an abundance of recreation opportunities, year round. This could be a great potential for individual, family, and business opportunities for recreation. Sitka is one of the largest subsistence communities in the state. I believe this road will give hunters, and fishers, access to old logging roads, via ATV (or hiking) for the purpose of gathering natural foods in a well managed ADFG area - personal use. With the cost of living escalating in Sitka, hunting and gathering of subsistence foods has become an important tool in growing numbers of homes. This access road that connects to old logging roads could become an important addition for Sitkans. Thank you for the public meeting and discussion. It was a very well presented discussion on this project, with the team. I believe it will be a very good project for Sitka. Thank you!	Thank you for your comments. It is illegal to ride an ATV, or any other off-road vehicle such as a snowmobile, on any public road (including DOT&PF right-of-way) or public parking area in Alaska. Your community has a designated recreational ATV trail. Check with your local Parks and Recreation department for this information.
65	Mike Finn	Online Comment Form	4/02/15	Access - recreation opportunities, road use concerns	Please make this accessible to ATV and snowmobiles!	Thank you for your comments. It is illegal to ride an ATV, or any other off-road vehicle such as a snowmobile, on any public road (including DOT&PF right-of-way) or public parking area in Alaska. Your community has a designated recreational ATV trail. Check with your local Parks and Recreation department for this information.
66	Rick Armstrong	Online Comment Form	4/02/15	Future Development - rock quarry, economic benefits Access - recreation opportunities	This road will be great for our community. It will provide much needed access that currently not available for development, raw materials and recreation. Thank you for making this road happen!	Thank you for your comments.
67	Roger L. Hames	Online Comment Form	4/02/15	Future Development - rock quarry, economic benefits Access - recreation opportunities	As a life long Sitkan, I would strongly encourage the development of this proposed road to Katlian Bay. This "road to resources" is just that, one that provides more options and supply for rock and gravel. In addition, the opportunities for expanded forest and river use for sport and recreation are added benefits, as well; especially for those who don't own a boat. Simply put, Sitka needs this road. Thank you for the opportunity to comment.	Thank you for your comments.
68	Sara Peterson	Online Comment Form	4/02/15	Access - recreation opportunities, road use concerns	Please leave this area open for recreational use - e.g. snowmobiling.	Thank you for your comments. It is illegal to ride an ATV, or any other off-road vehicle such as a snowmobile, on any public road (including DOT&PF right-of-way) or public parking area in Alaska. Your community has a designated recreational ATV trail. Check with your local Parks and Recreation department for this information.
69	Susan Kanen	Online Comment Form	4/02/15	Access - recreation opportunities	I would enjoy walking the old logging roads again in Katlian Valley and maybe even catching a few late run coho. On a crisp clear sunny fall day it is almost another world. The trails are arched over with golden alder and the air is full of the pungent smell of rotting deciduous leaves on the forest floor. Road access to this great valley would be nice. As the years go by I am a little more reluctant to jump in the skiff and pound my way around the corner from the boat launch at Starrigavan.	Thank you for your comments.
70	Jere Christner	Online Comment Form	4/02/15	Project Funding - funding priorities, maintenance costs Access - private land access concerns, recreation and subsistence opportunities	PURPOSE and NEED- Recreation and Subsistence hardly justify a road to that area because it is so accessible now by water and on foot. Eventual road to other bays farther north would be more of a justification though. Subsistence uses under Federal law and regulations are only valid for Federal lands and waters. Access to private holdings could prove beneficial to the owners and the local economy. ROAD MAINTAINANCE- Maintenance responsibilities and funding responsibilities need to be identified. Some sections will be difficult to keep open during and after storm events. EASEMENTS and ROW-Access RIGHTS between land holdings for the public and others should be established prior to the project. Such agreements could be for foot traffic, motorized vehicles and utility corridors. OTHER OPPORTUNITIES to IDENTIFY- Any road access will make other opportunities more feasible (e.g. boat ramps, bulkheads/jettys, staging locations for maintenance equipment, rock sources, etc.).	The Purpose and Need is two-fold; the road would provide access to large tracts of State and Federal public lands for a myriad of activities including hiking, fishing, hunting, berry picking, bird watching, sightseeing, and picnicking for Sitka residents and visitors that, without a boat, could not otherwise get there. Subsistence hunting and fishing in Southeast Alaska falls under both State and Federal regulations. Both the State and Federal government have identified Sitka as a subsistence use area. The road would also address the material source needs for Sitka. The existing rock material site on Shee Atiká lands is not the only potential rock source in the Katlian basin. The proposed road would provide access to new rock sources along the proposed road alignment as well as allow opportunities for private rock source development beyond the DOT&PF Right of Way on State, Federal and private land. As this is a rural low volume gravel road, maintenance would be limited to routine grading and ditch cleaning. Shee Atiká lands are private lands but they have passed a resolution allowing public access. The road will be a State road on State of Alaska right-of-way and it will not be gated. The road will not be maintained between November 1 and March 31 but it will otherwise be open for public use year-round.

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71	Larry Edwards	Letter via email	4/03/15	Project Funding - funding priorities, Community Impact - rural status, community support, project justification Environmental Consequences - GHG emissions, fisheries	<p>This is my 39th year as a Sitka resident, having moved here in my late twenties. I write to comment on the purpose and need for the project and the project's social and environmental impacts; to propose an alternative for detailed consideration;1 and to oppose the project and recommend against construction of the road and further expenditures for its planning. I ask that the either the new - wholly different - alternative for the project that I propose below or the No Action alternative be designated as both the "project preferred alternative" and the "environmentally preferred alternative," for the reasons below. I also ask that DOT/PF - or if not the agency, then the governor - order cessation of all planning for the 9-mile long road either now (preferably) or at the time the EIS or EA (environmental impact statement or assessment) is completed. Backdrop (1) A luxury the state and local treasuries can't afford; (2) Sitka's fragile rural designation for subsistence; (3) the "Shishmarefs" will pay the big price; and (4) the bond referendum was, by its nature, not a true endorsement A. Katlian Bay Road is an unneeded luxury the state and local treasuries cannot afford. The dire fiscal problems of the State of Alaska presently and for the foreseeable future are well known and need no further explanation in these comments, but need to be disclosed in the NEPA document for the project and be thoroughly in relation to purpose and need for the project. Likewise, and partly as a result of the state's situation, the City and Borough of Sitka is also fiscally hard pressed, and even though the state says it will maintain the road (if indeed that actually holds true in the long term) the existence and use of the road and heightened use of the remote trail at its end will add fiscal burden for at a minimum policing needs along the road and search and rescue. Beyond the cost of that to the local government, the added burden on these services of local government are likely to detract from the vital need for them within the presently existing road system. An additional fiscal aspect is that the state has been remiss for years in maintaining Sitka's existing highways so that they are in a safe condition. Although one of them, Halibut Point Road, was recently resurfaced by the state, it had been in an unsafe condition for many years with linear ruts that flooded and caused hydroplaning in wet weather. Even when the state was in better fiscal condition, with the price of oil and its per barrel revenues high, the state proved unable to keep the road in a continuously safe condition. Now, with sharply reduced revenues expected for the foreseeable future, the long-term fiscal commitment to maintain an additional nine miles of road is a deleterious new burden (in both the statewide and local senses) that must be taken into account in the NEPA document. On the other side of the coin, a road to Katlian Bay is a want - by some but not all in Sitka - not a need. It is perceived by them as a freebee, with no personal out-of-pocket cost other than the fuel to use it, so of course this segment of the population thinks 'why not.' In fact the proposed road is a luxury, and one that I believe is an unreasonable addition to state and local governments' fiscal burden. The Need statement in the powerpoint presented by DOT at the March 18 project open house lists the needs for the project as additional "vehicle access for recreation and subsistence activities" because the existing road system is "finite" and "limited" in that respect. A "shortage of developable material sources" was also cited. I will discuss each of these. The existence of a need of any substance for an additional road to access one more trail or trail system for Sitka is highly questionable if not absurd. Sitka already has a very extensive system of trails that is accessible from the existing road system for recreation subsistence hunting access.2 Access to the Katlian watershed has always existed by water, and the so called "need" for road access is subjective and unsubstantiated.</p> <p>The NEPA document must fully evaluate the posited need for rock and gravel ("materials" in the project's presently stated purpose) over the foreseeable future and alternative sources and means of transport for that. This analysis should not rely on the historic rate of use of these materials, because Sitka is maturing in terms of both the need for more public works and population. Sitka's major public works needs that require substantial amounts of rock and gravel have been completed for the foreseeable future, and I believe far beyond. The harbor breakwaters are complete, the runway has been extended, the Blue Lake dam has been raised and rock produced by that project has been stockpiled, and the industrial park is on fill that was made decades ago.</p> <p>Residential and commercial building construction is also a consideration. Sitka's population has grown only very slightly for some time, and is believed by the State of Alaska to have peaked, with a decline projected from 2017 (prior to project completion) for the foreseeable future. By 2037 (22 years from the present) the population is expected to decline 6%, from 9,084 to 8,520, and by 2041 by nearly 9% to 8,300. The scale of the future need for rock and gravel does not appear to contribute a justification for constructing the road. This material from Katlian Bay could still be used if necessary, but could be barged periodically and stored in old quarries or other locations. I propose an alternative for the project, if the claimed "needs" for improved access at state expense truly do exist, of reconstructing/building road on the north side of the valley from tidewater to the rock source and an ATV trail from there to the Forest Service trailhead, as shown with the red dots on the map. The distance is far less, and the construction much simpler than the 9-mile road. The alternative includes provision for marine access (whether fancy or initially just a beachhead) by rock barges and personal or commercial landing craft style boats, or perhaps small ferry boats (e.g. Allen Marine type boats). Service could be scheduled (either regular or irregular) as well as by charter. This alternative would minimize the public expense for road construction and maintenance, and would allow private enterprise (landing craft or ferry for people and ATVs, rock barges for moving rock) to fill whatever need truly exists, rather filling a want or highly speculative need at public expense with a 9-mile road. Moreover, this approach is consistent with maintaining Sitka's rural status, a high concern discussed in the next section. Please consider this proposed, reasonable alternative in detail in the NEPA document. B. A 9-mile road system extension is a grave risk to Sitka's ANILCA "rural" designation Sitka's designation under ANILCA by the Federal Subsistence Board as a rural community is a cherished status that a large majority of Sitkans rely upon. This has been hard-fought, time after time since when ANILCA was enacted in 1980. Each time, our ability to gain and then retain rural status has been very marginal. The linear core of Sitka's road system is about 14 miles from Herring Cove to the northern end of the road. The Katlian Bay Road project would extend this core road by 9 miles, which is by nearly two-thirds. This extension will make Sitka's rural status even harder to defend, and may even cause us to lose it. Even worse, the project's Purpose statement (as presented at the open house) includes enabling "possible future development" in the Katlian Bay area. I believe such sprawl would surely doom our rural status. In addition, an influx of users of the area could displace subsistence hunters who use it currently, due to increased competition. The first section of the road would also interfere with a hunting area on west-facing terrain above the Mosquito Cove trail, an area I have hunted a number of times myself.</p>	<p>In 2012, the Alaska State Legislature approved the Alaska Transportation Projects Bonds Question to be placed on the November ballot. The measure, approved by voters in November 2012, allowed for a general obligation bond to be issued for the purpose of transportation projects in the state. Katlian Bay Road was approved for \$14 million of the total bond amount and cannot be reallocated in the state budget. The Katlian Bay Road project was identified as a priority "Roads to Resources" project due to a shortage of developable material sources for future projects on Sitka's limited existing road system. Other resources, such as those based on recreation and subsistence, would also be addressed by construction of the Katlian Bay Road, and were clarified during development of the Purpose and Need for the project. The road will not be maintained between November 1 and March 31 but will otherwise be open for public use year-round. Maintenance costs for the Katlian Road are estimated at \$60K per year. This annual cost will cover general maintenance activities and periodic resurfacing of the road.</p> <p>The recreation opportunities in the Katlian valley would be better realized by construction of the proposed road. This would include hunting, fishing, hiking, sightseeing, picnicking, camping, and berry picking. The road would have an average 16 foot road surface so the road should also be easily traversed by mountain bikes. The proposed day use area would be constructed by the DOT&amp;PF and maintained either directly by DOT&amp;PF or by contracted services. The U.S. Forest Service Sitka Access and Travel Management Environmental Assessment published in August 2007 identified USFS logging roads in the upper Katlian valley as likely candidates for OHV trails. Sport and subsistence fishing in saltwater by boat fisherman in Katlian Bay should not change. Although we cannot speak for ADF&amp;G, fishing regulations may become more restrictive for salmon in freshwater, as it is along the rest of the Sitka road system, but the Katlian River basin also supports Dolly Varden, Rainbow and Cutthroat trout that would be available for a much longer season than salmon. The proposed road would provide access to that segment of Sitka's population that do not own boats. By providing easier access to public Forest Service lands for deer hunting, pressure on other deer hunting areas along the Sitka road system should be somewhat relieved and become more balanced over time.</p> <p>DOT&amp;PF is proposing a watershed-based approach to mitigation for the proposed Katlian Bay Road Project by proposing to place large woody debris in the lower reach of the Katlian River, replacing several deficient culverts on USFS logging road 75797 (which will be used for temporary access during construction) with new culverts suitable for fish passage, and by constructing rearing ponds and spawning channels to enhance fish habitat in the Katlian River basin. DOT&amp;PF proposes to monitor these mitigation efforts for one (1) year following construction. The proposed project would protect existing natural resources by installing culverts designed for fish passage, bridges without in-water supports that could collect debris and impede fish, applying best management practices during construction, and locating the road above the shoreline and estuarine areas to avoid impacts to marine resources and estuarine habitat. The proposed road alignment has been designed to minimize and avoid impacts to the environment to the extent practicable.</p>
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C. We need to reduce carbon emissions, not create ways to increase them The “Shishmarefs” the many villages around not only Alaska but globally that, Shishmaref, are already experiencing or are threatened by rising sea level, worsening storm surges and other impacts carbon dioxide emission caused (or enhanced) climate change pay a heavy price literally and in other ways for the transportation-caused carbon dioxide emission of others. Our Alaskan society needs to find ways to reduce these emissions, not create new ways to cause them that are not absolutely necessary and compensated by reductions elsewhere in Alaska’s transportation system. And it is not only the villages that we need to be concerned about. Ocean acidification is directly linked to the atmospheric concentration of carbon dioxide, and every unnecessary incremental increase of emissions takes us – project by project – one step closer to substantial diminishment or failure of our various subsistence, sport and commercial fisheries. The current inexorable march into these problems is fastest at the higher latitudes, with the Gulf of Alaska, Bering Sea and all of our coasts at risk. The majority of pulse of carbon dioxide emissions – made now – from fossil fuels endures in the atmosphere for nearly a millennium and much of it for tens of thousands of years. The science on this is clear and solid. We must avoid new transportation emissions that are luxuries or otherwise avoidable, as a first and very important step. For the proposed Katlian Bay Road, the carbon dioxide emissions will come from mobilization and demobilization, construction, on-going and periodic road maintenance, and on-going use. At the public open house the evening of March 18, during Q&A I asked how much fuel, even if only a rough guess, would be consumed during construction. Of the seven or so project staff present, no one knew. It is amazing to me that, as stated at the meeting, one third of the planning budget for the project has already been expended, but the very basic questions of the carbon emissions of whether the project is worth those emissions has not occurred to anyone, and apparently did not occur to the legislature either. I request that the NEPA document fully and fairly discuss the science behind the climate and ocean acidification factors mentioned above (and any others that are possibly important that I have missed) and give a hard look at the related cumulative impacts to which this project would contribute. D. The bond measure, due to its nature, is no endorsement for the project As the project staff said during the March 18 presentation, state expenditure of \$14 million for this project was authorized by statewide voters in November 2012, as part of bond measure for many projects totaling \$454 million. In other words, the Katlian Bay Road project was only 3% of the measure. It was not widely known in Sitka, and was probably known to only very few, that this road was being added to the ballot bond package by the legislature. At the ballot box, the important big-ticket items in the measure controlled the outcome of the vote, and as a consequence minor projects in the bond package like the Katlian Bay Road really were not vetted at all by the legislature or the voters as reasonable or worthwhile. That this project was included in a successful bond measure is permissive for the project to go ahead, but is not a requirement for constructing it or the ultimate approval for doing so. It is therefore appropriate, on the strength of the facts and observations in my comments, that the project either be summarily canceled or that the new alternative proposed herein be considered in detail and adopted. II. Mission creep – the Purpose & Need for the project has changed and is unworthy.

The fallacies of the purported purpose and need for the project has already been discussed at various points above, and I have proposed a much better alternative that will adequately meet whatever need for improved access to Katlian Bay may truly exist with far lower cost capital and maintenance costs to the public. The project’s design group chief, who made the presentation at the open house, was asked during the Q&A portion to walk the audience through the rationalization for the project. He said: “The original legislative intent was to provide access [displays Slide # .]. So the original intent was to provide access to Mental Health lands, here [on the Lisianski Peninsula]. It just so happens the rock quarry was right about, I think it’s right there. That’s Sealaska’s rock quarry, so in a sense we were passing right by there and accessing public lands. In 2013, when we started to look at that route, there’s a location right here that is very challenging to get through. It would require most likely a tunnel; I mean high cost to provide access to those public lands there. So, that route was pretty much dismissed as unfeasible with the current funding available.” “So we started to look at other options. You know, how could we change the purpose and need by providing access to public lands. And that’s how we ended up here -- we thought that was a good termini for the project. Right now you can see the quarry is still a distance away. If Sealaska chooses to use that quarry, they would most likely have to construct their own access to our road, or improve what’s currently there. So that’s how we ended up where we are today.” So what we have here – very clearly – is a project for which the staff has invented a new purpose and need in order to expend funds that were allocated for another reason. This was done instead of dropping the project when the original purpose and need the one the legislature had in mind when it put the matter on the ballot (in a package among far more extensive projects that controlled the outcome of the vote) ¼ proved to be unreasonable and infeasible on closer inspection. Moreover, later in the Q&A it was mentioned by project staff that the project fits with the Forest Service’s 2007 revised EA for the Sitka Access and Travel Management Plan. In truth, however, there is no discussion in the EA regarding the scale or kind of trail access that is being used as a justification for the Katlian Bay Road project. The EA merely discusses which roads in the area will be open and which will be closed for ATV use. In addition, the Forest Service’s recreation budget has been cut severely over the past few years, and it is questionable to what degree the agency will be capable of handling the added management burden of increased use of the remote areas involved. Further, the Sitka Trail Works’ Sitka Trail Plan 2003 (the latest version) makes no mention at all of the Katlian Bay or Katlian River area. One of the staff posited at the meeting that STW may become interested in cooperating with trail work in the Katlian valley; however – if so, and akin to a discussion in a previous section of these comments – this would be the result of an inducement based on vehicle access provided by a new road to be built with seemingly free money and no out-of-pocket cost to Sitkans. That is, an induced want and not a need. Nonetheless, should STW become interested in a Katlian valley trail system, that system could be accessed by the public through the means of the new alternative I have proposed above.

III. Additional issues and matters On March 16, former long-time Forest Service road engineer Ben Mitchell published a letter to the editor in the Daily Sitka Sentinel, stating that the portion of the road along the south side of Katlian Bay is technically unwise and raising other issues. His letter makes sense to me, even after quizzing the project consultants during the open house. I ask that Mitchell be recognized as an expert with decades of local knowledge, that the EA thoroughly investigate the issues he has raised, and that project staff consult with him directly rather than consider his letter and whatever comments he may submit to be sufficient. Blowdown as well as landslides are likely to be a problem along the south shore and westerly portions of the road. Because of this, is unlikely that the road will as neat, over time, as depicted in the elevation view photographs shown at the open house. Sprawl that the future development in the Katlian Bay area may constitute, if facilitated by construction of the road needs to be discussed in the EA as related but distinct topic from the treatment in the above subsistence section. This is an economic matter of huge proportions, and could also lead to later widening and/or paving of the road as well as full year-round use requiring snow removal. This Pandora’s box is an important topic for EA, and indeed sprawl has led to economic and other problems in many communities across the country. Please add all provided documentation to the planning record, including the documents in the References section, for all of which Internet addresses are provided. (Numerous document references and attachments were included with is comment.)

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72	Earl Williams Jr.	Online Comment Form	4/03/15	Future Development - economic benefits Access - recreation and subsistence opportunities	looking for work and more roads to work on and i would also like to deer hunt, and pick berries for my elder mother	Thank you for your comments.
73	J. DuRette	Online Comment Form	4/03/15	Access - improved vehicle access	You have this funding, BUILD THIS ROAD. It could be future access to Baranof and help with transportation needs with our Marine Highway in SE Alaska	Thank you for your comments.
74	Lillian J. Young	Online Comment Form	4/03/15	Future Development - economic benefits Access - recreation and subsistence opportunities	We need more roads to/from Sitka. This will definitely stimulate our economy in Sitka which is needed so badly. I was born and raised in Sitka and wonder if I'll have to move. It's scary seeing businesses closing down. By making the roads, this will create more jobs for Sitkans which is always needed. We will also have more access to/from Sitka, more hunting, subsistence gathering, berry picking. This will also assure the future of our children and grandchildren. Please hear our concerns. Thank you.	Thank you for your comments.
75	Kevin Mosher	Online Comment Form	4/03/15	Access - improved vehicle access	I think this is a great opportunity to open up more of Alaska to residents of Sitka like me, who do not own a boat and cannot otherwise access as much of the land.	Thank you for your comments.
76	Sarah Williams	Online Comment Form	4/03/15	Access - improved vehicle access	SITKA NEED MORE ROADS, THERE IS NOT ENOUGH ROADS, IT WILL BENEFIT THE SITKA PEOPLE, thank you	Thank you for your comments.
77	Stanley Schoening	Letter via email	4/03/15	Project Funding - funding priorities, maintenance costs Access - overuse concerns	<p>I have called Sitka my home for just over 40 years and I can honestly say that I have still to explore all of the valleys and streams along the existing road system. Therefore, I cannot understand the motivation of the DOT to push through an extension of the road system to the Katlian Valley to increase recreation opportunities. Especially as the state currently has a budget deficit of several billion dollars, how can we afford to build a \$16 million road to nowhere at the moment? I was shocked to hear that the DOT does not even know how much it will cost to maintain the road once it is completed! Many of Sitka's roads are in a terrible condition, so what chance has this gravel road running through steep terrain got at being looked after and maintained? Sitka has amazing recreation access already, to the envy of almost anywhere in the world. This road would punch through a beautiful section of the forest and spoil the beautiful trail at Mosquito Cove with the noise and fumes of traffic. Why ruin a beautiful existing trail with a road that will connect to no other trails? Plus who is going to build and maintain the trails in Katlian? Surely not the Sitka Trail Works as they are already stretched to the limit on the existing system, especially since they'll likely have to maintain the state park recreation areas that are to be cut from the state's budget. Nor the Forest Service as their recreation budget has been slashed in recent years.</p> <p>I urge the DOT to rethink this project as it simply does not make sense, regarding both the financial situation the state is in and the recreation access is supposedly provides.</p>	<p>In 2012, the Alaska State Legislature approved the Alaska Transportation Projects Bonds Question to be placed on the November ballot. The measure, approved by voters in November 2012, allowed for a general obligation bond to be issued for the purpose of transportation projects in the state. Katlian Bay Road was approved for \$14 million of the total bond amount and cannot be reallocated in the state budget. The Katlian Bay Road project was identified as a priority "Roads to Resources" project due to a shortage of developable material sources for future projects on Sitka's limited existing road system. Other resources, such as those based on recreation and subsistence, would also be addressed by construction of the Katlian Bay Road, and were clarified during development of the Purpose and Need for the project. The road will not be maintained between November 1 and March 31 but will otherwise be open for public use year-round. Maintenance costs for the Katlian Road are estimated at \$60K per year. This annual cost will cover general maintenance activities and periodic resurfacing of the road.</p> <p>The recreation opportunities in the Katlian valley would be better realized by construction of the proposed road. This would include hunting, fishing, hiking, sightseeing, picnicking, camping, and berry picking. The road would have an average 16 foot road surface so the road should also be easily traversed by mountain bikes. The proposed day use area would be constructed by the DOT&amp;PF and maintained either directly by DOT&amp;PF or by contracted services. The U.S. Forest Service Sitka Access and Travel Management Environmental Assessment published in August 2007 identified USFS logging roads in the upper Katlian valley as likely candidates for OHV trails. Sport and subsistence fishing in saltwater by boat fisherman in Katlian Bay should not change. Although we cannot speak for ADF&amp;G, fishing regulations may become more restrictive for salmon in freshwater, as it is along the rest of the Sitka road system, but the Katlian River basin also supports Dolly Varden, Rainbow and Cutthroat trout that would be available for a much longer season than salmon. The proposed road would provide access to that segment of Sitka's population that do not own boats. By providing easier access to public Forest Service lands for deer hunting, pressure on other deer hunting areas along the Sitka road system should be somewhat relieved and become more balanced over time.</p> <p>The proposed Katlian Bay Road will be located approximately 300-400 feet away from the existing Mosquito Cove Trail. At the closest point the road is separated from the trail by a small ridge. Other areas of the road will be screened by vegetation and topography and will not be visible from the trail. Noise and pollution from traffic related to the road will be minimal due to the low volume nature of this road.</p>



**Appendix A. Public and Agency Comments**

78	Brent Edwards	Letter via email	4/03/15	Subsistence, recreation, fisheries, ATV trails, hunting, material resource development, access to Shee Atiká lands	<p>A road needs to have a purpose that justifies both the monetary and environmental costs. According to the Request for Comment published in the Sitka Sentinel the proposed Katlian Bay road "would provide recreational and subsistence opportunities on Baranof Island within the U.S. Forest Service Sitka Ranger District, provide access to Native Corporation (Shee Atiká) lands, and may also provide access to material sources for possible future development." As explained by these comments below the State's purposes for the proposed Katlian Bay Road all ring hollow. There is nothing justifying the economic and environmental costs of such a road. Accordingly this project should be cut immediately to save the State money.</p> <p><b>Subsistence and Recreational Opportunities</b>          I am a lifelong Alaskan and Sitka resident for over 6 years now. I am a frequent user of local subsistence and recreational resources. I am very well qualified to comment on whether a road to Katlian Bay would provide Sitkans with needed subsistence and recreational opportunities. Like many people in Sitka I use the surrounding area for subsistence harvesting of fish, deer, berries and spruce tips. I usually access recreational areas and subsistence resources by walking from my house on Sirstad Street or by driving and then hiking. I also access subsistence opportunities by boat, but less frequently than through the road system.</p> <p>From my experience there are more than an adequate number of trails to hike in the Sitka area that are accessible from the road system. Even the most popular Sitka hiking trail is not crowded on nicest weather day. On the days when the weather isn't so nice or in the winter, these trails are hardly used at all. When I venture off the establish hiking trails and onto the informal hiking routes, which I also access from the existing road system, the hiking and solitude is world class. On the routes to places like the North Fork of Indian River, Bear Mountain, Cascade Creek, and Starrigavan Ridge it is rare to see another person. The lands accessible from the road system provide nature's bounty. I fill my freezer every year with several deer, gallons bag of berries, and jars of spruce tip syrup, all from Sitka's existing road system. My point is that there are already phenomenal recreational and subsistence opportunities available from Sitka's existing road system. The existing opportunities are not being overwhelmed. No population trend threatens these opportunities as they exist now. Adding a road to Katlian Bay is not needed to enhance recreational and subsistence opportunities for Sitkans.</p> <p>Rather than enhancing, a road to Katlian Bay would greatly diminish recreational opportunities in Sitka by destroying the Mosquito Cove Trail. The Mosquito Cove trail is a loop that is just right for most out of town guests and for children of all ages. It features hiking on a rugged trail, some elevation change, and access to a secluded cove on the water. There is not another trail in Sitka that is similar to the Mosquito Cove loop. For example, Herring Cove is too steep for many people and lacks the coastal exposure. And the Totem Park trails, while on the coast and beautiful, are groomed and akin to a bike trail. There is no proposal to provide a similar trail from the proposed Katlian Bay Road. Even if there was a proposal it wouldn't be on par with the existing Mosquito Cove Trail because it would require additional driving time on what will be a sketchy single lane dirt road. Someone in the public and/or DOTPF may argue that a road to Katlian Bay would improve recreational and subsistence opportunities by providing</p> <p>access to the Katlian River silver run and by opening new areas to ATVs. Such arguments may have superficial appeal but don't withstand scrutiny. Katlian River does have a silver run. But, road accessible silver runs don't last long. In a few years it is likely that the native stock of Katlian River silvers would be depleted and tight fishing measures, like those in place for Starigavan River, would be needed. The DOTPF cannot ignore the reality that all over the State of Alaska road accessible fisheries require augmentation by hatchery raised fish. So, if the State is truly interested in improving Sitkan's access to silver salmon it could fund the release hatchery fish somewhere along Sitka's existing road system. The returning fish would provide ready access to all those who live in Sitka not just those with a vehicle and the time to drive all the way out to Katlian Valley.</p> <p>The proposed road also may provide ATV riders with easier access to trails in Katlian Valley. However, more road accessible ATV trails are not needed. I have extensively biked and walked the ATV trails at Starrigavan (before and after the 2014 land slide) to access areas where I hunt. It is rare to see another person on the existing road accessible ATV trails. Most times I have been back there I have not seen ATV riders. When I drive past the Starrigavan ATV parking when going to the rifle range and when accessing the route up Starrigavan Ridge I rarely see a truck and/or ATV trailer in the parking lot. A road to Katlian bay isn't needed to provide ATV riders road access to new places to ride when the places available to ride aren't being used.'</p> <p>Additionally, it is unclear whether ATV access could actually be improved by the State's proposed road to Katlian Bay. The proposed road has only one lane road with turnouts. Moreover, the proposed route looks hilly and with lots of bends. This is similar to the road to the top of Harbor Mountain in Sitka. Wisely, the US Forest Service prohibits trailers on Harbor Mountain Road. I wouldn't be surprised if the US Forest Service prohibits trailers on the proposed road to Katlian Valley. If the US Forest Service does allow trailers on the proposed Katlian Bay road then it would be a disaster waiting to happen.</p> <p>While on the topic of the US Forest Service's restrictions on the Harbor Mountain Road it is important to point out that hunting is prohibited within a quarter mile of that road. It seems likely that the US Forest Service would have a similar restriction on a road to Katlian Valley. That could mean that hunting is prohibited along the beach and, in places all the way to the ridgeline. For those of us who hunt close to Sitka, that kind of restriction would diminish subsistence opportunities that a road to Katlian Valley wouldn't offset.</p> <p>One last point on the State's purported desire to provide recreational and subsistence activities by building a road to Katlian Valley. As this comment letter is being drafted the State is proposing cutting all funding for State Parks in Sitka Alaska. State Parks in Sitka are important to the recreation and subsistence activities of Sitkans. The boat launch at Starrigavan provides far more recreational and subsistence opportunities than a road to Katlian Valley ever would. I realize that the bulk of the funding for construction of the proposed Katlian Bay road would come from bonds so that money cannot be applied to the existing State parks. However, I also understand that the road would cost at least \$2 million more than the bond</p>	<p>In 2012, the Alaska State Legislature approved the Alaska Transportation Projects Bonds Question to be placed on the November ballot. The measure, approved by voters in November 2012, allowed for a general obligation bond to be issued for the purpose of transportation projects in the state. Katlian Bay Road was approved for \$14 million of the total bond amount and cannot be reallocated in the state budget. The Katlian Bay Road project was identified as a priority "Roads to Resources" project due to a shortage of developable material sources for future projects on Sitka's limited existing road system. Other resources, such as those based on recreation and subsistence, would also be addressed by construction of the Katlian Bay Road, and were clarified during development of the Purpose and Need for the project. The road will not be maintained between November 1 and March 31 but will otherwise be open for public use year-round. Maintenance costs for the Katlian Road are estimated at \$60K per year. This annual cost will cover general maintenance activities and periodic resurfacing of the road.</p> <p>The recreation opportunities in the Katlian valley would be better realized by construction of the proposed road. This would include hunting, fishing, hiking, sightseeing, picnicking, camping, and berry picking. The road would have an average 16 foot road surface so the road should also be easily traversed by mountain bikes. The proposed day use area would be constructed by the DOT&amp;PF and maintained either directly by DOT&amp;PF or by contracted services. 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By providing easier access to public Forest Service lands for deer hunting, pressure on other deer hunting areas along the Sitka road system should be somewhat relieved and become more balanced over time.</p> <p>The proposed Katlian Bay Road will be located approximately 300-400 feet away from the existing Mosquito Cove Trail. At the closest point the road is separated from the trail by a small ridge. Other areas of the road will be screened by vegetation and topography and will not be visible from the trail. Noise and pollution from traffic related to the road will be minimal due to the low volume nature of this road.</p>
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**Appendix A. Public and Agency Comments**

funding, plus the road would require expensive annual maintenance. Those monies would need to come from the State's overall budget. Rather than wasting that money on a road project with dubious value to Sitkans, the State should apply the money to the existing facilities with proven value. I should note too that I have walked some of the roads in Katlian Valley and doubt that recreational ATV riders would find these more desirable than the trails at Starrigavan.

**Access to Shee Atiká Lands**  
 It is perplexing why the State proposes building a road to "provide access to Native Corporation (Shee Atiká) lands". How is one expected to comment on such a vague purpose? If this is just another way of saying that the proposed road would provide recreation and subsistence opportunities then, for the reasons already discussed, there is no need to provide access to Shee Atiká lands. If it is for resource development then that too is hollow as discussed next.

**Possible Development of Material Sources**  
 The Request for Comments justifies the proposed Katlian Bay Road because it "may also provide access to material sources for possible future development." This reason, like the prior reason discussed, is incredibly vague (to the point that the public's opportunity to comment is essentially meaningless). Katlian Bay and Valley has already been extensively logged so I doubt that logging can be the "material source." As I understand it there is a potential source of rock in the Katlian Valley on Shee Atiká lands and so these comments are directed to the development of rock. If there is some other theoretical material source in Katlian Bay or Valley that is supposed to help justify the proposed Katlian Bay road then the State should enlighten the public so we can have an adequate chance to comment.  
 I have never seen or heard of any plan to develop a rock source in Katlian Bay, so it is no surprise that the public notice uses the words "may" and "possible future" in connection with Katlian Valley material source development. Common sense says that there ought to be a plan before development of the rock source can be used to justify building a road. But just think about this for a second. There probably is not much of a market for rock in Sitka (the State has already finished major airport and road projects in Sitka and no new major project is on the horizon) so the rock would probably be shipped to other communities by barge. Which begs the question, why wouldn't the rock be loaded on a barge at the head of Katlian Bay and then shipped to the communities where the rock would be used. That makes a whole lot more sense than trucking the rock from Katlian Valley to a loading facility in Sitka. Such trucking would probably need to be done with a six wheel dump truck or a side dumping truck, neither of which would be well suited to a single lane public road. The barges I watched moving rock from a quarry near Starrigavan to the recent airport project buttress my belief that any rock from Katlian Valley would be moved by barge, not truck. In short, a road along Katlian Bay is not justified by the extraction of rock from the Katlian Valley.  
 It is really disturbing that I have not seen any provision for non-Shee Atiká shareholders to have access on the proposed road where it crosses Shee Atiká lands. I assume that the State would secure public access on a right of way, but given the forethought that has gone into the need for the proposed Katlian Bay road I am not sure if this is a good assumption. In addition, it is unclear if only Shee Atiká shareholders would benefit from access to Shee Atiká lands beyond the right to travel on a right of way. It is very possible that this "purpose" for the proposed Katlian Bay road wouldn't benefit non-shareholders, like myself.  
 I guess (because there is no plan for development) that a road to Katlian Bay could assist in crew changes at a theoretical Katlian Bay quarry. But, there is no obvious reason why crew changes cannot be done by boat, as it must have when Katlian Bay was logged years ago. That would be a whole lot less expensive than a road. In economic terms the costs of running a crew boat would be far less than the cost of building and maintaining a road. When the proposed Katlian Bay road's impacts on recreation and subsistence are factored in then the cost of a road for crew changes for a rock quarry is completely unjustified. Finally, when one takes into account that development of material resources in Katlian Valley is theoretical and presently unplanned then the costs of the road are completely ridiculous.

**Conclusion**  
 As discussed, a road to Katlian Bay is not justified. Even when the State's coffers were flush this project didn't make sense. Now that the axe falling on all sorts of necessary programs, spending another penny on this unnecessary proposed project is wasteful. The proposed Katlian Bay road project is an easy place for the State to cut costs.

79 Greg Overturf Email 3/12/2015

Cost, maintenance, user fees, road management objectives, funding

Good morning-  
 Please email me with the information associated with the questions below;  
 1. how much is the estimated cost for the proposed road to Katlian?  
 2. have the material sources been tested to see if they are suitable for their intended purposes and what are those purposes?  
 3. what are the estimated annual maintenance costs per year to include bridge inspections and future replacement, and what are the estimated costs to keep the road open during the winter?  
 4. will the public be required to pay special use fees to the State of Alaska, USFS and the Native Corporation to use parking areas, trail head or road?  
 5. what are the current road management objectives for the existing USFS road and the existing USFS land use designations and what are the current and future effects to those RMO's and LUDs?  
 6. how is it possible that the State of Alaska can build a road under the current economic conditions and not be able to maintain State parks in Sitka?  
 7. what effect will heavy hauling have on this road if the materials sources are suitable and hauled to Sitka?  
 Thank you.  
 Greg Overturf

1. The estimated cost for the proposed road to Katlian is approximately \$16M.
2. The material sources have been tested to see if they are suitable for the proposed road construction.
3. The road will not be maintained between November 1 and March 31 but will otherwise be open for public use year-round. Maintenance costs for the Katlian Road are estimated at \$60K per year. This annual cost will cover general maintenance activities and periodic resurfacing of the road.
4. No fees would be charged to use the road, as this will be DOT Right of Way across USFS, State, and Tribal lands.
5. No changes are expected to current RMO's and LUDs.
6. This project is funded through an Alaska Transportation Projects Bond. State Parks are typically funded through General Funds.
7. The road is designed to handle heavy truck traffic.