

FINAL
SCOPING SUMMARY REPORT
HAINES HIGHWAY
MILE POST 3.5 TO 25.3
DOT&PF Project No. 68606

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LIST OF ACRONYMS

ADF&G.....	Alaska Department of Fish and Game
ADNR.....	Alaska Department of Natural Resources
DOT&PF.....	State of Alaska, Department of Transportation and Public Facilities
DOWL.....	DOWL Engineers
DPOR.....	Division of Parks and Outdoor Recreation
EA.....	Environmental Assessment
EIS.....	Environmental Impact Statement
IDT.....	Inter-Disciplinary Team
MP.....	Mile Post
mph.....	miles per hour
NEPA.....	National Environmental Policy Act
NMFS.....	National Marine Fisheries Service
NSRAA.....	Northern Southeast Regional Aquaculture Association
OHMP.....	Office of Habitat Management and Permitting
S&HI.....	Stream and Habitat Inventory
SES.....	Southeast Strategies
USACE.....	U.S. Army Corps of Engineers
USFWS.....	U.S. Fish and Wildlife Service

1.0 INTRODUCTION

1.1 General

This Scoping Summary Report summarizes the process that took place during the scoping phase of the Haines Highway Mile Post (MP) 3.5 to 25.3 project (see Figure 1, Project Location Map).

The Haines Highway was originally constructed in 1949, and most of the proposed project area was last upgraded around 1980. The portions of the highway from the town of Haines to the airport and approximately Mile 25 to the Canadian border (MP 40) have already been upgraded in recent years to 55 mph design standards. The goal of this project is to bring the last portion of the Haines Highway up to National Highway System standards for design speed 55 mph and to provide a safe, consistent, and efficient roadway.

The proposed project improvements consist of widening the roadway to 12-foot driving lanes with 6-foot shoulders and clear zones, straightening of curves to meet 55 mph design standards, and repaving the roadway for the entire length of the project. The project may also include replacement of the Chilkat River Bridge as well as a long-term solution to the debris flow problems that have historically plagued the route near MP 19 and MP 23. State of Alaska Department of Transportation and Public Facilities (DOT&PF) is currently considering three alignment options at the Chilkat River Bridge, and will be making a decision regarding these options after scoping is complete.

This report, with its appendices, summarizes the scoping methods, issues, and concerns raised during scoping, and lists sources of comments. Comments were received from local residents, resource agency representatives, tribal entities, and concerned organizations. Legislation establishing the Chilkat Bald Eagle Preserve specifically exempts all private lands and transportation rights-of-way within Preserve boundaries. The maps prepared in support of scoping did not identify private lands within the Preserve boundaries, and thus overstate the areas that are part of the Preserve. Future mapping efforts will be more precise with respect to Preserve holdings, and identify both public and private land status in the vicinity of the right-of-way as accurately as possible.

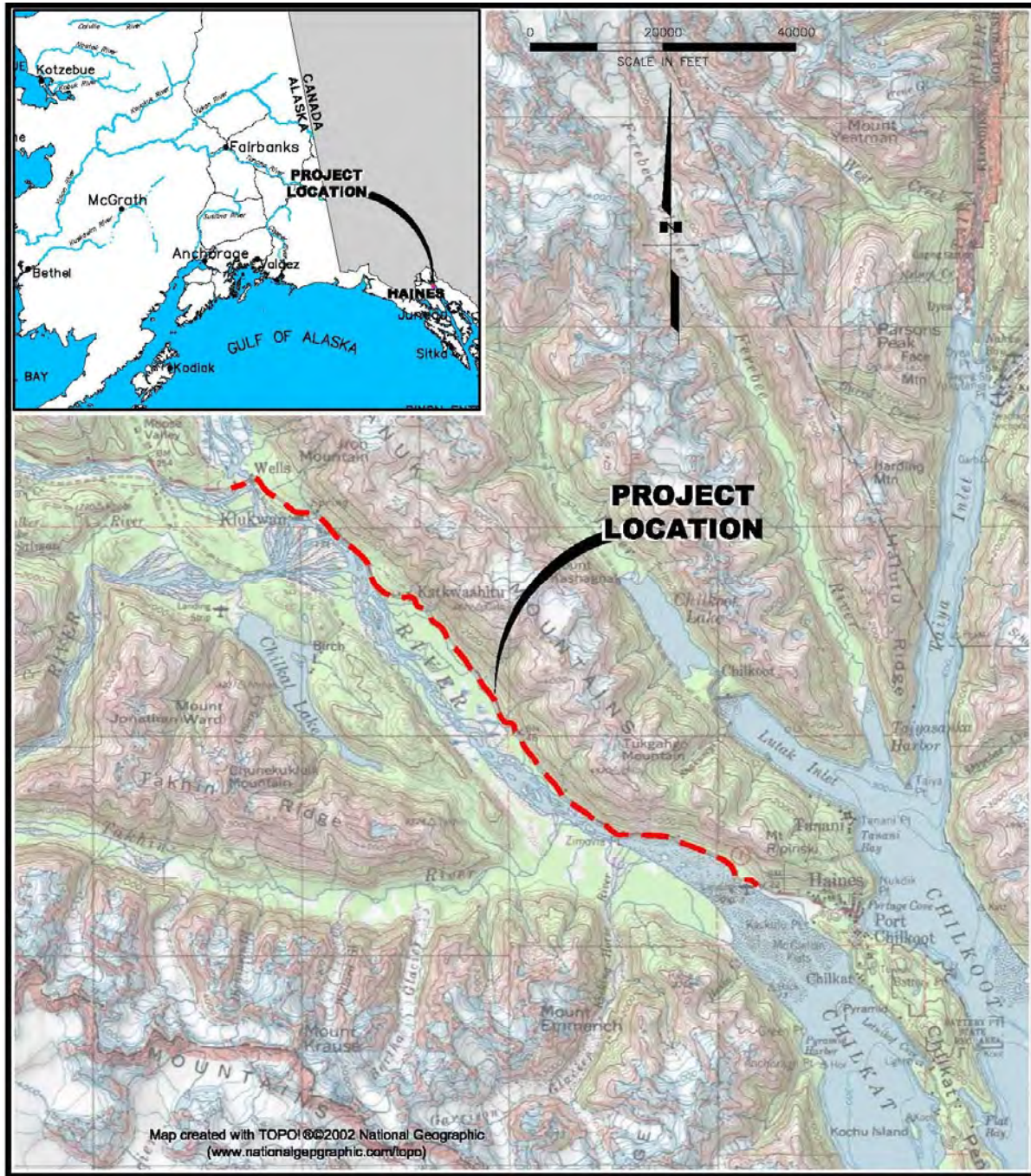


Figure 1: Project Location Map

1.2 Project Team

1.2.1 Contracting Agency

DOT&PF

- Tracy Moore, P.E. - Design Group Chief
- Pete Bednarowicz, P.E. - Engineering Manager
- Kris Benson - Project Environmental Coordinator

1.2.2 Prime Consultant

DOWL Engineers (DOWL)

- Stewart Osgood, P.E. - Project Manager
- Kristen Hansen - Environmental Task Manager
- Steve Noble, P.E, PTOE - Engineering Task Manager
- Kelly Brown - Public Involvement Coordinator

1.2.3 Specialty Consultants

- Inter-Fluve - Dan Miller, P.E., Greg Koonce, and Mark Sogge - Fish Habitat Assessment and Hydrology Studies
- Southeast Strategies (SES) - Linda Snow - Public Involvement
- Cultural Resource Consultants, Inc. - Mike Yarborough - Cultural Resources Investigation

1.3 Scoping Method

The purpose of scoping is to solicit the input of agencies, organizations, and the general public regarding the proposed project, and to integrate these views into the National Environmental Policy Act (NEPA) document and design process. This scoping process identifies the issues and alternatives to be identified and analyzed in the Environmental Assessment (EA), and determines the need for special studies.

The following scoping methods are included in the Scoping Plan and Public Involvement Plan and were used to inform the public and the local, state, and federal resource agencies about the project, its objectives, and the current status:

- Public meeting
- Agency meeting
- Tribal Consultation meeting
- Chilkat Bald Eagle Preserve Advisory Council Meeting
- Individual meetings
- Project website

1.3.1 Mailing List of Potentially Affected Interests

Two mailing lists have been developed for the project: a General Public List and an Agency List. The General Public List was assembled by identifying all residents and property owners within 500 feet of the project and adding to it those persons who, through the course of scoping, expressed an interest in being kept up to date regarding the project.

The Agency List included local, state, and federal resource agencies and officials who might have an interest or concern in the project.

1.3.2 Project Website

A project website (www.dot.alaska.gov/haineshighway) was developed to provide specific information regarding the project area, objectives, schedule, documents, team members, and a place to make public comments. Copies of the pages on the website are included in Appendix A.

1.3.3 Project Comment Form

A project comment form was developed with the return address information included on the back. The form was passed out at all meetings to help solicit public comments and determine if people wanted to be on the project mailing list. A copy of the project comment form is included in Appendix A.

2.0 PUBLIC SCOPING

2.1 Public Scoping Meeting

A public scoping meeting was held in Haines on December 6, 2005, at the Chilkat Center. The comment period went through December 23, 2005. A meeting announcement flyer was sent to the General Public Mailing List on November 23, 2005. In the week preceding the meeting, the local radio station ran a public service announcement and the meeting flyer was posted at various locations around Haines. Advertisements for the Public Scoping Meeting appeared in the Juneau Empire Newspaper on November 27 and December 6, 2005. Additional advertisements for the Public Scoping Meeting appeared in the Chilkat Valley News on December 1 and December 6, 2005. Copies of the advertisements are included in Appendix B.

The public meeting was held in an open house format from 7 p.m. to 9 p.m., and staff members from DOWL, DOT&PF, SES, and Inter-Fluve were available to answer questions and take comments. Meeting minutes and sign-in sheets are included in Appendix B.

2.2 Chilkat Bald Eagle Preserve Council Meeting

A copy of the letter requesting scoping comments that was sent to agencies was also sent to members of the Chilkat Bald Eagle Preserve Council on November 25, 2005 (included in Appendix C). This letter explained the project briefly and asked for feedback.

A regular meeting of the Preserve Council was held in Haines on December 6, 2005, from 10 a.m. to noon. The Council put discussion of the Haines Highway MP 3.5 to 25.3 improvements project on the agenda. Brief presentations were conducted by DOT&PF, DOWL, and Inter-Fluve, followed by a question and answer period. Meeting minutes are included in Appendix C.

2.3 Tribal Consultation Meeting

The Federal Highway Administration sent an Initiation of Consultation letter to the tribes on December 2, 2005 (included in Appendix D), to inform them of the project and the upcoming geotechnical investigation and to ask for information regarding traditional or cultural places

of importance. The tribes were encouraged to comment within a month of receiving the letter.

A meeting was held in Klukwan from 10 a.m. to 12:30 p.m. on December 7, 2005, to present the project and solicit information and identify places that may be of traditional religious and cultural importance to the tribal organization. Meeting minutes and sign-in sheets are included in Appendix D.

2.4 Documentation of Public Scoping Comments

All written and verbal public comments received as of February 1, 2006, have been reviewed, and are included in Appendix F. Following is a summary of the issues raised by the public during the scoping period.

Table 1: Public Comments Summary Matrix

COMMENT NO.	COMMENT SOURCE	DATE / COMMUNICATION	ISSUE / IMPACT	COMMENT OR QUESTION	RESPONSE/RESOLUTION
1	Linda Geise Chilkat Indian Village Alan Traut Paul Swift	12-06-05 Public Meeting 12-09-05 Letter 12-12-05 Comment Form 12-20-05 Comment Form	7-Mile Saddle Trail	A pullout parking area at the trailhead for the Seven Mile Saddle Trail is required. Currently people just pull off the side of the highway and it creates a safety issue.	We will consider constructing off-road parking.
2	Chilkat Indian Village	12-09-05 Letter	Archeology	Should have an archeologist present while excavating the area.	We will consult with the tribes further to determine which particular locations should be monitored, or if other provisions would protect cultural resources.
3	Tribal Member	12-07-05 Tribal Consultation Meeting	Archeology	Traditional and cultural properties need to be identified before too far along in the design process.	Acknowledged.
4	Bud Stewart	12-07-05 In Person	Bridge	He likes the idea of relocating the bridge downstream and straightening out the road.	Acknowledged.
5	Chilkat Indian Village	12-09-05 Letter	Bridge	If built, new bridge should be built elevated enough to accommodate the height of any airboats needing to pass under the bridge.	Will consider.
6	Kathleen Menke	12-6-05 Comment Form	Bridge	Supports widening the curve rather than build a new bridge, because of impact on spawning/traditional subsistence areas.	See response #10.
7	Mark Allen	12-06-05 Comment Form	Bridge	The relocation of the Wells Bridge may have some implications for residents of this area, especially for existing airstrip.	Acknowledged.
8	Public Member	12-06-05 Public Scoping Meeting	Bridge	Cost of new bridge is a concern.	Acknowledged.
9	Todd Buxton, Northern Southeast Regional Aquaculture Association	9-26-05 Phone	Bridge	The road reconstruction should not impact the spawning channel near the Wells Bridge.	The proposed alignment would not affect the existing spawning channel near the Wells Bridge.
10	Tribal Member Chilkat Indian Village Eric Holle, Lynn Canal Conservation	12-07-05 Tribal Consultation Meeting 12-09-05 Letter 12-14-05 Comment Form	Bridge	Keeping the current location of the bridge is important for subsistence issues and salmon spawning.	DOT&PF will evaluate the existing resources and potential impacts to fish habitat and subsistence uses in the environmental analysis.
11	Mark Allen	12-06-06 Letter	Chilkat Bald Eagle Preserve Airpark	Consider facilitating an emergency airstrip around MP 25.3 to 25.5 (left side) developed for bush aircraft.	This project is funded for highway improvements and will not incorporate airfield improvements, as funding for that would come from a different federal agency (Federal Aviation Administration instead of Federal Highway Administration).
12	Bud Stewart	12-07-05 In Person	Construction	Would like to see the existing roadway obliterated when the new road is constructed.	Will consider.
13	Darsie Culbeck	12-09-05 Phone	Construction	Blasting into the rock will have a negative impact on the landowners who have houses and cabins on the bluff around MP 8.6. Should move the road towards the river versus toward the hillside.	Will consider.

Table 1: Public Comments Summary Matrix (cont'd)

COMMENT NO.	COMMENT SOURCE	DATE / COMMUNICATION	ISSUE / IMPACT	COMMENT OR QUESTION	RESPONSE/RESOLUTION
14	Tribal Member	12-07-05 Tribal Consultation Meeting	Construction	The staging areas, material sites, and disposal sites need to be identified early in the process. Equipment servicing locations need to be lined so that spills do not reach the river.	DOT&PF can identify potential areas in the environmental document. Pollution prevention at the staging areas will have to be addressed in the contractor's Storm Water Pollution Prevention Plan and Hazardous Materials Control Plan.
15	Eric Holle, Lynn Canal Conservation	12-14-05 Comment Form	Culverts	Replacement of culverts during the project has the potential to improve spawning opportunities for anadromous fish.	Acknowledged.
16	Eric Holle, Lynn Canal Conservation	12-14-05 Comment Form	Culverts	Use larger culverts than those designed for 50-year floods.	DOT&PF routinely designs culverts for a capacity to carry the 50-year flood, based on the guidance in the Alaska Highway Drainage Manual. At times, DOT&PF places oversized pipes, if needed to provide fish or debris passage, or for safety considerations.
17	Kathleen Menke	12-6-05 Comment Form	Culverts	Support improved attention to culverts in flood-prone drainage areas.	DOT&PF will ask this resident for specific locations of problems that she has observed.
18	Tribal Member	12-07-05 Tribal Consultation Meeting	Highway Safety	There is a safety issue with tourists parking on the road during eagle viewing season.	Acknowledged.
19	Chilkat Indian Village	12-09-05 Letter	Highway Amenities	Need wind breaks at MP 8 to avoid large snowdrifts in the winter.	Will consider.
20	Joel Telford, Division of Parks and Outdoor Recreation	12-06-05 AK Chilkat Bald Eagle Preserve Meeting	Highway Amenities	Off-highway parking is a concern at access points if the widening of the road encroaches into existing parking areas.	Acknowledged.
21	Kathleen Menke	12-6-05 Comment Form	Highway Amenities	Would like to see more pullouts for photography and the public.	See response #39.
22	Klukwan Elder	12-07-05 Tribal Consultation Meeting	Highway Amenities	There is a need for outhouses at MP 4 and MP 20.	See response #39.
23	Frank Clotsen	12-06-05 Comment Form	Highway Safety	The roads are in terrible shape and amount of traffic makes it hard on the life of the road.	DOT&PF acknowledges that the pavement has reached its useful life and is in need of replacement.
24	Larry Geise	12-06-05 Public Scoping Meeting	Highway Safety	The curve near the bridge is bad in winter and needs to be straightened.	Acknowledged.
25	Robert Venables (Haines Borough Manager)	12-06-05 Public Scoping Meeting	Highway Safety	Wants the road upgraded for safety.	Acknowledged.
26	Kathleen Menke	12-6-05 Comment Form	Highway Speed	Prefer that public access, river views, and habitat (riparian) take priority over speed and straightening curves.	Public safety takes the highest priority on capital improvement projects. Making road improvements will provide a safer road for the public, including recreational users and people enjoying the views.
27	Public Member	12-06-05 Public Scoping Meeting	Highway Speed	This is a scenic road. Curves should be kept in to force people to drive slower.	See response #26 above.

Table 1: Public Comments Summary Matrix (cont'd)

COMMENT NO.	COMMENT SOURCE	DATE / COMMUNICATION	ISSUE / IMPACT	COMMENT OR QUESTION	RESPONSE/RESOLUTION
28	Todd Buxton, Northern Southeast Regional Aquaculture Association Robert Venables, Haines Borough Manager Tim Shields, Takshanuk Watershed Council	9-26-05 Phone 12-06-05 Public Scoping Meeting 9-06-05 Public Scoping Meeting	Interdisciplinary Team	Would like to participate on the Inter-Disciplinary Team (IDT).	Ms. Benson responded that the IDT, if formed, would focus on mitigation, so would be developed further in the future.
29	Frank Clotsen	12-06-05 Comment Form	Jobs	The project will provide much needed jobs for the town of Haines.	Acknowledged.
30	Tribal Member	12-07-05 Tribal Consultation Meeting	Jobs	There is a desire for phased construction to enhance local economy and allow more opportunities for local hire.	Acknowledged.
31	Todd Buxton, Northern Southeast Regional Aquaculture Association (NSRAA)	9-26-05 Phone	MP 17	NSRAA collects eggs at the culvert outlet. The boxes are approximately 80 feet from the existing road.	DOT&PF is aware of the incubation boxes and will communicate with NSRAA regarding reconstruction impacts and construction schedules.
32	Bud Stewart	12-07-05 In Person	MP 17 Airstrip	Would rather not shorten the private airstrip to accommodate the new alignment.	Will consider.
33	Gary Hess, Upper Lynn Canal Fish and Game Advisory Council	12-06-05 AK Chilkat Bald Eagle Preserve Meeting	MP 8	There has been debris at MP 8 that looked like it flowed over the road from the river.	Will evaluate.
34	Margaret Piggott	12-06-05 Comment Form	Plants	At 9 Mile there are rare orchids/fairy slippers growing. Please preserve them.	Will evaluate.
35	Toni Dotson Robert Venables Frank Clotsen	12-06-05 Comment Form 12-06-05 Comment Form 12-06-05 Comment Form	Project Timing	Would like to see the road projects start as soon as possible.	Acknowledged.
36	Lisa Krebs Margaret Piggott Darsie Culbeck	12-13-05 Email 12-06-05 Comment Form 12-09-05 Phone	Property Impacts	What will the impacts be on houses or property as the road is straightened and widened? What will be the impacts to the existing buildings in the right-of-way?	Mr. Bednarowicz responded that there may not be an impact but we are currently in preliminary design, and as such cannot be sure if issues (such as environmental) may cause us to realign the highway and affect property and houses.
37	Roy Josephson, Division of Forestry	12-06-05 AK Chilkat Bald Eagle Preserve Meeting	River	Maintaining existing access points to the river is very important.	See response #39.
38	Tribal Member Tribal Member	12-07-05 Tribal Consultation Meeting 12-07-05 Tribal Consultation Meeting	River	Avoid installation of big boulders along the riverbanks and widening into the river because this is detrimental to fish habitat.	DOT&PF will likely use riprap as the most common and economical method to protect slopes next to the river.
39	Chilkat Indian Village	12-09-05 Letter	River	Maintain access to subsistence areas of Mile 4 and 14.	DOT&PF is evaluating all of the existing river access locations and will consult with Chilkat Indian Village, DPOR, and others after developing a proposal regarding what access to maintain, eliminate, or enhance.

Table 1: Public Comments Summary Matrix (cont'd)

COMMENT NO.	COMMENT SOURCE	DATE / COMMUNICATION	ISSUE / IMPACT	COMMENT OR QUESTION	RESPONSE/RESOLUTION
40	Les Katzeek, Klukwan, Inc.	12-06-05 AK Chilkat Bald Eagle Preserve Meeting	Road Grade	Would like to know if there are plans to raise the grade of the road due to flooding of the Chilkat River.	Mr. Noble answered that in areas where the design follows the current alignment, the grade will not be raised.
41	Eric Holle, Lynn Canal Conservation	12-14-05 Comment Form	Scope	This project is too large for an EA; a full Environmental Impact Statement should be required.	The Federal Highway Administration will determine the class of document to be prepared after scoping is completed.
42	Kathleen Menke Tribal Member	12-6-05 Comment Form 12-07-05 Tribal Consultation Meeting	Shoulder Width	Support for six-foot shoulders.	Acknowledged.
43	Chilkat Indian Village	12-09-05 Letter	Slide Area MP 23	Ensure that slides are diverted away from village property.	Will consider.
44	Todd Buxton, Northern Southeast Regional Aquaculture Association	9-26-05 Phone	Slide Area MP 21	Will there be a bridge over the slide area at MP 21?	Unknown at this time. Will evaluate.
45	Linda Geise Rocky Seward Henry Jacquot	12-06-05 Public Scoping Meeting 12-06-05 Public Scoping Meeting 12-28-05 Comment Form	Slide Area MP 23	The road and culverts need to be fixed and elevated at slide area MP 23.	Will evaluate.
46	Kathleen Menke	12-6-05 Comment Form	Subsistence Issues	This is a "scenic" highway – important for salmon fishing/subsistence/sport.	Acknowledged.
47	Klukwan Elder	12-07-05 Tribal Consultation Meeting	Subsistence Issues	Impacts at MP 7-8 and MP 20-21 should be avoided due to fishing grounds.	Will consider.
48	Tribal Member	12-07-05 Tribal Consultation Meeting	Subsistence Issues	There is subsistence and sport fishing area at MP 13; humpies are in the river at approximately MP 17.	Will evaluate impact.
49	Joel Telford, Division of Parks and Outdoor Recreation (DPOR) Tribal Member Chilkat Indian Village	12-06-05 AK Chilkat Bald Eagle Preserve Meeting 12-07-05 Tribal Consultation Meeting 12-09-05 Letter	Trails	Would like to see DOT&PF provide enough room so the future Klukwan Trail can be constructed.	Will consider.
50	Mark Allen Public Member	12-06-05 Comment Form 12-06-05 Public Scoping Meeting	Trails	Please consider a bicycle path along the highway.	The proposed highway would have six-foot shoulders that bicyclists can use. A separated path is not within the funding for this project.
51	Chilkat Bald Eagle Preserve Advisory Council Member	12-06-05 AK Chilkat Bald Eagle Preserve Meeting	Utilities	What will happen to the existing pipeline that carries the utilities if the new bridge is built?	Mr. Bednarowicz said that the utilities would be relocated to the new proposed bridge.
52	Debra Schnabel	9-02-05 Letter	Wetlands	Due to a State error many years ago, there are wetlands on our property and we request it is corrected in the current project by adding back the culverts that were removed by the State.	Will evaluate.
53	Eric Holle, Lynn Canal Conservation	12-14-05 Comment Form	Wildlife	Consider eagle roosting trees as well as nesting trees in areas where trees will be cut.	Will consider in design development.

Table 1: Public Comments Summary Matrix (cont'd)

COMMENT NO.	COMMENT SOURCE	DATE / COMMUNICATION	ISSUE / IMPACT	COMMENT OR QUESTION	RESPONSE/RESOLUTION
54	Les Katzeek, Klukwan, Inc.	12-06-05 AK Chilkat Bald Eagle Preserve Meeting	Wildlife	How will the realignment affect eagle and fish habitat.	Ms. Hansen explained that information is being compiled for the environmental analysis.
55	Mike Jacobson, U.S. Fish and Wildlife Service	12-06-05 AK Chilkat Bald Eagle Preserve Meeting	Wildlife	Some of the nests identified in the past might not be there anymore, and similarly there might be new nests that were not accounted for.	DOT&PF and USFWS conducted an aerial and ground survey to locate the eagle nest trees in January 2006.
56	Randy Bachman, Alaska Department of Fish and Game	12-06-05 AK Chilkat Bald Eagle Preserve Meeting	Wildlife	There is a tree close to Segment 9 that has an eagle nest in it.	Will consider in design development.
57	Tim Shields (Takshanuk Watershed Council)	12-06-05 Public Scoping Meeting	Wildlife	There are western toads breeding in a pond located at the proposed realignment on the far side of the Chilkat River crossing.	Will consider in design development.

3.0 AGENCY SCOPING

3.1 Agency Scoping Meeting

A formal letter requesting scoping comments was sent to the agencies on November 25, 2005 (included in Appendix C), notifying them of the proposed project and the Agency Scoping Meeting, which was scheduled for December 5, 2005.

An agency meeting was held in Juneau on December 5, 2005, to present the project to the agencies and solicit comments. Introductions of the project and brief presentations were conducted by DOT&PF, DOWL, and Inter-Fluve. Meeting minutes and sign-in sheets are included in Appendix E.

3.2 Documentation of Agency Scoping Comments

The comment period extended to December 27, 2005. Follow-up calls were made to solicit additional comments from agency staff that did not comment by the December 27 deadline. All written and verbal agency comments received as of February 1, 2006, have been reviewed and are included in Appendix F.

Table 2: Agency Comments Summary Matrix

COMMENT NO.	COMMENT SOURCE	DATE / COMMUNICATION	ISSUE / IMPACT	COMMENT OR QUESTION	RESPONSE/RESOLUTION
1	U.S. Army Corps of Engineers (USACE) - Randy Vigil	12-06-05 Letter	Aquatic Resources	Provide the USACE with a functional assessment of the aquatic resources affected by the improvement for both pre-project and post-project conditions.	Will be included in the environmental document.
2	ADF&G - Randy Ericksen	12-05-05 Meeting	Contamination	There was an oil tanker that went off the road around MP 17-18 approximately 10 years ago. There have been reports of some contaminated subsurface soil in that area.	The construction contract documents will alert the contractor that there may be contaminated subsurface soil in this area and will require advance preparation for that contingency.
3	Alaska Department of Natural Resources (ADNR) Department of Parks and Outdoor Recreation (DPOR) - Mike Eberhardt	12-05-05 Meeting 12-22-05 Letter	Highway Amenities	The legal and illegal accesses to the river need to be evaluated. These major pullouts include river access points at Mile 10, 13, 14, 14.5, and 16. Some access points should be limited, while others should be preserved.	DOT&PF has mapped the existing pullouts. The project team will coordinate with DPOR and others on this.
4	ADNR DPOR - Mike Eberhardt	12-05-05 Meeting	Highway Amenities	Request the DOT&PF consider extending the existing pathway one mile to Klukwan.	Mr. Bednarowicz said that DOT&PF could consider this as part of their overall mitigation plan.
5	ADNR DPOR - Mike Eberhardt	12-22-05 Letter	Highway Amenities	There have been complaints regarding the lack of boat launch facilities along the highway. An undeveloped but highly used boat launch facility exists just below Wells Bridge.	Acknowledged.
6	National Marine Fisheries Service (NMFS) - Linda Shaw	12-05-05 Meeting	Highway Amenities	What will happen to the old bridge if a new alignment for the bridge is chosen?	Mr. Bednarowicz indicated that most likely the bridge would be removed and the utilities would be relocated.
7	ADNR Office of Habitat Management and Permitting (OHMP) - Jackie Timothy	12-05-05 Meeting 12-14-05 Letter	IDT	Doesn't think an IDT is necessary for a project of this scale; concern about the time commitment.	Will consider.
8	NMFS - Linda Shaw NMFS - Robert Mecum USFWS - Bruce Halstead USACE - Randy Vigil	12-05-05 Meeting 12-07-05 Letter 12-22-05 Letter 12-05-05 Meeting	IDT	Recommend having an IDT team; could possibly save time during permitting.	Will consider.
9	USACE - Randy Vigil	12-06-05 Letter	Permitting	Submit a permit application with sufficient information (showing that this is the only practicable alternative), adequate drawings (per USACE's guidance), and mitigation (avoidance, minimization, and compensation). Provide evaluation of practicability and cost breakdown analysis for each alternative considered.	A complete and thorough application will be submitted.
10	ADF&G - Randy Ericksen	12-05-05 Meeting	Streams	The bridge realignment is an issue because it would impact salmon spawning, rearing, milling and migration.	Will evaluate.

Table 2: Agency Comments Summary Matrix (cont'd)

COMMENT NO.	COMMENT SOURCE	DATE / COMMUNICATION	ISSUE / IMPACT	COMMENT OR QUESTION	RESPONSE/RESOLUTION
11	ADNR OHMP - Jackie Timothy	12-14-05 Letter	Streams	Confusion according to Scoping Letter wording of whether or not there is impact in the Chilkat River State Critical Area. Requests clarification that if there is impact, to contact ADF&G.	Will do.
12	ADNR OHMP - Jackie Timothy	12-14-05 Letter	Streams	Fish Habitat permits will be required for the Chilkat River fill and approximately 30 stream crossings where anadromous or resident fish presence is observed, including fish streams discovered by Inter-Fluve and OHMP during additional stream and habitat inventories. (DOT&PF scoping documents only estimate 11 fish culverts will be replaced. This is OHMP's estimate based on the DOT&PF scoping documents, the Preliminary S&HI, and the catalog. The discrepancy will need to be discussed and reconciled in the field.)	Acknowledged. More fieldwork and coordination with OHMP will occur during 2006.
13	ADNR OHMP - Jackie Timothy	12-14-05 Letter	Streams	OHMP biologists are interested in helping Inter-Fluve staff trap and identify fish and will nominate any anadromous fish streams to the catalog.	Acknowledged. The project team will coordinate with OHMP during the Phase II Fish Habitat Assessment fieldwork planned for 2006.
14	ADNR OHMP - Jackie Timothy	12-14-05 Letter	Streams	The following information should be added to the Stream and Habitat Inventory: there is a fall chum and coho spawning area in the Chilkat River near 14-mile; salmon spawning at bank station 1238 to 1240+75 should include the species and time of year; king salmon rearing takes place on sheets 30 and 31 and should be identified.	This information will be added to the inventory.
15	ADNR OHMP - Jackie Timothy	12-14-05 Letter	Streams	The salmon spawning areas in the Chilkat River should be detailed. It would be helpful to biologists if updated versions of the S&HI included all streams adjacent to, but outside the actual work area, so best management practices can be prescribed to minimize impacts to fish habitat.	Will do.
16	ADNR OHMP - Jackie Timothy	12-14-05 Letter	Streams	Recommend DOT&PF address how vacated portions of the road will be managed, as this will affect decisions regarding fish passage and fish habitat replacement and enhancement.	Will evaluate and describe in the environmental document.
17	ADNR OHMP - Jackie Timothy	12-14-05 Letter	Streams	If DOT&PF demonstrates no negative impacts to fish habitat, there will be no need to mitigate outside of what can be done within the scope of work to improve the road.	Acknowledged.
18	NMFS - Linda Shaw	12-05-05 Meeting	Streams	Question as to how the hooligan spawning areas were determined.	Mr. Sogge explained that it was through observation and local knowledge.

Table 2: Agency Comments Summary Matrix (cont'd)

COMMENT NO.	COMMENT SOURCE	DATE / COMMUNICATION	ISSUE / IMPACT	COMMENT OR QUESTION	RESPONSE/RESOLUTION
19	NMFS – Linda Shaw	12-05-05 Meeting	Streams	NMFS would be interested in knowing the elevation of the vegetation line.	Mr. Miller indicated they could get that by relating it to the water line.
20	NMFS - Linda Shaw USFWS - Richard Enriquez	12-05-05 Meeting	Streams	Will DOT&PF consider using better quality culverts that will last longer? Suggested using culverts with structures inside them to provide for improved fish habitat.	Mr. Miller explained that DOT&PF standards will be followed.
21	NMFS - Linda Shaw USACE - Randy Vigil NMFS – Robert Mecum	12-05-05 Meeting 12-07-05 Letter	Streams	Would like to know as soon as possible if any mining will occur in the river. Concerned over impacts of gravel mining in the river or its tributaries.	Will evaluate whether there is a need for river mining during the environmental evaluation.
22	NMFS - Linda Shaw NMFS - Robert Mecum	12-05-05 Meeting 12-07-05 Letter	Streams	Concern that road maintenance chemicals and sediments will reach the streams due to increased impervious surface.	An additional 8' of width would be paved. Wider shoulders and clear zones will provide some additional area for percolation within the road prism.
23	NMFS - Robert Mecum	12-07-05 Letter	Streams	Concern that devegetation of banks of the river and streams will lead to loss of habitat values.	Will evaluate.
24	NMFS - Robert Mecum	12-07-05 Letter	Streams	Recommend minimizing fill to the river and wetlands.	Acknowledged.
25	NMFS - Robert Mecum	12-07-05 Letter	Streams	Recommend providing adequate fish passage.	DOT&PF will follow the Memorandum of Agreement on culverts (between DOT&PF and ADF&G) to design for fish passage on those culverts that are located in fish streams.
26	NMFS - Robert Mecum	12-07-05 Letter	Streams	Recommend avoidance of introducing aquatic invasive species.	Acknowledged.
27	USACE - Randy Vigil	12-05-05 Meeting 12-06-05 Letter	Streams	The Corps would like to see avoidance of river impacts to the extent possible. There is concern about the scouring of the river and how it would impact other areas of the river upstream and downstream. Project may not comply with Executive Order 11988 (to avoid floodplains when there is a practicable alternative available).	Mr. Miller explained that areas at higher risk for scouring can be identified by using aerials to see the history of how the river has meandered in the past and rock may be installed deeper at higher risk locations. DOT&PF will describe compliance with the executive order in the environmental document.
28	USACE - Randy Vigil	12-05-05 Meeting	Streams	What is the extent of the tidal influence along the Chilkat River?	Mr. Miller indicated this could be approximated with some hydraulic data and modeling. Since then, DOT&PF has determined that the tidal range does not extend as far up the Chilkat River as the beginning of the project, and, therefore, DOT&PF will be showing the Ordinary High Water line on the permit application drawings.

Table 2: Agency Comments Summary Matrix (cont'd)

COMMENT NO.	COMMENT SOURCE	DATE / COMMUNICATION	ISSUE / IMPACT	COMMENT OR QUESTION	RESPONSE/RESOLUTION
29	USACE - Randy Vigil	12-05-05 Meeting	Streams	Does the existing bridge pose a habitat problem that would be solved with the new bridge?	Mr. Sogge responded that there is a habitat change at the bridge, but that it might not be caused by the bridge.
30	USFWS - Bruce Halstead	12-22-05 Letter	Streams	Nineteen fish-bearing streams cross or are immediately adjacent to the Haines Highway. These streams have been catalogued as anadromous by the ADNR. Recommend that surveys of anadromous and resident fish habitat be continued.	DOT&PF and OHMP both plan to do additional fieldwork.
31	USFWS - Bruce Halstead	12-22-05 Letter	Streams	Recommend employing sediment control techniques to minimize entry of sediments into fish-bearing streams.	Control measures will be developed during the design process.
32	USFWS - Bruce Halstead	12-22-05 Letter	Streams	Recommend consultation with ADNR and ADF&G for appropriate timing windows, culvert locations, and to determine proper culvert size.	This will be done as part of the permitting process.
33	USFWS - Richard Enriquez	12-05-05 Meeting	Streams	There are beaver activities along the road, which have been observed to block culverts. Suggestion that the culverts need to be engineered to make them less desirable to the beavers.	Acknowledged.
34	NMFS - Robert Mecum	12-07-05 Letter	Streams	All five species of Pacific salmon utilize the Chilkat River (and its tributaries) adjacent to this project for various life functions.	Acknowledged.
35	USFWS - Bruce Halstead	12-22-05 Letter	Wetlands	The wetlands impacted by the project are characterized by moving water and dominated by grasses, sedges, alder, and willow. Key ecological processes, including the transport of water and nutrients and the dispersal of organisms, could be directly and indirectly altered through wetland fill.	Acknowledged.
36	USFWS - Bruce Halstead	12-22-05 Letter	Wetlands	Recommend designing the road approaches to wetlands so surface runoff is diverted before entering the wetlands.	Will consider in design.
37	USFWS - Richard Enriquez	12-05-05 Meeting	Wetlands	There was a question of which bridge alignment the 19 acres of wetland impacts came from.	Ms. Benson answered the 19 acres includes the total impacts of the preliminary alignment.
38	USACE - Randy Vigil	12-06-05 Letter	Wetlands	Requested a copy of the Wetland Delineation.	The Wetland Delineation Report will be provided to the USACE as soon as it is completed.
39	ADNR DPOR - Mike Eberhardt	12-22-05 Letter	Wildlife	There are two sites at Mile 19 and 21 where parking facilities are available for eagle viewers. Design improvements are needed. Consider a future pullout between Mile 21 and Klukwan.	Will consider in design.

Table 2: Agency Comments Summary Matrix (cont'd)

COMMENT NO.	COMMENT SOURCE	DATE / COMMUNICATION	ISSUE / IMPACT	COMMENT OR QUESTION	RESPONSE/RESOLUTION
40	USFWS - Bruce Halstead	12-22-05 Letter	Wildlife	Bald eagles nest in many locations along the proposed roadway project. Recommend contacting the Migratory Bird Management to discuss bald eagle management recommendations and coordinate aerial surveys to obtain nesting information.	This has been done. DOT&PF and USFWS conducted a survey in January 2006.
41	USFWS - Bruce Halstead	12-22-05 Letter	Wildlife	Recommend protection of wetlands, fish habitat, and provide fish passage.	Acknowledged.
42	USFWS - Richard Enriquez	12-05-05 Meeting	Wildlife	There would be requirements in order to minimize impacts and disturbance to eagles from blasting.	Acknowledged.
43	USFWS - Richard Enriquez	12-05-05 Meeting	Wildlife	Question as to whether overhead power lines could be buried, to avoid electrocution to the eagles.	Mr. Noble noted that the overhead power lines only go to Southeast Road Builders (about MP 5) and are not in the Preserve.

4.0 SUMMARY

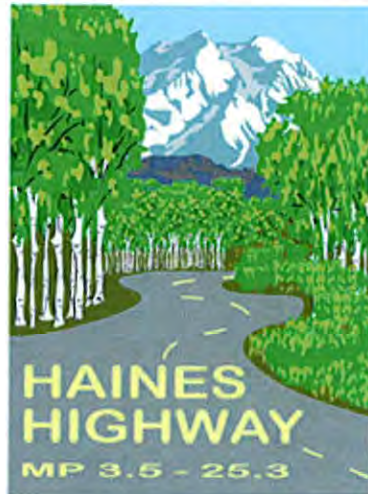
The above comments provide input to the environmental and engineering issues to be resolved during this project. Some of the major issues raised included off-road parking and river access, impacts to cultural resources, culvert design and impacts to fish habitat, impacts to wildlife habitat and wetlands, subsistence issues, highway safety and amenities, and impacts to private property owners. These scoping comments will be reviewed and addressed as the design progresses and as the environmental document is prepared.

Based upon the comments received and the issues raised, no additional studies were determined necessary as a result of scoping. The project team has already initiated work on a Hydrology and Hydraulic Analysis, Fish Habitat Assessment, Wetland Delineation and Functions/Values Assessment, Archaeological Reconnaissance Study, Phase I ESA, and Bald Eagle Nest Survey. Additional studies may become necessary depending on agency recommendations as the project progresses.

APPENDIX A

General Scoping

1. Website
2. Comment Form
3. Media Pieces Regarding Project



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

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

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

The goal of this project is to bring the last portion of the Haines Highway up to National Highway System standards for design speed 55 mph by realigning, widening and straightening portions of the roadway. These upgrades will provide a safe, consistent and efficient roadway. DOT&PF is also considering passing lanes around miles 21 to 23, possible replacement of the existing Chilkat River Bridge, and potential long-term solutions to debris flow problems near mileposts 19 and 23.

The first stage of this project, which began in September 2005, includes preliminary alignment analysis, scoping, and environmental documentation to determine the potential impacts of these roadway improvements.

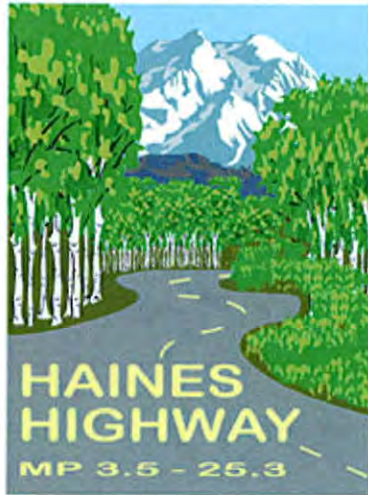
- Formal scoping is under way and a [Public Meeting is scheduled for December 6, 2005 at the Chilkat Center in Haines](#). Scoping Public Comments will be taken from November 23 through December 23, 2005. Please visit the [comments page](#) to send electronic comments, or you can visit the [contacts page](#) to get our mailing address.
- Public review of the Environmental Assessment and Permit Applications will most likely take place in December 2006 and January 2007.
- Construction is anticipated to start in the summer of 2007 and run through 2009.

Project Resources

- [Haines Highway Im Home](#)
- [Documents](#)
- [Public Involvement](#)
- [Comments](#) **NEW!**
- [Contacts](#)

Related Links

- [AKDOT Project Info](#)
- [Southeast Region T](#)
- [Southeast Alaska T Plan \(SATP\)](#)



Project Resources

- ▶ Haines Highway Im Home
- ▶ Documents
- ▶ Public Involvement
- ▶ Comments **NEW!**
- ▶ Contacts

Related Links

- ▶ AKDOT Project Info
- ▶ Southeast Region F
- ▶ Southeast Alaska T Plan (SATP)

Comments

Please Note that Public Scoping Comments will only be accepted from

November 23, 2005 - December 23, 2005

Please completely fill out all the fields in this form. This information will become part of the projects public comments and will add you to our mailing list if you wish. Thank You for your participation!

Fullname:

Email:

Mailing Address/P.O. Box:

City:

State:

Zip Code:

What are your comments in regards to?



Thoughts:

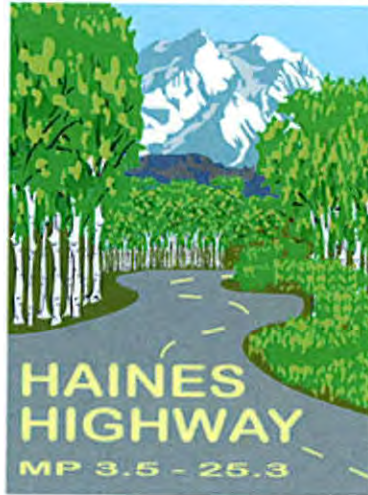


Project Resources

- ▶ Haines Highway Im Home
- ▶ Documents
- ▶ Public Involvement
- ▶ Comments **NEW!**
- ▶ Contacts

Related Links

- ▶ AKDOT Project Info
- ▶ Southeast Region I
- ▶ Southeast Alaska T Plan (SATP)





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Juneau, AK 99801-7999

 kris_benson@dot.state.ak.us


 (907) 465-4509


 Fax: (907) 465-3506

Other inquiries should be sent to: DOT&PF Project Manager

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 (907) 465-4413

 Fax: (907) 465-4414

DOT&PF
Haines Highway Improvements
Attention: Kris Benson
6860 Glacier Highway
Juneau, Alaska 99801



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Chilkat Valley News

Volume XXXV Number 45

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Haines projects suffer, Juneau road gets more

Published: November 17, 2005

Lutak, Haines Highway work delayed in DOT plan

By Bonnie Hedrick

Local road projects are taking a back seat to big-ticket items, including the Juneau road and two expensive bridges, in the draft Statewide Transportation Improvement Program announced last week.

Haines Highway reconstruction from 3.5 to 25 Mile has been totally dropped from the state Department of Transportation priority list for 2006-08, while Lutak Road work from the ferry terminal to town has been put on an indefinite timeline.

Both projects had been included on DOT's previous work plan for 2004-2006, with the Lutak improvements programmed to receive \$12 million (enough for completion) next year. Now the project is slated to get about half its funding in 2008, with a remaining \$5 million needed from a future round of planning.

Funding for the Juneau Access Project, however, has ballooned to a proposed \$75 million next year and more than \$102.5 million the following year. The Gravina Island and Knik Arm bridges are slated to receive a combined \$454 million.

Search This Site

Although an increase in federal earmark funds is expected to cover some of those costs, a good chunk is coming from community projects across the state.

"DOT warned us we'll see about \$50 million in cuts for long-planned projects as a result of the federally mandated earmarks," said Emily Ferry of the watchdog group Alaska Transportation Priorities Project. "In this case, more is less."

State transportation officials said last week that, pending completion of environmental studies early next year, they're optimistic that an east-side road up Lynn Canal could be built to Comet Beach (near the site of the Kensington gold mine) by late 2007 or early 2008.

DOT spokesman Pat Kemp told the Juneau Empire that the first-year appropriation of \$75 million should be enough for that portion, which would include bridges across two rivers at the head of Berners Bay.

The draft Environmental Impact Statement pegs costs for the full distance from Juneau to Katzehin at about \$285 million.

Funding for improvements to the Haines ferry terminal survived the STIP revision. According to the plan, DOT will spend \$14.7 million next year to repair damage to the sheet-pile dock and adapt the facility so that it can accept end-loading ferries.

The previous STIP had allocated only \$9.5 million for local work, but that was before a portion of the ferry dock collapsed.

Links
Hainesak.com
[Haines Visitor Center](#)
[Haines Chamber of Commerce](#)

Chilkat Valley News
Main Street/P.O. Box 630
Haines AK 99827
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cvn@chilkatvalleynews.com

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19:09:52 PST

Highway route unveiled

By Matt Hawthorne

Landowners whose properties are threatened by expansion of the Haines Highway met last week with state road planners.

The Alaska Department of Transportation and Public Facilities opened its public comment period on the Haines Highway Improvement Project with maps of a preliminary road alignment. The public comment period extends through Dec. 23.

The project, estimated at \$30 million, will straighten and broaden the roadway between 3.5 Mile to 25.3 Mile to 36 feet, including six-foot shoulders. The goal is to make the highway safe for a standard traveling speed of 55 mph.

Ten problem areas along the alignment have been identified, said Steve Noble, transportation engineer.

Approaching Wells Bridge, currently too sharp of a curve for

55 mph travel, three alternatives are being considered. One would require no new land, but speed would be limited to 40 mph. The other two would allow for 50 mph, said Noble.

Of the two alignments requiring new land, one would swing north of the present crossing and require land acquisition and tree cutting. The second bridge alignment would cut south through a Native allotment, creating a shorter crossing.

Other problem areas identified include the 23 Mile debris flow corridor, right-of-way acquisitions at 18, 13, and 8.5 Mile, and erosion problems near 15 Mile.

"We're trying to straighten the road for passing zones. Presently, the highway has only 20 percent passing. We would like to see it around it 30 or 40 percent," said Noble.

Margaret Piggott, whose home sits at 8.5 Mile near a curve that will be straightened, said she was wor-

See HIGHWAY page 12

HIGHWAY from page 1

ried about right-of-way acquisitions. "I just hate this 300 foot rule. It puts them right on top of my property."

The state generally acquires a 150 to 300 foot right-of-way corridor when building a new road, said Pete Bednarowicz, DOT engineering manager. In road improvements, "we get what is required for road improvements and not more." Approximately 80 percent of the present right-of-way is 300 feet.

Bednarowicz said Piggott's house does not need to be moved, according to the preliminary alignment. "If later surveys show environmental issues, like eagle roosting trees on the other side of the road from her house, it's possible her house would be moved." Her home is 57 feet from the centerline of the state right-of-way.

Darsie Culbeck, who has a home near 8.5 Mile, said his property looks like it will remain unscathed. "Right now, it looks like it's not going to have any impact." His home is 78

feet from the centerline.

Kimberly Strong voiced concern over possible bridge alignments. "The new bridge (to the south) will impact subsistence fishing. Three out of five (village) council members fish there," she told planners. The southern alignment would take the road over a dry channel of the Klehini and runs near a chum salmon spawning channel.

Mark Sogge, a biologist who worked on the environmental assessment for the project, said they looked at 23 streams, including 12 salmon streams. "The preliminary alignment has us running right beside only one stream, at 17 Mile."

A 300-foot swath between 3.5 Mile and 25.3 Mile amounts to 825 acres, of which 235 acres are wetlands. Planners expect to fill 19 acres of wetlands. Nine bald eagle nests lie within the corridor as well.

Environmental planner Kristen Hansen said planners were using nest locations from a 2002 survey. "We're planning on a new, aerial survey, and we'll do it again the year of construction."

Although the highway project wasn't on the recently announced DOT state priority list, planners are optimistic. "We have funding to do the majority of the design work," said Bednarowicz. "If no money is there when we finish the planning, we might just have to sit on it a year or two."

Preliminary design work and environmental assessment is scheduled to finish in 2007. Construction is set to begin in 2007 and be completed in 2009.

Comments should be sent to Kris Benson, DOT & PF, 6860 Glacier Highway, Juneau, AK 99801-7999. They can also be e-mails to kris_benson@dot.state.ak.us. More information is available at www.dot.alaska.gov/haineshighway.

APPENDIX B

Public Scoping Meeting

1. Newspaper Ads
2. Mailing List
3. Flyers
4. PSA
5. Flyer Posting Locations
6. Sign-In Sheets
7. Public Meeting Summary



**Notice of Public Scoping Meeting,
Environmental Evaluation and Potential
Wetlands and Floodplain Involvement
State Project #68806
Haines Highway Improvement
(MP 3.5 - 25.3)**

**Tuesday, December 6, 2005 ■ 7:00 to 9:00 p.m.
Chilkat Center - Theater Drive, Haines, Alaska**

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend a public scoping meeting and requests public comments on the Haines Highway Improvement (Mile Post 3.5 - 25.3) project. The proposed project would include straightening of curves, widening the roadway to add shoulders, improving sight distances, and generally upgrading the two-lane roadway to current 55-mph design standards. Also under consideration is the relocation/replacement of the bridge across the Chilkat River at Mile Post 23.8. DOT&PF and the Federal Highway Administration will evaluate the social, economic, historic preservation, and environmental impacts of this project in accordance with the National Environmental Policy Act (NEPA) process.

Potential impacts as a result of the project may include:

- Fill in wetlands and the Chilkat River
- Construction within the Chilkat Bald Eagle Preserve boundaries
- Additional culverts/culvert replacements in fish streams

This project will likely require the following permits:

U.S. Army Corps of Engineers Wetlands Fill Permit, Alaska Department of Natural Resources Fish Habitat Permit, Alaska Coastal Management Program Coastal Zone Review, Alaska Department of Environmental Conservation Water Quality Certification, Alaska Department of Natural Resources Special Park Use Permit, Alaska Department of Fish and Game Special Area Permit

The public meeting will be held in an open house format. Project personnel will be available to answer your questions and take public comments. This is an excellent time to review the project scope and provide meaningful guidance to the designers and planners that will be carrying out the work. We look forward to hearing from you!

Please submit your comments by December 23, 2005.

Written comments should be sent to:

Kris Benson, DOT&PF
6860 Glacier Highway
Juneau, Alaska 99801-7999
E-mail: kris_benson@dot.state.ak.us
Fax: (907) 465-3506

For further information regarding engineering issues contact Pete Bednarowicz, Engineering Manager at (907) 465-4413. Contact Kris Benson, Project Environmental Coordinator, at (907) 465-4509 regarding environmental issues.

You may also view the project website at:
www.dot.alaska.gov/haineshighway

Individuals with a hearing impairment may contact DOT&PF at text phone (907) 465-4647. DOT&PF is able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

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First Division

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First Division

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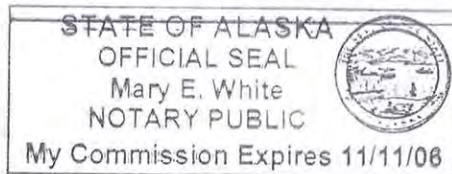
I, Tonia J. Smith, being first duly sworn, oath depose and say that I am the Principle Clerk of the JUNEAU EMPIRE, a newspaper of general circulation, published in the city of Juneau, State of Alaska and that the publication, of which the annexed is a true copy, was published in said newspaper on the 27th day of November 2005 and thereafter for 1 additional day(s), the last date of publication being December 6th 2005.

Tonia J. Smith

Subscribed and sworn to before me this 8th day of December, 2005.

Mary E. White

Notary Public in and for the State of Alaska



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Alaska Marine Lines/Lynden
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Doug Larsen Port Manager
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Haines, AK 99827

Alaska Nature Tours
Manager
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American Bald Eagle Foundation
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Chilkat Guides
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Chilkat Indian Village of Klukwan
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Haines Borough
Stephanie Scott Borough Assembly
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Haines Borough
Fred Shields Mayor
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Haines Borough
Norm Smith Borough Assembly
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Hard Rock, Inc.
Debra Schnabel Director
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Haines, AK 99827

Highland Estates
PO Box 1129
Haines, AK 99827

Klehini Land Co.
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Juneau, AK 99803

Klukwan Incorporated
Tom Crandall President
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Lynn Canal Conservation
Nancy Buerland Issues Coordinator
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Sockeye Cycle Co.
Thomas Ely Owner/Manager
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Haines, ALASKA 99827

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Tim Shields
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Haines, AK 99827

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Haines, AK 99827

MAILING LIST FOR FLYER

Margaret Piggott
HC 60, Box 8502
Haines, AK 99827

Teresa Povey-Martinez
Box 44
Haines, AK 99827

Roger Ramsey
Box 21925
Juneau, AK 99802

Scott Ramsey
Box 1521
Haines, AK 99827

Sally Reno
HC 60, Box 2626
Haines, AK 99827

Hugh Rietze
Box 381
Haines, AK 99827

Leslie Ross
Box 1646
Haines, AK 99827

Tyler Scovill
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Wayne Selmer
PO Box 234
Haines, AK 99827

John Stefanski
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Edward Stewart
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Haines, AK 99827

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Thomas True
HC 60, Box 3409
Haines,

Daniel Turner
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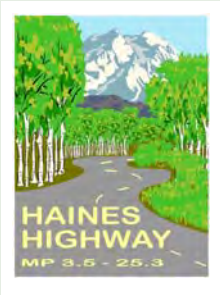
Michael Ward
Box 1309
Haines, AK 99827

Marsha Wilson
Box 592
Haines, AK 99827

Shirley Young
1200 Leisure Lane #1
Walnut Creek, CA 94595

Kelly Brown
DOWL Engineers
4040 B Street
Anchorage, AK 99503

Steve Noble
DOWL Engineers
4040 B Street
Anchorage, AK 99503



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

Haines Highway Improvement
(MP 3.5 – 25.3)



DECEMBER 6, 2005

DATE, TIME & LOCATION

Tuesday, December 6, 2005
7:00-9:00 p.m. - Open House

Chilkat Center - Theater Drive, Haines, Alaska

SCOPING MEETING

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend a public scoping meeting and requests public comments on the Haines Highway Improvement (Mile Post 3.5 – 25.3) project.

The public meeting will be held in an open house format. Project personnel will be available to answer your questions and take public comments. This is an excellent time to review the project scope and provide meaningful guidance to the designers and planners that will be carrying out the work. We look forward to hearing from you!

CONTACT INFORMATION

Please submit your comments by
December 23, 2005.

Written comments should be sent to:
Kris Benson, DOT&PF
6860 Glacier Highway
Juneau, Alaska 99801-7999
E-mail: kris_benson@dot.state.ak.us
Fax: (907) 465-3506

For further information regarding engineering issues contact Pete Bednarowicz, Engineering Manager at (907) 465-4413. Contact Kris Benson, Project Environmental Coordinator, at (907) 465-4509 regarding environmental issues.

PROJECT DESCRIPTION

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

Potential impacts as a result of the project may include:

- Fill in wetlands and the Chilkat River
- Construction within the Chilkat Bald Eagle Preserve boundaries
- Additional culverts/culvert replacements in fish streams

You may also review the project website at:

www.dot.alaska.gov/haineshighway

Individuals with a hearing impairment may contact DOT&PF at text phone (907) 465-4647. DOT&PF is able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

HAINES HIGHWAY
MP 3.5 – 25.3

Kris Benson

Alaska Department of Transportation
and Public Facilities
6860 Glacier Highway
Juneau, AK 99801-7999

Public Service Announcement

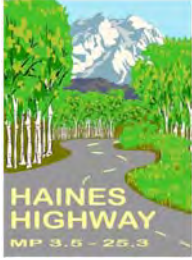
Haines Highway Improvements (Mile Post 3.5 to 25.3) Public Meeting

The Department of Transportation and Public Facilities invites you to a Public Scoping Meeting on Tuesday, December 6 from 7-9 pm at the Chilkat Center in Haines. The public meeting will be held in an open house format. Project personnel will be available to answer your questions and take public comments. This is an excellent time to review the project scope and provide meaningful guidance to the designers and planners that will be carrying out the work.

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

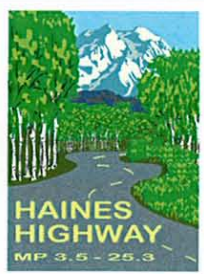
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Submitted by: Kelly Brown, DOWL Engineers



Locations for Posting of Project Flyers in Haines on 11/26/05

Post Office
Ferry Terminal
Border Crossing
Library
Howsers Grocery Store
Alaska Meat and Grocery
Haines Quickshop
Mountain Market
33 Mile Roadhouse
Borough Office notice board
Babbling Book bookstore
Haines Harbor notice board
Office of Bill Thomas, notice board



HAINES HIGHWAY

MILEPOST 3.5-25.3

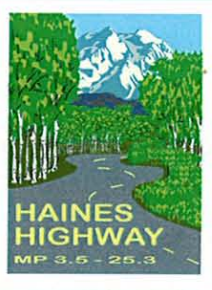


SIGN IN SHEET • December 6, 2005 7:00 to 9:00 P.M.
Public Scoping Meeting
Chilkat Center, Haines, Alaska

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

PRINTED NAME	ORGANIZATION	ADDRESS OR E-MAIL	TELEPHONE	RACE* (W, AN, N, B, H, A, P, O)	GENDER (M/F)
Warner Morrison		HC 60 Box 18300 wlm070@Hotmail.com	767-5650	W	M
Linda Geise		↑	↑		
Larry Geise		Box 289 Haines	766-2817		
MARK ALLEN	Resident (Haines)	Box 1373 Haines AK 99827	766-3074		
Toni Dotson	Resident	Box 1264 Haines, AK 99827	766-2279	W	F
Frank Dotson	Resident	Box 1264 Haines AK 99827	766-2279	W	M
BILL VALENTINE	Resident	HC 60 Box 2553 HAINES 2 3/4 mi	767-5488	W	F
DARLIE CULBECK	Resident	805 HAINES AK 99827	766-3746	W	F
Boyd BARBER		Box 1002 HAINES AK 99827	766 3610	W	M
Kimberly Strong	Chilkat Indian Village	Box 210, Klukwan, AK 99827	767 5567	AW	F
Alan Traut		Box 882 HAINES AK 99827	766-2814	W	M
Ryan Cook	Chilkoot Indian Ass.	Box 490 Haines AK 99827	766-2323		
LORI STEPANUSKY	Haines Tourism Dept	PO Box 530 Haines AK 99827	766-2234	W	F
William Pence	Tonee-Nooding	3859 Killewich Dr Juneau 99801	789-0039	W	W
Kathleen Mauka	resident	Box 781 Haines			
SALLY RENO	Arctic Region	HC 60 Box 2626	767-5624	W	F
Robert Venables	Haines Borough	rvenables@haines.ak.us	766-2231 x 29	W	M
Carolyn Weisshaker		weis@aptalaska.net	767-5552		
Cecile A Davis	Dowl Engineers	cdavis@dowl.com	562-2000	W	F

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



HAINES HIGHWAY

MILEPOST 3.5-25.3

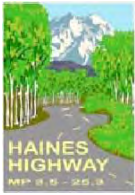


SIGN IN SHEET • December 6, 2005 7:00 to 9:00 P.M.
Public Scoping Meeting
Chilkat Center, Haines, Alaska

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

PRINTED NAME	ORGANIZATION	ADDRESS OR E-MAIL	TELEPHONE	RACE* (W, AN, N, B, H, A, P, O)	GENDER (M/F)
MARGARET H PIGGOTT	self.	HC 60 Box 8502 Haines	907-766-2818		
Dave Sticker	Personal/Construction	Box 685 Haines	907-766-2980		
JACK SMITH	Whiterock nursery	Box 906 HNS	907 766 2544		
Rudy Seward	Self Employed	Box 1548 Haines AK	907-767-5624	W	M
TIM SHIELDS	TAKSHANUK WATERSHED COUNCIL	P.O. BOX 1029 HAINES, AK	907-766-3542		
David Keirstead		POX 270 HAINES			
Matt Hawthorne	CVN	General Delivery Haines, AK		W	M
Jay Monroe	self	PO 482 HNS			
Peter Gou		Box 261 Haines	907-766-3717		
Kristen Hansen	DOWL Engineers	4040 B St. , Anchorage, AK 99503	907-562-2000		
Stewart Osgood	" "	" "	" "		
LINDA SNOW	SE Strategies	1014 Edwin Place Juneau 99801	780-6106		
Mark Sogge	InterAlaska	Box 676 Haines AK	766-2943		M

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



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

December 6, 2005

MEETING SUMMARY

Project Team Attendees: DOT&PF - Kris Benson and Pete Bednarowicz
DOWL Engineers - Stewart Osgood, Steve Noble, Kristen Hansen, and Cecile Davis
FHWA - Ed DeCleva
Southeast Strategies - Linda Snow
Inter-Fluve - Mark Sogge and Dan Miller

A public open house was held at the Chilkat Center in Haines, Alaska from 7:00 to 9:00 p.m. The meeting room was laid out in subject stations as follows:

- Welcome and Comments
- Design Issues
- Environmental Resources

Project staff members were available to answer questions from the public and to solicit comments regarding the project. Approximately 30 members of the public attended during the evening. The following are verbal comments received from the public at the meeting. In addition to verbal comments, written comments were also received and are included in the Scoping Summary Report.

Darsie Culbeck. His cabin at MP 8.5 is in the right-of-way (ROW). He has been applying to DOT for the past 6 or 7 years for vacancy, but it has been denied until this project is designed.

Mark Allen. He would like an airstrip around MP 25.3 to 25.5 (left side) developed for bush aircraft. Could DOT develop a borrow pit in a linear fashion to facilitate construction of an emergency runway to accommodate C-130 aircraft.

Lori Stepansky. (Haines Convention and Visitor Bureau). She is coordinating the completion of a Scenic Byway Corridor Management Plan, which is due September 2006 (funded by a DOT grant). A nomination for the federal scenic byway designation would follow. She is interested to know whether we have any visitor amenities planned, such as bathrooms, pullouts, information boards, trails. She mentioned that the village of Klukwan is planning a 1.5-mile extension to the bald eagle viewing trail.

Nancy Berland. Requested a copy of the Fish Habitat Inventory drawings.

Robert Venables. (Haines Borough Manager). When an Interdisciplinary Team is established to discuss mitigation, he would like the Borough to have a seat on the team. Wants the road upgraded for safety. Wants durable asphalt (the Klondike Highway is 12" thick).

Larry Geise. (retired DOT construction engineer). The 1980 repaving of the project area had a design life of 10 years. Curve near the bridge is bad in winter and needs to be straightened. There is a sinkhole at MP 19 near debris flow.

Tim Shields. (Takshanuk Watershed Council). Knows there is western toad breeding in a pond located at the proposed realignment on the far side of the Chilkat River Crossing. He stated he would like to participate in an IDT.

Warren Morrison. MP 18.5 resident - Just bought his home. The house is 11 feet from the property line. He hopes the road is not moving closer to his house, wants no clearing between the road and his house. Would like more trees planted.

Rocky Seward. MP 26 resident - Build a bridge over the MP 23 debris flow. Move the road north to shorten the crossing - this will also help the bridge alignment.

Linda Geise. MP 7.2 Saddleback Trail - needs a parking area. Good improvements overall but wants the MP 23 slide fixed.

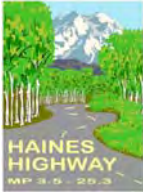
Other Comments.

- There should be a separated bike path the total length of the project limits. Other communities are getting bike paths, so why can't Haines?
- More pullouts are needed.
- Preserve existing river access points.
- Why straighten curves? This is a scenic road. Curves should be left in to force people to drive slower. Don't impact critical habitat just to straighten curves so that people can drive faster.
- One woman noted that she's owned a home within DOT ROW for 40 years, and wanted to know what will happen to her home.
- Reduce impacts to river and roosting trees.
- Re-route road around debris flow area or bridge over it.
- Question about whether or not alignment has been decided. Concerned because she saw surveyors. Staff explained that they were just performing a geotechnical investigation to map the soil.
- Very excited about project. Questions about access of locals to the new bridge alignment.
- Cost of new bridge is a concern.

APPENDIX C

Chilkat Bald Eagle Preserve Meeting

1. Agency Scoping Letter (see Appendix E)
2. Meeting Minutes



HAINES HIGHWAY MP 3.5 TO 25.3
CHILKAT BALD EAGLE PRESERVE
ADVISORY COUNCIL MEETING MINUTES
DECEMBER 6, 2005

ADVISORY COUNCIL MEMBERS PRESENT:

Joel Telford, Division of Parks and Outdoor Recreation
Travis Reid, Business and Industry
Eric Holle for Lori Crupi, Conservation Organization
Randy Bachman, Alaska Department of Fish and Game
Fred Shields, Haines Borough Government
Gary Hess, Upper Lynn Canal Fish and Game Advisory Council
Les Katzeek, Klukwan, Inc.
Mike Jacobson, U.S. Fish and Wildlife Service
Roy Josephson, Division of Forestry

ADOT&PF STAFF PRESENT:

Kris Benson, Project Environmental Coordinator
Pete Bednarowicz, Engineering Manager

DOWL ENGINEERS STAFF PRESENT:

Stewart G. Osgood, P.E., Project Manager
Steve K. Noble, P.E., PTOE, Design Engineer
Kristen J. Hansen, Environmental Task Leader
Cecile A. Davis, Environmental Planner

INTERFLUVE STAFF PRESENT:

Mark Sogge, Fisheries Biologist
Dan Miller, Hydraulic Engineer

COUNCIL MEMBERS ABSENT:

Chilkat Indian Village
Chilkoot Indian Association

Note: The Council placed discussion of the highway improvements project first on the agenda of their meeting. These minutes do not cover the remainder of the Council's regular meeting.

Ms. Benson introduced the project and informed the council members that an agency meeting was held the day before in Juneau and that a public meeting was scheduled in Haines for that evening.

Mr. Osgood described the alignment and construction schedule of the project, planned for 2007-2009. He gave an overview of the design and explained that some curves in the current alignment do not meet the American Association of State Highway and Transportation Officials (AASHTO) standards and therefore need to be realigned. Mr. Noble explained that there are over 90 curves along this segment of the highway, and about 80 percent do not meet design criteria standard. Mr. Noble reiterated that the alignment is still preliminary.

Mr. Katzeek asked if landowners along the highway had been approached yet regarding the project. Mr. Osgood answered that since the project is in such an early stage, it is premature to start looking at property acquisition. He also noted that landowners had been sent a notice of the public meeting scheduled for that evening. Additional public meetings will be planned in Haines and Klukwan to give landowners a chance to comment after the design has progressed further.

Mr. Katzeek asked if there were plans to raise the grade of the road. He explained that during the last flood he received reports of the Chilkat River coming up over the road. Mr. Hess commented that he had seen debris at MP 8 that looked like it had flowed over the road from the river and recalled four areas of overtopping.

Mr. Noble answered that in areas where the design follows the alignment, the grade will not be raised; the grade will only be raised in areas of the proposed realignment. He also added that it would be helpful to know the areas where the water came over the road.

Mr. Katzeek asked how the realignment would affect eagle and fish habitat. Ms. Hansen explained that information is being compiled to generate the environmental assessment, and more would be known in the future. She added that the eagle nests marked on the map used in scoping documents were approximations and that a survey is currently scheduled next year to identify more precise locations of existing nests. Ms. Hansen said that nests would be avoided and FWS recommendations would be followed during construction.

Mr. Noble noted that under this preliminary design, trees may be cleared in a resting/roosting area (of the Preserve) in Segment 9 between the road and the river; he stressed that this is an area where we would like to solicit comments. He said that in the preliminary design, the road would go into the Preserve in Segments 7, 8 and 10.

A question was raised as to what will happen to the existing pipeline that carries the utilities (phone and electrical), if we propose a new bridge. Mr. Bednarowicz said that it would be relocated to the new proposed bridge.

Mr. Bachman asked how far downstream the bridge alignment would be. Mr. Noble answered it would be approximately 850 feet from the existing bridge. Mr. Sogge added that the new bridge alignment would cross the river at a highly productive chum salmon spawning area.

Ms. Hansen then explained the environmental documentation process and efforts to date including studies that have been reviewed and completed to support the project. During the summer of 2005, the project team performed a wetland delineation and functional assessment, fish habitat surveys, a Phase I Environmental Site Assessment (ESA), hydrologic and hydraulic analyses, and an archaeological reconnaissance survey. Additional archaeological survey, fish habitat survey, and a bald eagle nest survey will be performed next year. Ms. Hansen then distributed replacement sheets to the drawings sent with DOT&PF's request for scoping comments (the alignment has been refined and there was one additional realignment area identified).

Ms. Benson said that the project will strive for avoidance and minimization of impacts and that the project will replace 11 anadromous stream culverts to improve fish passage.

Mr. Bachman informed the group that a tree close to Segment 9 has an eagle nest in it. Mr. Jacobson added that some of the nests identified in the past might not be there anymore, and similarly there might be new nests that were not accounted for. Ms. Hansen reiterated that DOT&PF will initiate a survey in 2006 to survey the exact locations of the existing nests, and a second survey will be scheduled prior to construction as well to verify nest locations the year of construction.

Mr. Hess asked if the survey would differentiate between inhabited versus non-inhabited nest. Ms. Hansen answered yes, the survey done prior to construction would differentiate between active and non-active nests, and that the active nests would require specific mitigation and/or monitoring to avoid impacts to nesting eagles.

Mr. Holle asked if the project will replace culverts to pass the 100-year flood. Mr. Miller answered that during the stream and habitat study they performed this summer, most culverts from the 1980 DOT&PF project as-built drawings were located, and that indeed 70 culverts are in poor structural condition and need to be replaced. Additionally, 11 culverts (48 inches or larger) were identified as fish passing culverts and those need to be replaced as well. Currently DOT&PF is planning on replacing them with Tier I culverts (which simulate the conditions of the existing stream) but could possibly go to a Tier II to allow greater flow. He added that each pipe will be designed to pass equal or greater flow as they do now. Culverts will be designed to DOT&PF standards, which are designed to pass the 50-year flood flows.

Mr. Josephson commented that maintaining existing access points to the river is very important since a lot of people use those access points for their boats. Mr. Telford stated the Alaska Department of Natural Resources Parks and Outdoor Recreation (ADNR/DPOR) had similar comments. In addition, off-highway parking is a concern at access points if the widening of the road encroaches into existing parking areas. The team took note to gather more information on access points to the river as well as potential subsistence issues regarding those access points.

Mr. Osgood noted that ADNR/DPOR (during the agency meeting in Juneau), requested that DOT&PF extend the pathway to Klukwan. Mr. Telford added that Klukwan has a cultural center planned and asked if DOT&PF could not provide a road/pathway as part of this project, to consider leaving enough room so it can be constructed in the future.

Ms. Hansen said that once comments were collected, they would be consolidated in a Scoping Summary Report, and made available to the Preserve Council and the public. Comment sheets were handed out to all interested parties so that written comments could be submitted. The deadline for scoping comments is December 27, 2005.

APPENDIX D

Tribal Consultation Meeting

1. Tribal Consultation Letters
2. Agenda
3. Sign-In Sheet
4. Meeting Minutes



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION
709 West Ninth Street, Room 851
P.O. Box 21648
Juneau, Alaska 99802
907-586-7418 | 907-586-7420 FAX

December 2, 2005

REFER TO
HDA-AK
File #: SHAK-095-6(28)/68606

Mr. Chris E. McNeil, Jr., President and CEO
Scalaska Corporation
18000 International Blvd.
Sea-Tac, Washington 98188

SUBJECT: Haines Highway MP 3.5 – MP 25.3, Initiation of Consultation Pursuant to Section 106 of the National Historic Preservation Act.

Dear Mr. McNeil:

The Alaska Department of Transportation and Public Facilities (AKDOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing improvements to the Haines Highway between mile post (MP) 3.5 and MP 23.5 (see Figure 1).

The beginning of the project is a short distance past the airport and the end of the project is just beyond the Chilkat River Bridge. The road project is encompassed within T30S R59E Section 19; T30S R58E Sections 6, 7, 8, 14, 15, 16, 17, 23, 24; T29S R58E Section 31; T29S R57E Sections 5, 6, 8, 9, 14, 15, 16, 23, 25, 26, 36; and T28S R56E Sections 29, 32, 33, 34 (Copper River Meridian), USGS Maps Skagway A-2, B-2, and B-3.

For purposes of the National Historic Preservation Act, we are initiating this consultation to assist us in identifying places that may be of traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe may be impacted by the proposed project so that we may try to avoid impacts. We would be pleased to discuss with you any confidential concerns you may identify and discuss project details. A meeting with the three tribal entities in Haines has been scheduled for December 7, 2005 at 10:00 a.m. in Klukwan at the ANS Hall.

The road was originally constructed in 1949, and most of the proposed project area was last upgraded around 1980. The portions of the highway from town to the airport and from the end of this proposed project to the Canadian border (MP 40) have already been upgraded in recent years to 55 mph design standards, in order to make the U.S. and Canadian highways compatible. The goal of this project is to bring the last portion of the Haines Highway up to National Highway System standards for design speed 55 mph to provide a safe, consistent and efficient roadway.



The proposed project improvements consist of widening the roadway to 12-foot driving lanes with 6-foot shoulders and clear zones, straightening of curves to meet 55 mph design standards, and repaving the roadway for the entire length of the project (see Figures 2-10). The project may also include replacement of the Chilkat River Bridge as well as a long-term solution to debris flow problems that have historically plagued the route near MP 19 and MP 23.

Alternatives under consideration include the proposed action and the No Build. Additionally, the AKDOT&PF is currently considering three alignment options at the Chilkat River Bridge, and will be making a decision regarding these options after the process of requesting public comments regarding environmental impacts is complete.

A geotechnical investigation in two phases has been initiated, and will continue through winter 2005 - 2006. The investigation will include approximately 100 test borings and 50 test pits. Phase 1 geotechnical test sites are within the existing road section and do not require state or federal permits. Phase 2 test sites will not start until consultation with tribal entities has been conducted and state and federal permits are obtained. Phase 2 sites are in areas proposed for realignment and any test sites that are in proximity to known cultural resource sites (shown in red cross-hatching on Figures 4-10). Additionally Phase 2 will include eight test borings in the Chilkat River and its riverbanks, which will be drilled once the river freezes to a sufficient thickness to allow for drill rig access onto the ice. Permits for the proposed Phase 2 geotechnical work are currently under review.

The amount of material needed for this project is not yet known, but will be determined after the geotechnical investigation is complete. It is possible that sufficient material may be available from the cut sections along the project corridor. If additional material sites in the Chilkat River were needed, the locations would be selected based on coordination with Alaska Departments of Fish and Game and Natural Resources (Office of Habitat), and the Bald Eagle Preserve Manager and Council.

The Area of Potential Effect (APE) is illustrated in Figures 4-10. The APE includes the footprint of the proposed action as well as a 25-foot buffer beyond it on each side, and the two potential areas of realignment near the Chilkat River Bridge.

The Alaska Heritage Resources Survey (AHRS), maintained by the Alaska Office of History and Archaeology (OHA), lists 16 historic and prehistoric sites in the immediate project area. None of the known sites in the project area have been evaluated for eligibility for the National Register of Historic Places.

On October 3-6, 2005, two archeologists, Michael Yarborough and Catherine Pendleton with Cultural Resource Consultants (CRC), conducted a field reconnaissance along the road alignment after consulting the AHRS and other literature. All but two of the sites listed in the AHRS were visited during the field reconnaissance. A detailed description of each site is listed in the attached memo from Mike Yarborough. They also reviewed the archeological work undertaken in the vicinity in 1975 by investigators from the Sealaska Corporation (Sealaska) and Wilsey and Ham, Inc, of Seattle, and in 1978 by archeologists from the Cooperative Park Studies

Unit and OHA. A more extensive archeological survey will be conducted next spring, if warranted, for this project once the alignment is refined by the AKDOT&PF. In addition, our agency will make eligibility determinations for those properties that are within the APE.

If you wish to provide comments related to this proposed project, please contact Mr. Ed DeCleva, FHWA Southeast Region Liaison, at the address above, by telephone at 907-586-7427, or by e-mail at ed.decleva@fhwa.dot.gov; or please feel free to contact me directly.

In addition, I encourage you to include the AKDOT&PF in your response so that your comments and concerns may be immediately directed to project development. The AKDOT&PF point of contact for this project is:

Mr. Van Sundberg, Environmental Coordinator
Alaska Department of Transportation and Public Facilities
6860 Glacier Highway,
Juneau, Alaska 99801
Phone (907) 465-4498
E-mail: van_sundberg@dot.state.ak.us

Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to the FHWA within thirty days of your receipt of this correspondence.

Sincerely,



Karen A. Schmidt
Deputy Division Administrator

Enclosures:

Figure 1, Location/Vicinity Map
Figures 2-3, Typical Sections
Figures 4-10, Area of Potential Effect (APE)
List of Alaska Heritage Resources Survey sites in the vicinity of project
Project Consultation Options Form

cc w/o enclosures:

Pete Bednarowicz, AKDOT&PF (Southeast Region), Project Manager
Van Sundberg, AKDOT&PF (Southeast Region), Regional Environmental Coordinator
Laurie Mulcahy, AKDOT&PF HQ, Environmental Program Manager

Project Consultation Options

Sealaska Corporation

Project Name: Haines Highway MP 3.5 to MP 25.3

Federal/State Project Numbers: SHAK-095-6(28)/State #68606

Please check the appropriate response(s) from the list below and use the back of this form or additional sheets if you wish to make comments:

_____ There are no known places of traditional religious or cultural importance present or within the vicinity of the proposed project and further consultation is not requested.

_____ There are or may be places of traditional religious or cultural importance present or within the vicinity of the proposed project and further consultation is requested.

_____ The Sealaska Corporation will continue consultations for this proposed project directly with Van Sundberg, AKDOT&PF, Southeast Region Environmental Coordinator and with the understanding that the Sealaska Corporation may at its discretion resume consultations with the Federal Highway Administration.

_____ The Sealaska Corporation has no interest associated with this proposed project and further consultation is not required.

If you have chosen to do so, please indicate the manner in which you wish to continue consultation:

Mail:

Phone:

Fax:

e-mail:

Other: (please describe)

Name of Sealaska Corporation designated contact for this proposed project:

_____ Phone: _____
Please print

Signed: _____ Date: _____
Chris E. McNeil, Junior, President

Please mail to: Mr. David C. Miller, Alaska Division Administrator, Federal Highway Administration, P.O. Box 21648, Juneau, AK 99802
Or, fax to: Mr. David C. Miller, 907-586-7420

Distribution List for Tribes:

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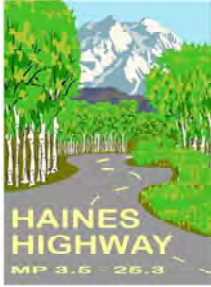
Dr. Rosita Worl, President
Sealaska Heritage Institute
One Sealaska Plaza, Suite 301
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Mr. Edward K. Thomas, President
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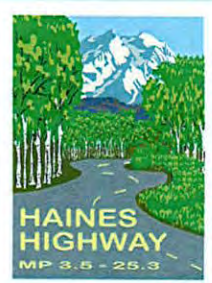
**Haines Highway Improvements
MP 3.5 to 25.3 – Airport to Bluffs**

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

Tribal Consultation Meeting
Wednesday, December 7, 2005, 10:00 a.m.
ANS Hall, Klukwan

Agenda

1. Welcome / Introductions
2. Project Overview
3. Results of Archaeological Reconnaissance Survey
4. Plans for Additional Archaeological Survey next spring
5. Geotechnical Investigation
6. Questions / Open Discussion



HAINES HIGHWAY

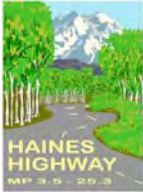
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SIGN IN SHEET • December 7, 2005
Tribal Consultation Meeting

PLEASE PRINT

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HAINES HIGHWAY MP 3.5 TO 25.3
TRIBAL CONSULTATION MEETING MINUTES
DECEMBER 7, 2005

PROJECT TEAM ATTENDEES: Kris Benson, Project Environmental Coordinator - DOT&PF
Steve Noble, Design Engineer - DOWL Engineers
Kristen Hansen, Environmental Planner - DOWL Engineers
Ed DeCleva, Southeast Region Liaison - FHWA

DOT&PF invited the Chilkat Indian Village of Klukan, Chilkat Indian Association of Haines, and the Klukwan, Inc., to a meeting to discuss the highway improvements project. Twenty-five people participated in the meeting. Ed DeCleva (FHWA) welcomed those in attendance and spoke about FHWA's government-to-government relationship with the tribes. He emphasized that FHWA and DOT&PF are looking for input regarding whether the proposed action might have any impacts on traditional and cultural properties, and he noted that tribes can consult directly with FHWA regarding this project, if they prefer, or they can consult directly with DOT&PF.

John Brower thanked Mr. DeCleva for recognizing their tribal status, and noted that they have a lot of interest in this project, and they encourage the federal government to stay involved. They hoped to remain in good communication regarding the development of the project.

Ed Warren commented that they are glad to see 6-ft shoulders finally; they have been asking for this for a number of years.

One of the Klukwan Elders noted that the recent slides have damaged the roadway surface, making it bumpy and rutted. She also noted the fishing grounds at MP 7-8 and at MP 20-21, and a hooligan pit at around MP 4 where impacts should be avoided. She indicated there is a need for outhouses at MP 4 and around MP 20, or signs at those locations indicating where restroom facilities are located along the road corridor.

One audience member noted that the recent slide moved mud and debris along the road toward the bridge, because that was the path of least resistance.

Kris Benson (DOT&PF) discussed the purpose and need of the project, the project schedule, the NEPA process, and she noted that the next series of public and tribal meetings for this project would most likely be about a year from now when the environmental document is available for public review.

Steve Noble (DOWL) reviewed the preliminary design, which essentially entails widening the roadway to provide 6-ft shoulders, and straightening some of the curves that do not meet 55 mph design speed standards. He then reviewed the major realignment areas, highlighting those areas that will fall outside DOT&PF's right-of-way, and areas that will require fill in the Chilkat River. Steve emphasized that minimization measures (i.e. guardrails to allow steeper slopes) have not yet been incorporated into the preliminary design. He added that the rock cuts in segments 3 and 4 could potentially provide a substantial borrow material source. Mr. Noble then discussed the bridge replacement options. He explained that the main advantage to relocating the bridge further downstream is that it would be a shorter crossing (305-ft long vs. the existing 460-ft long crossing). In

addition, if the bridge were relocated downstream, it would only require 2 spans (1 set of piers), rather than 3 spans (2 sets of piers).

Ed Warren noted Big Boulder Creek was a salmon spawning area and changed following the DOT&PF's improvements. Today king salmon use the "18-mile spawning area" just south of the slide area, but Mr. Noble indicated that the widening in that area is not expected to impact the river.

There was a comment to avoid installation of big boulders (riprap) along the riverbanks because this is detrimental to fish habitat, since riprap doesn't allow the river to naturally cut and meander; a process, which sometimes creates good spawning areas.

There was some concern voiced over the proposed realignment at Segment 7 and 8. Widening into the river would impact a known humpie spawning area, and widening to the mountainside would impact a pond that provides good fish habitat.

One audience member noted concern about the bridge height, noting that it's important to maintain enough clearance at high water conditions to allow boats to pass underneath.

There was a statement that SB796 does not allow acquiring Preserve property through eminent domain. Ms. Benson noted that FHWA requires any impacts to park lands go through a relatively rigorous review to demonstrate that there are no feasible or prudent alternatives to using the parklands.

There was some discussion about the potential alternatives for dealing with the debris flow slide areas. Mr. Noble explained some of the options that the design team is considering.

One person noted that wayside areas should be included; however, that DOT&PF should check first for special archeological or environmental areas. Staging areas, material sites, and disposal sites need to be identified, as these can have the largest impacts. He expressed opinion that the staging areas and material sites should be lined to prevent hydraulic fluid and oil spills from contaminating the soils.

There was a question regarding boat launches and pullouts. There are trailheads at MP 7 and 14. Mr. Noble indicated that the design team is looking for input and comments regarding specific locations where people want new or maintained access.

Kristen Hansen (DOWL) discussed the environmental documentation that is underway for this project, noting that a number of field studies had been initiated last summer (wetland delineation, fish habitat study, hydrology and hydraulic study, Phase 1 Environmental Site Assessment (ESA), and a historic, cultural, and archaeological reconnaissance survey). The historic, cultural, and archaeological reconnaissance survey will be followed up with additional work by Mr. Michael Yarborough of Cultural Resources Consultants next spring, now that DOT&PF has developed their proposed action. Ms. Hansen indicated that the results of the reconnaissance survey indicated there are 16 known sites along the project corridor, and that these sites were identified on the figures mailed to the tribes along with the consultation letters from FHWA. (Because the letters had not yet been received by the tribes, several sets of the figures were distributed at the meeting. Ms. Hansen also noted that the figures distributed at the meeting included a minor update with respect to the proposed realignment near the airstrip at approximate MP 18).

Ms. Hansen noted that the preliminary alignment does include widening in the areas around Yindastuki Village, Takshanuk Village, Dok Point, Zimovia Point Village, and Katkwaltu, and indicated that if there is concern about widening the road in those areas, it would be important for the project team to know this.

Ms. Hansen also explained the Phase 1 geotechnical investigation, which has already begun, but is limited to work within the existing road prism, and the work was planned to avoid the 16 known archaeological and historic sites. Ms Hansen noted that one of the immediate needs in terms of tribal

consultation is to determine whether there is any concern with the proposed Phase 2 geotechnical investigation, which is anticipated to begin in January, and will include test borings and test pits off the road prism, and in previously undisturbed areas. No one from the audience indicated concern with this proposed work.

Someone commented that the Village has plans to extend the existing pathway that was recently constructed into Klukwan, and that this project should be designed to accommodate that future pathway extension. Mr. DeCleva noted that while FHWA cannot require DOT&PF to construct pedestrian facilities with their projects, they do encourage it whenever possible. The residents in attendance expressed general concurrence of the trail extension concept.

There was a comment that DOT&PF does not plow turnouts, and there is a need for larger throats to accommodate the big plow vehicles. There is a safety issue with tourists parking on the road during the eagle-viewing season.

Kimberly Strong noted that MP 8 gets heavy snow drifting and wondered whether a snow fence of some sort could be constructed since DOT&PF does not plow after 3:00 p.m.

Someone noted that DOT&PF should be careful about drilling during the geotechnical investigation (referring to potential archaeological resources).

There was a comment regarding a subsistence and sport fishing clear water stream at approximately MP 13; Sockeye used to spawn in the pond, but quit when DOT&PF installed a culvert there; humpies at approximately MP 17.

Someone commented that the location of the new bridge may conflict with subsistence activities. This is right where they set their nets and drift. They are concerned that there would be impacts to subsistence fishing if the bridge were moved. There used to be coho spawning areas upstream, but now they don't spawn upstream; the bridge relocation site could be a sockeye spawning area.

As a result of this discussion, Mr. DeCleva indicated that FHWA would like DOT&PF to include a specific report with regard to potential impacts from this project on subsistence activities as part of the NEPA documentation. Someone noted that the Borough is initiating a subsistence study for Haines and Klukwan soon. Representatives of the Chilkat Indian Village said DOT&PF could contract with them to do the study.

Dave Barry expressed the desire for phased construction to enhance local economy and allow more opportunities for local hire.

An elder said that Mosquito Lake used to have sockeye salmon. If the road improvements damage fish resources, it's not worth it.

Henry Jacquet said there are logjams on about half of the piers of the existing bridge. Is there a plan to get rid of the logs? Mr. Noble responded that the team would ask DOT&PF Maintenance.

It was stated that the road is very bumpy at breakup.

Dave Barry said that the Village of Klukwan had put in a formal request to DOT&PF to vacate portions of the right-of-way near Klukwan. If this is approved, DOT&PF right-of-way will go from 300-ft in width to 150-ft.

There was a question about whether DOT&PF would have to acquire right-of-way along the entire project corridor to allow for the widened shoulders. Mr. Noble explained that the right-of-way varies from 150-ft to 300-ft in width, and in most places, there is plenty of right-of-way for the proposed

improvements. Under the preliminary design, it appears additional right-of-way is only needed in 3 or 4 locations.

River bank erosion is an issue near the existing bridge (due to jet boats). Would DOT&PF stabilize the banks at the proposed bridge site?

Ed Warren commented that AmTrak gets more than their fair share of federal transportation funding, and wondered why more funding isn't available for road projects? This project could be built to "international standards" if more federal funding were available. Mr. DeCleva assured them that this project is 91% federally funded, and that this is a National Highway System classification road, and as such, DOT&PF will consider the appropriate amenities (pull-outs, rest areas, etc.)

At this point, the formal meeting ended, and was followed by informal discussions with project team members.

APPENDIX E

Agency Scoping Meeting

1. Agency Scoping Letter
2. Agenda
3. Sign-In Sheet
4. Meeting Minutes

STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

*Design and Engineering Services – Southeast Region
Preconstruction – (Preliminary Design & Environmental Services)*

6860 GLACIER HIGHWAY
JUNEAU, ALASKA 99801-7999

PHONE: (907) 465-4509
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November 25, 2005

RE: Haines Highway MP 3.5 – 25.3
Project #68606

SUBJECT: Request for Scoping Comments

Robert Mecum, Acting Administrator
National Marine Fisheries Service - Habitat Conservation Division
P.O. Box 21668
Juneau, AK 99801

Dear Mr. Mecum:

The Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Division of the Federal Highway Administration (FHWA), is proposing improvements to the Haines Highway between MP 3.5 and MP 23.5.

An agency scoping meeting has been scheduled for December 5, 2005 at the DOT&PF offices (6860 Glacier Highway) at 1:30 pm. A public meeting is scheduled for December 6, 2005 at the 7:00 pm at the Chilkat Center, in Haines. If there is interest in an agency site visit, this could be scheduled for December 6th. We will follow up with you in the next week to determine whether there is interest in an agency field review.

DOT&PF is currently evaluating the social, economic and environmental impacts of this project. To ensure that all factors are considered in the environmental document, we request your comments, particularly in regard to resources under your jurisdiction. DOT&PF must also determine to what extent this project would impact coastal zone resources. If you have any information that would assist us in making that determination, please provide it. Your comments will assist us in determining the appropriate level of environmental documentation. We request your comments by December 27, 2005.

Project Description

The beginning of the project is a short distance past the airport and the end of the project is just beyond the Chilkat River Bridge. The road project is encompassed within T30S R59E Section 19; T30S R58E Sections 6, 7, 8, 14, 15, 16, 17, 23, 24; T29S R58E Section 31; T29S R57E Sections 5, 6, 8, 9, 14, 15, 16, 23, 25, 26, 36; and T28S R56E Sections 29, 32, 33, 34 (Copper River Meridian), USGS Map Skagway A-2, B-2, and B-3 (Refer to Figure 1).

"Providing for the movement of people and goods and the delivery of state services."

The road was originally constructed in 1949, and most of the proposed project area was last upgraded around 1980. The portions of the highway from town to the airport and from the Bluffs (from the end of this proposed project) to the Canadian border (MP 40) have already been upgraded in recent years to 55 mph design standards, in order to make the U.S. and Canadian highways compatible. The goal of this project is to bring the last portion of the Haines Highway up to National Highway System standards for design speed 55 mph to provide a safe, consistent and efficient roadway.

The proposed project improvements consist of widening the roadway to 12-foot driving lanes with 6-foot shoulders and clear zones, straightening of curves to meet 55 mph design standards, and repaving the roadway for the entire length of the project (see Figures 2 - 20). The project may also include replacement of the Chilkat River bridge as well as a long-term solution to debris flow problems that have historically plagued the route near MP 19 and MP 23. DOT&PF is currently considering three alignment options at the Chilkat River bridge, and will be making a decision regarding these options after scoping is complete.

Project Impacts

Under the preliminary design, approximately 2.6 acres of fill would be placed within the Chilkat River, and 11 culverts would be replaced in fish streams. All new culverts in fish streams would be designed according to the Alaska Department of Fish and Game (ADF&G) and DOT&PF Memorandum of Agreement. Additionally, approximately 70 drainage culverts would be replaced as part of the proposed action.

A geotechnical investigation has been initiated, and will continue through winter 2005 - 2006. The initial Phase 1 geotechnical work does not require State or Federal permits because the tests are within the existing roadway. However Phase 2, which includes work in wetlands, the Chilkat River, and in the adjacent Chilkat Bald Eagle Preserve (outside DOT&PF right-of-way) does require permits. State and Federal permits for the proposed Phase 2 geotechnical work are currently under review.

The amount of material needed for this project is not yet known, but will be determined after the geotechnical investigation is complete. It is possible that sufficient material may be available from the cut sections along the project corridor. If additional material sites in the Chilkat River were needed, the locations would be selected based on coordination with ADF&G and the Bald Eagle Preserve Manager and Council.

As a result of the proposed project, approximately 19 acres of wetlands would be impacted. Portions of the Haines Highway right-of-way are adjacent to the Alaska Department of Natural Resources (ADNR) Chilkat Bald Eagle Preserve (approximate Station No. 435+00 – 1265+00), and the Alaska Department of Fish & Game (ADF&G) Chilkat River State Critical Habitat Area (approximate Station Nos. 935+00 – 1102+00). The preliminary design indicates there would be no impacts to the ADF&G designated critical habitat area, however, approximately 4,500 linear feet of new road construction would occur within the boundaries of the ADNR Preserve, due to straightening of curves to meet 55 mph design standards. Any proposed work within the ADNR Preserve would be coordinated and permitted through ADNR.

There are approximately nine bald eagle nests present within the primary zone of the proposed project, according to the ADNR Chilkat Bald Eagle Preserve Management Plan (September 2002). DOT&PF is planning to coordinate with the U.S. Fish & Wildlife Service to survey the location of all eagle nests during the spring of 2006. Direct impacts to eagle nests will be avoided, and mitigation to minimize impacts to nesting eagles during construction of this project will be incorporated into the project specifications.

Appendix A contains a summary of preliminary research collected through a review of Federal and State documents, as well as initial project fieldwork. A fish habitat survey report will be distributed at the December 5 meeting or a copy will be mailed to you upon request.

Permits and clearances anticipated for the proposed project include a Section 404 Permit from the U.S. Corps of Engineers (USACE) for fill in wetlands; Title 41 Fish Habitat Permits from the ADNR-Office of Habitat and Permitting (ADNR-OHMP), an Alaska State Parks Special Park Use Permit from the ADNR-Division of Parks and Outdoor Recreation (ADNR-DPOR); and a Coastal Consistency Review through the ADNR-Office of Project Management and Permitting (ADNR-OPMP). Please identify any other permits or clearances your agency may require.

If you have any questions regarding the project, feel free to call me at 907-465-4509, or by e-mail at: kris_benson@dot.state.ak.us.

Sincerely,



Kris Benson
Project Environmental Coordinator

Enclosures: Appendix A
Figure 1: Location/Vicinity Map
Figure 2: Project Site Map
Figures 3 - 4: Typical Sections
Figures 5-20: Haines Highway MP 3.5-25.3 Improvements (Plan View)

Distribution List:

Jim Powell, ADEC, Juneau
Robin Willis, ADF&G, Anchorage
Ed Collazzi, ADNR, DMLW, Juneau
Roy Josephson, ADNR, Div of Forestry
Jackie Timothy, ADNR, OHMP, Juneau
Mike Eberhardt, ADNR, DPOR, Juneau
Robert D. Mecum, NMFS, Juneau
Chris Meade, EPA, Juneau
Bruce Halstead, USFWS, Juneau
Scott Hansen, Coastal Coordinator, Haines
Fred Shields, Mayor
Gary Hess, Chair, Upper Lynn Canal Fish and Game Advisory Board
Ron Clarke, c/o Nature Conservancy
Chilkat Bald Eagle Preserve Advisory Council

cc w/enclosures:

Randy Ericksen, ADF&G, Haines
Tom Schumacher, ADF&G, Juneau
Joe Donohue, ADNR, OPMP, Juneau
John Leeds, ACOE, Juneau
Ed DeCleva, FHWA, Juneau

cc w/o enclosures:

Van Sundberg, Environmental Coordinator, DOT&PF
Jim Evensen, Preliminary Design & Environmental Services Group Chief, DOT&PF
Pete Bednarowicz, Engineering Manager, DOT&PF
Kristen Hansen, Sr. Environmental Planner, DOWL

APPENDIX A

Preliminary Research Results

Contaminated Sites, Spills and Underground Storage Tanks: A search of the Alaska Department of Environmental Conservation (ADEC) databases found one site within the project corridor. This site, Northern Timber Corporation, has medium priority and the ADEC status is “closed.” The problem statement is reported as “gravel pit operated by Northern Timber Corporation is location of stockpiled contaminated soil from three Haines service stations.” The site clean up was completed and confirmation sample results met Level A cleanup levels. A site closure letter was sent 6/19/02.

DOT&PF performed a Phase I Environmental Site Assessment in September 2005. It was determined that although the project area contained 15 areas of debris, junked cars, illegal camping areas and other various structures (such as port-a-potties and old houses), none of these areas warranted further investigation for hazardous wastes. Based on the information obtained during this Phase I ESA, it is DOT&PF's judgment that past activities on and adjacent to the ROW have posed no significant potential for environmental impairment of the project corridor.

Anadromous Fish Streams: The Haines Highway is adjacent to the Chilkat River (Stream #115-32-10250), which is catalogued as an anadromous fish stream. The ADF&G Catalog of Waters Important For Spawning, Rearing or Migration of Anadromous Fishes states that king (*Oncorhynchus tshawytscha*), coho (*O. kisutch*), chum (*O. keta*), sockeye (*O. nerka*), and pink salmon (*O. gorbuscha*), steelhead trout (*O. mykiss*), Dolly Varden (*Salvelinus malma Walbaum*), whitefish (*Stenodus sp.*), and cutthroat trout (*O. clarkii*) are present.

The Highway crosses and is immediately adjacent to numerous tributaries of the Chilkat River, which include the following:

Stream Number	Name	Species
115-32-10250-2004	None	coho (rearing), Dolly Varden (rearing)
115-32-10250-2006	Schnabel Creek	coho (rearing), Dolly Varden (rearing), cutthroat trout (rearing),
115-32-10250-2008	Waterfall Creek	coho (spawning, rearing), Dolly Varden (rearing),
115-32-10250-2014	Seven Mile Creek	coho (rearing), Dolly Varden (rearing)
115-32-10250-2016	Lily Pad Creek	coho (spawning, rearing)
115-32-10250-2024	Nine ½ Mile Creek	coho (rearing), Dolly Varden (rearing)
115-32-10250-2028-3002	Ten Mile Creek	coho (rearing), Dolly Varden (rearing), chum(spawning), pink (spawning)
115-32-10250-2028	Ten Mile Slough	coho (rearing), Dolly Varden (rearing), chum (spawning), pink (spawning)
115-32-10250-2028-0028	None	coho (rearing), steelhead trout (rearing)
115-32-10250-2032	11 ½ Mile Creek	coho (rearing), cutthroat trout (rearing)
115-32-10250-2040	13 Mile Creek	coho (rearing)
115-32-10250-2044	14 Mile Creek	coho (spawning, rearing), Dolly Varden (spawning,

		rearing)
115-32-10250-2060-3002	None	coho (spawning, rearing), chum (spawning, rearing)
115-32-10250-2060-3001	Horse Farm Creek	coho (present), pink (present)
115-32-10250-2060	18 Mile Slough	coho (spawning, rearing), chum (spawning, rearing), pink (present)
115-32-10250-2070	21 ½ Mile Creek	coho (spawning, rearing), chum (spawning, rearing)
115-32-10250-2977	None	sockeye (spawning), chum (spawning)
115-32-10250-2079	25 Mile Creek	coho (spawning, rearing), Dolly Varden (spawning, rearing)
115-32-10250-2081	Muskrat Creek	coho (rearing)

DOT&PF is conducting fish habitat surveys for this project corridor to aid in the assessment of potential impacts. Habitat mapping will be available at the December 5, 2005 agency meeting.

The Chilkat River adjacent to the Haines Highway provides the diverse aquatic habitat necessary for the sustainable production of many species of fish. Juvenile salmon, trout and char rear in the river, dependent on the complex shoreline environment created by large woody debris and rocky outcroppings. The overhanging vegetation common along the shoreline provides cover for the fish, slows the flow of the water and contributes woody debris. Many species of juvenile fish migrate along the shoreline of the river on their way to the open ocean. For adult fish, the river provides migration, spawning and holding areas. The river is constantly changing, providing ideal spawning habitat in some areas, creating and then abandoning side channels that become spring fed clear water streams utilized for rearing and spawning, or flooding, and excavating deep pools that serve as essential holding areas for migrating fish. The river level fluctuates widely, and this fluctuation often influences the lower sections of many of the small tributaries that cross or flow along the Haines Highway.

These streams are usually mountain or spring fed, often a combination of both. When the river is high, some of the streams become backwatered sloughs of the Chilkat River, and the flooded margins of the stream channels become prime rearing habitat for juvenile fish. While some streams cross the highway and immediately flow into the river, other streams meander parallel with the river, providing both spawning and rearing habitat. It is common for the streams banks to be densely vegetated, and many of the streams are almost as deep as they are wide, flow slowly, and function primarily as rearing areas. Other streams transport gravels or clear river deposits of silt to create spawning habitat for salmon, trout and char. The spring fed systems often originate in the swamps found along the valley wall, and these warm water upwellings provide over-wintering habitat for juvenile fish.

The proposed project would impact about 2.6 acres of the Chilkat River.

State Refuges, Critical Habitat Areas and Sanctuaries: A portion of the proposed project (Station No: 935+00 – 1102+00) is located within the Chilkat River State Critical Habitat Area.

State Land Use Plans, State Parks: A portion of the proposed project is within the Chilkat Bald Eagle Preserve (approximately 4,500 linear feet), and therefore will follow the guidelines of the

Chilkat Bald Eagle Preserve Management Plan and the DOT&PF Act, Section 4(f) regulations, to ensure that the proposed improvements are planned with minimal impact on the Preserve.

Historical, Archeological and Cultural Properties: DOT&PF performed a reconnaissance survey of the proposed project corridor in September 2005. Sixteen sites listed in the Alaska Heritage Resource Survey (AHRs) were identified. None of the known sites in the project area have gone through eligibility determination for the National Register of Historic Places. FHWA is initiating consultation with the State Historic Preservation Office (SHPO) as well as the Tribes, per Section 106 of the National Historic Preservation Act. A more intensive survey will be conducted in the spring of 2006, if potential project impacts warrant this level of study.

Coastal Zone Management: The proposed project will take place within the Haines Borough Coastal District.

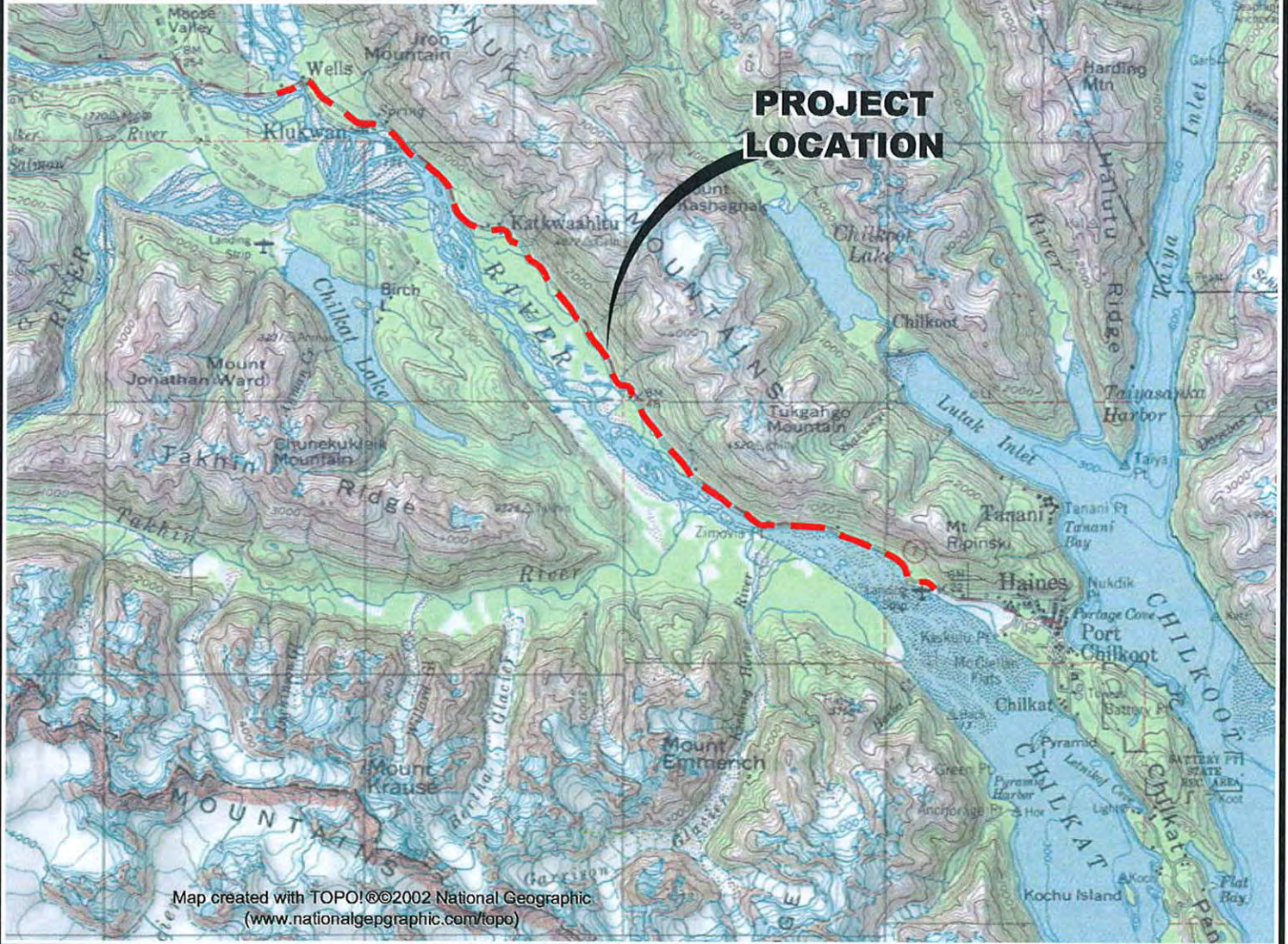
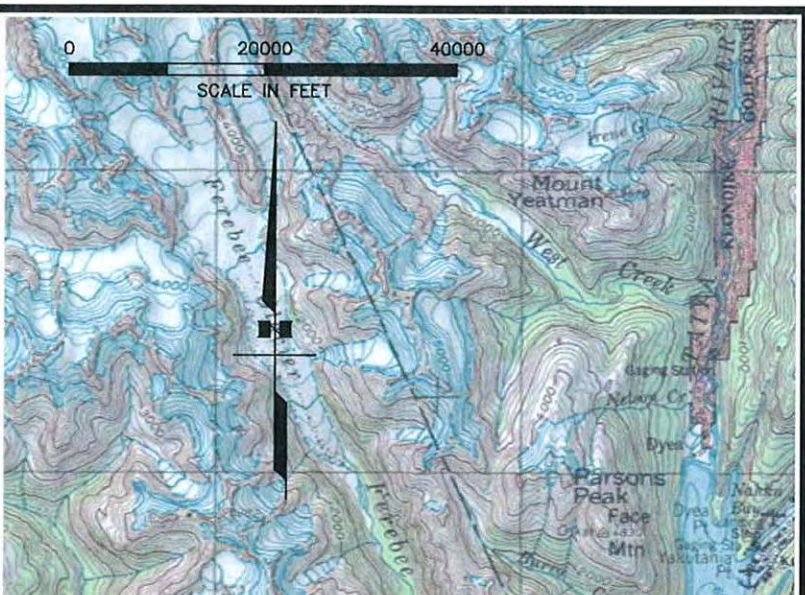
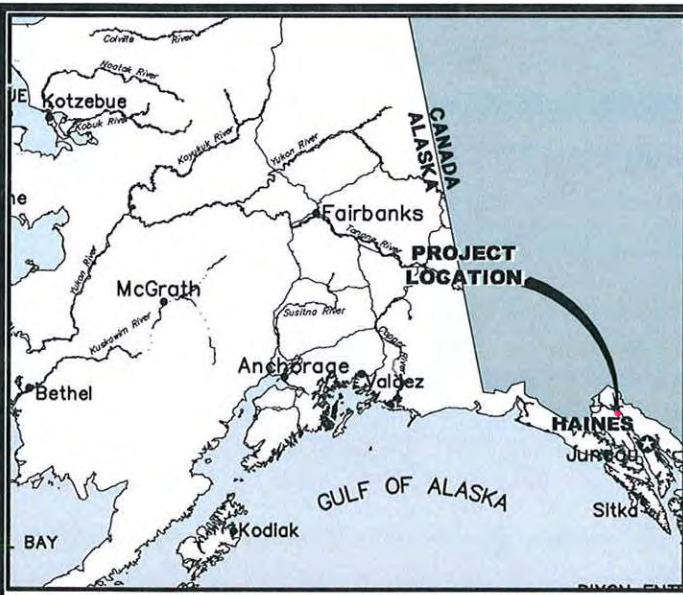
Navigability: The Chilkat River is not designated as a navigable water body by the U.S. Corps of Engineers (USCOE) or the U.S. Coast Guard (USCG).

Floodplain Management: Much of the proposed work will occur within the Chilkat River floodplain. The Haines Borough has participated in the National Flood Insurance Program since 2004, and the town of Haines has been mapped by FEMA. However the project area has not, therefore DOT&PF will estimate the 100 year floodplain. The Chilkat flows over a relatively steep gradient, and about 23 miles before reaching the Chilkat Inlet, it broadens into a wide floodplain with braided stream features. The highway into Haines has been severely damaged by flooding from the rivers and streams of the Chilkat River Valley (USCOE, Alaska Communities Flood Data).

Wetlands: In September 2005 DOT&PF conducted a wetlands delineation of the project area. The Haines Highway study area includes approximately 826 acres. Wetlands comprise 235 acres (28 percent) of the study area (road alignment and proposed realignments, with 300-foot wide right-of-way). Five types of wetlands were encountered during the delineation which include:

- Palustrine, Emergent, Persistent, Saturated (PEM1B);
- Palustrine, Emergent, Persistent, Permanently Inundated (PEM1H);
- Palustrine, Scrub-Shrub, Broad-Leaved Deciduous, Permanently Inundated (PSS1H);
- Palustrine, Scrub-Shrub, Broad-Leaved Deciduous, Seasonally Flooded/Saturated (PSS1E);
- Palustrine, Forested, Broad-Leaved Deciduous, Seasonally Flooded (PFO1C).

Impacted Wetlands, by Cowardin Type, of the Haines Highway MP 3.5-25.3 Cut and Fill Lines	
Cowardin	Sum of Acres
PEM1B	2.8
PEM1H	7.5
PFO1C	0.9
PSS1E	1.2
PSS1H	6.8
Total	19.2



Map created with TOPO!©2002 National Geographic
 (www.nationalgeographic.com/topo)

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Project Location
 and
 Vicinity Map

TS 28/29/30 S, R56/57/58/59 E,
 Copper River Meridian, Alaska.



DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES

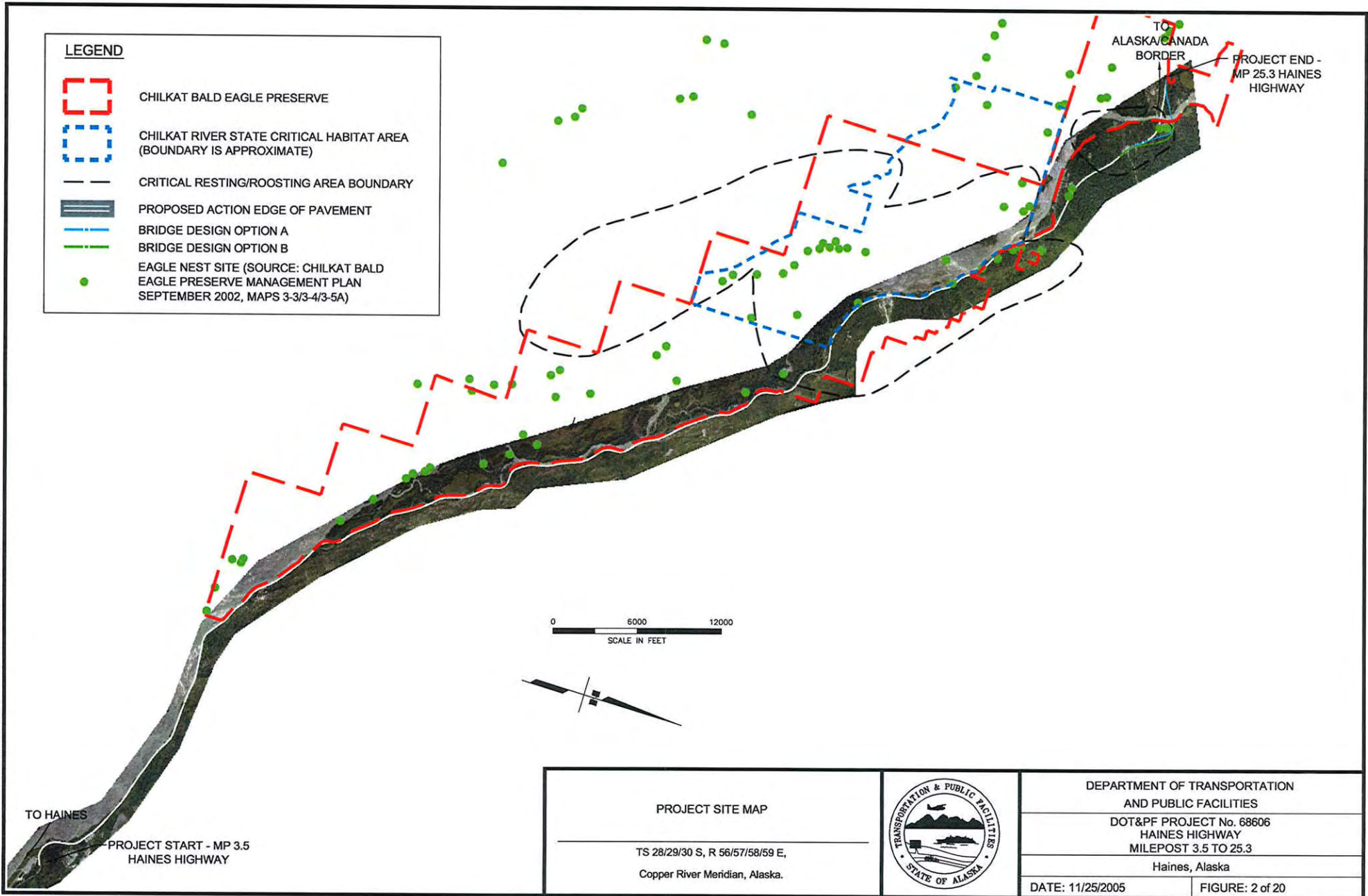
DOT&PF Project No. 68606
 HAINES HIGHWAY
 MILEPOST 3.5 - 25.3

Haines, Alaska

DATE: 11/25/2005

FIGURE 1 of 20

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LEGEND



CHILKAT BALD EAGLE PRESERVE



CHILKAT RIVER STATE CRITICAL HABITAT AREA
(BOUNDARY IS APPROXIMATE)



CRITICAL RESTING/ROOSTING AREA BOUNDARY



PROPOSED ACTION EDGE OF PAVEMENT



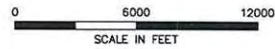
BRIDGE DESIGN OPTION A



BRIDGE DESIGN OPTION B



EAGLE NEST SITE (SOURCE: CHILKAT BALD
EAGLE PRESERVE MANAGEMENT PLAN
SEPTEMBER 2002, MAPS 3-3/3-4/3-5A)



PROJECT SITE MAP

TS 28/29/30 S, R 56/57/58/59 E,
Copper River Meridian, Alaska.



DEPARTMENT OF TRANSPORTATION
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DOT&PF PROJECT No. 68606
HAINES HIGHWAY
MILEPOST 3.5 TO 25.3

Haines, Alaska

DATE: 11/25/2005

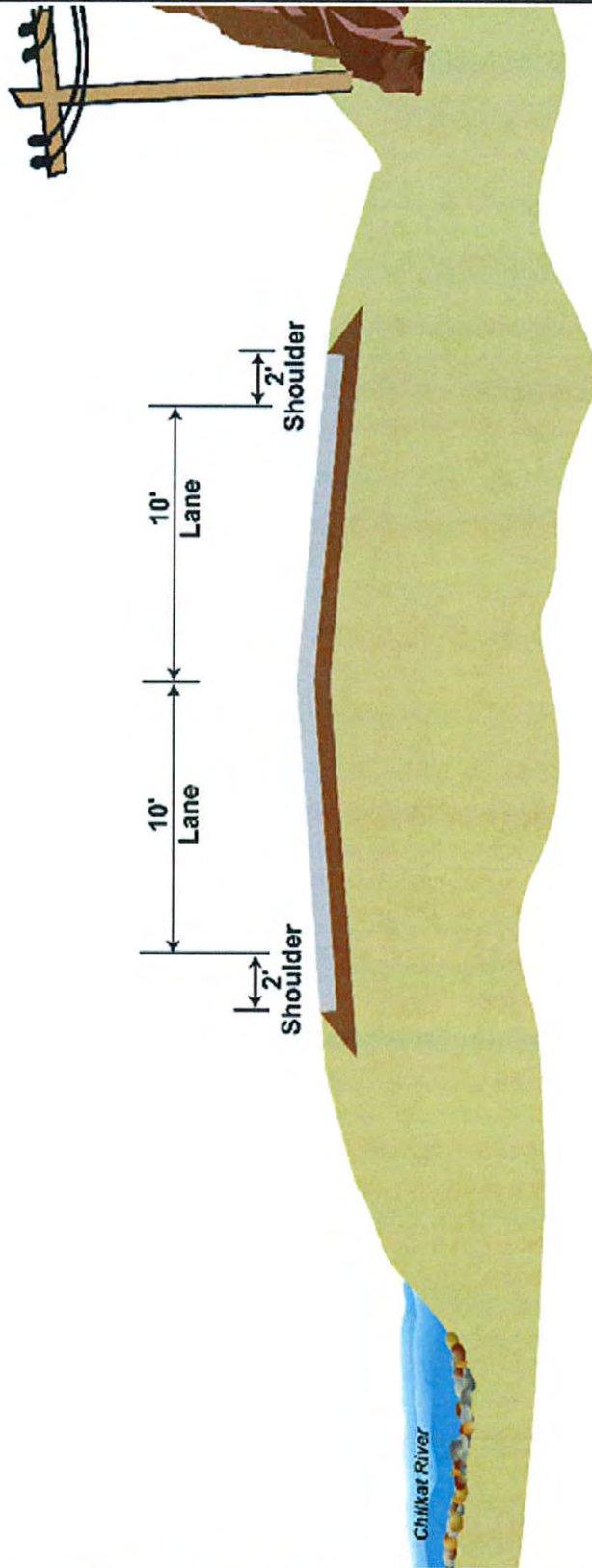
FIGURE: 2 of 20

TO HAINES

PROJECT START - MP 3.5
HAINES HIGHWAY

TO
ALASKA/CANADA
BORDER

PROJECT END -
MP 25.3 HAINES
HIGHWAY



EXISTING CROSS-SECTION

TS 28/29/30 S, R 56/57/58/59 E,
Copper River Meridian, Alaska.



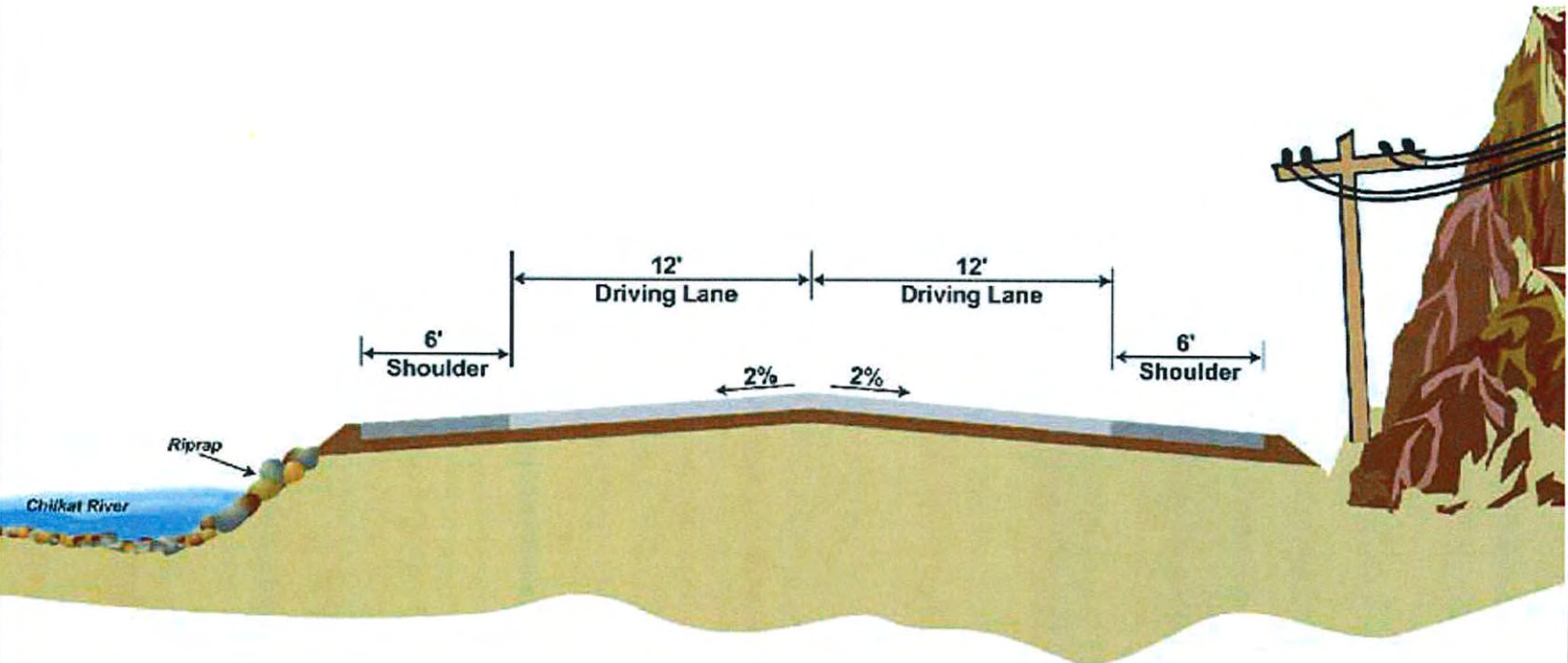
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

DOT&PF PROJECT No. 68606
HAINES HIGHWAY
MILEPOST 3.5 TO 25.3

Haines, Alaska

DATE: 11/25/2005

FIGURE 3 of 20



PROPOSED CROSS-SECTION

TS 28/29/30 S, R 56/57/58/59 E,
Copper River Meridian, Alaska.



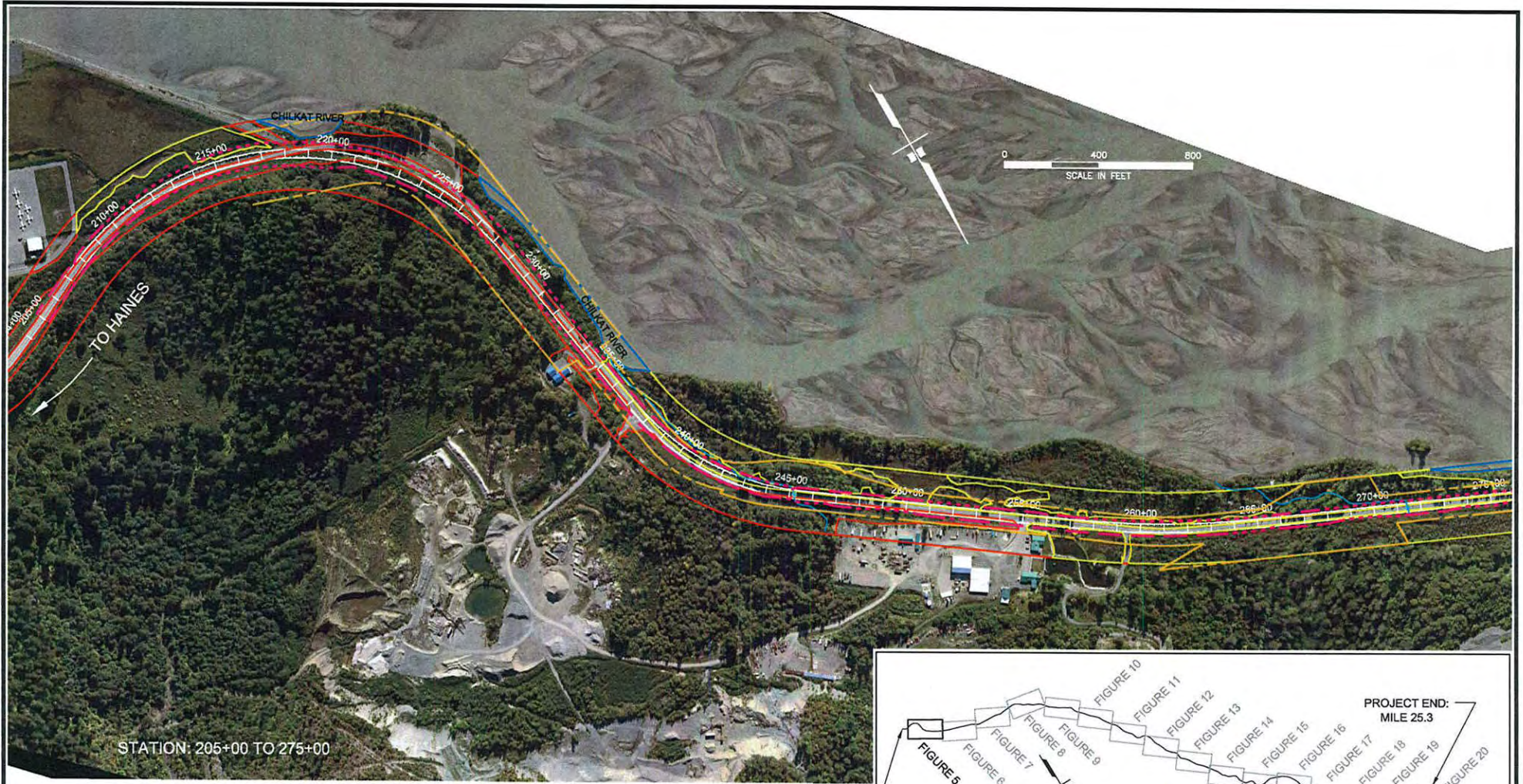
**DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**

DOT&PF PROJECT No. 68606
HAINES HIGHWAY
MILEPOST 3.5 TO 25.3

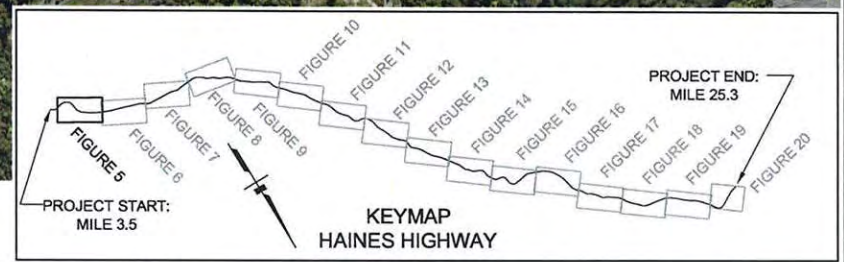
Haines, Alaska

DATE: 11/25/2005

FIGURE 4 of 20



STATION: 205+00 TO 275+00



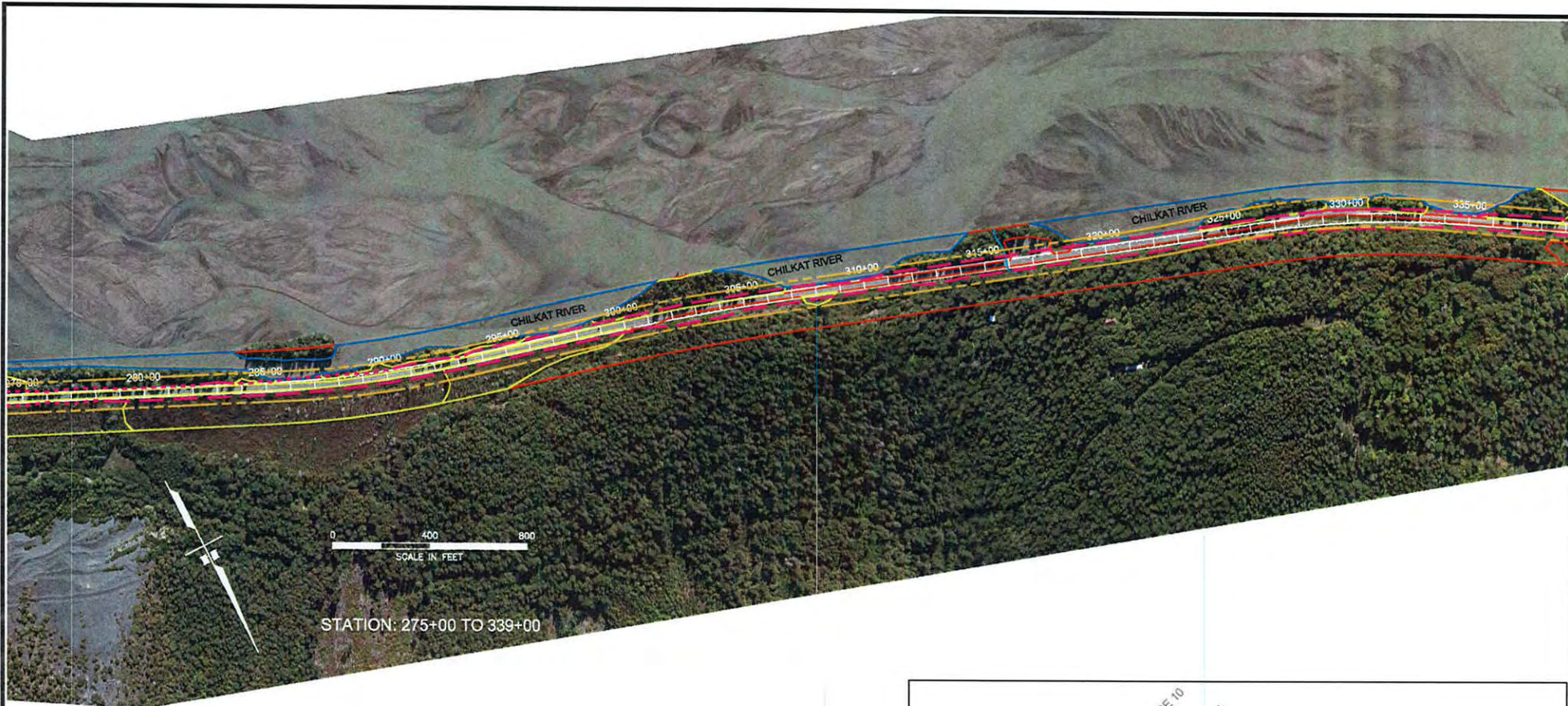
LEGEND		PROJECT STATIONING
	WETLAND AREA	
	UPLANDS	
	CHILKAT RIVER	
	CHILKAT BALD EAGLE PRESERVE BOUNDARY	
	CHILKAT RIVER STATE CRITICAL HABITAT AREA	
	CHILKAT RIVER STATE CRITICAL RESTING/ROOSTING AREAS BOUNDARY	
	EXISTING RIGHT OF WAY	
	PROPOSED CUT LIMITS	
	PROPOSED ACTION EDGE OF PAVEMENT	
	PROPOSED FILL LIMITS	
	BRIDGE DESIGN OPTION-A FILL LIMITS	
	BRIDGE DESIGN OPTION-A CENTERLINE	
	BRIDGE DESIGN OPTION-A CUT LIMITS	
	BRIDGE DESIGN OPTION-B FILL LIMITS	
	BRIDGE DESIGN OPTION-B CENTERLINE	
	BRIDGE DESIGN OPTION-B CUT LIMITS	

HAINES HIGHWAY
 MP 3.5 TO 25.3
IMPROVEMENTS
 TS 28/29/30 S, R 56/57/58/59 E,
 Copper River Meridian, Alaska.

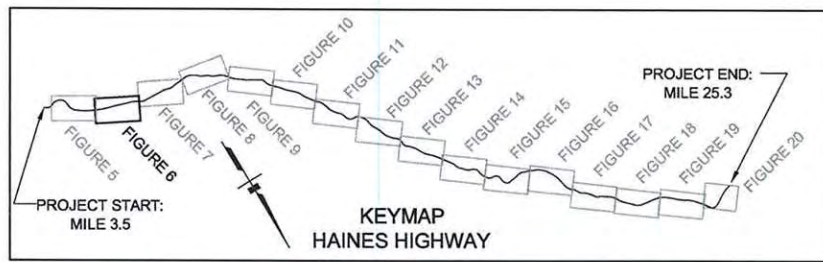


DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
DOT&PF PROJECT No. 68606	
HAINES HIGHWAY	
MILEPOST 3.5 TO 25.3	
Haines, Alaska	
DATE: 11/25/2005	FIGURE: 5 of 20

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STATION: 275+00 TO 339+00



LEGEND	
	WETLAND AREA
	UPLANDS
	CHILKAT RIVER
	CHILKAT BALD EAGLE PRESERVE BOUNDARY
	CHILKAT RIVER STATE CRITICAL HABITAT AREA
	CRITICAL RESTING/ROOSTING AREAS BOUNDARY
	EXISTING RIGHT OF WAY
	PROPOSED CUT LIMITS
	PROPOSED ACTION EDGE OF PAVEMENT
	PROPOSED FILL LIMITS
	BRIDGE DESIGN OPTION-A FILL LIMITS
	BRIDGE DESIGN OPTION-A CENTERLINE
	BRIDGE DESIGN OPTION-A CUT LIMITS
	BRIDGE DESIGN OPTION-B FILL LIMITS
	BRIDGE DESIGN OPTION-B CENTERLINE
	BRIDGE DESIGN OPTION-B CUT LIMITS
	PROJECT STATIONING
	TRIBUTARY
	BALD EAGLE NEST SITE
	CULVERT LOCATION

HAINES HIGHWAY
MP 3.5 TO 25.3
IMPROVEMENTS

TS 28/29/30 S, R 56/57/58/59 E,
Copper River Meridian, Alaska.

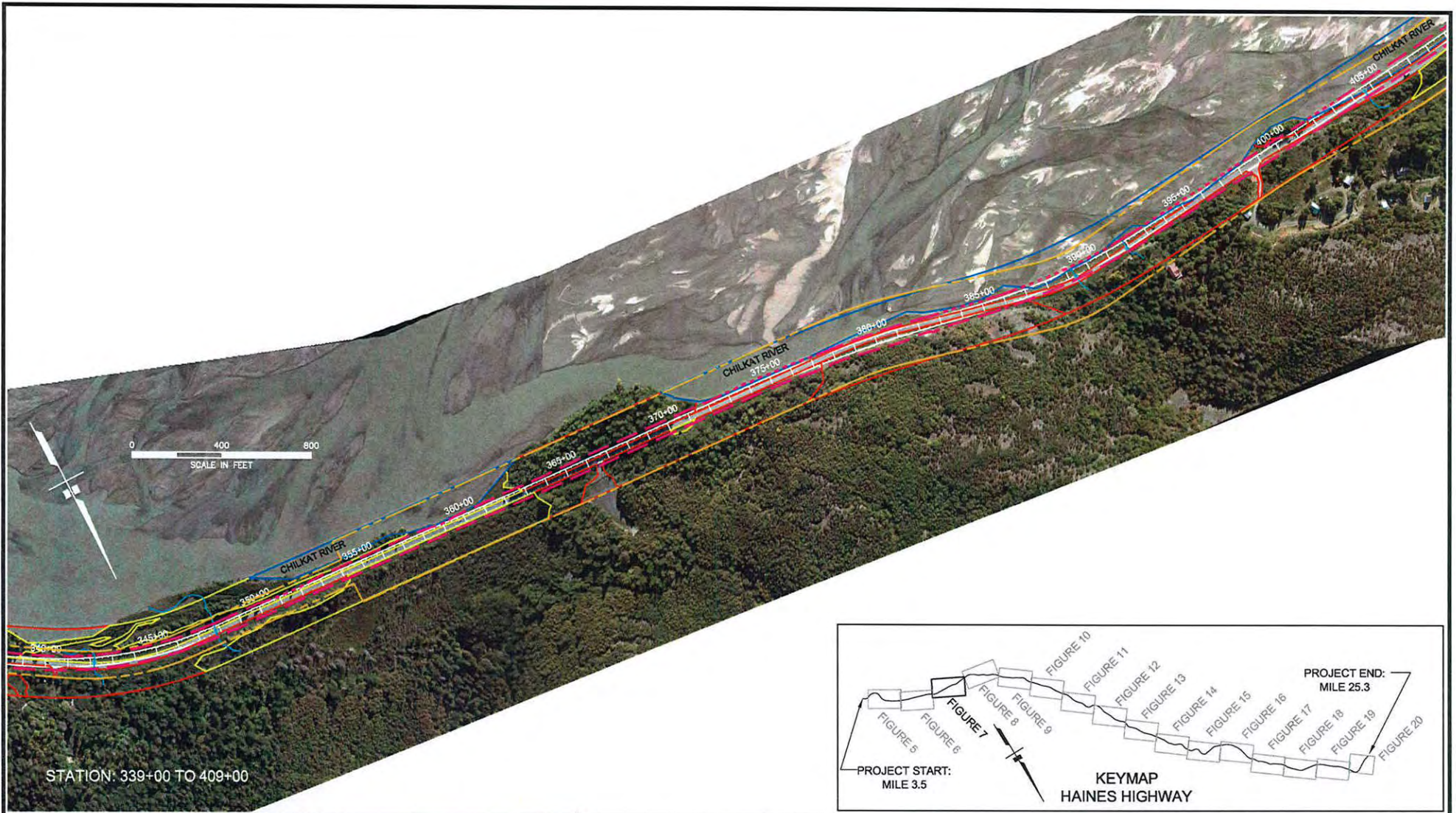


DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

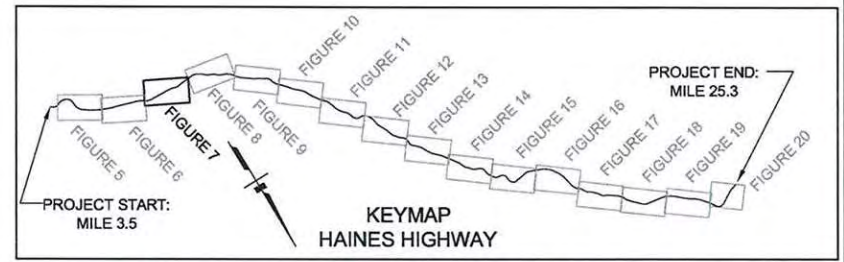
DOT&PF PROJECT No. 68606
HAINES HIGHWAY
MILEPOST 3.5 TO 25.3
Haines, Alaska

DATE: 11/25/2005 FIGURE: 6 of 20

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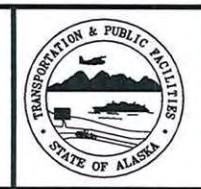


STATION: 339+00 TO 409+00

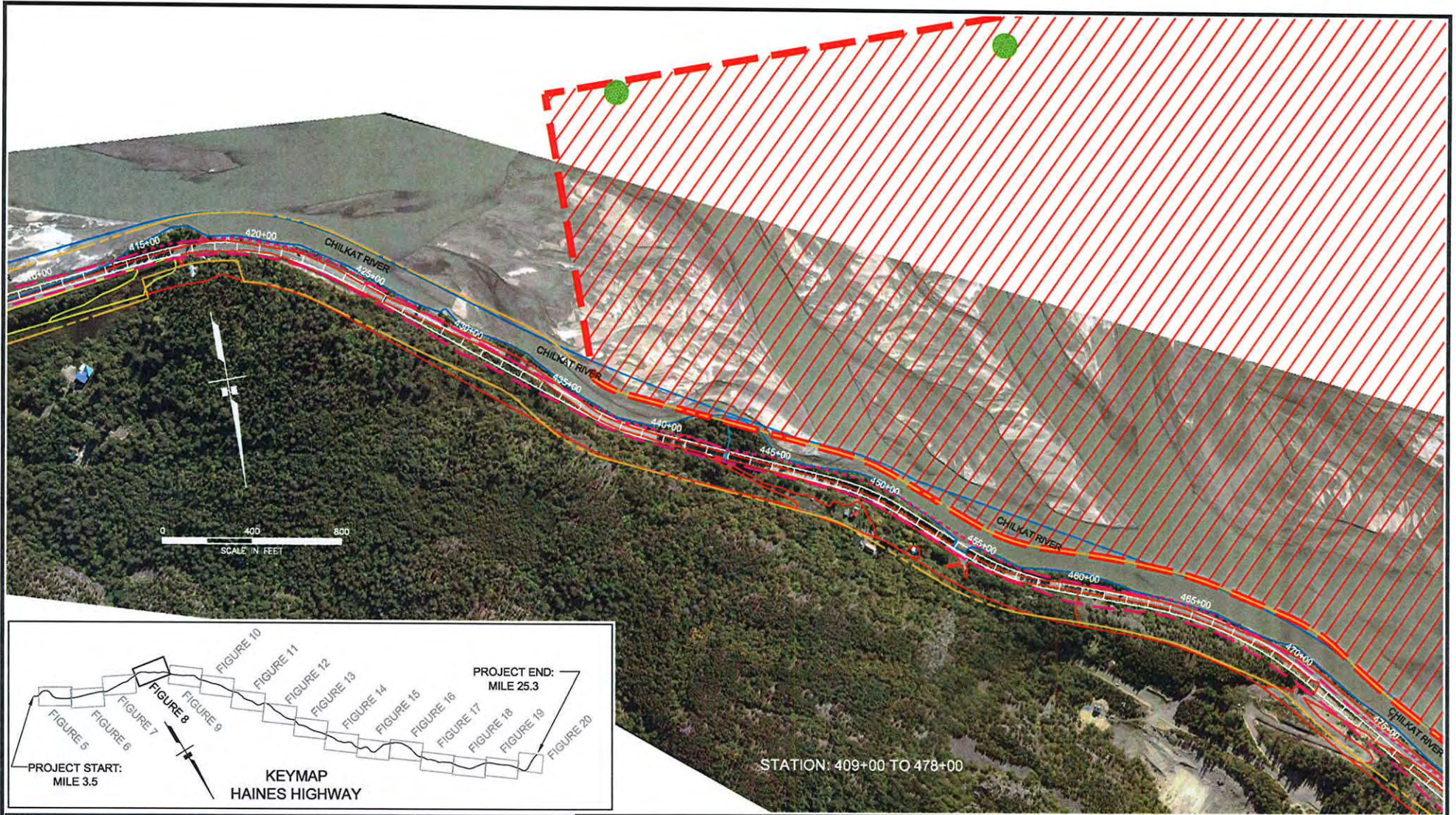


LEGEND		PROJECT STATIONING
	WETLAND AREA	
	UPLANDS	
	CHILKAT RIVER	
	CHILKAT BALD EAGLE PRESERVE BOUNDARY	
	CHILKAT RIVER STATE CRITICAL HABITAT AREA	
	CHILKAT RIVER STATE CRITICAL RESTING/ROOSTING AREAS BOUNDARY	
	EXISTING RIGHT OF WAY	
	PROPOSED CUT LIMITS	
	PROPOSED ACTION EDGE OF PAVEMENT	
	PROPOSED FILL LIMITS	
	BRIDGE DESIGN OPTION-A FILL LIMITS	
	BRIDGE DESIGN OPTION-A CENTERLINE	
	BRIDGE DESIGN OPTION-A CUT LIMITS	
	BRIDGE DESIGN OPTION-B FILL LIMITS	
	BRIDGE DESIGN OPTION-B CENTERLINE	
	BRIDGE DESIGN OPTION-B CUT LIMITS	

HAINES HIGHWAY
 MP 3.5 TO 25.3
IMPROVEMENTS
 TS 28/29/30 S, R 56/57/58/59 E,
 Copper River Meridian, Alaska.

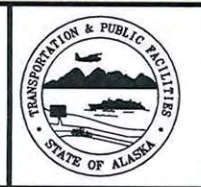


DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
DOT&PF PROJECT No. 68606	
HAINES HIGHWAY	
MILEPOST 3.5 TO 25.3	
Haines, Alaska	
DATE: 11/25/2005	FIGURE: 7 of 20



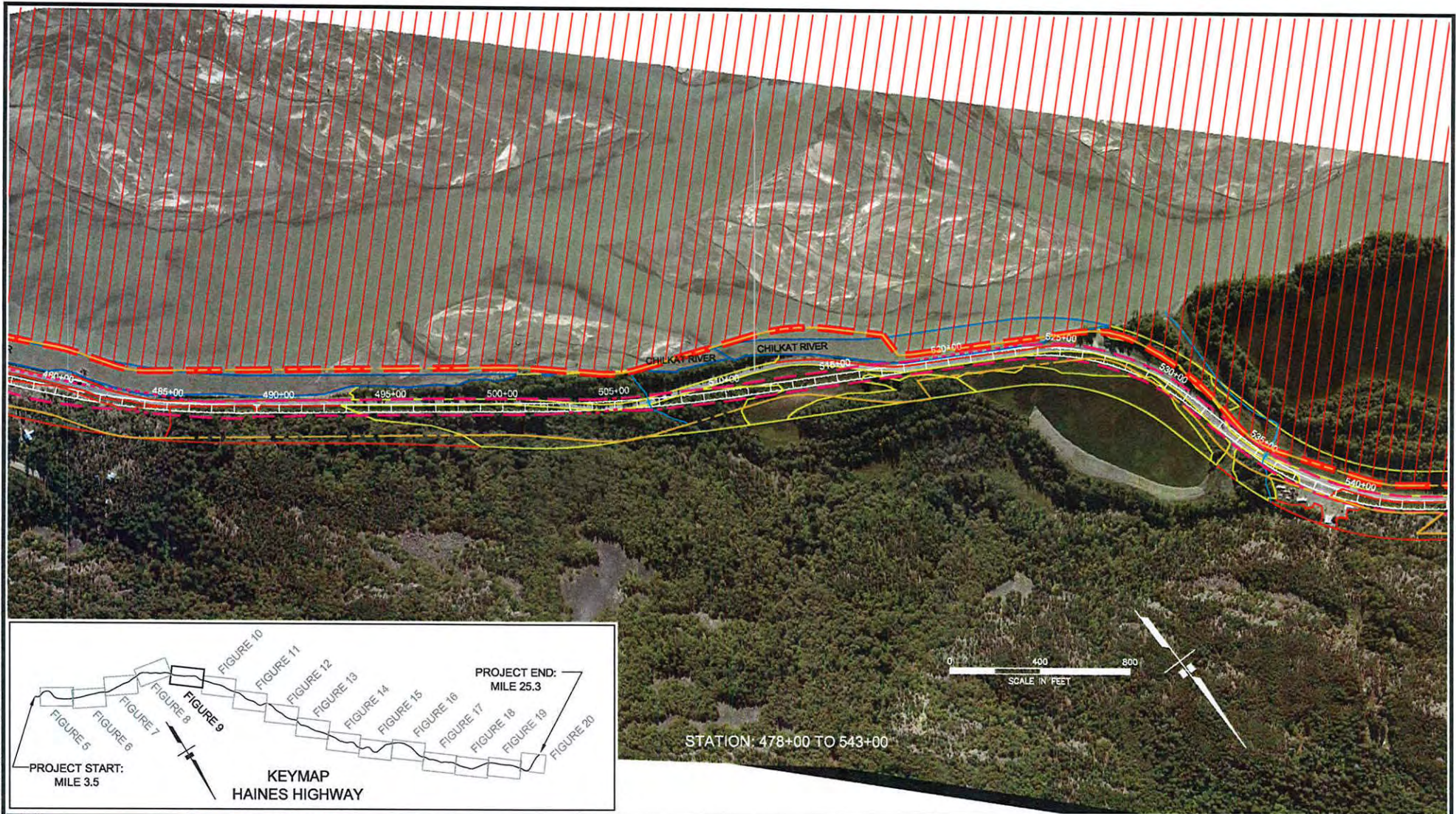
LEGEND	
	WETLAND AREA
	UPLANDS
	CHILKAT RIVER
	CHILKAT BALD EAGLE PRESERVE BOUNDARY
	CHILKAT RIVER STATE CRITICAL HABITAT AREA
	CRITICAL RESTING/ROOSTING AREAS BOUNDARY
	EXISTING RIGHT OF WAY
	PROPOSED CUT LIMITS
	PROPOSED ACTION EDGE OF PAVEMENT
	PROPOSED FILL LIMITS
	BRIDGE DESIGN OPTION-A FILL LIMITS
	BRIDGE DESIGN OPTION-A CENTERLINE
	BRIDGE DESIGN OPTION-A CUT LIMITS
	BRIDGE DESIGN OPTION-B FILL LIMITS
	BRIDGE DESIGN OPTION-B CENTERLINE
	BRIDGE DESIGN OPTION-B CUT LIMITS
	PROJECT STATIONING
	TRIBUTARY
	BALD EAGLE NEST SITE
	CULVERT LOCATION

HAINES HIGHWAY
 MP 3.5 TO 25.3
IMPROVEMENTS
 TS 28/29/30 S, R 56/57/58/59 E,
 Copper River Meridian, Alaska.



DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES DOT&PF PROJECT No. 68606 HAINES HIGHWAY MILEPOST 3.5 TO 25.3 Haines, Alaska	
DATE: 11/25/2005	FIGURE: 8 of 20

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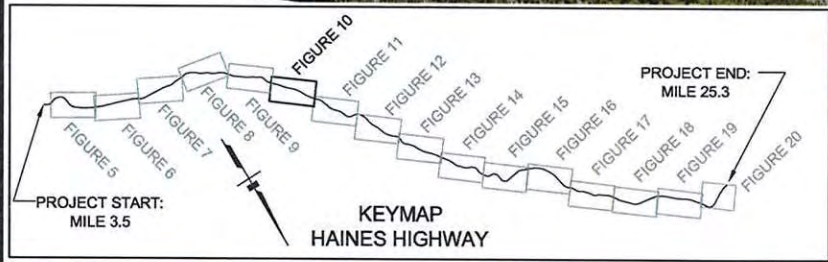
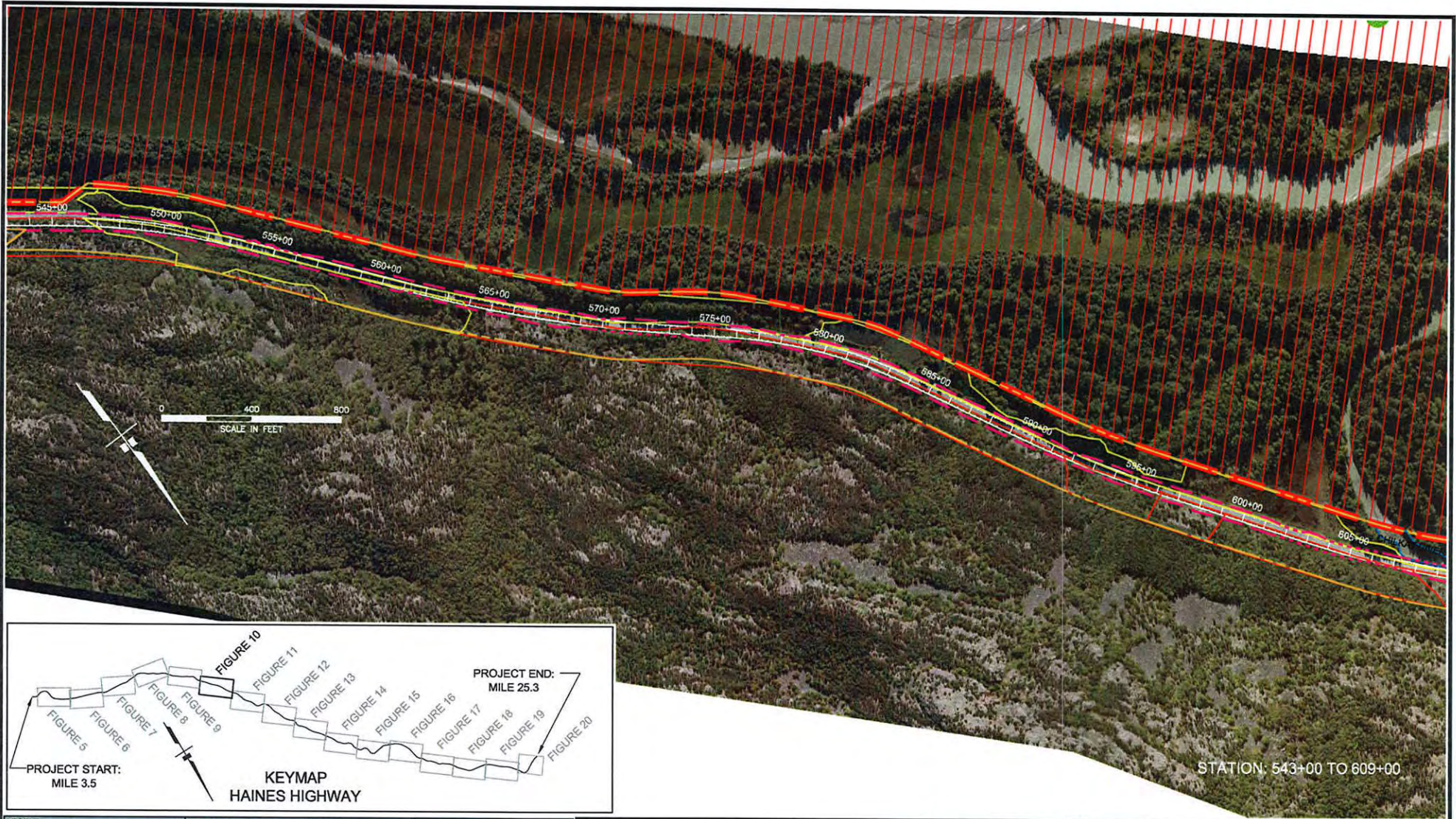
LEGEND		PROJECT STATIONING	
	WETLAND AREA		PROJECT STATIONING
	UPLANDS		TRIBUTARY
	CHILKAT RIVER		BALD EAGLE NEST SITE
	CHILKAT BALD EAGLE PRESERVE BOUNDARY		CULVERT LOCATION
	CHILKAT RIVER STATE CRITICAL HABITAT AREA		
	CHILKAT RIVER STATE CRITICAL RESTING/ROOSTING AREAS BOUNDARY		
	EXISTING RIGHT OF WAY		
	PROPOSED CUT LIMITS		
	PROPOSED ACTION EDGE OF PAVEMENT		
	PROPOSED FILL LIMITS		
	BRIDGE DESIGN OPTION-A FILL LIMITS		
	BRIDGE DESIGN OPTION-A CENTERLINE		
	BRIDGE DESIGN OPTION-A CUT LIMITS		
	BRIDGE DESIGN OPTION-B FILL LIMITS		
	BRIDGE DESIGN OPTION-B CENTERLINE		
	BRIDGE DESIGN OPTION-B CUT LIMITS		

HAINES HIGHWAY
MP 3.5 TO 25.3
IMPROVEMENTS
TS 28/29/30 S, R 56/57/58/59 E,
Copper River Meridian, Alaska.



DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
DOT&PF PROJECT No. 68606
HAINES HIGHWAY
MILEPOST 3.5 TO 25.3
Haines, Alaska

DATE: 11/25/2005 FIGURE: 9 of 20



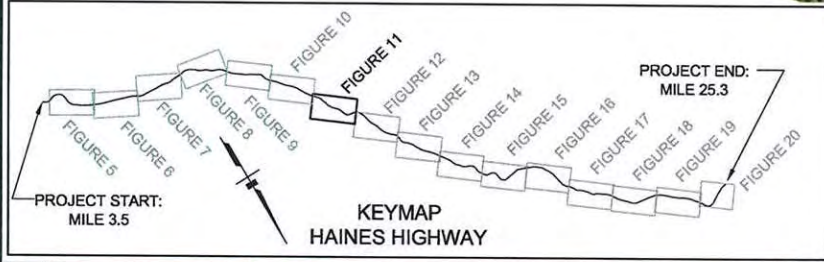
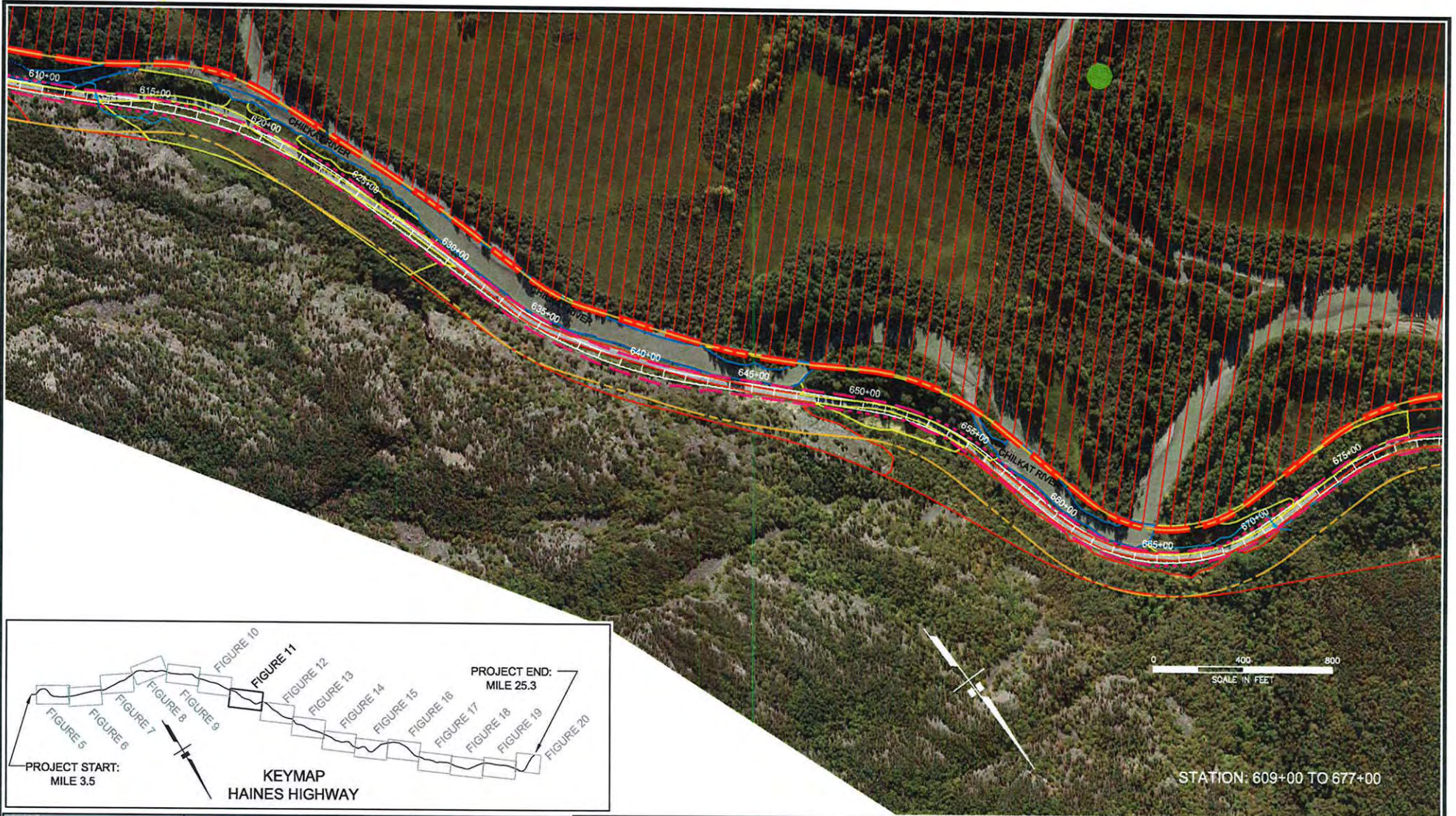
LEGEND		PROJECT STATIONING	
WETLAND AREA	EXISTING RIGHT OF WAY	PROJECT STATIONING	
UPLANDS	PROPOSED CUT LIMITS	TRIBUTARY	
CHILKAT RIVER	PROPOSED ACTION EDGE OF PAVEMENT	BALD EAGLE NEST SITE	
CHILKAT BALD EAGLE PRESERVE BOUNDARY	PROPOSED FILL LIMITS	CULVERT LOCATION	
CHILKAT RIVER STATE CRITICAL HABITAT AREA	BRIDGE DESIGN OPTION-A FILL LIMITS		
CRITICAL RESTING/ROOSTING AREAS BOUNDARY	BRIDGE DESIGN OPTION-A CENTERLINE		
	BRIDGE DESIGN OPTION-A CUT LIMITS		
	BRIDGE DESIGN OPTION-B FILL LIMITS		
	BRIDGE DESIGN OPTION-B CENTERLINE		
	BRIDGE DESIGN OPTION-B CUT LIMITS		

HAINES HIGHWAY
MP 3.5 TO 25.3
IMPROVEMENTS
 TS 28/29/30 S, R 56/57/58/59 E,
 Copper River Meridian, Alaska.



DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES DOT&PF PROJECT No. 68606 HAINES HIGHWAY MILEPOST 3.5 TO 25.3 Haines, Alaska	
DATE: 11/25/2005	FIGURE: 10 of 20

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LEGEND		PROJECT STATIONING
	WETLAND AREA	
	UPLANDS	
	CHILKAT RIVER	
	CHILKAT BALD EAGLE PRESERVE BOUNDARY	
	CHILKAT RIVER STATE CRITICAL HABITAT AREA	
	CHILKAT RIVER STATE CRITICAL RESTING/ROOSTING AREAS BOUNDARY	
	EXISTING RIGHT OF WAY	
	PROPOSED CUT LIMITS	
	PROPOSED ACTION EDGE OF PAVEMENT	
	PROPOSED FILL LIMITS	
	BRIDGE DESIGN OPTION-A FILL LIMITS	
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	BRIDGE DESIGN OPTION-A CUT LIMITS	
	BRIDGE DESIGN OPTION-B FILL LIMITS	
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	BRIDGE DESIGN OPTION-B CUT LIMITS	
	TRIBUTARY	
	BALD EAGLE NEST SITE	
	CULVERT LOCATION	

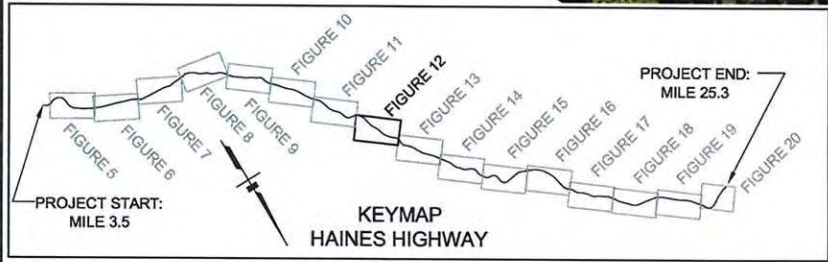
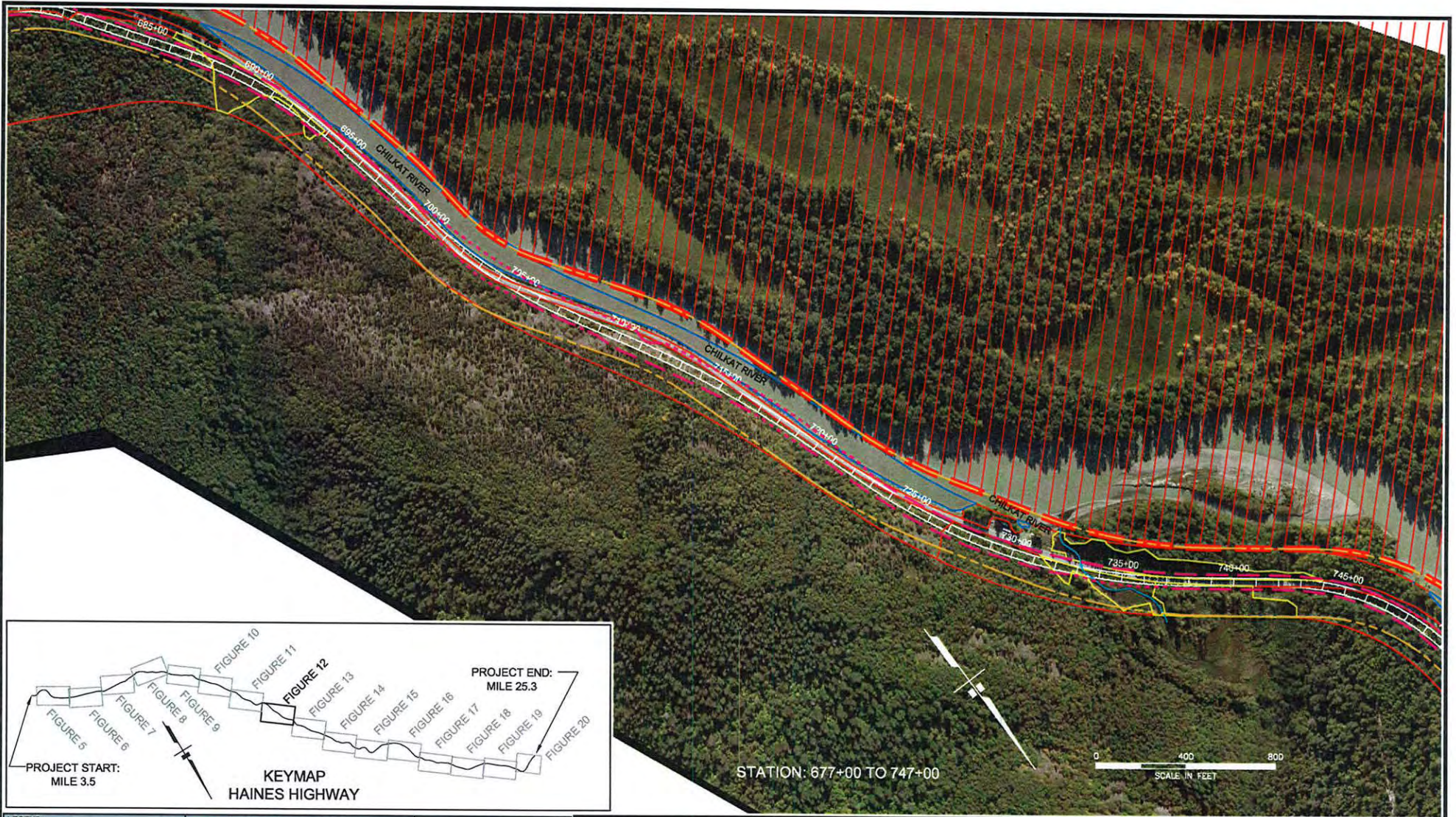
HAINES HIGHWAY
MP 3.5 TO 25.3
IMPROVEMENTS
TS 28/29/30 S, R 56/57/58/59 E,
Copper River Meridian, Alaska.



DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
DOT&PF PROJECT No. 68606
HAINES HIGHWAY
MILEPOST 3.5 TO 25.3
Haines, Alaska
DATE: 11/25/2005 FIGURE: 11 of 20

STATION: 609+00 TO 677+00

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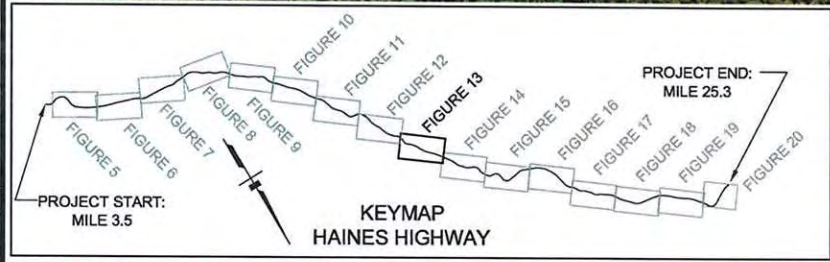
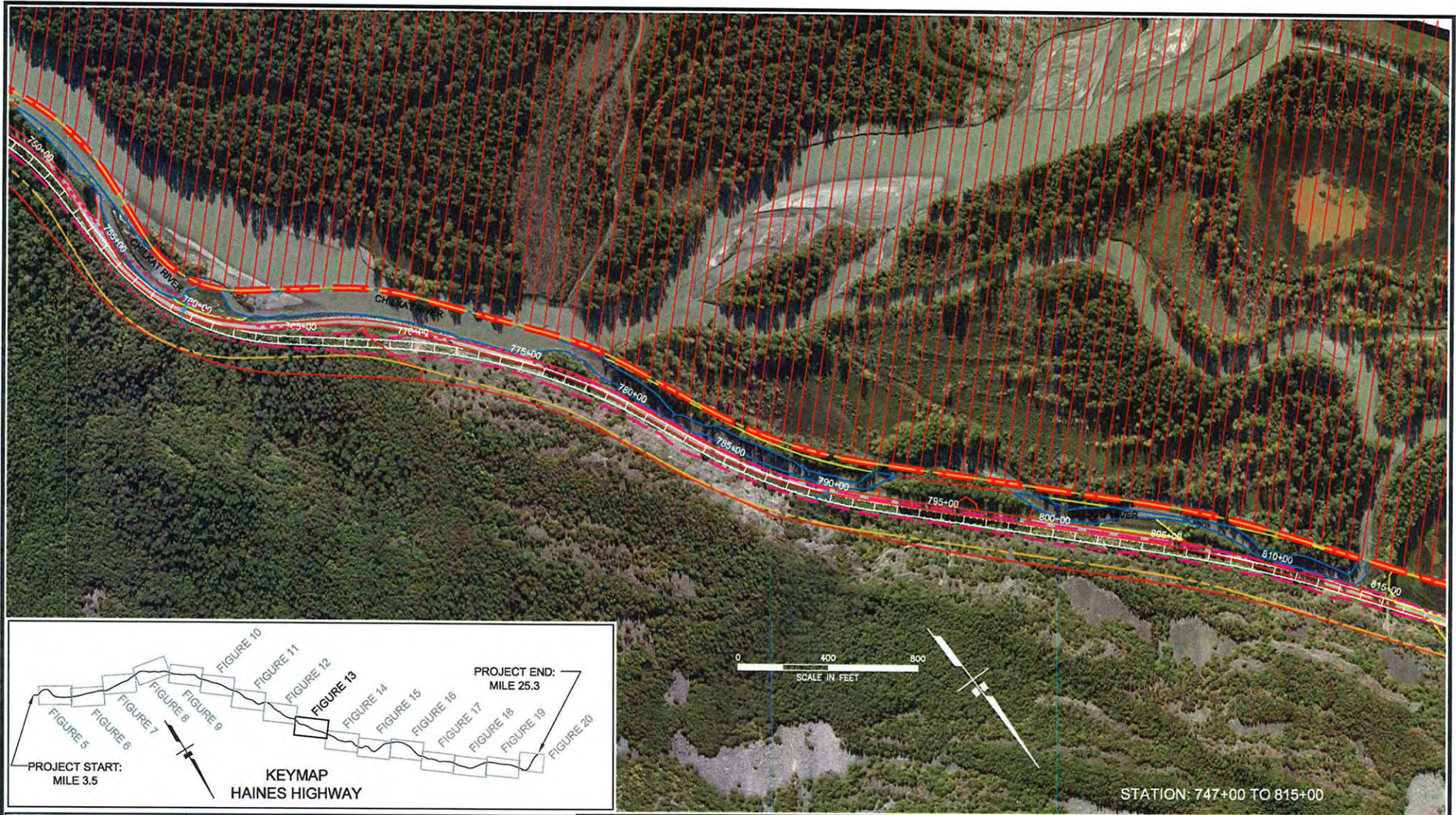
LEGEND		PROJECT STATIONING	
WETLAND AREA	EXISTING RIGHT OF WAY	PROJECT STATIONING	TRIBUTARY
UPLANDS	PROPOSED CUT LIMITS	BALD EAGLE NEST SITE	CULVERT LOCATION
CHILKAT RIVER	PROPOSED ACTION EDGE OF PAVEMENT		
CHILKAT BALD EAGLE PRESERVE BOUNDARY	PROPOSED FILL LIMITS		
CHILKAT RIVER STATE CRITICAL HABITAT AREA	BRIDGE DESIGN OPTION-A FILL LIMITS		
CHILKAT RIVER STATE CRITICAL RESTING/ROOSTING AREAS BOUNDARY	BRIDGE DESIGN OPTION-A CENTERLINE		
	BRIDGE DESIGN OPTION-A CUT LIMITS		
	BRIDGE DESIGN OPTION-B FILL LIMITS		
	BRIDGE DESIGN OPTION-B CENTERLINE		
	BRIDGE DESIGN OPTION-B CUT LIMITS		

HAINES HIGHWAY
 MP 3.5 TO 25.3
IMPROVEMENTS
 TS 28/29/30 S, R 56/57/58/59 E,
 Copper River Meridian, Alaska.



DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 DOT&PF PROJECT No. 68606
 HAINES HIGHWAY
 MILEPOST 3.5 TO 25.3
 Haines, Alaska

DATE: 11/25/2005 FIGURE: 12 of 20



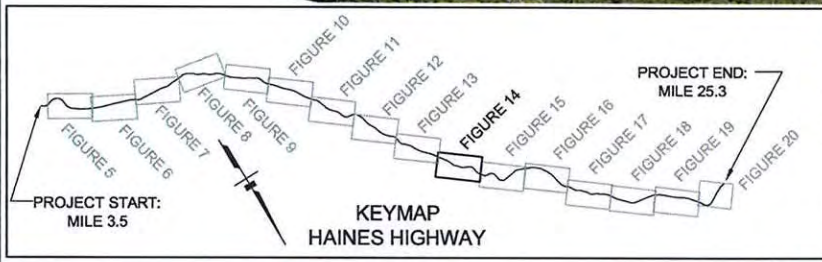
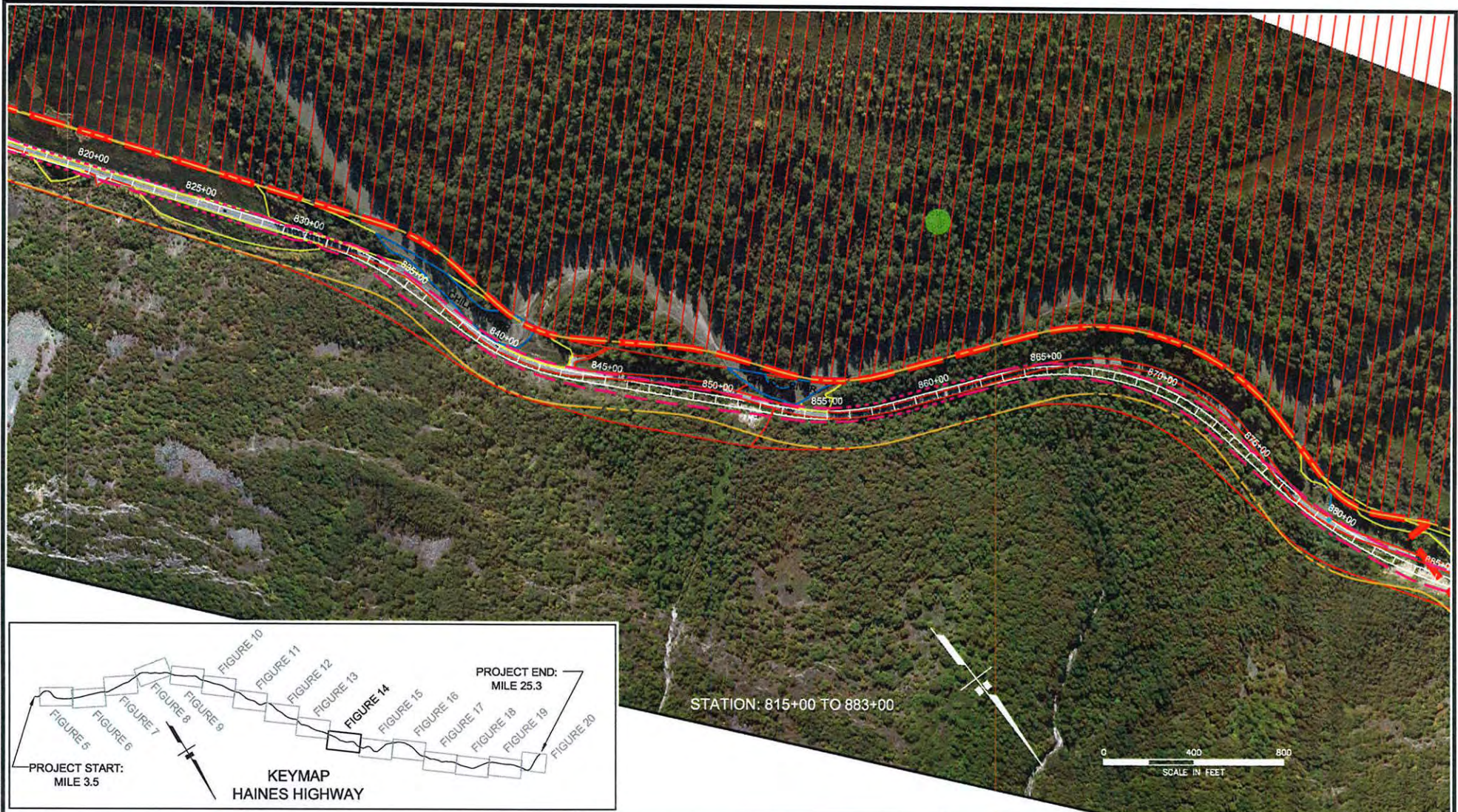
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	WETLAND AREA		PROJECT STATIONING
	UPLANDS		TRIBUTARY
	CHILKAT RIVER		BALD EAGLE NEST SITE
	CHILKAT BALD EAGLE PRESERVE BOUNDARY		CULVERT LOCATION
	CHILKAT RIVER STATE CRITICAL HABITAT AREA		
	CRITICAL RESTING/ROOSTING AREAS BOUNDARY		
	EXISTING RIGHT OF WAY		
	PROPOSED CUT LIMITS		
	PROPOSED ACTION EDGE OF PAVEMENT		
	PROPOSED FILL LIMITS		
	BRIDGE DESIGN OPTION-A FILL LIMITS		
	BRIDGE DESIGN OPTION-A CENTERLINE		
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	BRIDGE DESIGN OPTION-B FILL LIMITS		
	BRIDGE DESIGN OPTION-B CENTERLINE		
	BRIDGE DESIGN OPTION-B CUT LIMITS		

HAINES HIGHWAY
MP 3.5 TO 25.3
IMPROVEMENTS
TS 28/29/30 S, R 56/57/58/59 E,
Copper River Meridian, Alaska.



DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
DOT&PF PROJECT No. 68606	
HAINES HIGHWAY	
MILEPOST 3.5 TO 25.3	
Haines, Alaska	
DATE: 11/25/2005	FIGURE: 13 of 20

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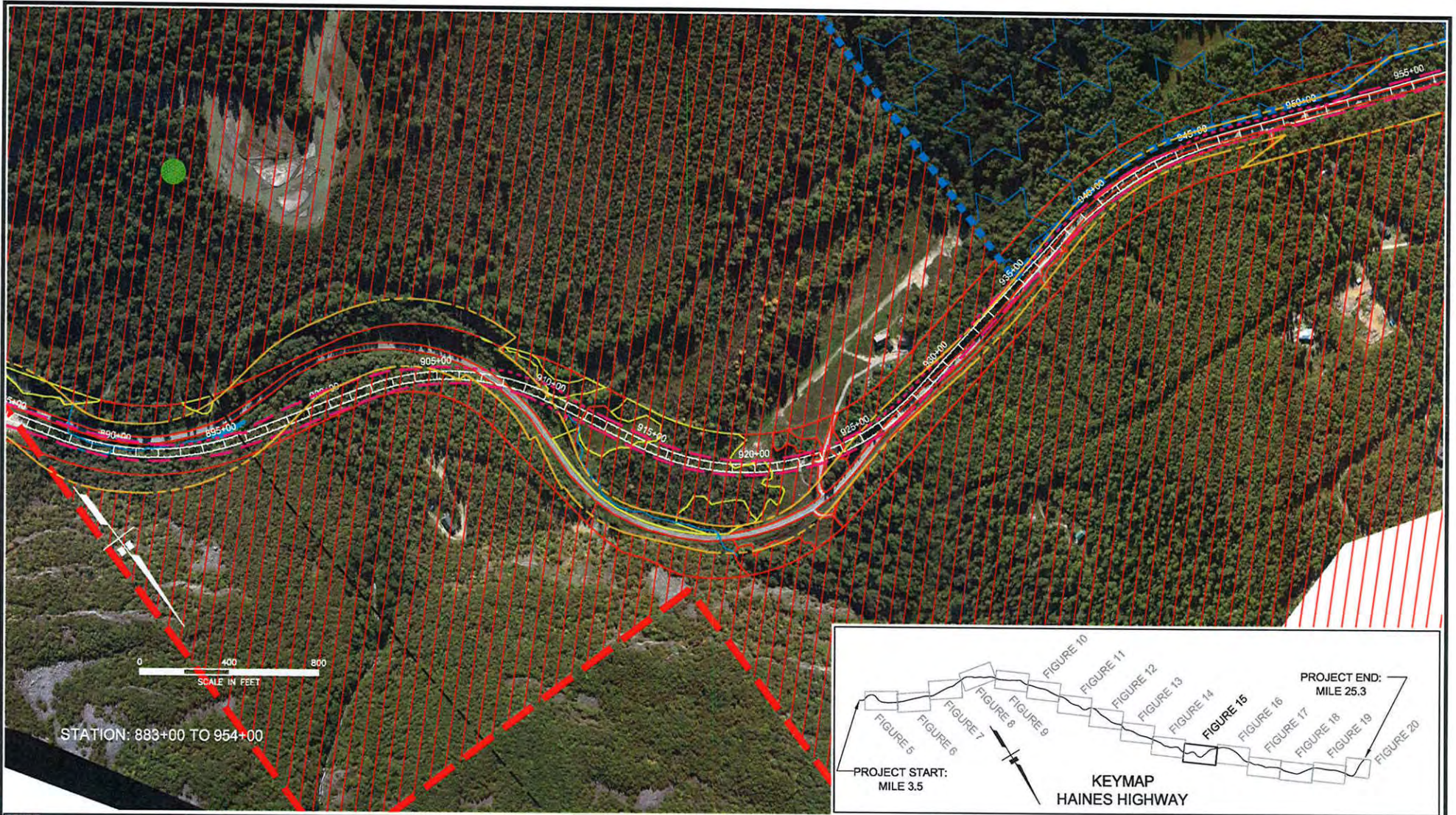
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	WETLAND AREA		PROJECT STATIONING
	UPLANDS		TRIBUTARY
	CHILKAT RIVER		BALD EAGLE NEST SITE
	CHILKAT BALD EAGLE PRESERVE BOUNDARY		CULVERT LOCATION
	CHILKAT RIVER STATE CRITICAL HABITAT AREA		
	CRITICAL RESTING/ROOSTING AREAS BOUNDARY		
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	BRIDGE DESIGN OPTION-A FILL LIMITS		
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	BRIDGE DESIGN OPTION-A CUT LIMITS		
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	BRIDGE DESIGN OPTION-B CUT LIMITS		

HAINES HIGHWAY
 MP 3.5 TO 25.3
IMPROVEMENTS
 TS 28/29/30 S, R 56/57/58/59 E,
 Copper River Meridian, Alaska.



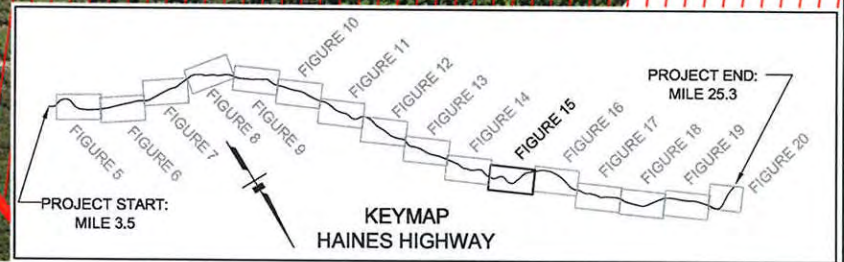
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
DOT&PF PROJECT No. 68606	
HAINES HIGHWAY	
MILEPOST 3.5 TO 25.3	
Haines, Alaska	
DATE: 11/25/2005	FIGURE: 14 of 20

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STATION: 883+00 TO 954+00

0 400 800
SCALE IN FEET



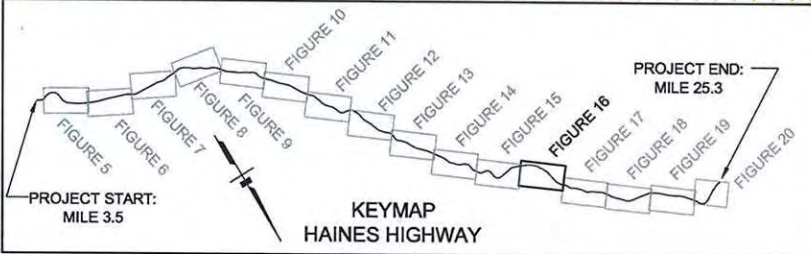
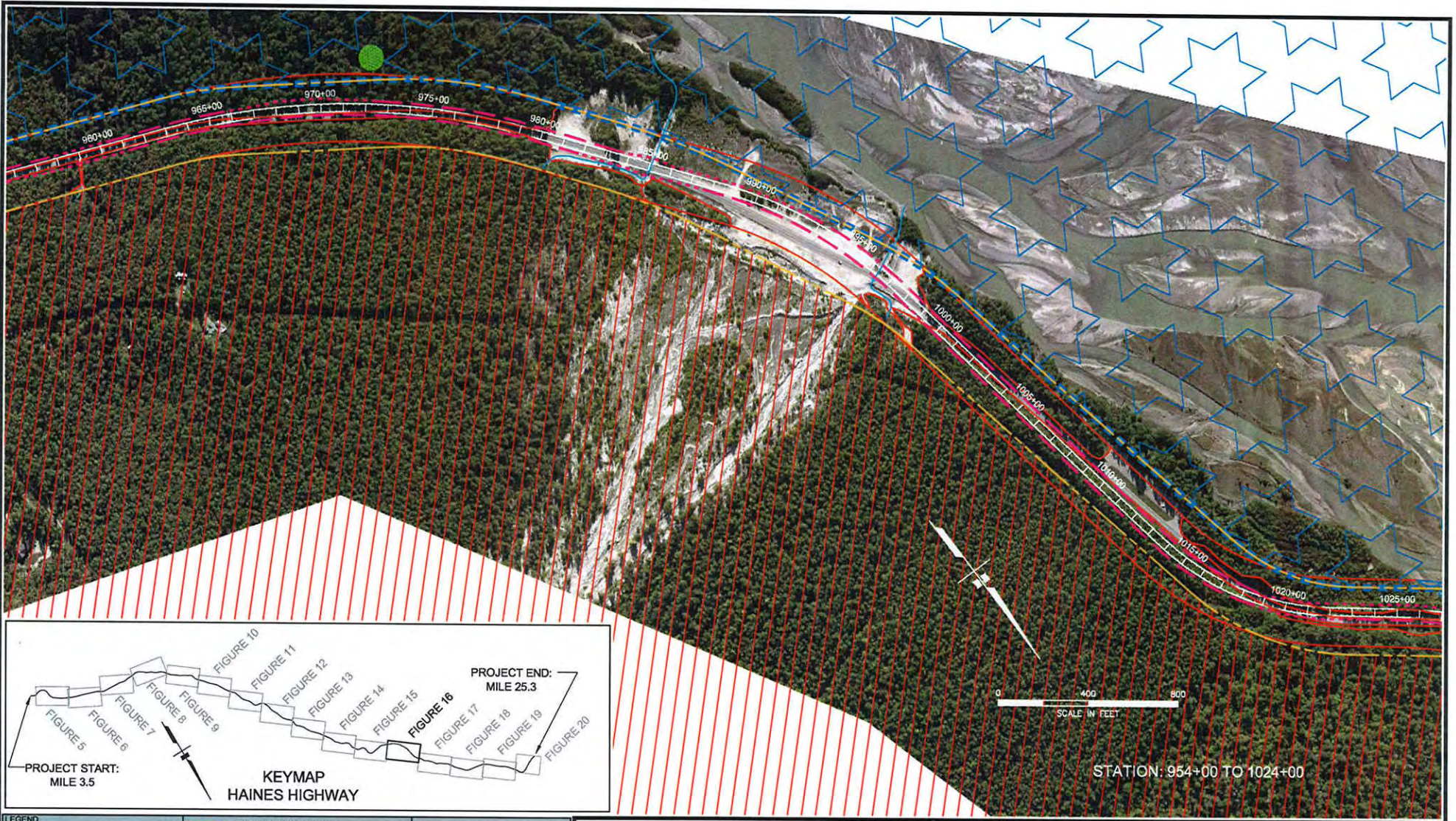
LEGEND		PROJECT STATIONING
	WETLAND AREA	
	UPLANDS	
	CHILKAT RIVER	
	CHILKAT BALD EAGLE PRESERVE BOUNDARY	
	CHILKAT RIVER STATE CRITICAL HABITAT AREA	
	CRITICAL RESTING/ROOSTING AREAS BOUNDARY	
	EXISTING RIGHT OF WAY	
	PROPOSED CUT LIMITS	
	PROPOSED ACTION EDGE OF PAVEMENT	
	PROPOSED FILL LIMITS	
	BRIDGE DESIGN OPTION-A FILL LIMITS	
	BRIDGE DESIGN OPTION-A CENTERLINE	
	BRIDGE DESIGN OPTION-A CUT LIMITS	
	BRIDGE DESIGN OPTION-B FILL LIMITS	
	BRIDGE DESIGN OPTION-B CENTERLINE	
	BRIDGE DESIGN OPTION-B CUT LIMITS	

HAINES HIGHWAY
MP 3.5 TO 25.3
IMPROVEMENTS
TS 28/29/30 S, R 56/57/58/59 E,
Copper River Meridian, Alaska.



DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
DOT&PF PROJECT No. 68606
HAINES HIGHWAY
MILEPOST 3.5 TO 25.3
Haines, Alaska
DATE: 11/25/2005 FIGURE: 15 of 20

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LEGEND		PROJECT STATIONING	
	WETLAND AREA		PROJECT STATIONING
	UPLANDS		TRIBUTARY
	CHILKAT RIVER		BALD EAGLE NEST SITE
	CHILKAT BALD EAGLE PRESERVE BOUNDARY		CULVERT LOCATION
	CHILKAT RIVER STATE CRITICAL HABITAT AREA		
	CHILKAT RIVER STATE CRITICAL RESTING/ROOSTING AREAS BOUNDARY		
	EXISTING RIGHT OF WAY		
	PROPOSED CUT LIMITS		
	PROPOSED ACTION EDGE OF PAVEMENT		
	PROPOSED FILL LIMITS		
	BRIDGE DESIGN OPTION-A FILL LIMITS		
	BRIDGE DESIGN OPTION-A CENTERLINE		
	BRIDGE DESIGN OPTION-A CUT LIMITS		
	BRIDGE DESIGN OPTION-B FILL LIMITS		
	BRIDGE DESIGN OPTION-B CENTERLINE		
	BRIDGE DESIGN OPTION-B CUT LIMITS		

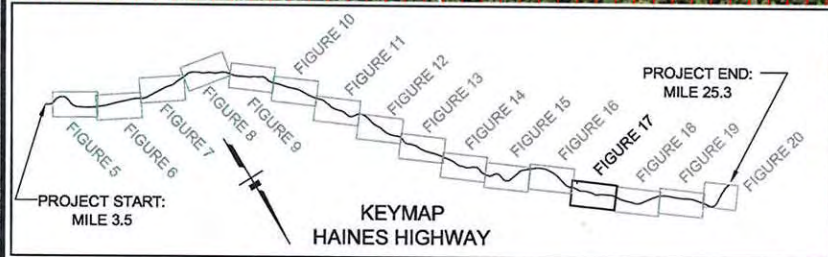
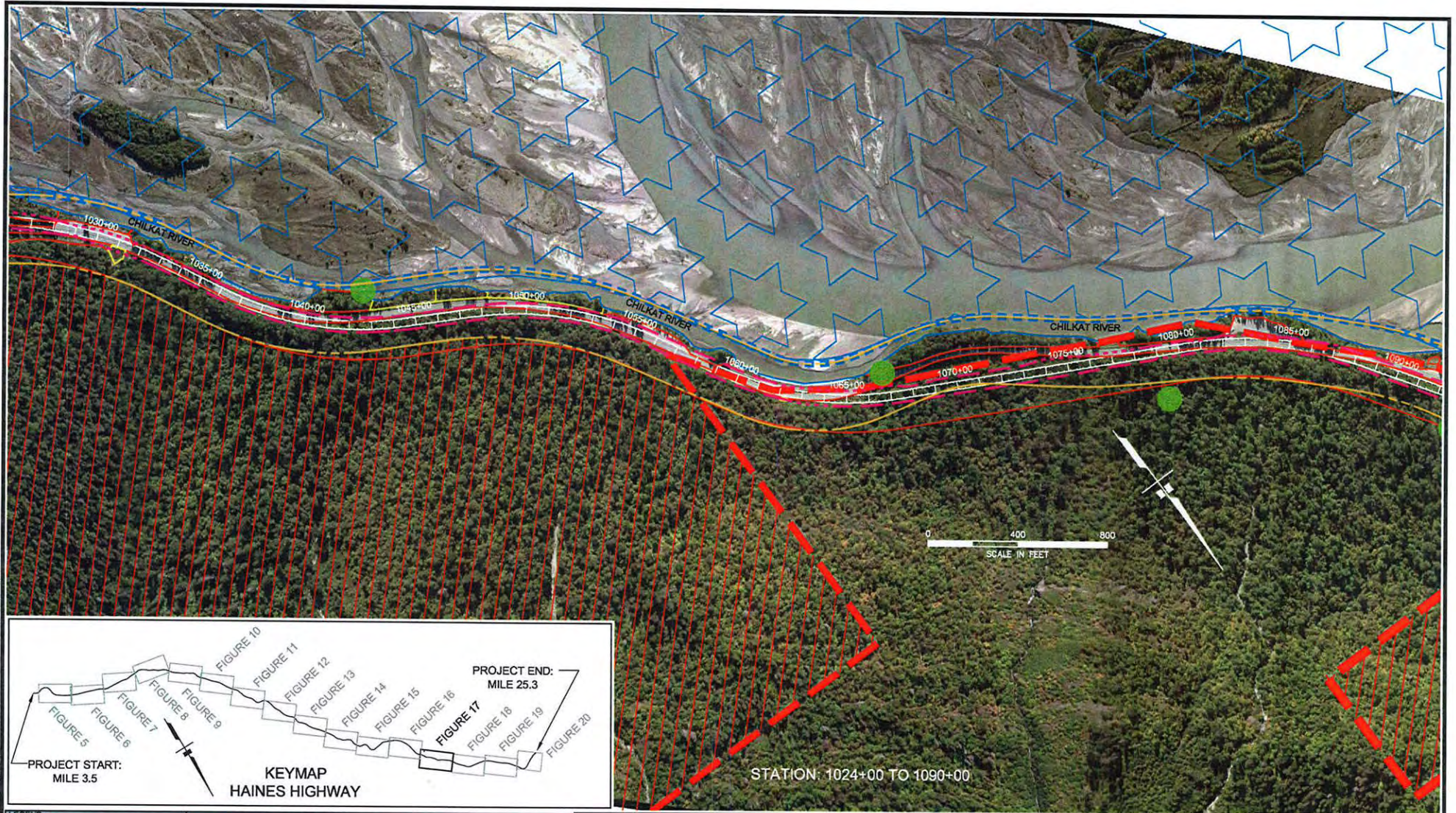
HAINES HIGHWAY
 MP 3.5 TO 25.3
IMPROVEMENTS
 TS 28/29/30 S, R 56/57/58/59 E,
 Copper River Meridian, Alaska.



DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 DOT&PF PROJECT No. 68606
 HAINES HIGHWAY
 MILEPOST 3.5 TO 25.3
 Haines, Alaska

DATE: 11/25/2005 FIGURE: 16 of 20

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LEGEND		PROJECT STATIONING
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	UPLANDS	
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	CHILKAT BALD EAGLE PRESERVE BOUNDARY	
	CHILKAT RIVER STATE CRITICAL HABITAT AREA	
	CHILKAT RIVER STATE CRITICAL RESTING/ROOSTING AREAS BOUNDARY	
	EXISTING RIGHT OF WAY	
	PROPOSED CUT LIMITS	
	PROPOSED ACTION EDGE OF PAVEMENT	
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	BRIDGE DESIGN OPTION-A FILL LIMITS	
	BRIDGE DESIGN OPTION-A CENTERLINE	
	BRIDGE DESIGN OPTION-A CUT LIMITS	
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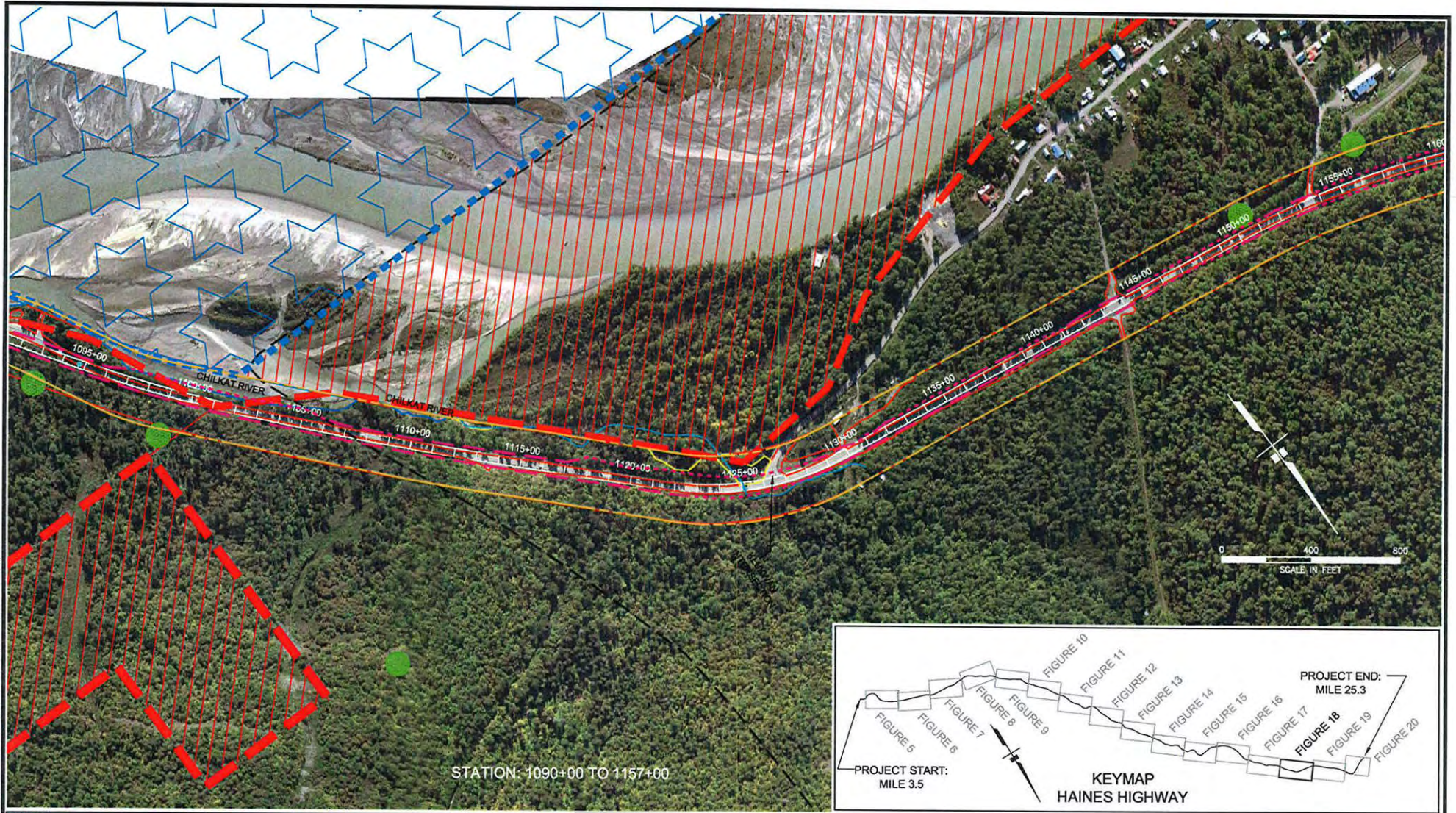
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IMPROVEMENTS
 TS 28/29/30 S, R 56/57/58/59 E,
 Copper River Meridian, Alaska.



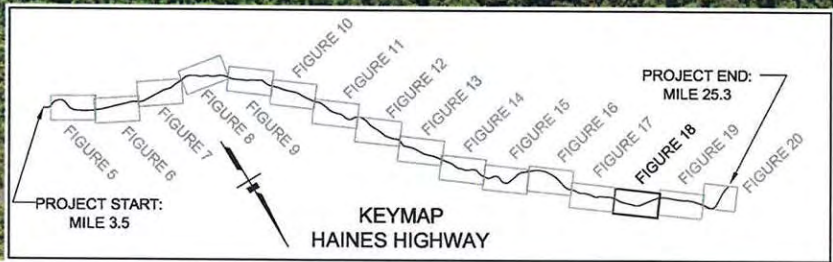
DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 DOT&PF PROJECT No. 68606
 HAINES HIGHWAY
 MILEPOST 3.5 TO 25.3
 Haines, Alaska

DATE: 11/25/2005 FIGURE: 17 of 20

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STATION: 1090+00 TO 1157+00

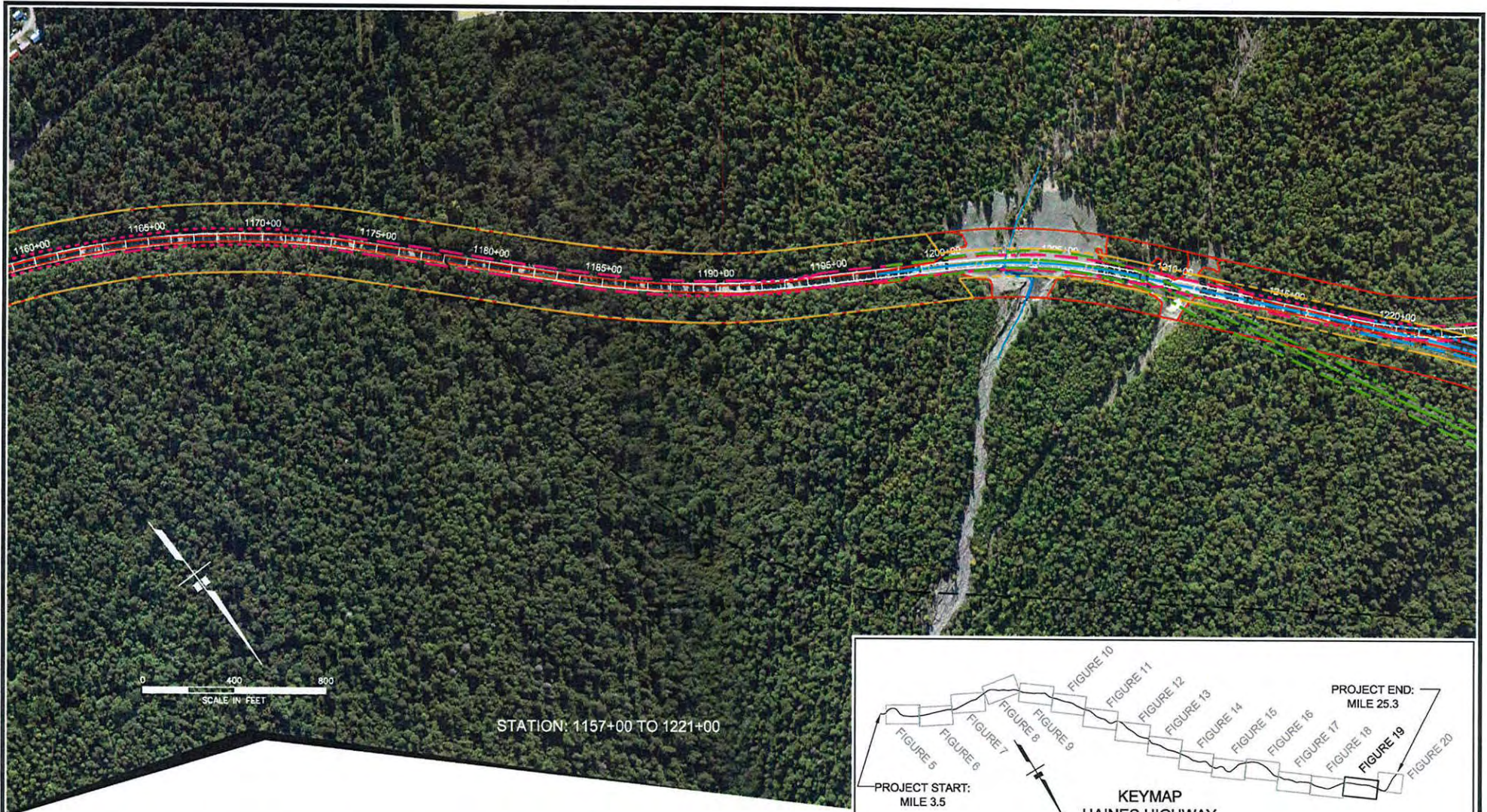


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	UPLANDS		TRIBUTARY
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	CHILKAT RIVER BALD EAGLE PRESERVE BOUNDARY		CULVERT LOCATION
	CHILKAT RIVER STATE CRITICAL HABITAT AREA		
	CHILKAT RIVER STATE CRITICAL RESTING/ROOSTING AREAS BOUNDARY		
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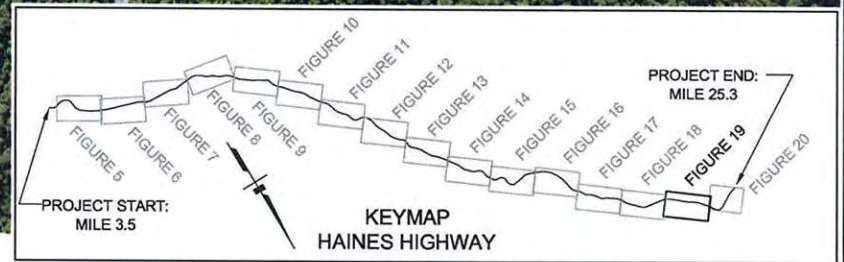
HAINES HIGHWAY
 MP 3.5 TO 25.3
IMPROVEMENTS
 TS 28/29/30 S, R 56/57/58/59 E,
 Copper River Meridian, Alaska.



DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
DOT&PF PROJECT No. 68606	
HAINES HIGHWAY	
MILEPOST 3.5 TO 25.3	
Haines, Alaska	
DATE: 11/25/2005	FIGURE: 18 of 20



STATION: 1157+00 TO 2221+00



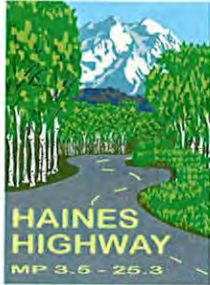
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	CHILKAT RIVER STATE CRITICAL RESTING/ROOSTING AREAS BOUNDARY
	EXISTING RIGHT OF WAY
	PROPOSED CUT LIMITS
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	BRIDGE DESIGN OPTION-B CUT LIMITS
	PROJECT STATIONING
	TRIBUTARY
	BALD EAGLE NEST SITE
	CULVERT LOCATION

HAINES HIGHWAY
 MP 3.5 TO 25.3
IMPROVEMENTS
 TS 28/29/30 S, R 56/57/58/59 E,
 Copper River Meridian, Alaska.



DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 DOT&PF PROJECT No. 68606
 HAINES HIGHWAY
 MILEPOST 3.5 TO 25.3
 Haines, Alaska

DATE: 11/25/2005 FIGURE: 19 of 20



**Haines Highway Improvements
MP 3.5 to 25.3 – Airport to Bluffs**

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

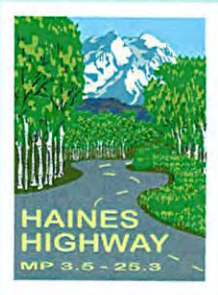
Agency Meeting

December 5, 2005, 1:30 p.m.

ADOT&PF Main Conference Room – 6860 Glacier Hwy

Agenda

1. Introductions
2. Project Overview
3. Environmental Resources / Potential Impacts
4. Questions / Open Discussion



HAINES HIGHWAY

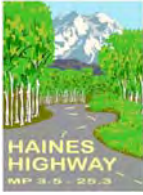
MILEPOST 3.5-25.3



SIGN IN SHEET • December 5, 2005
Agency Scoping Meeting

PLEASE PRINT

NAME	AGENCY	ADDRESS	E-MAIL	TELEPHONE
Kristen Hansen	DOWL Engineers	4040 B Street, Anchorage	khansen@dowl.com	562-2000
Steve Noble	"	"	snoble@dowl.com	"
Stewart Osgood	DOWL	" "	Sosgood@dowl.com	562-2K
Ed DeCleva	FLWA		ed.decleva@flwa.dot.gov	586-7427
Randal Visiz	USACE	8800 Glacier Hwy, Juneau		790-9900
Linda Shaw	NMFS	P.O. Box 21668, Juneau	linda-shaw@noaa.gov	586-7510
Kris Benson	DOT & PF			465-4509
Randy Ericksen	ADFG	Box 330, Haines	randy_ericksen@fishgame.state.ak.us	966-3638
Dan Miller	Inter-Fluve	1020 Wasco St, Hood River OR 97031	danmiller@interfluve.com	541-386-9003
Tom Schumacher	ADFG	Bpo 216020 Douglas Ave 99824	Tom.Schumacher@fishgame.state.ak.us	465-4346
Mark Sogge	Inter-Fluve	Box 696, Haines	mark.sogge@aptalaska.net	766-2943
Richard ENRIQUEZ	USFWS	3000 Vintage Blvd # 201 Juneau, AK 99801	Richard_Enriquez@fws.gov	780-1162
Michael Eberhardt	DNR - Parks	400 Willoughby Ave Juneau	mike-eberhardt@dnr.state.ak.us	465-2481
Pete Bednarowicz	DOT		pete-bednarowicz@dot.state.ak.us	465-4413
Jackie Timothy	DNR - OHMP (Habitat)	400 Willoughby Ave Juneau	jackie.timothy@dnr.state.ak.us	465-4275
Cecile Davis	DOWL ENGINEERS	4040 B STREET, ANCHORAGE	c.davis@dowl.com	562-2000
Joel Telford	ADNR - Div of Parks			766-2342



HAINES HIGHWAY MP 3.5 TO 25.3

AGENCY MEETING MINUTES

DECEMBER 5, 2005

PROJECT TEAM ATTENDEES: Kris Benson, Project Environmental Coordinator - DOT&PF
Pete Bednarowicz, Project Manager - DOT&PF
Stewart G. Osgood, P.E., Project Manager - DOWL Engineers
Steve Noble, Design Engineer - DOWL Engineers
Kristen Hansen, Environmental Planner - DOWL Engineers
Cecile Davis, Environmental Planner - DOWL Engineers
Dan Miller - Interfluve
Mark Sogge - Interfluve
Randy Vigil - USACE
Linda Shaw - NMFS
Richard Enriquez - USFWS
Jackie Timothy - ADNR-OHMP
Randy Ericksen - ADF&G, Division of Sport Fish
Mike Eberhardt - ADNR-DPOR
Joel Telford - ADNR-DPOR (teleconference)
Ed DeCleva, Southeast Region Liaison - FHWA

The meeting began with introductions from Kris Benson and DOWL Engineers (DOWL). Ms. Benson reminded agency representatives that the scoping comments are needed by December 27, 2005.

Mr. Osgood presented an overview of the major tasks, the project purpose and need, design criteria and schedule of the project. He explained that the project is scheduled for construction from fall of 2007 through 2009. Mr. Osgood also stressed that the alignment presented during this meeting is preliminary.

Steve Noble reviewed the preliminary design, which essentially entails widening the roadway to provide 6-ft shoulders, and straightening some of the curves that do not meet 55 mph design speed standards. He then reviewed the major realignment areas, highlighting those areas that will fall outside DOT&PF's right-of-way, and areas that will require fill in the Chilkat River. Steve emphasized that minimization measures (i.e. guardrails to allow steeper slopes) have not yet been incorporated into the preliminary design. He added that the rock cuts in segments 3 and 4 could potentially provide a substantial borrow material source. At this time, Ms. Hansen distributed the new revised figures for the scoping letters that show the proposed realignment in segments 3 and 4. Mr. Noble finished reviewing the major realignment areas and discussed the bridge replacement options. He explained that the main advantage to relocating the bridge further downstream is that it would be a shorter crossing (305-ft long vs. the existing 460-ft long crossing) and correct the curve that is too sharp on the north side of the bridge. In addition, if the bridge were relocated downstream, it would only require 2 spans (1 set of piers), rather than 3 spans (2 sets of piers). He then elaborated on the design criteria such as design speed and visibility issues for passing zones.

Mr. DeCleva asked what the current design speed is and Mr. Noble answered that it is currently posted at 55 mph, however, several curves are posted down, and 80 percent of the road does not allow for passing zones.

Mr. Enriquez asked from which bridge alignment the 19 acres of impacts came from. Ms. Benson answered that the 19 acres includes the total impacts of this preliminary alignment.

Ms. Shaw asked if the design team selected a new alignment for the bridge, what would happen to the old one. Mr. Bednarowicz explained that it hasn't been decided yet, but that the adjacent owners would be consulted. Most likely, the bridge would be removed and the utilities would be relocated. Mr. Noble added that the bridge would be reconstructed in any case because the existing bridge is too narrow.

Ms. Hansen then presented an overview of the environmental resources in the project area, and the environmental studies that were performed this summer. These reports are still in draft stages (Phase I Environmental Site Assessment (ESA), Wetland Delineation, Fish Habitat Analysis, Hydrology and Hydraulics Study, and the Archaeological Reconnaissance).

Mr. Enriquez asked if we had coordinated with the USFWS. Ms. Hansen explained that we had, and that DOT&PF was planning to coordinate with them to conduct a survey of eagle nest locations in the spring of 2006.

Mr. Ericksen noted that an oil tanker went off the road around MP 17-18 approximately 10 years ago, and that Southeast Road Builders reported some contaminated soil during utility relocations in that area. Ms. Hansen indicated she would check into this and ensure that it was covered in the Phase 1 ESA report.

Mr. Sogge distributed the graphics from the Stream and Habitat Inventory study that was performed this summer. All streams and drainages along the project corridor were identified. The banks of the river and streams that would be affected by the road widening were classified by habitat type. Randy Ericksen noted that the anadromous fish catalogue has been recently updated and asked if we had reviewed the latest version. Mr. Sogge explained that he used the catalogue on-line. He added that streams not mapped in the catalogue were also included. These streams were mapped through observation and not trapping.

Ms. Shaw asked how the hooligan spawning areas were determined. Mr. Sogge explained that it was through observation and local knowledge. Mr. Shaw asked how the riprap was vegetated. Mr. Sogge replied it is natural revegetation.

Mr. Enriquez added to the discussion by indicating that beaver activities along the road have been observed to block culverts. Mr. Enriquez said that the culverts need to be engineered in such a manner as to make them less desirable to the beavers. The team took note of this comment.

Mr. Miller then presented the hydrology and hydraulics information. He explained that he used the 1980 as-built drawings provided by DOT&PF and that he located in the field most of the culverts in the as-builts. He explained that the culverts were inventoried, photographed and their GPS locations were obtained. Eleven 48-inch or larger fish passing culverts were recorded, which are planned to be replaced. The plan is to design them as Tier 1 (stream simulation) culverts, although additional analysis is needed. Additionally the four large culverts by the debris flow will need to be replaced and that coordination with the DOWL geotechnical department will be initiated. A total of approximately 70 drainage culverts will be replaced based on condition assessment.

Mr. Miller added that he measured scour depths in the side channels of the Chilkat River. Scour depths ranged from two to 18 feet deep. He said that the condition of the existing riprap of the existing road is good.

Mr. Vigil asked which parts of the Chilkat River had the highest energy level. Mr. Miller answered that although the hydrology study performed was not detailed, the energy depends on the functions of local hydraulics. The Chilkat is a very dynamic river; especially at the lower end where it transitions from gravel and cobbles more into sands and silts. Mr. Vigil indicated that the Corps would want to see avoidance of river impacts to the extent possible, noting that he was concerned about the scouring of the river and how it would impact other areas of the river upstream and downstream. Mr. Miller explained that areas that are at higher risk for scouring can be identified by using aerials to see the history of how the river has meandered in the past and rock could be placed deeper at high risk areas. Ms. Shaw noted that NMFS would be interested in knowing the elevation of the vegetation line. Mr. Miller indicated that they could get that by relating it to the water line.

Mr. Eberhardt said that the legal and illegal accesses to the river need to be evaluated, and that some access points should be limited, while others should be maintained (i.e. access points to the Preserve for subsistence or sport fishing). He indicated that coordination with the Preserve Council would be necessary. Mr. Eberhardt also requested that DOT&PF consider extending the recently constructed pathway to Klukwan. Mr. Bednarowicz said that DOT&PF could consider this as part of their overall mitigation plan. Mr. Eberhardt added that his long-range goal is to get a hardened launch site. Mr. Bednarowicz replied that if DOT&PF moved the bridge, a hardened ramp could be built at the old bridge site.

After a short break the meeting was then held in an open discussion format.

Mr. Ericksen asked if the design was moving the alignment away from the river in segment 1 - Mr. Osgood answered yes.

Ms. Shaw asked if we were expecting to mine gravel from the river. Mr. Osgood explained that the goal is to try to balance out the cuts and fills within segments of the road project, but it depends on the results of the geotechnical investigation. Ms. Shaw and Mr. Vigil want to know as soon as possible if any mining will occur in the river.

Mr. Vigil asked about the extent of tidal influence along the Chilkat River, which he would need to know particularly if DOT&PF proposed river mining. Mr. Miller indicated this could probably be approximated with some basic hydraulic data and modeling.

Mr. Enriquez indicated that there would be requirements to minimize impacts and disturbance to eagles from blasting. He noted that Phil Schempf of USFWS would be sending us a formal scoping response that will elaborate on these requirements. Mr. Enriquez also asked whether overhead power lines could be buried, to avoid electrocution to the eagles. Mr. Noble noted that the overhead power lines only go to Southeast Road Builders.

Mr. Ericksen mentioned that the anadromous streams that run parallel to the road (which are important to depict when deciding on an alignment) are not shown on the graphics. He noted that king salmon sometimes choose to use the smaller channels rather than bigger ones, and that these streams adjacent to the road are definitely used by salmon. Mr. Sogge indicated they could add that information to the fish habitat mapping.

Ms. Benson asked if the agencies wanted to form an Interagency Team (IDT) to assist with developing the mitigation plan for this project. Mr. Vigil replied yes. Ms. Benson replied we don't know yet what mitigation DOT&PF would do. Mr. Eberhardt will consult with the ADNR Design & Construction Department to discuss mitigation for preserve impacts.

Mr. Ericksen asked if money is available for post-construction monitoring. Mr. Ericksen continued the bridge realignment will impact anadromous fish (chum and coho spawning, mitigation of all five species and sockeye milling area). He said there is more spawning as you move downstream of the existing bridge. Mr. Vigil asked if the existing bridge poses a habitat problem that would be solved

with the new bridge. Mr. Sogge stated that there is a habitat change at the bridge (no spawning upstream) but it might not be caused by the bridge. Mr. Eberhardt said at the proposed bridge site, the land is BLM, slated to go to DNR.

Mr. Vigil stated his review will focus on the sequence of mitigation that is required by the 404(b)1 regulations (avoidance, minimization, and then compensation for unavoidable impacts to wetlands). The least damaging practicable alternative must be chosen.

Ms. Shaw asked if DOT&PF could consider using better quality culverts that will last longer. Mr. Miller explained that some culverts weren't designed to carry fish and that current DOT&PF standards will be followed (i.e. galvanized metal culverts). Mr. Enriquez suggested that the proposed project use culverts with structures inside them to provide for fish habitat inside.

Ms. Shaw added that she was concerned about increasing the impermeable surface, which increases the runoff index. She asked whether DOT&PF Maintenance uses sand or chemicals. Mr. Bednarowicz noted that wider proposed clear zone slopes would be seeded to help alleviate some of those impacts.

Mr. Miller replied that considering the drainage areas 0.2 or 0.3 square miles, an extra 15 feet of paved road would not cause a difference in the stream discharges. Mr. Noble added that the plan is to add eight feet to the paved width.

Ms. Timothy indicated that she doesn't think an IDT is necessary for a project of this scale, noting that OHMP is under-staffed, and she is concerned about the time it will take. However, Ms. Shaw answered that she believes an IDT might be a good idea, and could even save time during the permitting process, if the agencies are involved in developing the mitigation plan. She noted that the IDT team only met once or twice a year during the last project, so she doesn't think it's too time consuming.

APPENDIX F

Written Comments Received

1. Public
2. Tribal
3. Agency
4. E-mail
5. Telephone

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION

DS9119
KJH ✓ SKN KB
ST
FRANK H. MURKOWSKI, GOVERNOR

File

3132 CHANNEL DRIVE
JUNEAU, ALASKA 99801-7898

PHONE: (907) 465-2960
FAX: (907) 465-2460
TEXT: (907) 465-3652

September 15, 2005

Debra Schnabel
Director
Hard Rock, Inc.
PO Box 129
Haines Alaska 99827



Subject: Drainage Considerations, Haines Highway Improvements MP 3.5 to 25.3

Dear Ms. Schnabel,

I forwarded your request to Pete Bednarowicz, P.E, Southeast Region Engineering Manager (465-4413). Mr. Bednarowicz is the manager responsible for the design phase of the upcoming Haines Highway Improvements, Milepoint 3.5 to 25.3 project. The designers will research the 1979 construction documents and history of the area hydrology, and will consider your concerns in their work to develop the project.

The project schedule is subject to change but is currently estimated as:

Reconnaissance and Survey	September through November 2005
Environmental Analysis	November 2005 through January 2007
Permitting	late 2006
Design	fall 2005 through spring 2007
Construction	beginning spring 2007

The Southeast Region project team is developing a project mailing list. You will be added to the list and will receive direct notification of public meetings and public comment opportunities.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Neidhold".

Mark Neidhold, P.E.
Chief Design and Construction Standard

"Providing for the movement of people and goods and the delivery of state services."

Cc: Gary Hogins, P.E., Chief Engineer
Pat Kemp, P.E., Southeast Region Preconstruction Engineer
Jim Evensen, P.E., Preliminary Design & Environmental Section Chief
Bill Ballard, State Environmental Coordinator
Pete Bednarowicz, P.E., Project Engineering Manager
Kris Benson, P.E., Project Environmental Coordinator
Stewart Osgood, DOWL Engineers

Hard Rock, Inc.
PO Box 129 Haines, AK 99827

RECEIVED
SEP 06 2005
Stwd. Design & Eng. Svcs
Director's Office

September 2, 2005

Mark Neidhold, P.E.
Design and Construction Standards
Alaska Dept. of Transportation
3132 Channel Drive
Juneau, AK 99801

Re: Haines Cut-off Highway Realignment

Dear Mr. Neidhold:

Survey crews have been working on the Haines Cutoff Highway throughout the 2005 summer in anticipation of realignment and resurface. I want to influence decisions about placement of culverts between miles five and six as the design phase develops.

Hard Rock Inc. owns 132 acres of Section 24. Until 1979, two culverts allowed water running off Mt. Ripinski onto or through our land into the Chilkat River. Our property was dry, and we accessed a tallis for commercial purposes.

When the highway miles 4-12 were improved in 1979 two culverts were not replaced, and our property became saturated, then flooded, and trees died. The area is now a wetlands and the access to our tallis is flooded.

Enclosed for your information is a letter dated May 7, 1991 describing the situation and asking for relief. None has ever come.

We now request that you correct the state's error by providing in the contemporary project the culverts that were removed by the state, thereby returning to us the use of our land.

Sincerely,



Debra Schnabel
Director

Copy: Bill Ballard, State Environmental Coordinator
Gary Hogins, P.E., Chief Engineer

KIANA CORPORATION

P.O. BOX 129

HAINES, ALASKA 99827

(907) 766-2827/2821

May 7, 1991

Jim Merrill
Dept. of Transportation and Public Facilities
P.O. Box 3-1000
Juneau, Alaska 99802

Dear Mr. Merrill:

We are writing to notify you of a disconcerting situation that has come about as a result of DOT's actions. Specifically, fish habitat is developing on privately-held property due to diked upland water.

Kiana Corporation holds lots 4 and 5 of Section 19 along the Haines Highway between 4 and 5 mile. Hard Rock, Inc., of which Kiana holds shares, owns 132 acres of Section 24 along the highway between 5 and 6 mile. Practically, the properties are natural tallis and have been operated as quarries for many years. Water draining off Mt. Ripinski was until 1979 directed through culverts underneath the Haines Highway at Yindustucki Point and at 5.5 mile.

In 1979 the State of Alaska improved the Haines Highway from mile 4 to mile 12 by widening, straightening and surfacing. For reasons that we don't know, two culverts were removed or buried. One of those culverts was just north of Yindustucki Point at approximately 4.5 mile and the other was at approximately 5.5 mile, just north of the access road into our rock pit.

The Haines highway is now acting as a dike to hold water draining from Mt. Ripinski. This has transformed a portion of our property to a wetland environment with potential for fish habitat. In light of the "no net loss" policy in effect for for wetlands, we are concerned that development options for the property are continually diminishing.

KIANA CORPORATION

P.O. BOX 129

HAINES, ALASKA 99827

(907) 766-2827/2821

December 1, 1980

Mr. Nathan Johnson
Dept. of Transportation and Public Facilities
Design and Construction, Environment Section
P.O. Box 1437
Juneau, Alaska 99802

Dear Mr. Johnson:

It has been recommended that our comments and replies to your correspondence be directed to you.

Enclosed is copy of a letter distributed to the Alaska Department of Fish and Game and officials of the Dept. of Fish and Game in May of 1980. The letter discusses design factors in the upgrade of the Haines Highway and the potential effects of certain properties on the environment. The letter also contains a list of facts that have been documented since 1980. There has never been a response to our letter of May 1, 1980.

The shareholders of Hard Rock Inc. own approximately 5.5 miles of Haines Highway for the Haines Airport Project. We believe that the material accommodations that a user of the Haines Highway would require

We believe that we hold the right to take action, but we suspect that action would engender an undesirable situation for the shareholders of Hard Rock Inc. The situation to return the property to us would be a loss of revenue for Hard Rock Inc. for loss of revenue.

We would appreciate your thoughts on this matter. If you could set up a meeting between representatives of Hard Rock Inc. and the Alaska Department of Transportation and State officials who might be in a position to negotiate our claims, we would be very grateful.

DAVID J. BRADY AND
KAREN M. BRADY

DAVID J. BRADY
KAREN M. BRADY

PHONE LOG

DATE: September 26, 2005
AGENCY: Todd Buxton, Haines Field Office, Northern Southeast Regional
Aquaculture Association, PO Box 1263, Haines, AK 99827
766-3110 <todd_buxton@nsraa.org>
FROM: Kris Benson, Environmental Coordinator, DOT&PF
SUBJECT: Haines Highway MP 3.5 to 25.3 IDT

Todd told me that the reason he wants to participate on the IDT for the Haines Hwy project is that NSRAA has incubation boxes located around MP 17. He said there is a large culvert there that passes a spring-fed creek. They collect eggs at the culvert outlet (it sounds like there is a pool). They have currently four, but next year to be eight, incubation boxes on the upstream side of the road. He says that the boxes are approximately 80 feet from the existing road.

He also said that he wants to ensure the road reconstruction doesn't impact the spawning channel near the Wells bridge.

He asked whether we would bridge the slide area around MP 21.

I told him that it is early in the process and that the alignment is being evaluated this fall, so I don't have information for him yet. I said that we would add him to the mail list so he would directly receive the scoping notice/request for comments. I also said that the IDT, if formed, would focus on mitigation, so would be developed further in the future. I said that we will keep it in mind that he is interested in participating.



HAINES HIGHWAY

MILEPOST 3.5-25.3



ALASKA DOT & PF
SOUTHEAST REGION

DEC 28 2005

Project Comment Form

PRELIMINARY DESIGN & ENVIRONMENTAL
We want to be sure that we consider your comments and suggestions as we develop this project. Please take a few minutes to give us your thoughts. Thank you for taking the time to give us your input. Please submit your comments by December 23, 2005.

Comments:

Dec 20-05

I live at mile 23.5 Haines Hwy (Wells). Every time there is a slide at mile 23 mile an the culverts are blocked, every thing is diverted to my property which causes a wash out and destruction to my property. The road an culverts need to be elevated so that the slide can go the natural way an that is, straight down hill, not to Klukwan or Wells.

I want to get project updates. Please add my name to your project mailing list.

Name: HENRY C JACQUOT

Address: HC 60 BOX 2551

City: HAINES State: AK Zip: 99827

Project Contact

Please send written comments to:

Kris Benson, DOT&PF
6860 Glacier Highway
Juneau, Alaska 99801
Fax: (907) 465-3506
E-mail: kris_benson@dot.state.ak.us

For further information regarding engineering issues
contact: Pete Bednarowicz, Engineering Manager, telephone
(907) 465-4413

For further information regarding environmental issues
contact: Kris Benson, Project Environmental Coordinator,
telephone (907) 465-4509



HAINES HIGHWAY

MILEPOST 3.5-25.3



ALASKA DOT & PF
SOUTHEAST REGION
DEC 12 2005
ENVIRONMENTAL SECTION

Project Comment Form

We want to be sure that we consider your comments and suggestions as we develop this project. Please take a few minutes to give us your thoughts. Thank you for taking the time to give us your input. Please submit your comments by December 23, 2005.

Comments: A pullout parking area at the trailhead for the Seven Mile Saddle Trail is required. This Trail is the premier day trail of Alaska with views of two three mountain ranges, mountain lakes and a commanding view of the most scenic and dramatic sections of the longest/deepest fjord in North America as well as commanding views of the Chukchi Trail and Dalton Trail. It is also linked to Mt. Pomeroy Trail.

Currently people just pull off the side of the highway and on summer weekends you find quite a jam of cars and trucks with overflow parking 1/4 mile up the highway on the other side of the highway. Use and appreciation of the Trail has greatly expanded in the 13 years that I have lived in Haines with at least 4 times the the number of people on the trail than 13 years ago.

I want to get project updates. Please add my name to your project mailing list.

Name: Alan Traut
Address: PO Box 882
City: HAINES State: AK Zip: 99822

Project Contact

Please send written comments to:
Kris Benson, DOT&PF
6860 Glacier Highway
Juneau, Alaska 99801
Fax: (907) 465-3506
E-mail: kris_benson@dot.state.ak.us

For further information regarding engineering issues
contact: Pete Bednarowicz, Engineering Manager, telephone
(907) 465-4413

For further information regarding environmental issues
contact: Kris Benson, Project Environmental Coordinator,
telephone (907) 465-4509

Kelly Brown

From: Stewart Osgood
Sent: Tuesday, December 13, 2005 11:30 AM
To: Kelly Brown; Kristen Hansen
Subject: FW: haines highway

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

From: Pete Bednarowicz [mailto:pete_bednarowicz@dot.state.ak.us]
Sent: Tuesday, December 13, 2005 9:02 AM
To: Robert Krebs; Steve Noble; Stewart Osgood; Benson, Kristine
Subject: Re: haines highway

When you were told the house was "in the row", that means it is not on Darsie Culbeck's property. Both Darsie Culbeck's house, and Margaret Piggot's house is on State DOT property. That means that if the State DOT needs to use this property (usually it is for being "in the best interest of the State"), they can make the squatter move or remove the home. The State did NOT permit them to be there.

I would need more information on exactly where the cabin is at, to see if our current highway layout may impact the house. I will ask the design engineer to look at this property to see if they can determine if there are impacts to the cabin. I have a feeling it may not, but we are currently in preliminary design, and as such can not be sure if issues (such as environmental) may cause us to realign the highway and affect not only the cabin, but Darsie's and Margaret's home.

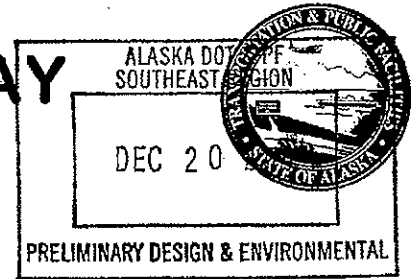
Robert Krebs wrote:

> Dear Mr. Bednarowicz,
>
> Hello. My name is Lisa Krebs and I am emailing you from Seoul, Korea.
> My family lives in Haines when we are not overseas, and we are in the
> process of buying a little cabin there. I'm hoping you can help me
> understand the recent developments with the Haines Highway
> improvements. The cabin in question is at 7 mile (I think) just at the
> bottom of Margaret Piggot's driveway (on the north side). It is
> presently owned by Darsie Culbeck. What I need to know is if there are
> to be impacts on the house or property as the road is straightened and
> widened. A friend of ours that is in the road business told us to ask
> specifically if this house was built, "in the row." I assume that's
> roadbuilder's talk. I can certainly send you more specifics such as
> road mile marker and lot number if you need them. Please let me know
> at your earliest convenience if you might be able to answer these
> questions and what other information you might need. Thank you very
> much for your time.
>
> Regards,
> Lisa Krebs



HAINES HIGHWAY

MILEPOST 3.5-25.3



Project Comment Form

We want to be sure that we consider your comments and suggestions as we develop this project. Please take a few minutes to give us your thoughts. Thank you for taking the time to give us your input. Please submit your comments by December 23, 2005.

Comments:

THE 7-MILE SADDLE TRAILHEAD NEEDS A PARKING AREA. THIS TRAILHEAD IS 150 YDS. SHORT OF THE 7-MILE POST ON THE NORTH SIDE OF THE HAINES HWY. THIS IS THE ENTRY/EXIT POINT OF THE EXTENSIVE MT. RIDINSKY TRAIL SYSTEM, USED BY A LARGE NUMBER OF PEOPLE, WINTER AND SUMMER AND SOME COMMERCIAL TOURS. CURRENT PARKING IS IN THE HWY BARROW DITCH JUST N. OF THE EDGE OF THE HWY SHOULDER. AT TIMES 4-6 CARS WILL BE SQUEEZED INTO THIS SHORT AREA. PEOPLE PARKING IN A WIDER AREA NEAR THE 7-MILE POST ARE THEN CROSSING THE HWY W/ KIDS & DOGS AND WALKING ALONG SHOULDERS. TRAIL USE IS ON THE INCREASE IN OUR SOCIETY AND IT SEEMS, AS HWY. WORK IS GOING FORTH, NOW WOULD BE AN OPPORTUNE TIME TO PROVIDE SAFE PARKING IN THIS AREA.

THANK YOU,
PAUL H. SWIFT

I want to get project updates. Please add my name to your project mailing list.

Name: PAUL H. SWIFT
Address: P.O. BOX 564
City: HAINES State: ALASKA Zip: 99827

Project Contact

Please send written comments to:

Kris Benson, DOT&PF
6860 Glacier Highway
Juneau, Alaska 99801
Fax: (907) 465-3506
E-mail: kris_benson@dot.state.ak.us

For further information regarding engineering issues
contact: Pete Bednarowicz, Engineering Manager, telephone
(907) 465-4413

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contact: Kris Benson, Project Environmental Coordinator,
telephone (907) 465-4509



HAINES HIGHWAY

MILEPOST 3.5-25.3



Project Comment Form

We want to be sure that we consider your comments and suggestions as we develop this project. Please take a few minutes to give us your thoughts. Thank you for taking the time to give us your input. Please submit your comments by December 23, 2005.

Comments:

I would like to see the road get improved as soon as possible. I would also like to see our Intak road get improved as soon as possible also. Our highways are in real bad condition, and desperately need to be fixed.

I want to get project updates. Please add my name to your project mailing list.

Name: Toni Dotson

Address: BOX 1264

City: Haines

State: Alaska

Zip: 99827

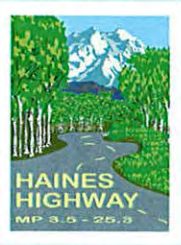
Project Contact

Please send written comments to:

Kris Benson, DOT&PF
6860 Glacier Highway
Juneau, Alaska 99801
Fax: (907) 465-3506
E-mail: kris_benson@dot.state.ak.us

For further information regarding engineering issues
contact: Pete Bednarowicz, Engineering Manager, telephone
(907) 465-4413

For further information regarding environmental issues
contact: Kris Benson, Project Environmental Coordinator,
telephone (907) 465-4509



HAINES HIGHWAY

MILEPOST 3.5-25.3



Project Comment Form

We want to be sure that we consider your comments and suggestions as we develop this project. Please take a few minutes to give us your thoughts. Thank you for taking the time to give us your input. Please submit your comments by December 23, 2005.

Comments:

*Generally in favor of everything proposed
Needs to happen ASAP!*

I want to get project updates. Please add my name to your project mailing list.

Name: Robert Venables
Address: PO Box 50
City: Haines State: AK Zip: 99827

Project Contact

Please send written comments to:

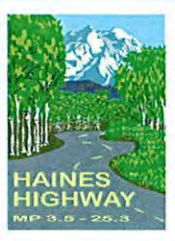
Kris Benson, DOT&PF
6860 Glacier Highway
Juneau, Alaska 99801
Fax: (907) 465-3506
E-mail: kris_benson@dot.state.ak.us

For further information regarding engineering issues

contact: Pete Bednarowicz, Engineering Manager, telephone (907) 465-4413

For further information regarding environmental issues

contact: Kris Benson, Project Environmental Coordinator, telephone (907) 465-4509



HAINES HIGHWAY

MILEPOST 3.5-25.3



Project Comment Form

We want to be sure that we consider your comments and suggestions as we develop this project. Please take a few minutes to give us your thoughts. Thank you for taking the time to give us your input. Please submit your comments by December 23, 2005.

Comments:

In general support 6' shoulders, Support Improved attention to culverts in flood-prone drainage areas as identified by recent record rains.

would like to see 2-4 more pullouts for photography/public. 6-6 1/2 mile, 9 mile, 12 mile, 19-20 mile.

Prohibit that public access, river views, & habitat (riparian) take priority over speed & straightening curves. This is a "scenic" highway important for salmon fishing/subsistence/sport.

Support widening the curve rather than new bridge at Well's Bridge, because of impact on spawning/traditional subsistence areas.

I want to get project updates. Please add my name to your project mailing list.

Name: Kathleen Menke

Address: PO Box 781

City: Haines

State: AK

Zip: 99827

Project Contact

Please send written comments to:

Kris Benson, DOT&PF
6860 Glacier Highway
Juneau, Alaska 99801
Fax: (907) 465-3506
E-mail: kris_benson@dot.state.ak.us

For further information regarding engineering issues

contact: Pete Bednarowicz, Engineering Manager, telephone (907) 465-4413

For further information regarding environmental issues

contact: Kris Benson, Project Environmental Coordinator, telephone (907) 465-4509

December 5, 2005

To Whom It May Concern:

Please admit my written comments and interest in road re-alignment, (Wells Bridge) Haines Highway Geo-technical Survey- state I.D. #AK0511-02j. *+State Project #68606*

During December of 2005 I requested official awareness of a historic use airstrip located near the West side of Wells Bridge. This admission was submitted for review within the Haines Borough Comprehensive Plan, please see attached comments.

State Highway projects in this area normally set up a gravel/equipment plant for road rebuilding at 26 mile Haines Highway. I would like to further the public's interest in sailplane operations at this same location, as this is an already established aircraft operating area.

Could future highway projects there increase the accessibility for aircraft operations within this important transportation/highway corridor? This area in between two large man-made shoaling is ideally suited as a public air park. Please help Chilkat Bald Eagle Preserve airpark invest in its future for flight. I would appreciate your consideration on this matter.

Sincerely,

Mark Allen

Mark L. Allen
Haines resident
P.O. Box 1373
(907)-766-3074

12-06-05

Chilkat Bald Eagle Preserve Airpark

Alaska Department of Transportation and Public Facilities, Haines Borough officials, Borough residents; thank you for this opportunity to discuss my comments about Haines Highway Improvements and most notably the airstrip area between 25.3 to 26 mile Haines Highway. Rebuilding or relocation of the Wells Bridge may have some implications for residents of this area, as well as, the general public.

Just west of the Wells Bridge on the south side of the highway is a treeless area that has been historically utilized all four seasons of the year as an airstrip for overnight parking of aircraft, commercial and personal use landings and departures. Also 25.5 mile has seen industrial sized plants in operation producing millions of dollars worth of products and services for this community. I am asking that your agencies awareness and planning in that this area's [23.5 to 26 mile] important aviation and recreational resources may be officially recognized and improved upon within the scope of this Haines Highway Improvement State Project #68606.

Currently there is not an appropriate amount of improvements, which are needed, for this airstrip to qualify as an acceptable emergency use airstrip. Currently your agency, as well as, local government officials may not be able to efficiently participate in evacuations or re-supply of goods or services of this important region of Haines Borough by air if it were necessary, [for instance; 23 mile debris slide]. There are no other airstrips or amiable areas in this region of Haines Borough for the majority of residents to participate in aviation transportation.

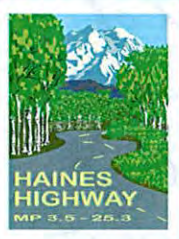
Your agency's awareness and planning for 23.5 to 26 mile Haines Highway airstrip as an acceptable and appropriate, as well as, a needed resource for our communities welfare would provide for diversifying our transportation needs well into the future.

Thank You for your time and interest in maintaining a forum for us citizens to voice our concerns and submit our information to appropriate agencies that may have need to provide for our safety and interests.

Sincerely-



Mark L. Allen
P.O.Box 1373
Haines, A.K. 99827



HAINES HIGHWAY

MILEPOST 3.5-25.3



Project Comment Form

We want to be sure that we consider your comments and suggestions as we develop this project. Please take a few minutes to give us your thoughts. Thank you for taking the time to give us your input. Please submit your comments by December 23, 2005.

Comments:

@hilkat Bald Eagle Preserve Airpark 12-06-05

Alaska Department of Transportation and Public Facilities, Borough officials, Borough residents; thank you for this opportunity to discuss my comments about Haines Highway Improvements and most notably the airstrip area between 25.3 to 26 mile Haines Highway. Rebuilding or Relocating the Wells Bridge may have some implications for residents of this area, as well as, the general public. Just West of the Wells Bridge on the south side of the Highway is a treeless area that has been historically utilized all four seasons of the year as an airstrip for overnight parking of aircraft, commercial and personal use landings and departures. Also 25.5 mile has seen industrial sized plants in operation producing millions of dollars worth of products + services for this community. I am asking that your agencies awareness and planning in that this area (23.5 to 26 m) important aviation and recreational resources may be officially recognized and improved upon within the scope of your agencies abilities.

I want to get project updates. Please add my name to your project mailing list. (See Reverse side)

Name: MARK L. ALLEN

Address: P.O. Box 1373

City: Haines AK State: AK Zip: 99827

Project Contact

Please send written comments to:

Kris Benson, DOT&PF
6860 Glacier Highway
Juneau, Alaska 99801
Fax: (907) 465-3506
E-mail: kris_benson@dot.state.ak.us

For further information regarding engineering issues

contact: Pete Bednarowicz, Engineering Manager, telephone (907) 465-4413

For further information regarding environmental issues

contact: Kris Benson, Project Environmental Coordinator, telephone (907) 465-4509

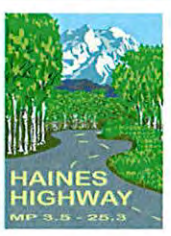
Currently, there is not an appropriate amount of improvements, which are needed, for this airstrip to qualify as an acceptable emergency use airstrip. Currently your agency, as well as, local government officials may not be able to efficiently participate in evacuations or re-supply of goods or services of this important region of Haines Borough by air if it were necessary, (for instance; 23 mile debris slide). There are no other airstrips or amiable landing areas in this region of Haines Borough for the majority of residents to participate in aviation transportation.

Your Agencies awareness and planning for 23.5 to 26 mile Haines Highway airstrip as an acceptable and appropriate, as well as, a needed resource for our communities welfare, would provide for diversifying our transportation needs well into the future.

When permitting gravel extraction from this airstrip site could your agency project and plan for future modifications of this area to align the removal process in a straight line in the clear area so as to provide for future safe landing and takeoff areas. Thank you

Mark Allen

DOT&PF
Haines Highway Improvements
Attention: Kris Benson
6860 Glacier Highway
Juneau, Alaska 99801



HAINES HIGHWAY

MILEPOST 3.5-25.3



Project Comment Form

We want to be sure that we consider your comments and suggestions as we develop this project. Please take a few minutes to give us your thoughts. Thank you for taking the time to give us your input. Please submit your comments by December 23, 2005.

Comments:

Could your agencies consider a bicycle path along the highway especially along the more constricted areas of this Highway Improvement Project.

Beautiful scenic highways like Turnagain Arm Highway near Anchorage are greatly benefited with safer paths for pedestrians and bicyclists.

This is by far one of the most beautiful Highways in our country. Thank you in advance for your hard work!

I want to get project updates. Please add my name to your project mailing list.

Name: Mark Allen

Address: P.O. Box 1373

City: Haines

State: AK

Zip: 99827

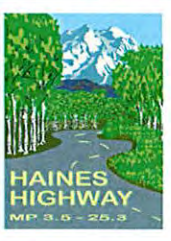
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Juneau, Alaska 99801
Fax: (907) 465-3506
E-mail: kris_benson@dot.state.ak.us

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(907) 465-4413

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contact: Kris Benson, Project Environmental Coordinator,
telephone (907) 465-4509



HAINES HIGHWAY

MILEPOST 3.5-25.3



Project Comment Form

We want to be sure that we consider your comments and suggestions as we develop this project. Please take a few minutes to give us your thoughts. Thank you for taking the time to give us your input. Please submit your comments by December 23, 2005.

Comments:

I would like to go to the right of way question resolved on the house at 8 1/2 Mile, I have been there 35 years & the house had been built before I bought it.

I tried to negotiate with the State about 30 years ago but they stonewalled - before the days of computers!!

Also at 9 Mile there are getting-to-be rare orchids (fairly slippery) growing, & the best I saw we on the right of way. There is so much development on the beaches, it would be nice to preserve these.

I want to get project updates. Please add my name to your project mailing list.

Name: M. H. Poyott

Address: HC 60 Box 8502

City: Haines State: Alaska Zip: 99827

megshp@aptalaska.net

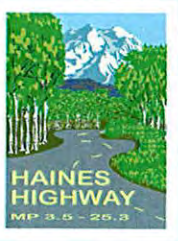
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(907) 465-4413

For further information regarding environmental issues
contact: Kris Benson, Project Environmental Coordinator,
telephone (907) 465-4509



HAINES HIGHWAY

MILEPOST 3.5-25.3



Project Comment Form

We want to be sure that we consider your comments and suggestions as we develop this project. Please take a few minutes to give us your thoughts. Thank you for taking the time to give us your input. Please submit your comments by December 23, 2005.

Comments:

I would like to see the road projects start as soon as possible! I feel the roads are in terrible shape! The amount of traffic flow makes it hard on the life of the road alone! We don't want to wait for people to get hurt! This will make much needed jobs for the town of Haines!

I want to get project updates. Please add my name to your project mailing list.

Name: *Frank Nelson*
Address: *P.O. Box 1264*
City: *Haines* State: *AK* Zip: *99827*

Project Contact

Please send written comments to:

Kris Benson, DOT&PF
6860 Glacier Highway
Juneau, Alaska 99801
Fax: (907) 465-3506
E-mail: kris_benson@dot.state.ak.us

For further information regarding engineering issues

contact: Pete Bednarowicz, Engineering Manager, telephone (907) 465-4413

For further information regarding environmental issues

contact: Kris Benson, Project Environmental Coordinator, telephone (907) 465-4509

Kelly Brown

From: Stewart Osgood
Sent: Friday, December 09, 2005 3:42 PM
To: Kelly Brown
Subject: FW: [Fwd: Haines Highway Project]

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

From: Kris Benson [mailto:kris_benson@dot.state.ak.us]
Sent: Friday, December 09, 2005 2:58 PM
To: Peter C Bednarowicz; Stewart Osgood; Kristen Hansen
Subject: [Fwd: Haines Highway Project]

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

Subject:Haines Highway Project
Date:Fri, 09 Dec 2005 17:34:56 -0500
From:Alaska Mountain Guides <Climb@alaskamountainguides.com>
To:kris_benson@dot.state.ak.us

Hi Kris,

Thanks for your time on the phone today. I would like the following comments to be included in your scoping project.

I am a landowner at 8.6 mile on the Haines Highway and my cabin sits 77 feet from the center line. I would ask that the highway designers take this into account and keep the road at least this distance from my cabin.

I also feel that blasting into the rock just North of my property will have a negative impact on the land owners who have houses and cabins on the bluff. I would ask that the DOT respect the homeowners in this area and move the road towards the river verses toward the hillside.

Thanks for your consideration.

Darsie Culbeck
Director

Alaska Mountain Guides & Climbing School Inc.
Alaska Mountain Guides International Inc.
Alaska Mountain Guides Adventures Inc.
Alaska Mountain Guides de Mexico S. de R.L. de C.V.
Toll Free 800-766-3396
Haines, AK 907-766-3366
Skagway, AK 907-983-3365
Alta, UT: 801 742 0100
Cozumel, Mexico - US #: 801 317 1679 or 011 52 987 872 7406
WWW.ALASKAMOUNTAINGUIDES.COM

12/12/2005



HAINES HIGHWAY

MILEPOST 3.5-25.3

ALASKA DOT & PF
DISTRICT REGION

DEC 14 2005



PRELIMINARY DESIGN & ENVIRONMENTAL

Project Comment Form

We want to be sure that we consider your comments and suggestions as we develop this project. Please take a few minutes to give us your thoughts. Thank you for taking the time to give us your input. Please submit your comments by December 23, 2005.

Comments:

I represented Lynn Canal Conservation at your presentation to the Chilkat Bald Eagle Advisory Council. Following are just a few preliminary suggestions:

First, this project is too large in scope for a simple Environmental Assessment - a full EIS should be required.

Second, replacement of failed, failing, perched or missing culverts during the project has the potential to improve spawning and rearing opportunities for anadromous fish throughout much of the Chilkat system. However, using culverts designed for only a 50-year flood event is simply asking for trouble - very expensive repairs and potentially serious impacts to fisheries. You need to use larger culverts.

Third, you should not move Wells Bridge. Your preferred option places the bridge too close to very important spawning habitat for chum, coho, and probably sockeye salmon.

Finally, you need to consider eagle roosting trees as well as nesting trees in areas where trees will be cut.

I want to get project updates. Please add my name to your project mailing list.

Name: ERIC HOLLE - LYNN CANAL CONSERVATION

Address: BOX 1324

City: HAINES

State: AK

Zip: 99827

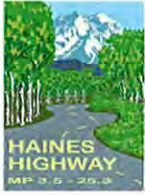
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(907) 465-4413

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contact: Kris Benson, Project Environmental Coordinator,
telephone (907) 465-4509



MEETING NOTES

SUBJECT: Haines Highway MP 3.5 TO 25.3, Resident Meeting

GROUP: DOWL Engineers - Stewart G. Osgood, P.E.
DOT&PF - Pete Bednarowicz
Resident - Bud Stewart

DATE: December 7, 2005

LOCATION: Mile 17 on the Haines Highway

MEETING INFORMATION:

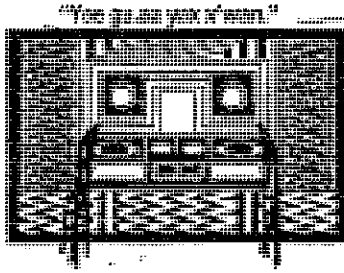
Stewart Osgood and Pete Bednarowicz met with Bud Stewart at his residence at Mile 17 or so of the Haines Highway. Bud indicated that he had received scoping meeting information, but was not able to attend the meeting. He said that he had talked to several people about the project, and he knew that there would have to be some right-of-way (ROW) acquisition to fix the road properly. Pete and I gave him an overview of the project, and discussed the general approach, purpose and need, cross section, design criteria, and schedule for the improvements. Bud is supportive of the project and seemed interested in talking about the impacts on his property and how to minimize them. Below is a list of issues that were discussed:

- Bud lengthened his airstrip by 300 feet last summer. He did this to accommodate his aircraft which has a higher approach speed than a typical bush aircraft.
- He indicated that he has a friend that frequently uses the airstrip and he has a super cub that is perfect for the strip.
- Bud said that he would rather not shorten the strip to accommodate the new alignment, but he lived with it before the extension. He said that he just likes a greater margin of error.
- Bud said that if possible he would like to extend the runway an additional 300 feet to the west onto DNR land if he could acquire the land.
- Bud seemed interested in learning what would happen to the old road ROW. He owns land on both sides of the road, so if he could get more contiguous land on the north side as a "swap" for the acquired land, that would be beneficial.
- Bud indicated that in the flood of a couple weeks ago there was water flowing over the road in the bend just east of his driveway. He said that the water was flowing right down his neighbor's driveway.
- Bud indicated that the little stream just east of his property is a good little spawning stream, and bears frequent it in the summer and fall. He said that his dog Larry does a good job of keeping the bears away from his house.

- Bud would like to see the existing roadway obliterated when the new road is constructed, but he points out that there will be several driveway and access issues that will need to be resolved.
- There are also some utility lines that must be dealt with if the road is realigned.
- Bud has several trees in the area where his existing drive leaves the existing road that he would like to see preserved.
- Bud asked if there would be a problem with him talking with the eventual construction contractor to get some paving done around his property when the construction was happening. Pete and I said that any of that would be between him and the successful construction contractor.
- Bud indicated that he strongly believes that something needs to be done at the bridge site at Wells. He likes the ideal of relocating the bridge downstream and straightening out the road.

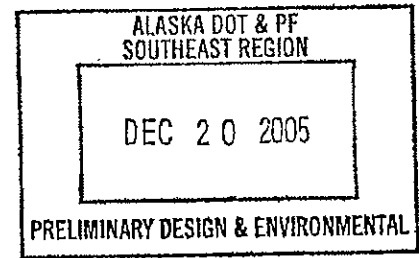
Bud thanked us for our time and said he looked forward to additional discussion and seeing additional plans as they are developed.

Submitted by: Stewart G. Osgood, P.E., DOWL Engineers



Chilkat Indian Village

32 Chilkat Ave, Klukwan, AK
P.O. Box 210, Haines AK, 99827
Phone: 907-767-5505
Fax: 907-767-5518
www.chilkatindianvillage.org



December 9, 2005

Kris Benson
6860 Glacier Highway
Juneau, Alaska 99801-7999

Subject: Haines Highway Improvement Project

Dear Ms. Benson:

This letter is in response to your request for public comment on the Haines Highway Improvement Project during your scoping meeting in Klukwan December 6, 2005. The Chilkat Indian Village, Council has several concerns and recommendations we would like taken into consideration.

The Council supports keeping the Wells bridge in its existing location but would want to have any new bridge being built elevated to accommodate the height of any airboats needing to pass under the bridge. Keeping the current location of the bridge is important to the members of our community for subsistence salmon fishing. The other proposed area is used for drift netting. Moving the bridge any further down the river would hinder our ability to continue fishing in that area. Also the current height of the bridge at high water restricts access for boats to pass underneath it. So for these reasons, we recommend that any new bridge be in the same location as the Wells Bridge but elevated

The twenty three mile, mudslide area is of great concern to us. When improvements are made to the highway at twenty-three mile proper engineer planning is needed to ensure that slide areas are diverted away from village property.

There are a couple of important subsistence areas accessed from the highway. At four mile hooligans are harvested and at fourteen mile village members fish for salmon. These are locations that currently have access from the highway and any improvements need to have continued access to these areas.

For public safety reasons, we would like to see a pull out added to the trailhead at seven mile. At eight mile large snowdrifts occur during the winter months, their needs to be windbreakers or some other means to ease this problem.

Culturally sensitive areas that you have documented should include an archeologist to be

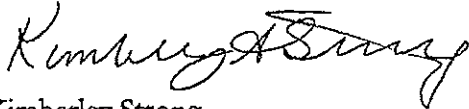
December 14, 2005

present while excavating the area. Given our strong Tlingit history in this area, from Haines to Wells may end up being one big archeological dig.

Finally the Council would like the existing trail in the Bald Eagle Preserve to be connected to the village along the highway. We do have an idea on how and where the trail will attach to the existing trail, so we do hope we can work together to make this trail project happen.

Thank you for your time and consideration to our recommendations.

Sincerely,

A handwritten signature in cursive script, appearing to read "Kimberley Strong".

Kimberley Strong
Council President

cc: Ed DeCleva
FWHA, Southeast & AMHS Liaison
P.O. Box 21648
Juneau, AK 99802



MEMORANDUM

STATE OF ALASKA

Department of Natural Resources
Office of Habitat Management and Permitting

TO: Kris Benson
Project Environmental Coordinator
ADOT&PF Southeast Region

DATE: December 14 2005

FILE NO: 68606, Haines Highway
MP 3.5 to 25.3

THRU:

SUBJECT: Scoping Comments

FROM: Jackie Timothy
Habitat Biologist

TELEPHONE NO: 465-4275

Staff from the Alaska Department of Natural Resources (DNR) Office of Habitat Management and Permitting (OHMP) has reviewed scoping documents for Haines Highway improvements between MP 3.5 and MP 23.5. The project will bring this portion of the Haines Highway up to National Highway System standards for design speed 55 mph to provide a safe, consistent and efficient roadway.

Executive Order 107 moved Habitat Division from the Alaska Department of Fish and Game (ADF&G) to OHMP. The authority for Fish Habitat permitting and Alaska Coastal Management Program (ACMP) consistency review transferred with the division, except when a project is proposed within or significantly affects a special area such as the Chilkat River State Critical Habitat Area. Your scoping document of November 25, 2005 states “there would be no impacts to the ADF&G designated critical habitat area” (page 2), but Appendix A is contradictory “A portion of the proposed project (Station No: 935+00 – 1102+00) is located within the Chilkat River State Critical Habitat Area” (page 2). Please clarify whether work will occur in the critical habitat area. If work will not occur in the critical habitat area, then ADOT&PF will be working directly with OHMP biologists during project review and permitting. OHMP biologists would then coordinate with ADF&G biologists where their expertise and data is needed to evaluate project impacts and ensure proper protection of fish and wildlife resources. However, if the information in Appendix A is correct or the preliminary design changes so improvements overlap with the critical habitat area, Tom Schumacher of ADF&G would be your contact for that portion of the project.

Under the preliminary design, DOT&PF will place about 2.6 acres of fill in the Chilkat River and replace fish passage culverts (Table 1), designed according to the Memorandum of Agreement between ADF&G and ADOT&PF. Fish Habitat permits will be required for the Chilkat River fill and approximately 30 stream crossings¹ where anadromous or resident fish presence is observed, including fish streams discovered by Inter-Fluve and OHMP during additional stream and habitat inventories. OHMP biologists are interested in helping Inter-Fluve staff trap and identify fish and will nominate any anadromous fish streams to the *Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes* (Catalog).

Stream Number	Name	Species
115-32-10250	Chilkat River	King, coho, chum, sockeye, & pink salmon,

¹ ADOT&PF scoping documents only estimate 11 fish culverts will be replaced. This is OHMP’s estimate based on the ADOT&PF scoping documents, the preliminary Stream and Habitat Inventory, and the Catalog. The discrepancy will need to be discussed and reconciled in the field.

		steel head and cutthroat trout, Dolly Varden char and whitefish (presence)
115-32-10250-2004 (listed in Stream and Habitat Inventory (S&HI) but not in Appendix A)	None	Coho (rearing), Dolly Varden char (rearing)
115-32-10250-2006 (listed in catalog and Appendix A, but not listed in S&HI)	Schnabel Creek	Coho (rearing), Dolly Varden char (rearing), cutthroat trout (rearing)
115-32-10250-2006-3003 (not listed in S&HI)	Schnabel Creek tributary	Coho (rearing), Dolly Varden char (rearing), cutthroat trout (rearing)
115-32-10250-2008	Waterfall Creek	Coho (spawning & rearing), Dolly Varden char (rearing)
115-32-10250-2008-3005 (not listed in S&HI)	Waterfall Creek tributary	Coho (spawning & rearing), Dolly Varden char (rearing)
Station 315+50 (listed in S&HI but not in Appendix A.) Needs to be verified and cataloged.	None	Coho and Dolly Varden juvenile presence identified. Redds present.
Station 342+00 (listed in S&HI but not in Appendix A.) Needs to be verified and cataloged.	None	Coho and Dolly Varden juvenile presence identified.
115-32-10250-2014	Seven Mile Creek	Coho (rearing), Dolly Varden char (rearing)
Station 389+25 (listed in S&HI but not in Appendix A.) Needs to be verified and cataloged.	None	Coho and Dolly Varden juvenile presence identified.
Station 391+75 (listed in S&HI but not in Appendix A.) Needs to be verified and cataloged.	None	Coho and Dolly Varden juvenile presence identified.
115-32-10250-2016	Lily Pad Creek	Coho (spawning & rearing)
Station 442+75 (listed in S&HI but not in Appendix A.) Needs to be verified and cataloged.	None	Coho and Dolly Varden juvenile presence identified. Possible spawning
115-32-10250-2024	Nine ½ Mile Creek	Coho (rearing), Dolly Varden char (rearing)
115-32-10250-2028-3002	Ten Mile Creek	Coho (rearing), Dolly Varden char (rearing), chum (spawning), pink (spawning)
115-32-10250-2028 (no culvert, but new alignment may overlap and require a Fish Habitat permit. Will need to verify in field.)	Ten Mile Slough	Dolly Varden char (rearing), chum (spawning), pink (spawning)
115-32-10250-2028-0028 (listed in Appendix A, but not on S&HI or in catalog.)	None	Coho (rearing), steelhead trout (rearing)
115-32-10250-2028-0010 (listed in catalog but not in Appendix A or on S&HI)	Ten 1/2 Mile Pond	Coho (rearing), steelhead trout (rearing)
115-32-10250-2028-0020 (listed in catalog but not in Appendix A)	Eleven Mile Pond	Coho (rearing), steelhead trout (rearing)

or on S&HI)		
115-32-10250-2032 (S&HI lists Dolly Varden, but that species is not listed in the catalog. Need to verify and catalog.)	11/12 Mile Creek	Coho (rearing), cutthroat trout (rearing)
115-32-10250-2040 (S&HI lists Dolly Varden and spawning pink salmon, but those species are not listed in the catalog. Need to verify and catalog.) Road alignment may overlap with adjacent fish habitat.	13 Mile Creek	Coho (rearing)
115-32-10250-2044	14 Mile Creek	Coho (spawning & rearing), Dolly Varden char (spawning & rearing)
Station 760+00 (listed in S&HI but not in Appendix A.) Needs to be verified and cataloged.	None	Coho (rearing), Dolly Varden char (rearing)
Station 790+00 (listed in S&HI but not in Appendix A.) Needs to be verified and cataloged. Road alignment overlaps significant portion of stream.	None	Coho (rearing), Dolly Varden char (rearing). Possible spawning.
Station 895+75 (listed in S&HI but not in Appendix A.) Needs to be verified and cataloged	None	Coho and Dolly Varden juvenile presence identified.
115-32-10250-2060-3002 (stream name needs to be added to catalog. Dolly Varden rearing needs to be verified and cataloged. Chum rearing should be delisted). Road alignment overlaps significant portion of stream and tributary of this stream.	17 Mile Creek	Coho (spawning & rearing), chum (spawning & rearing)
115-32-10250-2060-3001 Dolly Varden rearing needs to be verified and cataloged.	Horse Farm Creek	Coho (present), pink (present)
Station 989+00 (listed in S&HI but not in Appendix A or catalog.) Coho and Dolly Varden presence should be verified and cataloged. Road alignment overlaps a portion of this stream.	None	
115-32-10250-2060	18 Mile Slough	Coho (spawning & rearing), chum (spawning & rearing), pink (presence),
115-32-10250-2070 Dolly Varden rearing needs to be verified and	21 ½ Mile Creek	Coho (spawning & rearing), chum (spawning & rearing)

cataloged. Chum rearing should be delisted		
115-32-10250-2977 (on Appendix A, but does not appear to be impacted by any alternatives)	None	Sockeye (presence), chum (spawning)
115-32-10250-2079	25 Mile Creek	Coho (spawning & rearing), Dolly Varden char (spawning & rearing)
115-32-10250-2079-0010 (not listed in Appendix A or S&HI)	25 Mile Creek Pond	Coho (spawning & rearing), Dolly Varden char (spawning & rearing)
115-32-10250-2081 (on Appendix A, but does not appear to be impacted by any alternatives)	Muskrat Creek	Coho (rearing)

Table 1. Streams requiring a Fish Habitat Permit (yellow), potential catalog amendment (blue), attention necessary (pink).

There is a small fall chum and coho spawning area in the Chilkat River near 14-mile of the Haines Highway that should be identified in the Stream and Habitat Inventory (page 19 of 36). On page 35 of 36 of the Stream and Habitat Inventory, “Salmon Spawning” at Bank Station 1238+00 to 1240+75 should be detailed to include the species that spawn in the area and time of year spawning has historically taken place. The salmon spawning areas on the Chilkat River at the Critical Habitat Area should be detailed in the same manner since they are some of the more productive salmon spawning habitats in the area. King salmon rearing takes place in this area as well and should be identified and detailed (pages 30 and 31 of 36). It would be helpful to biologists if updated versions of the Stream and Habitat Inventory included all streams adjacent to, but outside the actual work area, so best management practices can be prescribed to minimize impacts to fish habitat. It would also be helpful for ADOT&PF to address how vacated portions of the road will be managed as this will affect decisions regarding fish passage and fish habitat replacement and enhancement.

At the December 5th scoping meeting, you asked the resource agencies if they wanted to form an interdisciplinary team (IDT) to decide mitigation for this project, similar to the team that decided the mitigation for the portion of the Haines Highway that was built directly in the Klehini River. Based on what we know of the project at this time, we do not believe an IDT team is necessary. OHMP recognizes the potential of this project to improve fish passage and habitat in the area. Therefore, the focus of our work will be in the field documenting fish presence or absence, updating the Catalog, and evaluating how best to pass fish and replace and enhance fish habitat along 22 miles of road. If ADOT&PF demonstrates in the environmental documents that there are no major negative impacts to a fish habitat from the project, there will be no need for mitigation outside of what can be done within the scope of work to improve the road.

We look forward to working with you on the Haines Highway improvements project. Please feel free to give me a call if you have any questions.

Email Cc:

Al Ott, ADNR/OHMP, Fairbanks
 Carl Schrader, ADNR/OHMP, Juneau
 Joe Donohue, ADNR/OPMP, Juneau

OHMP Scoping Comments, Haines Highway

December 14, 2005

Page 2

Joel Telford, ADNR/DPOR, Haines

Mike Eberhardt, ADNR/DPOR, Juneau

Wayne Dolezal, ADF&G Division of Sportfish, Anchorage

Tom Schumacher, ADF&G Division of Sportfish, Douglas

Randy Ericksen, ADF&G Division of Sportfish, Haines

Randy Bachman, ADF&G Division of Commercial Fisheries, Haines

Jim Powell, ADEC, Juneau

Randy Vigil, USACE, Juneau

Linda Shaw, NMFS, Juneau

Richard Enriquez, FWS, Juneau



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration

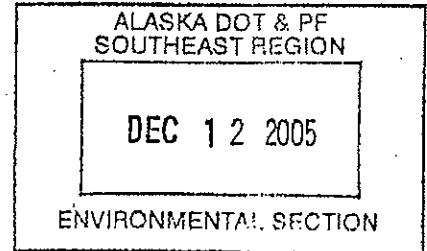
National Marine Fisheries Service

P.O. Box 21668

Juneau, Alaska 99802-1668

December 7, 2005

Kris Benson
Project Environmental Coordinator
Alaska Dept of Transportation & Public Facilities
6860 Glacier Highway
Juneau, Alaska 99801-7999



Re: Project #68606, Haines Highway milepost 3.5-25.3
Scoping Letter

Dear Ms. Benson:

The National Marine Fisheries Service (NMFS) has reviewed your request for scoping comments for the referenced project. Proposed work includes realignment and lane expansion of 22 miles of the Haines Highway, including the possible relocation of a bridge, and associated debris flow maintenance. Thank you for hosting the December 5 scoping meeting to provide review agencies with information on this project. NMFS staff found the stream and habitat inventory document particularly helpful.

The Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act) requires Federal action agencies to consult with NMFS on all actions, or proposed actions, authorized, funded, or undertaken by the agency, that may adversely affect essential fish habitat (EFH). All five species of Pacific salmon utilize the Chilkat River adjacent to this project for various life functions, including migration, spawning and rearing, and its tributaries to varying degrees. The stream and habitat inventory describes these areas in detail. These species and areas constitute EFH and an EFH Assessment should be included in the final environmental document for the project.

Impacts of concern to NMFS will include.

- 1) Adequate fish passage to fish bearing tributaries through culverts and bridges
- 2) Road corridor encroachment and fill into the Chilkat River floodplain, and adjacent wetlands.
- 3) Conveyance of toxic substances such as hydrocarbons, sediments and chemicals used for winter maintenance of the road to adjacent streams by virtue of increased impervious surfaces and loss of areas for infiltration of road runoff.
- 4) Impacts of any gravel mining in the Chilkat River or its tributaries for road fill.
- 5) Devegetation of the banks of the Chilkat River or its tributaries that may lead to more highly hardened and armored conditions resulting in loss of fish habitat values.
- 6) The potential for introduction of aquatic invasive plant species from road bank re-stabilization efforts.
- 7) Adequate avoidance, minimization and mitigation of these impacts.



We recommend that you re-convene the Haines Highway "IDT" interagency team used in previous Haines Highway projects to examine the specifics of habitat impacts for this project, including any recommended mitigation that may be appropriate. We also recommend that an IDT conduct at least one site visit to the project area to gain in the field understanding of potential impacts and solutions. Thank you for the opportunity to comment. If you have any further questions, please contact Linda Shaw at 907-586-7643.

Sincerely,



Robert D. Mecum
Acting Administrator, Alaska Region

cc: Applicant
*EPA Juneau, Chris Meade
*ADF&G, Tom Schumacher
ADEC, ADNR, USFWS, Juneau
*email

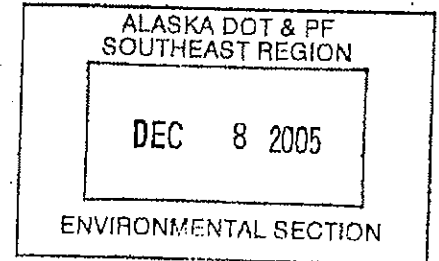


REPLY TO
ATTENTION OF:

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

December 6, 2005

Regulatory Branch
East Section
POA-1992-515-9



Ms. Kris Benson
Project Environmental Coordinator
Alaska Department of Transportation
and Public Facilities
6860 Glacier Highway
Juneau, Alaska 99801-7999

Dear Ms. Benson:

This is in response to your November 25, 2005, letter requesting scoping comments on the proposed improvements to the Haines Highway between Milepost 3.5 and Milepost 23.5. The proposed project would begin within NE¼, SE¼, NW¼ of Section 29, T. 30 S., R. 59 E., at approximately Latitude 59.245,654° N., Longitude 135.518,592° W.; and end within NW¼, SE¼, SE¼ of Section 30, T. 28 S., R. 56 E., at approximately Latitude 59.412,066° N., Longitude 135.942,741° W., Copper River Meridian; near Haines, Alaska. The U.S. Army Corps of Engineers (USACE) provides the following comments:

1. Evaluation of alternatives: The substantive criteria that all applications for Department of the Army (DA) permits to place dredged or fill material into waters of the United States (U.S.), including wetlands, are the Clean Water Act Section 404(b)(1) Guidelines (Guidelines), which require that "no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem" (40 CFR 230.10(a)). The information provided in your scoping letter does not include an evaluation of the practicability of alternatives (e.g., pile/pier structures etc.) that would not involve a discharge of dredged or fill material into waters of the U.S., or an assessment of alternatives that would utilize designs to reduce the proposed project footprint, such as bulkheads rather than a sloped fill footprint, which may result in less damage to the aquatic environment. Neither does the project description consider the practicability of siting or re-designing the proposal such that it would be contained on presently developed areas completely or in-part, or be constructed in uplands. An alternative is practicable if it is available and capable of being done after taking into consideration cost, existing technology, and logistics in light of the overall project purpose (40 CFR 230.10(a)(2)), therefore, provide a cost breakdown analysis for each alternative considered in order that the USACE may make a practicability determination.

Additionally, your proposed project may not comply with the Executive Order 11988 Floodplain Management that requires Federal agencies to avoid, to the extent possible, the long and short-term adverse impacts associated with the development and alteration of floodplains whenever there is a practicable alternative available.

2. Mitigation: The Guidelines establish a mitigation sequence that provides a framework to ensure that the environmental impacts of permitted actions are acceptable. Under this framework, there is a three-step progression for mitigating potential adverse impacts to the aquatic environment associated with a proposed discharge - first avoidance, then minimization, and lastly compensation for unavoidable impacts to aquatic resources. The scoping letter does not outline how compliance with this mitigation sequence would occur. If the Alaska Department of Transportation and Public Facilities (ADOT/PF) anticipates that the proposed project would result in unavoidable losses of waters of the U.S. and proposes compensatory mitigation, the USACE would expect that the DA permit application would include sufficient information concerning how any proposed mitigation relates to the individual and cumulative impacts to aquatic resources in the proposed project area. Additionally, should compensatory mitigation be a component of the application, we recommend that the proposed mitigation be demonstrably feasible. The USACE also recommends that the ADOT/PF consult with State and Federal resource agencies on mitigation opportunities.

3. Impacts to Aquatic Resources: Your scoping letter does not provide analysis of the proposed project's impacts to aquatic resources. The USACE recommends that ADOT/PF prepare a functional assessment of the aquatic resources affected by the Haines Highway improvements for both pre-project and post project conditions. The USACE recommends that the functional assessment particularly address regional ecological diversity, nutrient removal/transformation, production export, recreation, wildlife habitat, fish habitat, riparian support, sediment/toxicant retention, surface hydrologic control, and groundwater discharge/recharge.

4. Special aquatic sites: The Guidelines state in part that "where the activity associated with a discharge which is proposed for a special aquatic site (as defined in Subpart E) does not require access or proximity to or sitting within the special aquatic site in question to fulfill its basic purpose (i.e., is not "water dependent"), practicable alternatives that do not involve special aquatic sites are presumed to be available, unless clearly demonstrated otherwise. In addition, where a discharge is proposed for a special aquatic site, all practicable alternatives to the proposed discharge which do not involve a discharge into a special aquatic site are presumed to have less adverse impact on the aquatic ecosystem, unless clearly demonstrated otherwise" (40 CFR 23010(a)(3)). Provide with the ADOT/PF DA permit application information that identifies all special aquatic sites and their locations within the proposed project area, including an evaluation of the possible loss of associated values as a result of the project.

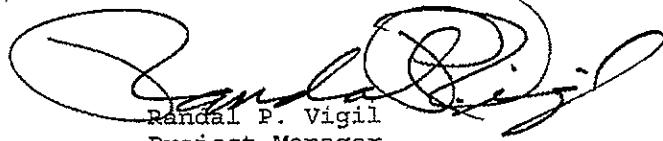
5. Wetland delineation: Your scoping letter indicates that a wetland delineation of the proposed project area was performed in September 2005. The USACE requests that the ADOT/PF provide a copy of the delineation in accordance with the 1987 USACE Wetlands Delineation Manual to include data sheets. Also, provide copies of any maps, drawing, or photography produced for the delineation.

6. Project drawings: Provide with the ADOT/PF DA permit application legible and reproducible maps and drawings associated with the proposed work on 8½ inch by 11 inch paper in black and white print. Drawings must indicate all USACE jurisdictional boundaries that pertain to the proposed project, such as the high tide line, the mean high water elevation, the plane of ordinary high water in streams or lakes, and the wetland boundaries. All drawings must clearly depict the proposal, must be reproducible, and must have dimensions or

an accurate scale. No photos or copies of photos. No color drawings. Additionally, the drawings enclosed with your scoping letter have such a large scale with so much detail that it is difficult to understand the proposed project. The USACE recommends that you provide close-up view drawings that contain only the basic information relative to the USACE jurisdiction and necessary for a complete DA permit application.

Thank you for the opportunity to comment. Please contact me at (907) 790-4490, or by mail at the letterhead address, if you have questions. For additional information about our Regulatory Program, visit our web site at www.poa.usace.army.mil/reg.

Sincerely,



Randal P. Vigil
Project Manager

Copies Furnished:

Mr. Chris Meade
U.S. Environmental Protection Agency
Post Office Box 20370
Juneau, Alaska 99802-0370

Mr. Bruce Halstead, Field Supervisor
U.S. Fish and Wildlife Service
Ecological Service/Juneau
3000 Vintage Park Boulevard, Suite 201
Juneau, Alaska 99801-7100

Mr. James Balsiger, Chief
National Marine Fisheries Service
Post Office Box 21668
Juneau, Alaska 99802-1668

Mr. Joe Donohue
Alaska Department of Natural Resources
Office of Project Management/Permitting
Alaska Coastal Management Program
302 Gold Street, Suite 202
Juneau, Alaska 99801-1127

Mr. Jim Powell
Alaska Department of Environmental
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Mr. Ed Collazzi
Alaska Department of Natural Resources
Southeast Regional Office
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Juneau, Alaska 99811-1724

Ms. Judith Bittner
Alaska Department of Natural Resources
Division of Parks and Outdoor Recreation
Office of History and Archaeology
550 West 7th Avenue, Suite 1310
Anchorage, Alaska 99501-3565

Ms. Jackie Timothy
Alaska Department of Natural Resources
Office of Habitat Management/Permitting
400 Willoughby Avenue, Suite 400
Juneau, Alaska 99801-1724

Ms. Robin Willis
State Wide Services
Alaska Department of Fish and Game
333 Raspberry Road
Anchorage, Alaska 99518-1599

Mr. Scott Hansen
Haines Borough
Post Office Box 1209
Haines, Alaska 99827-1209

STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS & OUTDOOR RECREATION

FRANK H. MURKOWSKI, GOVERNOR

400 WILLOUGHBY AVE
JUNEAU, ALASKA 99801
PHONE: (907) 465-4563
FAX: (907) 465-5330

December 22, 2005

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

RE: Haines Highway Project scoping comments

Dear Kris:

Thank you for taking the time to meet with the Alaska Chilkat Bald Eagle Preserve Advisory Council when you were in Haines. Please accept the following comments from the Division of Parks and Outdoor Recreation (DPOR) regarding the highway project.

1. There are a number of pullouts with river access along the Haines Highway that receive high use from subsistence users, fisherman, commercial operators and independent travelers. These major pullouts include river access points at Mile 10, 13, 14, 14.5 and 16 (approximately). It is important that the above mentioned user groups have continued access to the river at most existing locations. It would be helpful to map all existing river access points. Our staff would be available to help advise as to which access points should be maintained due to specific pedestrian experiences being provided for at that point, and why certain ones could be closed off.
2. There are two sites at Mile 19 mile and 21 where DPOR maintains developed parking facilities available for eagle viewers. Design improvements are needed as the current situation prevents buses from turning safely from the opposite lane and also prevents DOT from conveniently plowing snow in these pullouts. DPOR would prefer to see the entrances and exits of those pullouts redesigned for safety and to meet DOT's criteria for plowing them on a regular basis.
3. DPOR has received a number of complaints over the lack of boat launch facilities along the highway. An undeveloped but highly used boat launch facility exists in a tributary just below Wells Bridge on the west side of the river, immediately below the proposed action alignment. DPOR recommends that a developed boat launch be constructed near the Wells Bridge in conjunction with bridge construction. Improvements should include additional parking, a breakwater in the river and a hardened ramp (our Design and Construction Section should be consulted for design). A new boat launch could be located near the old bridge alignment if the bridge is moved.

"Develop, Conserve, and Enhance Natural Resources for Present and Future Alaskans."

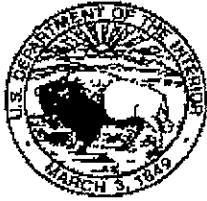
4. An existing wildlife viewing trail parallels the highway from Mile 19 to 21. Future plans include continuing this trail from Mile 21 into Klukwan, to tie into their developing cultural center. Any future designs should consider the importance of providing for wildlife and eagle viewing along this stretch of highway, and incorporate plans for trails to accommodate this activity. Developing a pullout for future access between Mile 21 and Klukwan might be a consideration as well.

Thank you for your consideration of these comments.

Sincerely,

Michael W. Eberhardt
SE Area Park Superintendent

Cc: Jerry Lewanski, Director



United States Department of the Interior
FISH AND WILDLIFE SERVICE
Juneau Fish & Wildlife Field Office
3000 Vintage Blvd., Suite 201
Juneau, Alaska 99801-7100
(907) 780-1160

ALASKA DOT & PF
SOUTHEAST REGION

DEC 27 2005

PRELIMINARY DESIGN & ENVIRONMENTAL

December 22, 2005

Kris Benson
Project Environmental Coordinator
Department of Transportation and Public Facilities
6860 Glacier Highway
Juneau, Alaska 99801-7999

Dear Ms. Benson:

Re: Request for Scoping Comments
Haines Highway MP 3.5 - 25.3
Project #68606

The Juneau Fish and Wildlife Field Office (JFWFO) has reviewed the Department of Transportation and Public Facilities (DOT&PF) proposal to upgrade the Haines Highway between MP 3.5 and MP 23.5. The project begins near the airport and ends at a point beyond the Chilkat River Bridge.

We are concerned with the impacts of the proposed action on wetlands, fish and wildlife habitats and populations, cumulative impacts, and maintaining opportunities for fish and wildlife-oriented recreation.

The proposed project would impact approximately 19 acres of wetlands (Appendix A, page 3). These wetlands are characterized by moving water and dominated by grasses, sedges, alder, and willow. Key ecological processes, including the transport of water and nutrients and the dispersal of organisms, could be directly and indirectly altered through wetland fill.

Nineteen fish-bearing streams (15 named and 4 unnamed) cross or are immediately adjacent to the Haines Highway (Appendix A, pages 1 and 2). These streams have been catalogued as anadromous by the Alaska Department of Natural Resources. The fish species present in the project area include chum, coho, king, pink, sockeye salmon, cutthroat and steelhead trout, Dolly Varden char, and whitefish. We recommend that surveys of anadromous and resident fish habitat be continued to assess the potential impacts to fish habitat.

Bald eagles nest in many locations along the proposed roadway widening project. We recommend that you contact Michael Jacobson with Migratory Bird Management-Raptors at (907) 780-1172 to discuss bald eagle management recommendations and coordinate aerial surveys to obtain nesting information.

The DOT&PF can mitigate impacts to the significant resources of the surrounding habitat by considering the following recommendations in project planning for the protection of wetlands, fish habitat, and fish passage.

Design road approaches to wetlands so surface runoff is diverted before entering wetlands.

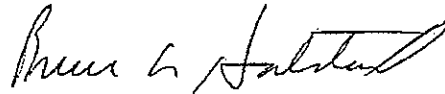
Employ sediment control techniques (such as silt curtains) to minimize entry of sediments into fish-bearing streams.

We recommend consultation with the Department of Natural Resources and the ADF&G in Haines for appropriate timing windows, culvert locations, and to determine proper culvert size (based on the size of the drainage area above the crossing and the expected life of the culvert).

We recommend that an interagency mitigation team be assembled to identify how best to incorporate mitigation into the project.

Please keep this office informed if additional information relevant to this project becomes available. If you have any questions, please contact Richard Enriquez at (907) 780-1162.

Sincerely,



Bruce G. Halstead
Field Supervisor

cc: NMFS, Juneau, AK
DNR, Juneau, Alaska
ADF&G, Haines, Alaska

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

Subject: FW: Chilkat River (Haines Highway Geotechnical Survey), AK 0511-02J; Start of the ACMP Consistency Review

Date: Fri, 06 Jan 2006 14:49:13 -0900

From: Scott Hansen <shansen@haines.ak.us>

To: kris_benson@dot.state.ak.us

As per Cecile Davis request usable for Scoping process.

scott

Scott Hansen
Planning and Zoning Tech II
Haines Borough
P.O. Box 1209
Haines, AK 99827
(907) 766-2231 X23
(907) 766-2716 Fax

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

From: Scott Hansen [<mailto:shansen@haines.ak.us>]

Sent: Tuesday, November 15, 2005 8:38 AM

To: 'ben white'

Cc: 'J. Robert Venables'

Subject: RE: Chilkat River (Haines Highway Geotechnical Survey), AK 0511-02J; Start of the ACMP Consistency Review

This project affects the Haines Coastal District. It will improve life safety through improvements to the Haines highway corridor. The Borough is committed to enhancing transportation for commercial, recreational, and daily life uses for all users. Recent improvements to the highway are greatly appreciated and have added a significant level of safety and value to public transportation along this international thoroughfare. Although disturbing areas within the valued Chilkat Bald Eagle preserve the planned improvements should establish a safer way to view and appreciate that aspect of creation within the Preserve area.

This project is determined to be consistent with the Haines Coastal Management Plan.

Scott Hansen
Planning and Zoning Tech II
Haines Borough
P.O. Box 1209
Haines, AK 99827
(907) 766-2231 X23
(907) 766-2716 Fax

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

From: ben white [mailto:ben_white@dnr.state.ak.us]

Sent: Wednesday, November 09, 2005 3:11 PM

To: Jim Powell; Wayne Dolezal; Thomas V Schumacher; Doug Sanvik; Brady Scott; Mike Eberhardt; Jackie L Timothy; G Carl Schrader; Margie M Goatley; Andy Hughes; Van

Sundberg; Kristine Benson; Scott Hansen; Buck Lindekugel; Michele Metz; Randy Vigil;
Chris Meade; Linda Shaw

Cc: Jennifer A Becker; Ben White; Joe Donohue

Subject: Chilkat River (Haines Highway Geotechnical Survey), AK 0511-02J; Start of the
ACMP Consistency Review

Good Afternoon Everyone,

Please find attached the ACMP consistency review startup packet for the project identified as "**Chilkat River (Haines Hwy Geotechnical Survey)**", **AK 0511-02J**, the Alaska Department of Transportation and Public Facilities is the applicant and Ms. Cecile Davis, from DOWL Engineering, is the project agent. OPMP has determined that this project will be reviewed under a 30-Day review and was started on Day 1 which was yesterday, November 8, 2005.

If you have questions concerning either the startup packet or the consistency review, please do not hesitate to contact me.

Thanks,

Ben



TELEPHONE RECORD

DATE: December 1, 2005
WITH: Ed Collazzi, ADNR-DMLW
NOTED BY: Cecile A. Davis
PROJECT: Haines Highway MP 3.5 to 25.3
SUBJECT: Scoping Comments
WORK ORDER: D59119B

Phone Number: (907) 465-3400

I asked Mr. Collazzi if he had received the Scoping Letter dated November 25, 2005 for the Haines Highway Mp 3.5 to 25.3 project, and to see if he had any comments he wished to provide. He explained that he received the Scoping Letter and shared it with Brady Scott. Neither Mr. Collazzi nor Mr. Scott had any comments.