

APPENDIX A

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

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

MEMORANDUM

State of Alaska

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

TO: Arne Oydna
Project Manager

DATE: March 10, 2009

TELEPHONE NO: 465-4498

FAX NUMBER: 465-4414

FROM: Jim Scholl JS
Project Environmental
Coordinator

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

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

Arne, A summary of our meeting with :

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

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

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

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

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

Enclosure: Haines Highway, Turnout/Recreation Facilities



HNS1 - STA. 198+80 & 202+60

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

DNR RECOMMENDATION:
 ACCESS NEEDS TO BE PROVIDED

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

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

HNS2 - STA. 202+60 TO 204+50

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

DNR RECOMMENDATION:
 ACCESS MUST BE PROVIDED

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

DESIGN RECOMMENDATION:
 PROVIDE A WIDENED SHOULDER FOR PARKING.

NEAREST MILEPOST: MP 4

PROPOSED IMPROVED TURNOUTS
 (PULL-OUTS)

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



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES

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

Haines, Alaska

DATE: JULY 2012

FIGURE SET B (1 of 19)



NEAREST MILEPOST: MP 6

HNS3 - STA. 293+50

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

DNR RECOMMENDATION:
 PROVIDE ACCESS

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

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

PROPOSED IMPROVED TURNOUTS
 (PULL-OUTS)

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



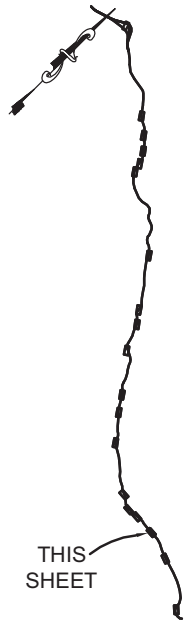
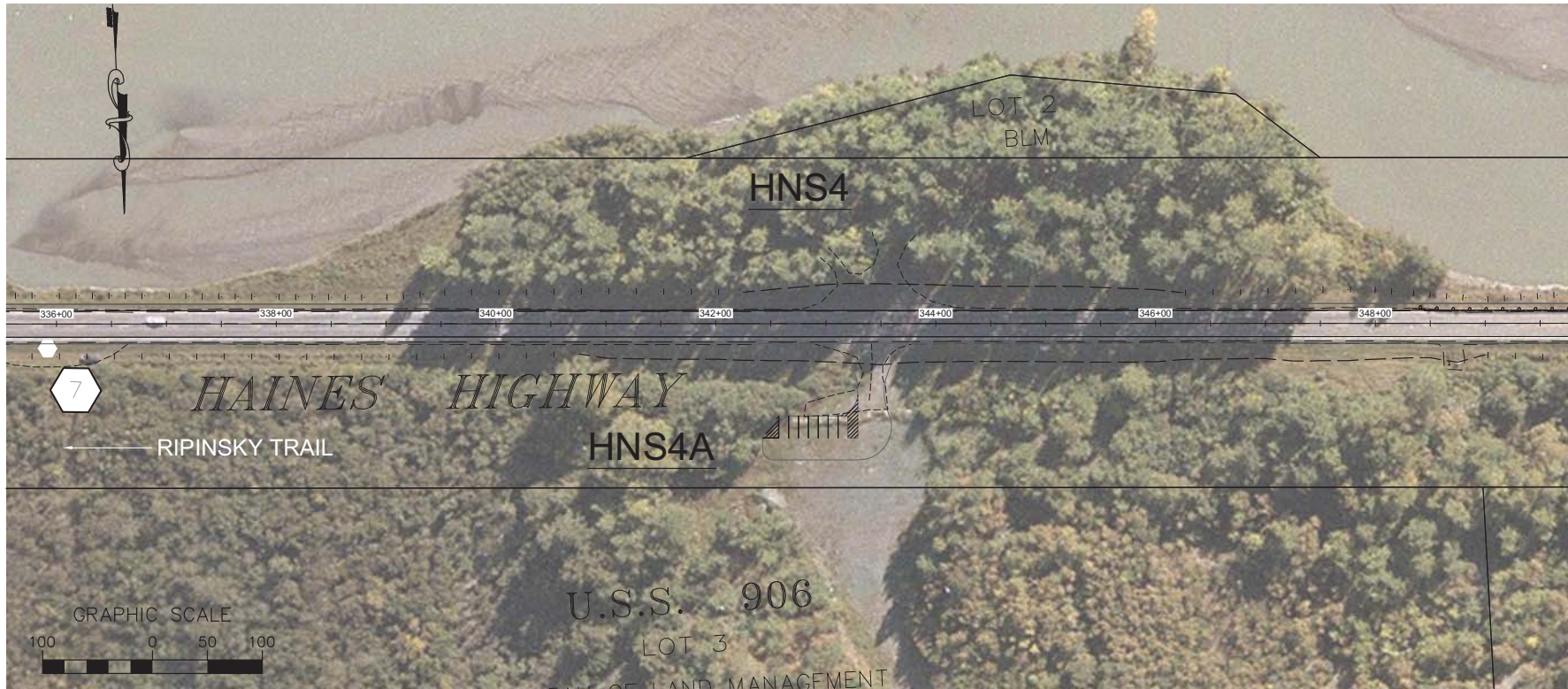
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FIGURE SET B (2 of 19)



NEAREST MILEPOST: MP 7

HNS4 - STA. 343+50

EXISTING USES:

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

DNR RECOMMENDATION:

ACCESS NEEDS TO BE PROVIDED

OWNERSHIP:

DOT&PF ROW - ADJACENT LAND OWNER: BLM

DESIGN RECOMMENDATION:

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

HNS4A - NEW

PROPOSED USES:

RIPINSKY TRAIL PARKING. SUMMER AND WINTER USE.

DNR RECOMMENDATION:

PROVIDE PARKING NEAR TRAIL HEAD

OWNERSHIP:

DOT&PF ROW - ADJACENT LAND OWNER: BLM

DESIGN RECOMMENDATION:

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

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

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



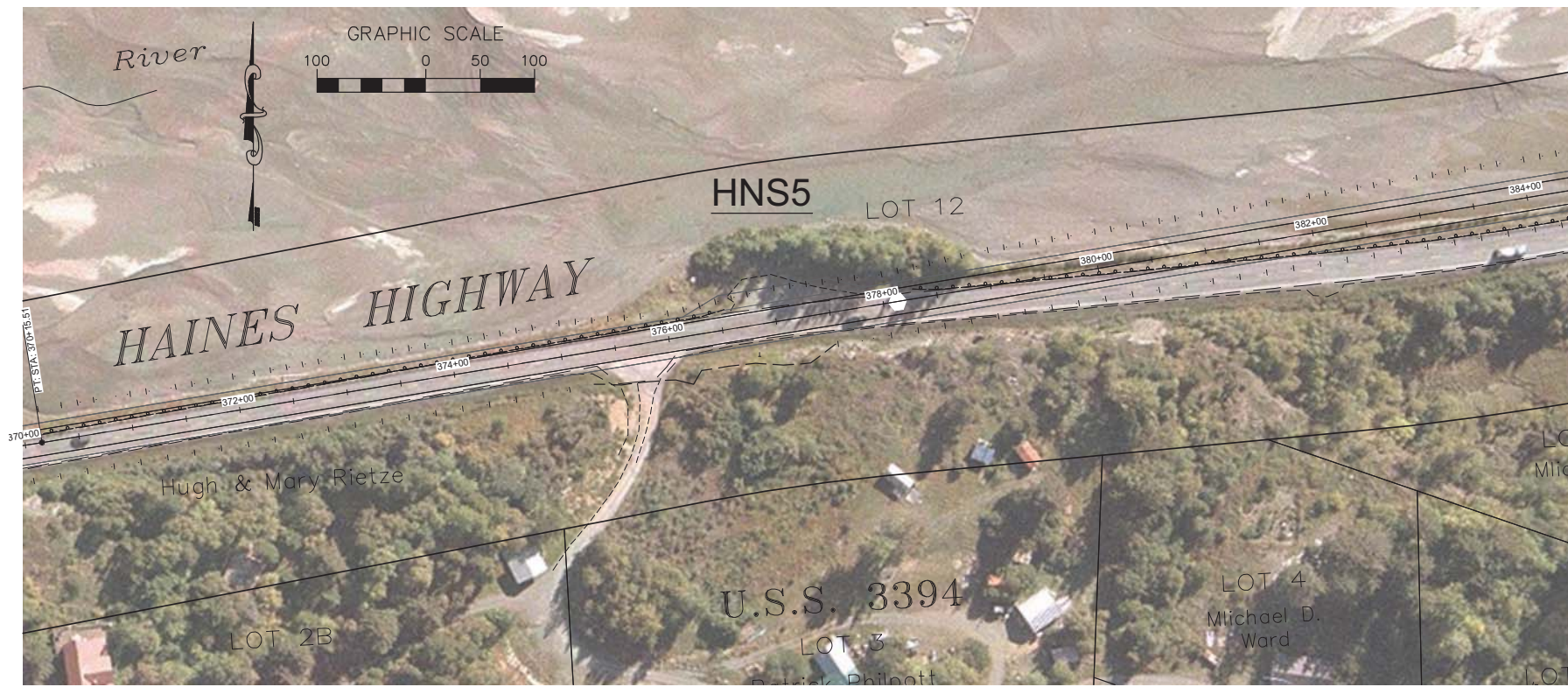
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FIGURE SET B (3 of 19)



NEAREST MILEPOST: MP 8

HNS5 - STA. 376+00 TO 378+00

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

DNR RECOMMENDATION:
DO NOT PROVIDE ACCESS

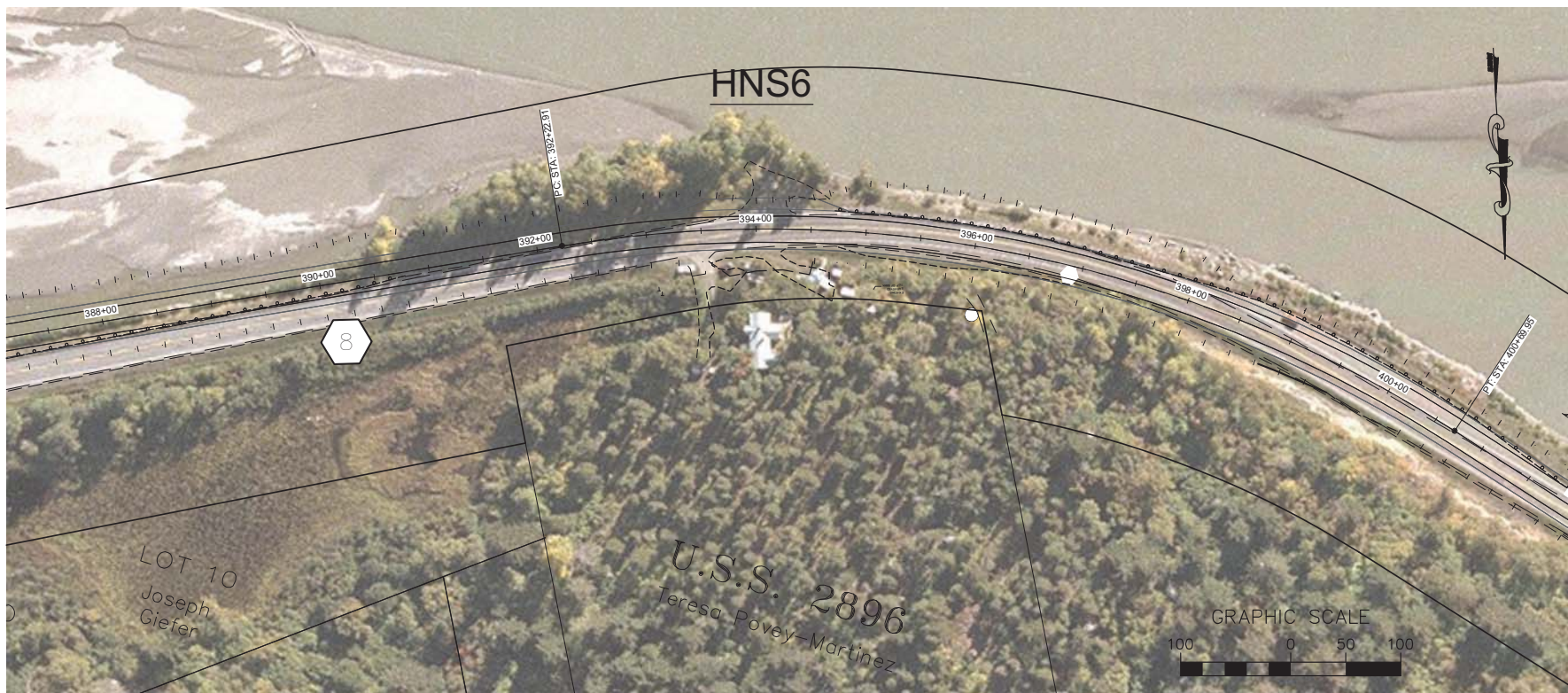
OWNERSHIP:
DOT&PF ROW - ADJACENT LAND OWNER: DNR

DESIGN RECOMMENDATION:
PROVIDE WIDENED SHOULDER.

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



NEAREST MILEPOST: MP 8

HNS6 - STA. 393+25 TO 394+80

EXISTING USES:
PARKING AREA FOR A SALMON SUBSISTENCE FISHING AREA

DNR RECOMMENDATION:
PROVIDE ACCESS

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

DESIGN RECOMMENDATION:
PROVIDE WIDENED SHOULDER

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

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



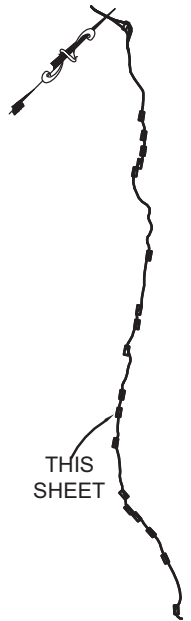
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FIGURE SET B (5 of 19)



HNS9 - STA. 550+50 TO 552+50

EXISTING USES:
TRASH DUMP

DNR RECOMMENDATION:
REMOVE BERM AND PULL-OUT

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

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

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

EXISTING USES:
POND ACCESS DURING WINTER

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

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

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

NEAREST MILEPOST: MP 11

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

T28/29/30S, R56/57/58/59E,
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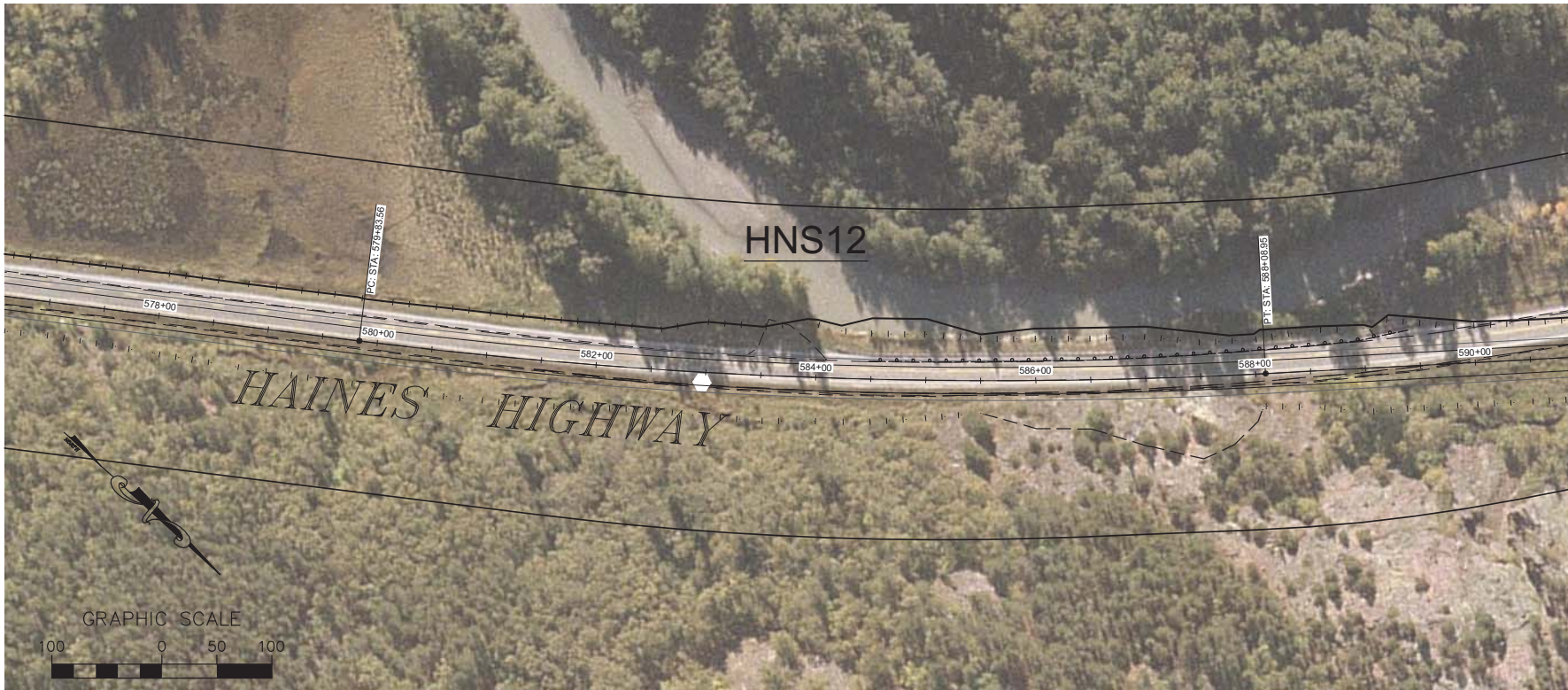
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FIGURE SET B (8 of 19)



NEAREST MILEPOST: MP 11.5

HNS12 - STA. 582+50 TO 584+25

EXISTING USES:
SPORT FISHERS - HUNTERS

DNR RECOMMENDATIONS:
PROVIDE ACCESS

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

DESIGN RECOMMENDATION:
PROVIDE WIDENED SHOULDER

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

T28/29/30S, R56/57/58/59E,
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FIGURE SET B (9 of 19)



HNS15 - STA. 705+50 TO 707+75

EXISTING USES:
HIGH USE SALMON SUBSISTENCE FISHING

DNR RECOMMENDATION:
PROVIDE ACCESS AND EXPAND PARKING

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

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

HNS16 - STA. 708+00

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

DNR RECOMMENDATION:
DO NOT IMPROVE

OWNERSHIP:
DOT&PF ROW

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

NEAREST MILEPOST: MP 14

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

T28/29/30S, R56/57/58/59E,
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FIGURE SET B (11 of 19)



NEAREST MILEPOST: MP 14

HNS17 - STA. 727+00 TO 732+00

EXISTING USES:
COMMERCIAL RAFTING OPERATIONS

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

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

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

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

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



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FIGURE SET B (12 of 19)



NEAREST MILEPOST: MP 16

HNS18 - STA. 820+50

EXISTING USES:
PARTIES - GARBAGE DUMP

DNR RECOMENDATION:
CLOSE OFF WITH GUARDRAIL

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

DESIGN RECOMMENDATION:
DITCH ACROSS ACCESS DRIVEWAY TO REMOVE ACCESS.

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

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



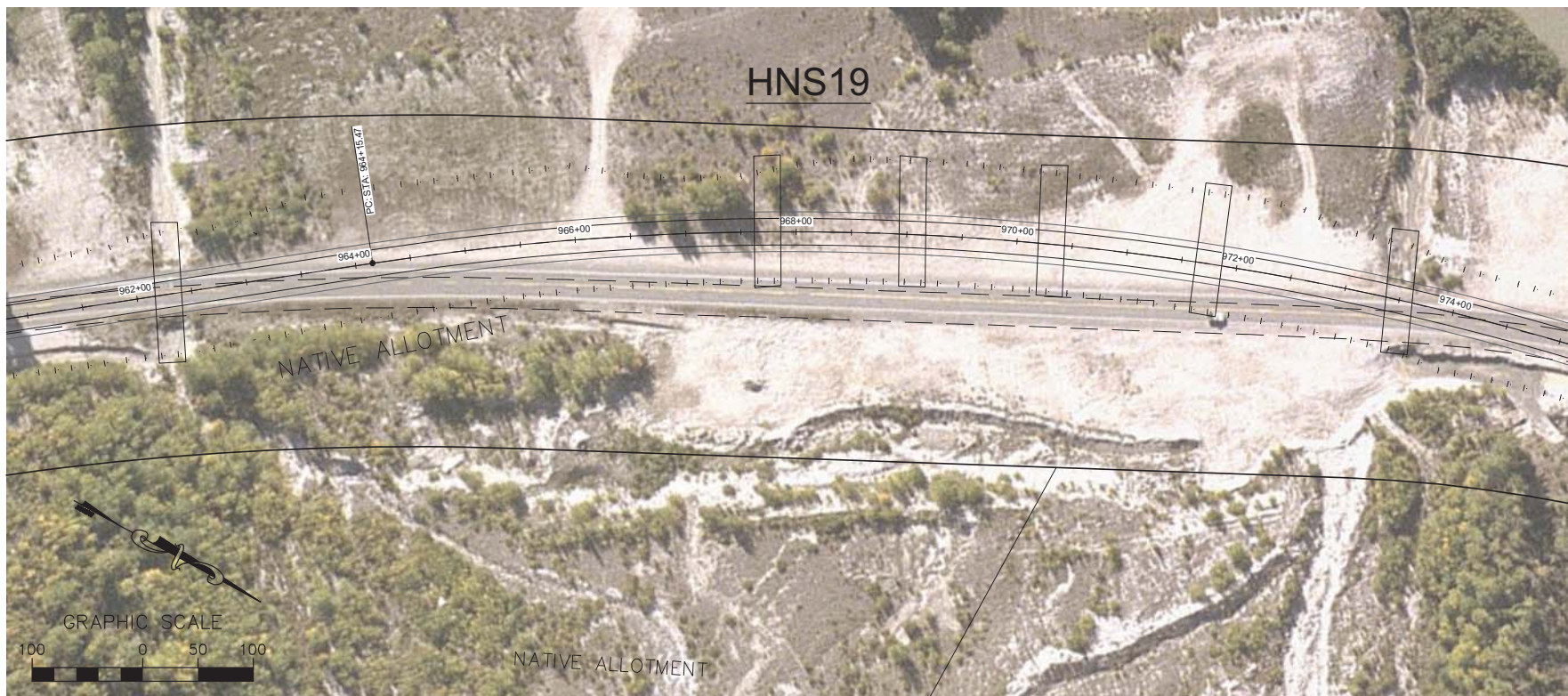
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DOT&PF Project No. 68606
HAINES HIGHWAY
MILEPOST 3.5 - 25.3

Haines, Alaska

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FIGURE SET B (13 of 19)



HNS19 - STA. 966+00 TO 972+50

EXISTING USES:
EAGLE VIEWING

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

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

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

NEAREST MILEPOST: MP 19

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

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



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MILEPOST 3.5 - 25.3

Haines, Alaska

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FIGURE SET B (14 of 19)



HNS20 - STA. 981+25

EXISTING USES:
COMMERCIAL RAFTING OPERATIONS - LAUNCH SITE

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

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

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

HNS21 - STA. 986+40 TO 990+75

EXISTING USES:
SCENIC VIEW POINT PARKING AREA

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

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

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

NEAREST MILEPOST: MP 19.5

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

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



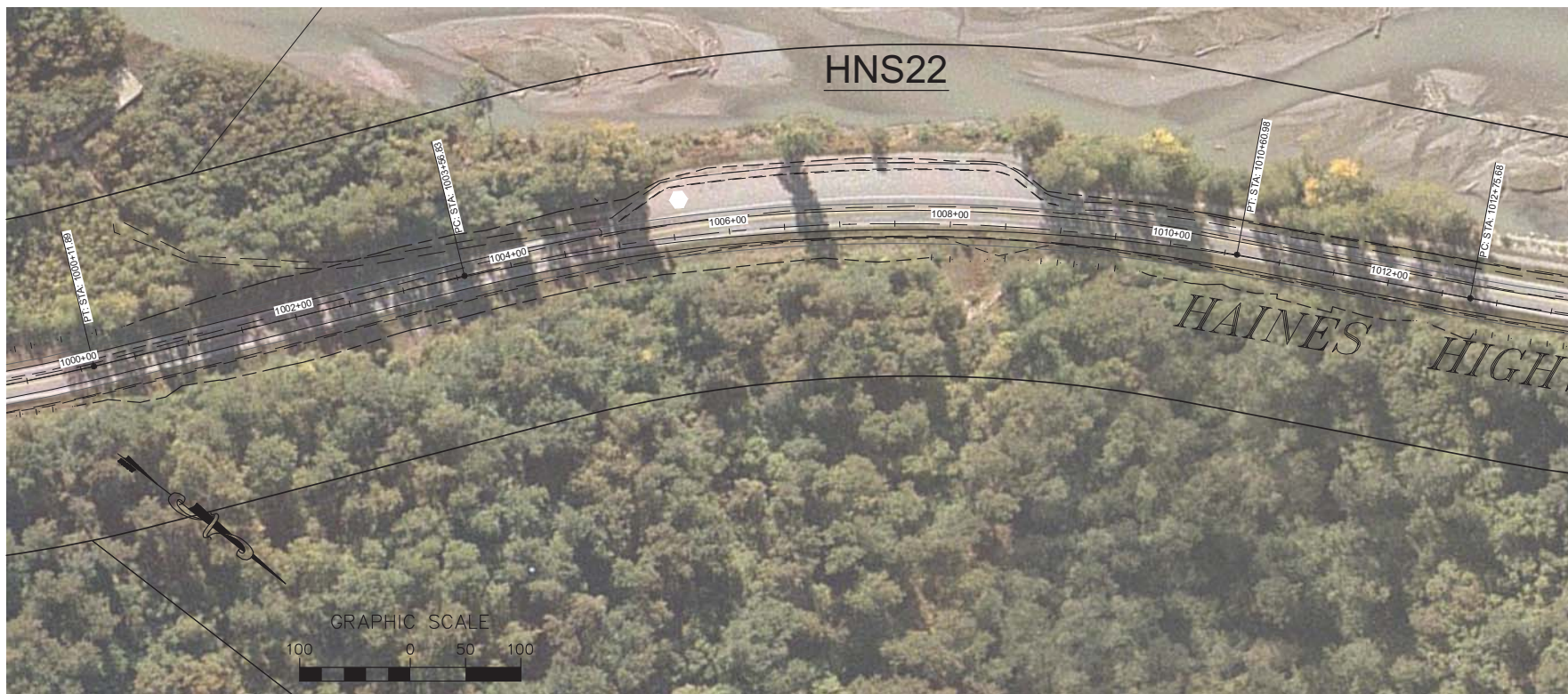
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HAINES HIGHWAY
MILEPOST 3.5 - 25.3

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FIGURE SET B (15 of 19)



NEAREST MILEPOST: MP 20

HNS22 - STA. 1004+75 TO 1008+75

EXISTING USES:
SCENIC VIEW POINT PARKING AREA

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

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

DESIGN RECOMMENDATION:
PROVIDE ACCESS TO PULL-OUT

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

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



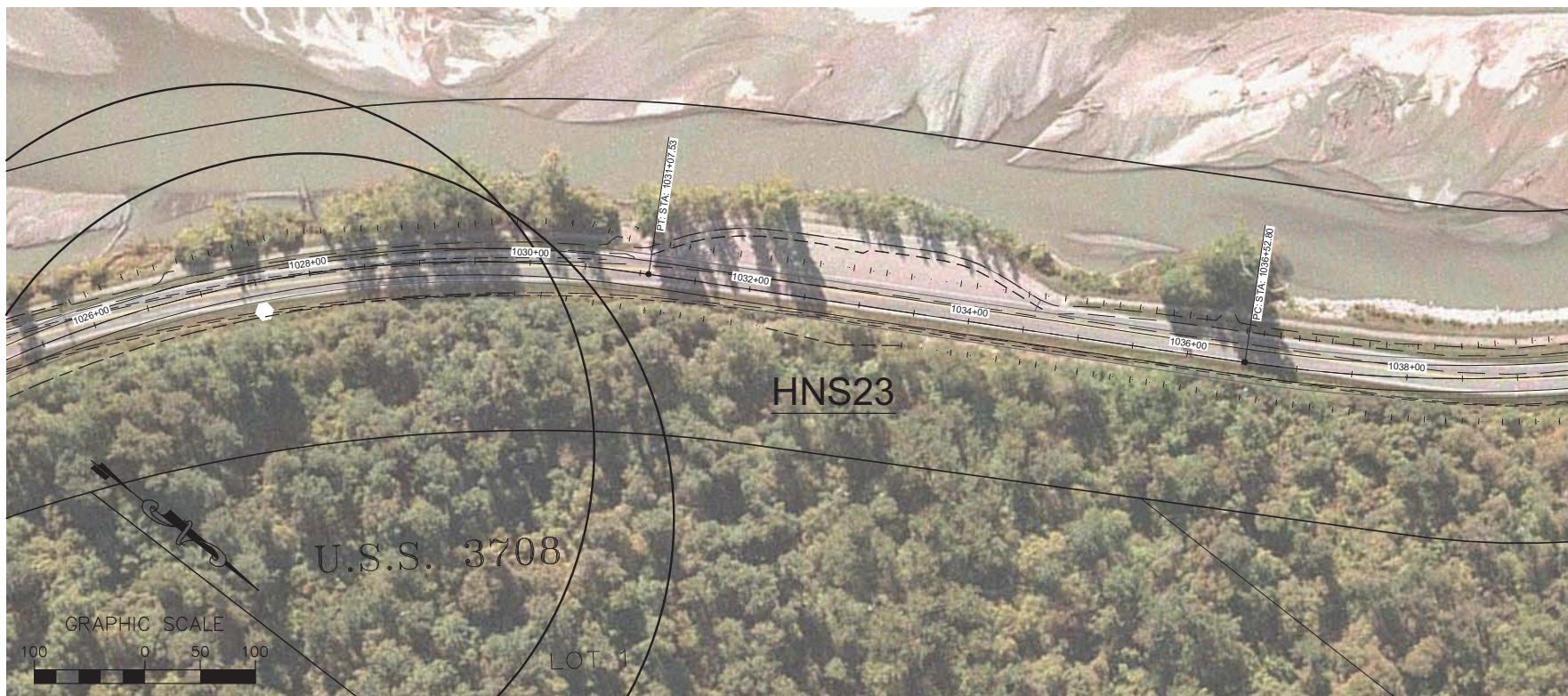
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FIGURE SET B (16 of 19)



NEAREST MILEPOST: MP 20

HNS23 - STA. 1030+75 TO 1034+40

EXISTING USES:

SCENIC VIEW POINT PARKING AREA

DNR RECOMMENDATION:

DO NOT REDUCE PARKING AREA, EXPAND IF POSSIBLE.

OWNERSHIP:

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

DESIGN RECOMMENDATION:

PROVIDE ACCESS TO PULL-OUT

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

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FIGURE SET B (17 of 19)



HNS24 - STA. 1059+50

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

DNR RECOMMENDATION:
DOES NOT NEED TO BE IMPROVED

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

DESIGN RECOMMENDATION:
NO MODIFICATIONS AT THIS TIME.

HNS25 - STA. 1059+00 TO 1062+50

EXISTING USES:
SCENIC VIEW POINT PARKING AREA

DNR RECOMMENDATION:
IMPROVE FOR SNOW PLOWING AND BUS ACCESS

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

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

HNS26 - STA. 1062+50

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

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

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

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

NEAREST MILEPOST: MP 21

PROPOSED IMPROVED TURNOUTS
(PULL-OUTS)

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



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FIGURE SET B (18 of 19)



APPLIED RIVER AND
WETLAND RESTORATION
FOUNDED 1983

January 17, 2006

Kristen Hansen
DOWL Engineers
Anchorage, Alaska 99503

Re: Haines Highway Improvements
Department of Natural Resources scoping comments

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

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

HNS1

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

HNS2

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

HNS3

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

HNS4

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

1020 Wasco Street, Suite 1
Hood River, Oregon 97031
Fax 541.386.9241
www.interfluve.com
541.386.9003

HNS5

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

HNS6

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

HNS7

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

Fish Wheel sites

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

HNS8

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

HNS9

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

HNS10 and HNS11

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

HNS12

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

HNS13 and HNS14

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

HNS15

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

HNS16

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

HNS17

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

HNS18

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

HNS19

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

HNS20

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

HNS21

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

HNS22

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

HNS23

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

HNS 24

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

HNS25

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

HNS26

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

HNS27

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

Chilkat River Bridge

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

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

Trail extension at 21 mile

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

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

Mark Sogge
Haines

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

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

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