

APPENDIX H

Comments and Coordination

	Page
Tribal Coordination Phone Logs, 2005-2006	1
Field Review with Tribal Groups, February 21, 2006.....	5
Truncated Meeting Notes	
<i>Original meeting notes not included because of information protected under Section 106 of the National Historic Preservation Act.</i>	
Agency Coordination Phone Logs	7
Agency Interdisciplinary Team (IDT) Meeting 1, April 18, 2006	12
IDT Contact List	
Initial Invitation to Join IDT	
Follow-up Invitation	
Agenda	
Meeting Notes	
Public Information Flyer, May 2006	24
Agency IDT Meeting 2, July 17, 2006	27
Agenda	
Meeting Notes	
DOT&PF Request to FHWA for Class of Action, July 23, 2006.....	34
FHWA Reply to DOT&PF Regarding Class of Action, August 11, 2006	38
Agency IDT Meeting 3, March 3, 2009.....	40
Updated IDT Contact List	
Agenda	
Sign-in Sheet	
Meeting Notes	
Agency Comment Response Table	
Chilkat Bald Eagle Advisory Council Meeting, March 4, 2009.....	50
Sign-in Sheet	
Meeting Notes	
Public Meeting 2, March 4, 2009.....	55
Updated 2009 Mailing List	
Flyer	
Newspaper Advertisements and Affidavits	
Public Service Announcements	
Poster	
Online Public Notice	
Sign-in Sheet	
Meeting Presentation	
Meeting Notes	
Comment Summary Table	

APPENDIX H (cont)

Additional Comments and Coordination

	Page
Community Information Meeting, Klukwan, March 5, 2009	97
List of Attendees	
<i>Meeting notes not included because of information protected under Section 106 of the National Historic Preservation Act.</i>	
DOT&PF Klukwan Trip and Meeting, October 10, 2011	99
<i>Trip report not included because of information protected under Section 106 of the National Historic Preservation Act.</i>	
Government-to-Government Meeting, Chilkat Indian Village of Klukwan, October 25, 2011.....	100
Sign-in Sheet	
<i>Meeting notes not included because of information protected under Section 106 of the National Historic Preservation Act.</i>	
Agency Meeting to Review Essential Fish Habitat Assessment, February 16, 2012	103
Sign-in Sheet	
Meeting Notes	
CBEP Meeting Notes, April 2012	110
Public Postcard Distribution, February-March 2012	114
Postcard	
Mailing List	
Project Website Updates	126
Project Description	
DOT&PF Contact Information	
Documents	
Public Involvement	
Community Information Meeting, Klukwan, June 14, 2012	136
<i>Meeting notes not included because of information protected under Section 106 of the National Historic Preservation Act.</i>	
ADF&G Memo to DOT&PF, June 29, 2012	137
Haines-Fairbanks Pipeline Site Visit	143
Haines Borough 2012-2013	162
Other Phone Logs	
DNR Email on Mitigation Sites	
CBEP Meeting Notes, February 2013	

Tribal Coordination Phone Logs
2005-2006

PHONE LOG

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

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

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

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

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

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

PHONE LOG

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

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

PHONE LOG

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

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

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

Field Review with Tribal Groups

February 21, 2006

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

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

February 21, 2006

Participants:

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

Introduction:

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

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

Agency Coordination Phone Logs

PHONE LOG

DATE: September 30, 2005

AGENCY: Tom Schumacher, Division of Wildlife Conservation, ADF&G

FROM: Kris Benson, ADOT&PF

SUBJECT: Chilkat River Critical Habitat Area

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

PHONE LOG

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

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

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

PHONE LOG

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

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

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

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

PHONE LOG

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

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

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

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

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

Agency Interdisciplinary Team (IDT) Meeting 1

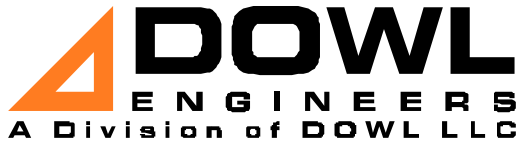
April 18, 2006

IDT Contact List

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

Appendix H Page 13

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



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 www.dowl.com

CF RF

	Date:	W.O. #:
To:	Attention:	
	Regarding:	

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

<input type="checkbox"/> Shop drawings	<input type="checkbox"/> Prints	<input type="checkbox"/> Plans	<input type="checkbox"/> Specifications
<input type="checkbox"/> Copy of letter	<input type="checkbox"/> Change order	<input type="checkbox"/> Other	<input type="checkbox"/> Samples

Copies	Date	No.	Description

These are transmitted as indicated below:

<input type="checkbox"/> For approval	<input type="checkbox"/> Approved as submitted	<input type="checkbox"/> Resubmit	_____ copies for approval
<input type="checkbox"/> For your use	<input type="checkbox"/> Approved as noted	<input type="checkbox"/> Submit	_____ copies for distribution
<input type="checkbox"/> As requested	<input type="checkbox"/> Returned for corrections	<input type="checkbox"/> Return	_____ corrected prints
<input type="checkbox"/> For review & comment			
<input type="checkbox"/> Bids due		<input type="checkbox"/>	Prints returned after loan to us

Remarks:

Copy to:

Typed Name:

Signature:

VERBAL COMMUNICATION RECORD

DATE: 3-29-06

WITH: Agency Members Invited to Participate in Haines IDT Meetings

NOTED BY: Kristen Hansen

PROJECT: Haines Highway MP 3.5 – 25.3

SUBJECT: IDT Participation and Availability

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

Meeting Time _____ Place _____

Phone Phone No. see below

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

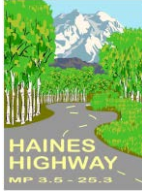
Randy Vigil, USACE (790-4490) – Randy indicated that he thinks he will participate in the IDT, although he still needs to run it up the chain and get approval from management at the Corps. He said he might be in Haines the week of the 17th, and I explained that if he was, he could join in with the Haines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

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

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

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

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



Haines Highway Improvements MP 3.5 to 25.3

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

Mitigation Interdisciplinary Team Meeting

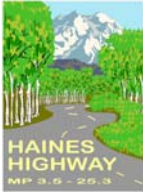
April 18, 2006, 1:00 p.m.

ADOT&PF Main Conference Room – 6860 Glacier Hwy

Agenda

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

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



HAINES HIGHWAY MP 3.5 TO 25.3

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

MITIGATION INTERDISCIPLINARY TEAM (IDT) MEETING NO. 1

APRIL 18, 2006

Meeting Record

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Public Information Flyer

May, 2006

PROJECT DEVELOPMENT SCHEDULE

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

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

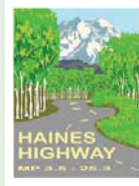
Project Design – The design team is currently preparing a Preliminary Engineering Report, which will include additional design details for inclusion in the environmental document.

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

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

**HAINES HIGHWAY
MP 3.5 – 25.3**

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



**HAINES
HIGHWAY
MILEPOST 3.5-25.3**

PROPOSED PROJECT

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

COMMENTS & CONCERNS

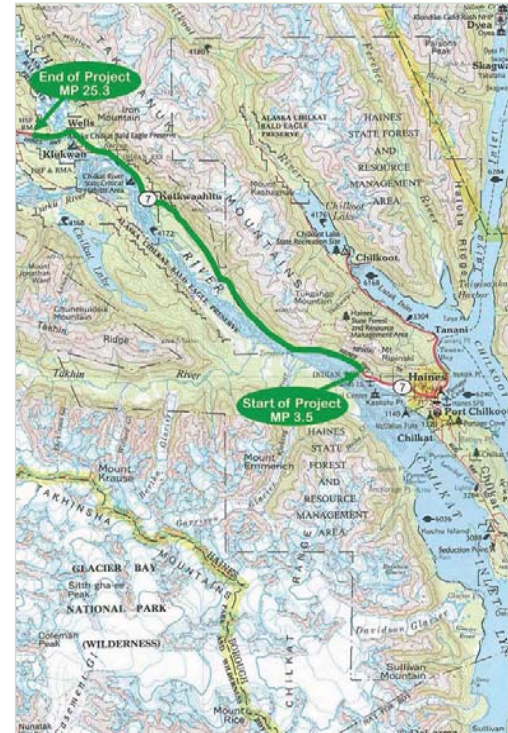
Although the official scoping comment period closed on December 23, 2005, we encourage the public to continue to provide their comments and concerns throughout the entire project. You can use one of the several available methods to submit comments on this project, which are also listed on the project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

You can submit your comments as follows:

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

Email: kris_benson@dot.state.ak.us

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



PURPOSE & NEED

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

WHAT HAS BEEN DONE TO DATE?

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

Project Information

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

Public Involvement to Date

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

TECHNICAL STUDIES STATUS REPORT

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

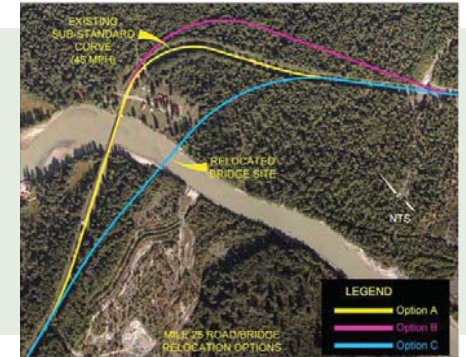


HOW ARE THE TECHNICAL/ENVIRONMENTAL ISSUES BEING ADDRESSED?

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

WHAT HAVE WE HEARD DURING THE SCOPING PROCESS?

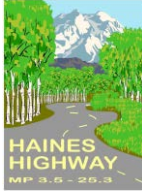
To date, we have received 100 comments from the public and resource agencies. Below is a select list of summarized questions and comments that have been submitted for this project. Complete verbatim comments are available on the project web site for your review: www.dot.alaska.gov/haineshighway. The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



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

Agency IDT Meeting 2

July 17, 2006



Haines Highway Improvements MP 3.5 to 25.3

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

Mitigation Interdisciplinary Team Meeting No. 2

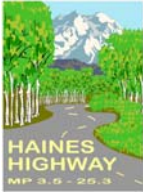
July 17, 2006, 1:00 p.m.

ADOT&PF Commissioner's Office – 3132 Channel Drive

Agenda

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

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



HAINES HIGHWAY MP 3.5 TO 25.3

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

MITIGATION INTERDISCIPLINARY TEAM (IDT) MEETING NO. 2

JULY 17, 2006

Meeting Record

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

Via Teleconference from Haines:

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

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

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

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

Stream and Habitat Inventory

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

Mitigation Concepts

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

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

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

- Randy Ericksen asked how many linear feet of stream / river impacts will result from this project. Kristen reviewed the numbers from the last IDT meeting, but noted that these numbers need to be updated with the current design. The estimates that were presented at the April IDT meeting were: about 2200 feet of stream impact, 1.3 acres of river impact and 19 acres of wetland impact. These preliminary estimates will need to be updated as the design progresses.
- Carl Schrader asked whether the bridge relocation is the preferred alignment. Russ indicated that it is definitely the engineering preferred alignment, from a design standards perspective.
- Neil asked whether the project team had considered removing the fill that had been placed in the palustrine wetland on the Floreske property near Station 525-530. Randy Vigil noted that this started as a violation, and has a long history. Ben Kirkpatrick indicated that these wetlands are actually pretty dry. Carl Schrader agreed, noting that he could walk across the wetlands in May.
- Randy Ericksen asked whether the red hatching shown on the S&HI sheets, denoting the vegetated riprap, were to scale with regard to width of bank impact. Dan explained that they are not to scale, and that they'd just used a standard width that could easily be seen on the S&HI sheets.

- Ben Kirkpatrick noted that it appears most of the stream realignments will simply offset the direct impacts from the project. Kris agreed that is generally the case, but pointed out a couple of places where there isn't necessarily a direct impact, but the stream will be relatively close to the new toe of slope, so DOT&PF is considering moving the stream channel a little further from the roadway, if mitigation credit could be provided for this type of effort.
- Randy Vigil noted that since the cost of utility relocations may make some of the wetland creation sites infeasible, that he likes the idea of looking at other mitigation ideas, including potentially looking at off-site mitigation, if that makes sense. Kris asked whether Randy had anything in particular in mind for off-site mitigation. Tim noted that the watershed council might have some ideas, and offered to work with the Borough to come up with a list of potential off-site mitigation for this project. Carl agreed that a larger off-site stream mitigation project might make more sense than a bunch of smaller mitigation efforts along the project corridor, indicating we don't necessarily want to make wetlands just for the sake of making wetlands. Neil agreed that looking at off-site mitigation might make sense, but only if on-site mitigation is determined not to be feasible. He still thought it might be worthwhile to look at some of these road obliteration sites, especially in floodplain channels, noting specifically that the conceptual mitigation shown on Sheet 14 looked like it might be worthwhile. Carl said if utilities are in the road it is not a good location for wetland creation and not worth further investigation. Neil said that DO&PF needs to develop a currency for net impact and translate to higher value habitat. Linda said there would be some functional restoration if the obliterated road is replanted with grass. Neil said that cross-drains to get hydrology could be placed where appropriate.
- Randy Ericksen noted that engineered log jam in the Chilkat may be another good mitigation opportunity for this project. Ben agreed, noting that two possible locations would be where riprap was installed about 10 years ago by DOT&PF (note – these are between MP 15 and the Klukwan turnoff). The riprap could be left in place, but a logjam could be constructed outboard of it.
- Ben noted that one other on-site mitigation idea would be to do something at the clear water stream at Station 731, where people launching their boats have trampled the vegetation and the stream banks there. The launch could be moved out of the clear water habitat and re-vegetated. Ben said between Stations 750 and 755 might be an alternative launch site. Carl agreed this might be a good opportunity for on-site mitigation. Kris noted that this was one of the pull-outs that Joel Telford had recommended closing off if an alternative site was developed nearby. Carl agreed that would be a good idea.
- Randy Ericksen asked if anyone has contacted the Northern Southeast Regional Aquaculture Association (NSRAA) yet about the impacts to their incubation boxes. Kris indicated that yes, she has discussed this with Todd Buxton, and he understands that NSRAA will be responsible for relocating the incubation boxes, since they are in DOT&PF's right-of-way.
- Randy Vigil asked whether the utility work by AP&T will need to be re-done as a result of this project. Kris said she wasn't sure, but that she would check with the DOT&PF utility section to find out.
- Randy Ericksen noted that it appears there is a proposed realignment in the ADF&G Critical Habitat area, and stressed the importance of avoiding cutting down important roosting trees next to the river. Steve Noble indicated that this was taken into consideration during the development of the preliminary design, and that wherever possible, the realignments were toward the mountains in order to avoid taking nesting or roosting trees next to the river. Randy noted that some important roosting and nesting trees also occur on the other side of the road. Stewart noted that we conducted an eagle nest aerial survey with USFWS and that we did realign the road in one location to avoid an eagle nest. Kris also noted that we realigned in another area near the private airstrip to avoid designated critical habitat, and that at this point, it appears we are not doing any work within the critical habitat boundaries.

Culverts

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

- For the culvert at Station 316+00, the agencies agreed that there was limited fish habitat upstream, but they still recommended designing for fish passage (using a Tier 2 design). The design fish should be an adult coho. Russ pointed out that if the culvert will be longer than 100-ft, DOT&PF standards require a 36" culvert.
- At Station 337+70, the consensus was that fish passage should be provided (using a Tier 2 design). The design fish should be an adult coho.
- At Station 391+90, OHMP noted that the pond upstream of the culvert had completely filled in with sediment during the last storm, and the consensus was that fish passage does not need to be provided for this culvert.
- At Station 405+00, it was agreed that a Tier 2 design would probably be necessary.
- At Station 443+00, there was discussion about whether to use juvenile coho or steelhead as the design fish for the Tier 2 analysis. It was decided that juvenile coho should be used.
- At Station 630+00, if a Tier 2 design is necessary, it was agreed that the design fish should be either juvenile coho or juvenile cutthroat (whichever is the weaker swimmer).
- At Station 670+00 there was discussion of possibly needing a bridge to accommodate the debris flow if the highway is realigned as shown. The design team noted that this realignment may be shifted, due to concerns that have recently come up in this area as a result of the archaeological survey.
- At Station 877+90, it was agreed that designing this culvert to accommodate flood conveyance would be sufficient, since there is no upstream habitat.
- At Station 886+00, Carl noted we should focus on this area for mitigation, as it seems there is a nice opportunity here to improve the existing condition.

Pullouts

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

Wrap-up

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

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

DOT&PF Request to FHWA for Class of Action

July 23, 2006

MEMORANDUM

State of Alaska

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

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

DATE: July 23, 2006

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

TELEPHONE NO: 465-4509

FROM: Kris Benson
Project Environmental Coordinator

SUBJECT: Class of Action

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

Operating Speed

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

Impacts on the ADF&G Critical Habitat Area

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

Impacts on the State Parks Chilkat Bald Eagle Preserve

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

Subsistence

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

Archeology

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

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

Native Allotments

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

Resource Agency Coordination

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

Attachments:

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

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

FHWA Reply to DOT&PF Regarding Class of Action

August 11, 2006

Lindh, Hilary

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

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

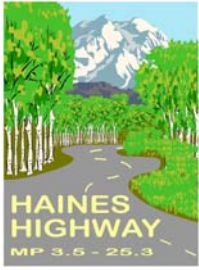
From: Haugh, Tim [<mailto:Tim.Haugh@fhwa.dot.gov>]
Sent: Friday, August 11, 2006 9:44 AM
To: Kristine Benson
Cc: Douglas Van Sundberg; Lohrey, John
Subject: Haines Hwy MP 3.5 to 25.3

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

Agency IDT Meeting 3

March 3, 2009

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

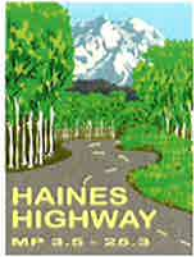


HAINES HIGHWAY MP 3.5 TO 25.3
PROJECT NUMBER 68606/SHAK-095-6(28)
MITIGATION INTERDISCIPLINARY TEAM MEETING
AGENDA NO. 3
March 3, 2009 at 2:00 p.m.
MEETING AGENDA

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

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

D59119.MIT Mtg No. 3.030309.MLS.022709.tla



HAINES HIGHWAY

MILEPOST 3.5-25.3



SIGN IN SHEET • March 3, 2009
IDT Meeting

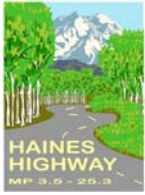
Please sign in

PRINTED NAME	ORGANIZATION	ADDRESS	E-MAIL	TELEPHONE
Kristen Hansen	DOWL HKM	4041 B St., Anchorage, AK	khansen@dowlhkm.com	562-2000
Joel Telford	Alk State Parks	400 willoughby Jwau	Joel.Telford@alaska.gov	465-2483
Michela Spitz	Dowl HKM	4041 B St, Anchorage	mispitz@dowlhkm.com	562-2000
ARNE OYDNA	DOT & PF	7-MILE	ARNE.OYDNA@ALASKA.COM	465-4496
Steve Noble	Dowl HKM	4041 B St.	snoble@dowlhkm.com	562-2000
Jim Scholl	DOT & PF	7-MILE	Jim.scholl@alaska.com	465-4498
NEIL STICHERT	USFWS	3000 VINTAGE BLD SUITE 201	neil_stichert@fws.gov	780-1180
Dan Miller	Inter-Fluve	1020 Wasco St Ste I, Hood River	danmiller@interfluve.com	541-386-9003
LANA DAVIS	DOWL HKM	4041 B st, Anchorage, AK	LLDavis@dowlhkm.com	562-2000
Kate Kanouse	ADFG/Habitat	POB 11024 Jureau	Kate.Kanouse@alaska.gov	465-4290
CHISKA DORR	NOAA-NMFS	POB 21668 JUNU 99802	CHISKA.DORR@NOAA.GOV	586-7345
Randal Visil	USACE	8800 Glacier Hwy, 99811	Randal.Visil@usace.army.mil	790-4440
Math LaCroix	EPA	Anchorage		
Tracy	"	"		
Richard Charnell	"			
Richard ENRIQUEZ	USFWS	3000 Vintage Blvd #201	Richard_ENRIQUEZ@fws.gov	780-1162
Carl Schrader	DOT & PF	7-mile Seward AK	carl.schrader@alaska.gov	465-4544

Appendix H - Page 43



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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Chilkat Bald Eagle Advisory Council Meeting

March 4, 2009



HAINES HIGHWAY MILEPOST 3.5-25.3



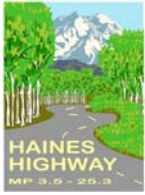
SIGN IN SHEET • March 4, 2009
Meeting with the Chilkat Bald Eagle Advisory Council

Please sign in

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Donna AESS		P.O. Box 125		766 2698
Gray E. Hess	Bald Eagle Advisor	P.O. Box 125		766 2698
Scott Carey	LYNIX Council	Box 863		
Richard Chappell	ADF 26/SPECFM	Box 330	r.chard.chappell@alaska.gov	766-3638
Roy Josephson	DNR-Foresty	Box 263	Roy.Josephson@alaska.gov	2120



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

SUBJECT: Haines Highway MP 3.5 TO 25.3

DATE: March 4, 2009

TIME: 1:30 p.m.

LOCATION: Assembly Chambers, Haines, Alaska

PROJECT TEAM ATTENDEES:

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

Jim Scholl
Jim Heumann
Carl Schrader
Arne Oydna

DOWL HKM

Steve Noble
Kristen Hansen
Lana Davis
Michela Spitz

Inter-Fluve

Dan Miller

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

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

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

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

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

Have the alignments changed from those shown previously?

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

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

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

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

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

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

What is your plan for the slide areas?

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

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

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

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

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

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

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

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

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

What determines the decision about the bridge?

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

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

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

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

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

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

How many lanes will the road be?

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

Public Meeting 2

March 4, 2009

First	Last	Title	Groupes, Public List	Address	City	State	Zip
Mehmet	Eece			Ln	Lafayette	CA	94549
Col. Franklin				101 Thomas			
P	Flatten			Edison Dr	Schertz	TX	78154
Dan	Miller	Inter-Fluve		1020 Wasco	Hood River	OR	97031
				Valley Rd			
Margaret	Dawson			SE	Olalla	WA	98359
Tom	Bolen	Haines Borough Manager		103 Third Ave	Haines	AK	99827
kathy	Eggen			Ct	Sitka	AK	99835
Kay F.	Mclaughlin			108 39th St	Missoula	MT	59803
		Superintende Canadian Customs		110-300 Mair	Whitehorse	YT Canada	Y1A 2B5
				W.Roland			
Thomas	Hall			Dr.	Littleton	CO	80127
Adam	Paulick			St	Douglas	AK	99824
Norman &				1140 NE			
Barbara	Masten			Yucca Ave	Redmond	OR	97756
Thomas	Bones			Run	Camden	DE	19934
				Rainbow			
Wayne W.	Hooker			Ave	Anchorage	AK	99516
Shirley	Young			1200 Leisure	Walnut Creek	CA	94595
				Kame			
Dennis V.	Kida			Terrace Ct	Sherwood	OR	97140
				Pebble	Crescent		
Erik	Sommers			Beach Dr	City	CA	95531
				Sawmill			
Donna	Donohoe			Creek Rd	Sitka	AK	99835
Baha'is of				13501			
ak.				Brayton Dr	Anchorage	AK	99516
Glen Jr. &				1360 W Lil			
Deana	Dillehay			Ben Trl	Flagstaff	AZ	86001
				1390 Fritz			
Katherine	Traeger			Cove Rd	Juneau	AK	99801
				Winding			
Ethel D.	Henderson			Woods Ct	Centreville	VA	20120
Tom &				Fahlander			
Marilyn	Huitger			Dr S	Columbus	OH	43229
				Branchcrest			
Donald H.	Lokke			Cir	Dallas	TX	75248
				1602			
Phillip	Perisich			Papago Dr	Chino Valley	AZ	86323
				16260 Lost			
Tommy	Baxter			Horizon Dr	Anchorage	AK	99516
				Lena Loop			
George	Davidson			Rd	Juneau	AK	99801
				16587 W			
Gary	Halsey			53rd Way	Golden	CO	80403
Arnold &				1661 Pee			
Jane	Albrecht			Rd # 17	Koloa	HI	96756
				Smokey			
Ronald R.	Huitger			Point Blvd	Arlington	WA	98223
				Evergreen			
John & Nina	Kinney			Ave	Juneau	AK	99801
Estate	John Stanley			18 Oenoke P	Stamford	CT	06907
Stanley &				1805 Cedar			
Anita	Dale			Springs Ln	Anacortes	WA	98221
Richard &	Stone			Wickersham			
Mary	liv.trust			Ave	Juneau	AK	99801
				2107 Sorbus			
Dennis	Nottingham			Way	Anchorage	AK	99508
C/o	Davis			Althea St	Wasilla	AK	99654
				153rd St #			
George J.	Poysky III			258	Burien	WA	98166
				23710 SE			
Mary Ann	Knarreborg			253rd Pl	Maple Valley	WA	98038
Robert E.	Nyman			Ct	Juneau	AK	99801
				2513 Kona			
Moira	Smith			Ln	Anchorage	AK	99517
				2550 Denali			
Richard P.	Dowling			St Ste 1000	Anchorage	AK	99503
				Juniper Bay	Wesley		
Richard	Morelli			Dr	Chapel	FL	33544
Darcy	Steck			Channel Dr	Juneau	AK	99801
				Engineers			
Arlen	Lanz			Cutoff Rd	Juneau	AK	99801
				2866 Echo			
Melvin	Lofftus			Valley Rd	Jamul	CA	91935

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

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

Teresa	Povey-Martinez	Haines, Public List	Box 44	Haines	AK	99827		
William	Egolf		Box 491	Haines	AK	99827		
Dennis	Miles		Box 513	Haines	AK	99827		
Paul	Swift		Box 564	Haines	AK	99827		
Marsha	Wilson		Box 592	Haines	AK	99827		
Tyler	Scovill		Box 763	Haines	AK	99827		
Keith	Houlberg		Box 797	Haines	AK	99827		
Daniel	Turner		Box 826	Haines	AK	99827		
Richard	Boyce		Box 84	Haines	AK	99827		
			Evergreen					
Crispian J.	Smith		Ave.	Juneau	AK	99801		
Kimothy	Dorsey		Delivery	Haines	AK	99827		
Peter B.	Speight		0240	Haines	AK	99827		
Jeanne	Beck		2560	Haines	AK	99827		
Sally	Reno		2626	Haines	AK	99827		
Shelley	True		3409	Haines	AK	99827		
Carolyn	Weishahn		3977	Haines	AK	99827		
Port Director		U.S. Customs	HC 60 Box 4	Haines	AK	99827		
Roger	Schnabel	Southeast Road Builders, Inc.	HC 60 Box 4	Haines	AK	99827		
Manager		Northern Timber Corp.	HC 60 Box 4	Haines	AK	99827		
Roger	Schnabel		4800	Haines	AK	99827		
Estates			4800	Haines	AK	99827		
John & Terry	Shaw		5470	Haines	AK	99827		
Margaret	Piggott		8502	Haines	AK	99827		
			HC 60 PO					
Bill	Valentine		Box 2553	Haines	AK	99827		
Edward	Stewart		HC 60, Box 1	Haines	AK	99827		
Thomas	True		HC 60, Box 3	Haines	AK	99827		
Tim	Shields	Executive Dir	Takshanuk Watershed Cou	P.O. Box 102	Haines	AK	99827	
		Natural Resource Specialist	Alaska Coastal Management Program - Division of Coastal and Alaska Coastal Management Program -					
Claire	Batac	Project Review	Division of Coastal and Alaska Coastal Management Program -	P.O. Box 111	Juneau	AK	99811-1030	
Carrie	Bohan	Coordinator	Division of Coastal and Alaska Department of Superintend ent	P.O. Box 111	Juneau	AK	99811-1030	
Mike	Eberhardt	Manager	Division of Parks and Outdoor Recreation, SE	P.O. Box 11071	Juneau	AK	99811	
Julie	Cozzi	Borough Cler	Highland Estates	P.O. Box 112	Haines	AK	99827	
Jan	Hill	Mayor	Haines Borough	P.O. Box 120	Haines	AK	99827	
Peter	Lapham	Borough Ass	Haines Borough	P.O. Box 120	Haines	AK	99827	
Jerry	Lapp	Borough Ass	Haines Borough	P.O. Box 120	Haines	AK	99827	
Doug	Olerud	Borough Ass	Haines Borough	P.O. Box 120	Haines	AK	99827	
Scott	Rossmann	Borough Ass	Haines Borough	P.O. Box 120	Haines	AK	99827	
Norm	Smith	Borough Ass	Haines Borough	P.O. Box 120	Haines	AK	99827	
Steve	Vick	Borough Ass	Haines Borough	P.O. Box 120	Haines	AK	99827	
Gary	Hess	Chairman	Upper Lynn Canal Fish and	P.O. Box 125	Haines	AK	99827	
Todd	Buxton	Project Lead	Northern Southeast Region	P.O. Box 126	Haines	AK	99827	
Toni	Dotson			P.O. Box 126	Haines	AK	99827	
Director			Hard Rock, Inc.	P.O. Box 129	Haines	AK	99827	
Joan	Carlson	Office Manag	Haines Chamber of Comm	P.O. Box 144	Haines	AK	99827	
Manager			Chilkat Guides	P.O. Box 170	Haines	AK	99827	
President			Klukwan Incorporated	P.O. Box 209	Haines	AK	99827	
Kimberley A.	Strong	President	Chilkat Indian Village of Kl	P.O. Box 210	Haines	AK	99827	
		Transportati						
		on Program						
Dale	Lewis	Manager -	U.S. Federal Highway	P.O. Box 21648	Juneau	AK	99802-1648	
		Southeast	Administration					
		Acting	National Marine Fisheries					
Robert	Mecum	Administrato	r	Service - Habitat	P.O. Box 21668	Juneau	AK	99802
		Habitat	Biologist	Conservation Division				
				National Marine Fisheries	P.O. Box 21668, 709			
Chiska	Derr	Haines/Skag	Conservation Division	West 9th	Juneau	AK	99802	
Terrance	Pardee			P.O. Box 296	Haines	AK	99827	
Larry	Geise			298	Haines	AK	99827	
Manager			Alaska Power and Telepho	P.O. Box 302	Haines	AK	99827	
		Division of	Alaska Department of Fish	P.O. Box 330	Haines	AK	99827	
Richard	Chapell	Sport Fish	& Game					
Manager			Klehini Land Co.	P.O. Box 343	Juneau	AK	99803	
Manager			Silver Eagle Transport	P.O. Box 388	Haines	ALASKA	99827	
Dave	Olerud	Executive T	American Bald Eagle Foun	P.O. Box 49	Haines	AK	99827	
Duane B.	Wilson	President	Chilkoot Indian Association	P.O. Box 490	Haines	AK	99827	
Manager			Alaska Nature Tours	P.O. Box 491	Haines	AK	99827	

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

Karen	Waldrip		Haines, Public List	210555	Auke Bay	AK	99821
Lynette	Campbell			210732	Auke Bay	AK	99821
Michael	Knauss			PO Box 211	Sitka	AK	99835
Jenisse Ann	Markham			211131	Auke Bay	AK	99821
Sharon	Mallinger			211308	Auke Bay	AK	99821
Martin J.	Myers			21923	Juneau	AK	99802
John	Fox			22718	Juneau	AK	99802
Wayne	Selmer			PO Box 234	Haines	AK	99827
Kate	Kanouse	ADF&G		PO Box 2400	Douglas	AK	99824
Margaret M.				PO Box			
& Nicholas	Germain			240144	Douglas	AK	99824
Thomas S.	Water			240276	Douglas	AK	99824
Rae Ann	Galasso			PO Box 241	Haines	AK	99827
David F.	Maxwell			2496	Kilgore	TX	75663
Janis	Horton			PO Box 250	Haines	AK	99827
Orman Ray	Willey			2547	Vashon	WA	98070
Interested	Party			PO Box 261	Haines	AK	99827
Charles M.	Jurasz			PO Box 263	Faro	YT	Y0B 1K0
Lulu Belle	Pittard			2697	Palmer	AK	99645
Linda	Keirstead			PO Box 270	Haines	AK	99827
Layton	Bennett			PO Box 272	Haines	AK	99827
Mark E.	Albertson			298568	Wasilla	AK	99629
James	Schnabel			PO Box 303	Haines	AK	99827
Lawrence	Coonjohn			PO Box 306	Larkspur	CA	94977
Marjorie	Haynes			PO Box 313	Haines	AK	99827
Michael S.	Stenerson			32535	Juneau	AK	99803
Leif	Lie			32861	Juneau	AK	99803
Elizabeth	Lehrbach			33512	Juneau	AK	99803
Donald C.	Madsen			33679	Juneau	AK	99803
Carlton	Smith			33765	Juneau	AK	99803
Jeanie	Allison			33817	Juneau	AK	99803
Tuula	Marquardt			34106	Juneau	AK	99803
Kathleen	Jones			PO Box 343	Haines	AK	99827
David L.	Hunt			34403	Juneau	AK	99803
Barbara	Cox			PO Box 354	Haines	AK	99827
Melanie	Hess			PO Box 374	Haines	AK	99827
Charles	Brouillette			PO Box 375	Haines	AK	99827
					Delta		
Daniel	Lisenbury			PO Box 381	Junction	AK	99737
Hugh	Rietze			PO Box 381	Haines	AK	99827
Kenneth &	Dorman						
Sandra	trust			PO Box 382	Petersburg	AK	99833
Drake	Olson			PO Box 411	Haines	AK	99827
James	Szymanski			PO Box 418	Haines	AK	99827
Dana	Davies			PO Box 422	Urbanna	VA	23175
Ramona	Martin			PO Box 429	Haines	AK	99827
Joel	Telford	Manager	Haines Ranger Station	PO Box 430	Haines	AK	99827
Pamela	Long			PO Box 431	Cordova	AK	99574
				PO Box	Walnut		
Owen M.	Schafer			4399	Creek	CA	94596
Teresa	Martinez			PO Box 44	Haines	AK	99827
Colleen	Jensen			PO Box 477	Haines	AK	99827
Thomas Guy	Monroe, III			PO Box 482	Haines	AK	99827
Raymond &							
Connie	Staska			PO Box 486	Haines	AK	99827
C/o: John	Floreske			PO Box 489	Haines	AK	99827
Joanna	Egolf			PO Box 491	Haines	AK	99827
Dennis T.	Miles			PO Box 513	Haines	AK	99827
Lawrence	Jurgleit			PO Box 515	Haines	AK	99827
Michael	Zartman			PO Box 517	Haines	AK	99827
Phyllis	Martin			PO Box 526	Haines	AK	99827
Terry A.	Sele			PO Box 53	Haines	AK	99827
Don & Karen	Hess			PO Box 556	Haines	AK	99827
Karla	Rallo			PO Box 56	Tok	AK	99780
Paul	Swift			PO Box 564	Haines	AK	99827
Gary	Congleton			PO Box 571	Haines	AK	99827
Marsha D.	Wilson			PO Box 582	Haines	AK	99827
Sally	Nelson-Scott			PO Box 595	Tekoa	WA	99033
Allie	Cordes			PO Box 609	Haines	AK	99827
Roger	Schnabel			PO Box 609	Haines	AK	99827
				PO Box			
Richard	Loveerne			613622	Watersound	FL	32461
Steve	Cunningham			PO Box 614	Haines	AK	99827
John	Fain			PO Box 636	Etna	CA	96027
Daniel	Humphrey			PO Box 637	Haines	AK	99827

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Tony	Ward				PO Box 667	Haines	AK	99827
Susan	Hall				670245	Chugiak	AK	99567
John	Stefanski				PO Box 6720	Chugiak	AK	99567
Henry	Chatoney				PO Box 683	Haines	AK	99827
Dave	Strickler				685	Haines	AK	99827
Mark M.	Sogge				PO Box 696	Haines	AK	99827
David R.	Pahl				PO Box 702	Haines	AK	99827
Kathleen	Lake				PO Box 726	Haines	AK	99827
Tyler	Scovill				PO Box 763	Haines	AK	99827
					PO Box			
Henry C.	Williams				770189	Eagle River	AK	99577
Kathryn M. & Charles	Carl				PO Box 774	Haines	AK	99827
Kathleen	Menke				PO Box 781	Haines	AK	99827
Robin	Vanderford				PO Box 790	Haines	AK	99827
Western					79018	Seattle	WA	98119
Darsie	Culbeck				PO Box 805	Haines	AK	99827
Christine	Turner				PO Box 826	Haines	AK	99827
Mark	Kistler				PO Box 827	Haines	AK	99827
					PO Box			
Yevette	Lancaster				82871	Fairbanks	AK	99708
Richard	Boyce				PO Box 84	Haines	AK	99827
Chris	Denker				PO Box 842	Haines	AK	99827
Don	Turner				PO Box 85	Haines	AK	99827
Jeanene	Bucaria				870298	Wasilla	AK	99687
Anna	Jurgleit				PO Box 872	Haines	AK	99827
Raymond & Susan	Willard				PO Box			
Susie	Hodnik				875910-236	Wasilla	AK	99687
Alan	Traut				PO Box 876	Haines	AK	99827
Vyonne J.	Zartman				PO Box 882	Haines	AK	99827
Jackie	Smith				PO Box 905	Haines	AK	99827
Ann	Jacobs				PO Box 906	Haines	AK	99827
Marjory R.	Ballew				PO Box 907	Haines	AK	99827
Susan Ella	Brouillette				PO Box 934	Haines	AK	99827
William	Thomas, Jr.				PO Box 94	Haines	AK	99827
John	Carlson				PO Box 942	Haines	AK	99827
Nancy	Berland				PO Box 95	Haines	AK	99827
June	Haas				PO Box 952	Haines	AK	99827
Gordon	Whitermore				PO Box 97	Haines	AK	99827
Roman S.	Keleske				PO Box 991	Haines	AK	99827
David	Maxwell				PO Box Ppv	Ketchikan	AK	99950
Elaine	Blakeslee				Route 4, Box	Kilgore	TX	75662
					170	Union	WV	24983
					St.			
Anna	Wahlund				Eriksgatan	113 32		
Albert	Kookesh	Senator	Alaska Legislature		93, I	Stockholm	-	SWEDEN
		Lands			State Capitol,	Juneau	AK	99801-1182
John	Wurst	Manager /	Haines Borough			Haines	AK	99827

HOW DO I SUBMIT COMMENTS OR CONCERNS?

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

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

Environmental Comments by mail or e-mail to:

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

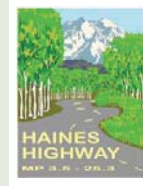
Other inquiries by mail or e-mail to:

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



HAINES HIGHWAY MP 3.5 – 25.3

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



HAINES HIGHWAY IMPROVEMENTS

MILEPOST 3.5-25.3

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

PUBLIC MEETING SCHEDULED

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

DATE, TIME AND LOCATION

Wednesday, March 4, 2009

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

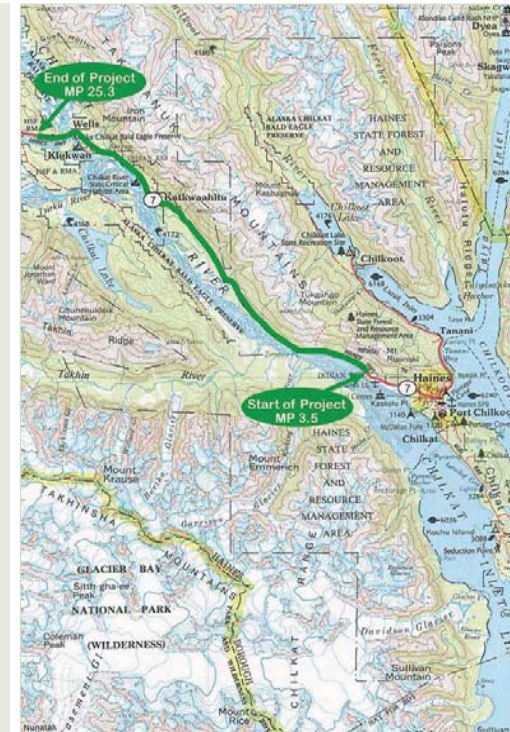
Chilkat Center - Theatre Drive, Haines, Alaska

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

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

We look forward to hearing from you!

We will provide upon request, accommodations for persons with special needs or disabilities.



PROJECT WEBSITE

www.dot.alaska.gov/haineshighway



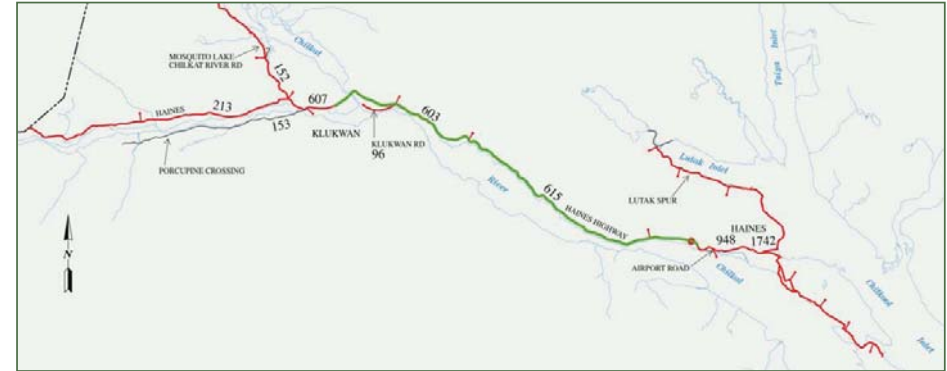
PROJECT DESCRIPTION

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

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

WHY WAS THIS PROJECT PUT ON HOLD?

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



PROJECT SCHEDULE

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

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

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

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

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

WHAT HAS BEEN DONE TO DATE?

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

Project Information/Research

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

Public Involvement

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

CHILKAT VALLEY NEWS
AFFIDAVIT OF PUBLICATION

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

Feb. 19 & 20, 2009

Bonnie Hedrick

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

Elaine Brummett

My commission expires WITH OFFICE



**Notice of Public Meeting,
Environmental Evaluation and Potential
Wetlands and Floodplain Involvement**
State Project #68606
**Haines Highway
Improvements**
(MP 3.5 - 25.3)

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

The State Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend a public meeting on the Haines Highway Improvements (Mile Post 3.5 - 25.3). The public meeting will be held in an open house format from 6:00 - 7:00 p.m. A short presentation will be given by the project team promptly at 7:00 p.m. The presentation will be followed by a question and answer period. The meeting will give an update on the project, present the revised alignment analysis, and report progress on the environmental analysis and documentation. It will also give you the opportunity to discuss the project one-on-one with the project team.

Meeting Schedule

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

We look forward to hearing from you!

Project Description

DOT&PF, in partnership with the Federal Highway Administration (FHWA), is proposing to upgrade the Haines Highway from Milepost 3.5 to 25.3. DOT&PF and the FHWA will evaluate the social, economic, historic preservation, and environmental impacts of this project in accordance with the National Environmental Policy Act (NEPA) process.

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The project team is now updating and finalizing their alignment analysis and continuing on the environmental analyses and documentation. The draft Environmental Assessment (EA) report is scheduled for public review in early 2010.

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

How do I submit comments or concerns?

We want to hear from you. You can use one of the following methods to submit comments on this project or submit written comments during the public meeting. Your comments will be reviewed and considered during the EA preparation.

Environmental comments: DOT&PF Environmental Analyst, Jim Scholl
jim.scholl@alaska.gov • (907) 465-4498 • Fax: (907) 465-3506

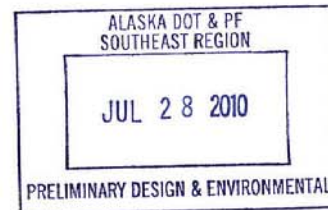
Other inquiries: DOT&PF Engineering Manager, Jim Heumann, P.E.
jim.heumann@alaska.gov • (907) 465-4456 • Fax: (907) 465-4414

By mail : 6860 Glacier Highway • PO Box 112506
Juneau, AK 99811-2506

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.

**ELAINE BRUMMETT
NOTARY PUBLIC
STATE OF ALASKA**



Affidavit of Publication

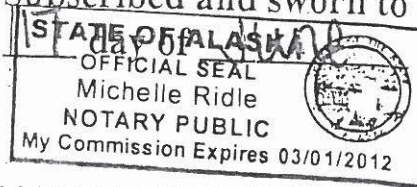
United States of America
State of Alaska
First Division

Ad #: 116640
Ref #: AO-68600-1
Legal #:

I, Barbara Gabriel, being first
duly sworn, oath, depose, and say that I
am the Principle Clerk of the JUNEAU
EMPIRE, a newspaper of general
circulation, published in the city of
Juneau, State of Alaska; that the
publication was published in said
newspaper on the 20th day of
February 2009 and thereafter for 0
additional day(s), the last date of
publication being February 20th, 2009.

Barbara Gabriel

.....
Subscribed and sworn to before me this
10th day of March, 2010.



M. Ridle

.....
Notary Public in and for the State of Alaska.

United States steps up pressure on UBS in bank secrets case

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

By DEVLIN BARRETT
THE ASSOCIATED PRESS

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

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

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

A deal announced Wednesday provides access to about 200 to 300 U.S. customers who used Swiss bank secrecy laws to hide assets. To avoid prosecution, UBS agreed to pay \$780 million, which Justice Department officials said was the largest ever in a criminal tax case.

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

But that does not mean the bank is about to fork over information on thousands of accounts. On Wednesday, the government claimed in court papers there were close to 20,000 U.S. clients who hid assets through the UBS program. A day later, the number had climbed to 52,000. U.S. officials offered no immediate explanation for the revised estimate, but it was another sign they are raising the pressure on the Swiss bank.

"This shows the big fight is yet to come," said George Clarke, a tax lawyer based in Washington who is not involved in the UBS case. For one, UBS said that except for the 200 to 300 U.S. customers, it will fight to keep all others names private, arguing Swiss secrecy laws shield them. Hours before the new suit,



PETER BLANKNER / THE ASSOCIATED PRESS

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

Switzerland's president, Hans-Rudolf Merz, said his country will not relax its longstanding tradition of confidential bank accounts. "Banking secrecy, ladies and gentlemen, remains intact," Merz told reporters.

Merz said Swiss authorities handed over the files on the 200 to 300 American clients of who are suspected of tax fraud. The transfer took place in the middle of the night in the Swiss capital, Bern, just ahead of a U.S. deadline for Swiss cooperation, he said.

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

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

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

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



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

February could be the worst month yet for jobless claims

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

By MARTIN CRUTSINGER
THE ASSOCIATED PRESS

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

The Labor Department reported Thursday that the number of people receiving regular unemployment benefits rose by 100,000 to 4.99 million for the week ending Feb. 7, marking the fourth straight week continuing claims have hit a record.

The surge in joblessness has pushed those claims far above the 2.77 million people getting benefits a year ago. The number totals 6.54 million with the inclusion of an additional 1.5 million people

who are getting extended benefits under a program passed by Congress last summer.

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

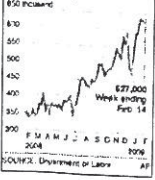
The government reported Thursday that new jobless claims for last week totaled 627,000, the same level as the previous week but higher than economists expected. It also was near the recent high of 631,000 hit three weeks ago, which was the most new weekly claims since 1982 when the country was in another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

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

Jobless claims

Initial claims for unemployment benefits remain above 600,000 for the second week of February.

Weekly jobless claims previously reported (in thousands)



Source: U.S. Department of Labor. Based on current trends, new

job losses for February could well top 700,000, Zandi said. That would surpass the 598,000 job loss in January, which had been the biggest since 1974.

Worries about the economy dragged the Dow Jones Industrial Average down nearly 50 points Thursday to close at 7463.05, its lowest level in more than six years. The Standard & Poor's 500 index and the technology-heavy Nasdaq composite index also fell.

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

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

FBI tracks down Texas financier in fraud case

By DEVLIN BARRETT
THE ASSOCIATED PRESS

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

FBI agents, acting at the request of the Securities and Exchange Commission, served Stanford court orders and other documents. Stanford is not under arrest and is not in custody.

In a civil complaint, Tuesday, the SEC accused Stanford, two other executives and three of his

companies with committing an \$8 billion fraud that lured investors with promises of improbable and unsubstantiated high returns on certificates of deposit and other investments. It's not clear how much of the \$8 billion was lost and how much investors might recover.

Limit regulations get help Thursday from the FBI, the SEC had not been able to find Stanford, a law enforcement official speaking on condition of anonymity, said the billionaire was served Thursday afternoon by an agent who had tracked out a location in Fredericksburg, Va.

Around 1:45 p.m., the agent spotted Stanford in a car driven

by Stanford's girlfriend. The agent spoke to Stanford, who was riding in the passenger side, the official said. The agent handed Stanford the SEC complaint, a federal court order freezing Stanford's assets and another order naming a receiver.

Stanford told the agent he understood and would make arrangements to surrender his passport, the official said. Stanford has not been charged with any crime, though federal agents continue to investigate the case.

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

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

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

Notice of Public Meeting
Environmental Evaluation and Potential Wetlands and Floodplain Involvement
State-Proposed District

Haines Highway Improvements
(MP 3.5 - 25.3)

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

The State Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend a public meeting on the Haines Highway Improvements (MP Post 3.5 - 25.3). The public meeting will be held in an open house format from 6:00 - 7:00 p.m. A short presentation will be given by the project team promptly at 7:00 p.m. The presentation will be followed by a question and answer period. The meeting will give an update on the project, present the revised alignment analysis, and report progress on the environmental analysis and documentation. It will also give you the opportunity to discuss the project one-on-one with the project team.

Meeting Schedule

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

We look forward to hearing from you!

Project Description

DOT&PF, in partnership with the Federal Highway Administration (FHWA), is proposing to upgrade the Haines Highway from Milepost 3.5 to 25.3. DOT&PF and the FHWA will evaluate the social, economic, historic, preservation, and environmental impacts of the project in accordance with the National Environmental Policy Act (NEPA) process.

The proposed improvements include straightening curves, widening the roadway to add shoulders, improving sight distances, and generally upgrading the two-lane roadway to current 55 mph design standards. Some curves may be posted down to lower speeds if the environmental impacts and/or cost of straightening the curves are deemed to be prohibitive. Also under consideration is the rehabilitation/replacement of the bridge across the Chitkat River at Mile Post 23.8, and improvements at two debris flow areas (Mile Posts 19 and 20) where intensive maintenance is a concern.

The project team is now updating and finalizing their alignment analysis and continuing on the environmental analysis and documentation. The draft Environmental Assessment (EA) report is scheduled for public review in early 2010.

This project is being developed in compliance with the Executive Order on wetlands (E.O. 11989), Roadblocks (E.O. 11644), and Environmental Justice (E.O. 12898), as well as Section 106 of the National Historic Preservation Act, Section 4(f) of the Department of Transportation Act and the Endangered Species Act.

How do I submit comments or concerns?

We want to hear from you! You can use one of the following methods to submit comments on this project or submit written comments during the public meeting. Your comments will be reviewed and considered during the EA preparation.

Environmental comments: DOT&PF Environmental Analyst Jim Schell
jim.schell@alaska.gov • (907) 465-4456 • Fax: (907) 465-3506

Other inquiries: DOT&PF Engineering Manager, Jim Heumann, P.E.
jim.heumann@alaska.gov • (907) 465-4456 • Fax: (907) 465-4414

By mail: 8860 Glacier Highway • PO Box 112506
Juneau, AK 99811-2506

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

Individuals with a hearing impairment may contact DOT&PF at our phone (907) 465-4414. DOT&PF is able to provide appropriate accommodations for services, needs related to other disabilities.

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

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

Project Description

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

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

Why was this project put on hold?

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

Public Meeting Scheduled

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

Date: Wednesday, March 4, 2009

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

Location: Chilkat Center - Theatre Drive, Haines, Alaska

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

We look forward to hearing from you! *We will provide upon request, accommodations for persons with special needs or disabilities.*

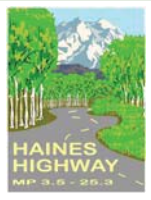
For further information regarding engineering issues contact Jim Heumann PE, DOT&PF Engineering Manager at (907) 465-4456. Contact Jim Scholl, DOT&PF Project Environmental Coordinator, at (907) 465-4498 regarding environmental issues.

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

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(907) 465-4456 Fax: (907) 465-4414

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

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Haines Highway Improvements

(MP 3.5 – 25.3)

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

WEDNESDAY, MARCH 4, 2009

6:00 – 8:30 P.M.

Chilkat Center - Theatre Drive, Haines, Alaska



PUBLIC MEETING SCHEDULED

The State Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend a public meeting on the Haines Highway Improvements (Mile Post 3.5 – 25.3). The public meeting will be held in an open house format from 6:00 - 7:00 p.m. A short presentation will be given by the project team promptly at 7:00 p.m. The presentation will be followed by a question and answer period. The meeting will give an update on the project, present the revised alignment analysis, and report progress on the environmental analysis and documentation. It will also give you the opportunity to discuss the project one-on-one with the project team.

DATE, TIME & LOCATION

Wednesday, March 4, 2009

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

Chilkat Center - Theatre Drive, Haines, Alaska

We look forward to hearing from you!

We will provide upon request, accommodations for persons with special needs or disabilities.

PROJECT DESCRIPTION

DOT&PF, in partnership with the Federal Highway Administration (FHWA), is proposing to upgrade the Haines Highway from Milepost 3.5 to 25.3. DOT&PF and the FHWA will evaluate the social, economic, historic preservation, and environmental impacts of this project in accordance with the National Environmental Policy Act (NEPA) process.

The proposed improvements include straightening curves, widening the roadway to add shoulders, improving sight distances, and generally upgrading the two-lane roadway to current 55-mph design standards. Some curves may be posted down to lower speeds if the environmental impacts and/or cost of straightening the curves are determined to be prohibitive. Also under consideration is the relocation/replacement of the bridge across the Chilkat River at Mile Post 23.8, and improvements at two debris flow areas (Mile Posts 19 and 23) where intensive maintenance is a concern.

The project team is now updating and finalizing their alignment analysis and continuing on the environmental analyses and documentation. The draft Environmental Assessment (EA) report is scheduled for public review in early 2010.

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

HOW DO I SUBMIT COMMENTS OR CONCERNS?

We want to hear from you. You can use one of the following methods to submit comments on this project or submit written comments during the public meeting. Your comments will be reviewed and considered during the EA preparation.

Environmental Comments by email to: DOT&PF Environmental Analyst, Jim Scholl
jim.scholl@alaska.gov • (907) 465-4498 • Fax: (907) 465-3506

Other inquiries email to: DOT&PF Engineering Manager, Jim Heumann, P.E.
jim.heumann@alaska.gov • (907) 465-4456 • Fax: (907) 465-4414

By mail to: 6860 Glacier Highway • PO Box 112506 • Juneau, AK 99811-2506

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

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

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

Project Description

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to attend a public meeting and requests public comments on the Haines Highway Improvement (Mile Post 3.5 to 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. Some curves may be posted down to lower speeds if the environmental impacts and/or cost of straightening the curves are determined to be prohibitive. Also under consideration is the relocation/replacement of the bridge across the Chilkat River at Mile Post 23.8. DOT&PF and the FHWA will evaluate the social, economic, historic preservation, and environmental impacts of this project in accordance with the National Environmental Policy Act (NEPA) process.

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

Why was this project put on hold?

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

Public Meeting Scheduled

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

Date: Wednesday, March 4, 2009

Time: 6:00 – 7:00 p.m. Open House
7:00 – 7:30 p.m. Presentation and Questions and Answers
7:30 – 8:30 p.m. Open House

Location: Chilkat Center - Theatre Drive, Haines, Alaska

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

We look forward to hearing from you! *We will provide upon request, accommodations for persons with special needs or disabilities.*

For further information regarding engineering issues contact Jim Heumann P.E., DOT&PF Engineering Manager at (907) 465-4456. Contact Jim Scholl, DOT&PF Project Environmental Coordinator, at (907) 465-4498 regarding environmental issues.

Written Environmental Comments should be sent by mail or email to:

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

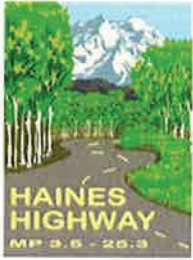
Other inquiries by mail or email to:

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

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

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



HAINES HIGHWAY

MILEPOST 3.5-25.3



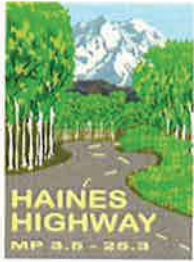
SIGN IN SHEET • March 4, 2009
Public Meeting

Please sign in

PRINTED NAME	ORGANIZATION	ADDRESS	E-MAIL	TELEPHONE
Ralph Vigilante	SE Roadbuilders	P.O. Box 1388 ^{Haines} AK 99827	VigilanteKrew@AOL.com	766 2770
Jim Scholl	AOOT, PK			465 4498
LINDA SNOW	DOWL TEAM			780-6106
Danny Gance	Alaska Power & Telephone	P.O. Box 30 99827	danny.g@ptalaska.com	766-6500
Bill Kurz	—	Box 1363	wckurz@yahoo.com	766-2324
Jibby Kurz	—	" "		
TAM TRUE	—	HC60 Box 3409	t_true@hotmail.com	467-5562
Pat Philpott	SELF	Box 188 Haines 99827		764-2662
Windy Hauer	Citizen	Box 1722 99827		766-3116
Pete & Diana Lapham	Assembly ^{writer}	Box 503. 99827.	lapham@aptalaska.net	766-2503
Eric Kocher		Box 802 " "	ekmail@aptalaska.net	766 3602
Scott Rossman	Hws Bor. Assembly	Box 1411 " "		766-3321
EVAN TABLER	—	Box 1647 " "	vtabler@hotmail.com	767 5507
JACK WEINER	— SELF —	Box 1614 " "		766-3566
DAN GOLF	RESIDENT 25.3 MI	BOX 491 99827	autops@mac.com	766-2876
Michael Ahmuty	Resident	PO Box 1473 Haines 99827	mickelaahmuty@chilltaguiles.com	

Appendix H - Page 72





HAINES HIGHWAY

MILEPOST 3.5-25.3

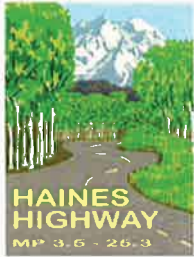


SIGN IN SHEET • March 4, 2009
Public Meeting

Please sign in

PRINTED NAME	ORGANIZATION	ADDRESS	E-MAIL	TELEPHONE
Sean McLaughlin		HC 60 Box 2858	Fire1@StarBand.net	767-5665
Kyle Ponsford		HC 60 Box 3394	Wild-Kyle@hotmail	767-5651
John Wurst	HAINES BOROUGH		jwurst@haines, us	766-2231 ex 133
Kristen Hansen	DOWL HKM	4041 B St., Anchorage	khansen@dowlhkm.com	562-2000
BILL VALENTINE	RESIDENT	HC60 BOX 2553 HAINES	bval@aptalaska.net	767-5458
MARGARET PIGGOTT	RESIDENT	HC 60 Box 8502 HNS	megshp@aptalaska.net	766-2818
John L. Spencer	Resident	Box 1066 Haines		766-3568
Mark ALLEN	Resident	P.O. Box 1323 Haines	alaska_soothing@yahoo.com	766-3117
Christy Fowler	Bamboo Room	P.O. Box 190 Haines	christyfengs@hotmail.com	766-2474
Cindy Jones	Chilkat Valley Hist. Soc.	Box 692 HNS		766-2018
Ray Briggs	B&D Lumber	25 th Haines Hwy		314-6313
Barbara C. Lewis	AK Native Sisterhood	Box 1467 Haines		766-3413
Mandy Ramsey	self	Box 1521 Haines	MBKIND@yahoo.com	766-3697
Ruf Stewart	self	HC 60 Box 1759	Stewart(AT)APT HNS	767-5630
Alan Traut	self	P.O. Box 882 Haines	elysium@aptalaska.net	766-2814
TIM SHIELDS	TAKSHANUK WATERSHED COUNCIL	PO BOX 1029 HAINES	takshanuk@gmail.com	766-3542
Paul Carlson		70 Box 464 Haines		
Jessica Edwards	Chilkat Valley News		jedwards.news@yahoo.com	766-2688
Debra Schnabel	Hard Rock	PO BOX 129 HNS	debrask@aptalaska.net	766-2827
Sarah Roark	resident	HC 60 BOX 18300	sroark73@hotmail.com	767-5404
Debra Schnabel	Hard Rock, Inc.	PO BOX 129 HNS	debrask@aptalaska.net	766-2827

↳ 6 mile - culvert issue.



HAINES HIGHWAY

MILEPOST 3.5-25.3

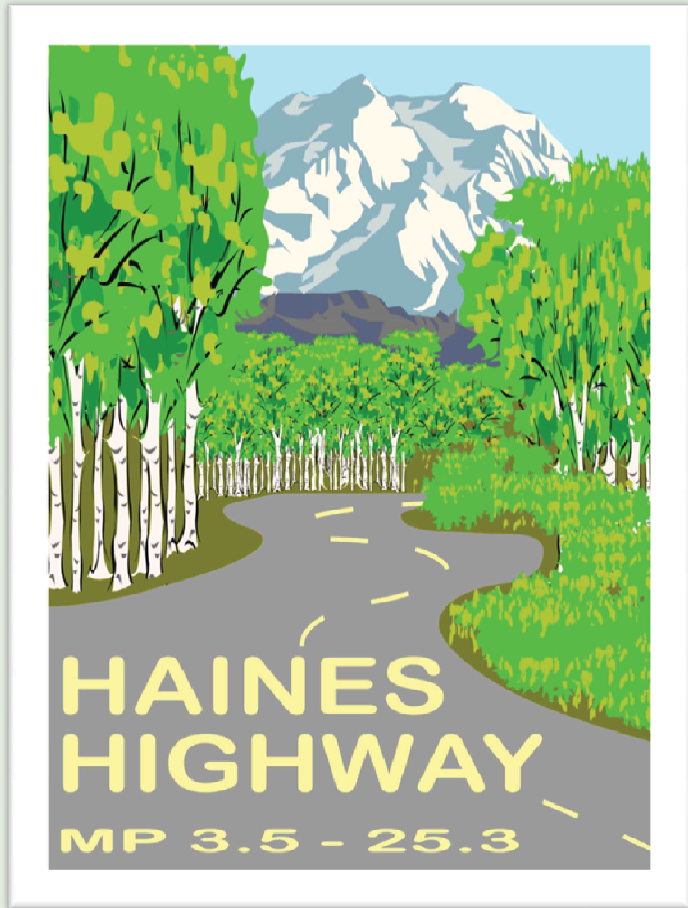


SIGN IN SHEET • March 4, 2009
Public Meeting

Please sign in

PRINTED NAME	ORGANIZATION	ADDRESS	E-MAIL	TELEPHONE
Karen + Duck Hess	NONE	P.O. Box 556 Haines	riveradventures@aptalaska.net	766-2424
Terry + Gina Enny	US	" " 1654 "	erny60@aptalaska.net	766-2066
CAROL + BOB DUIS	SRS	Box 836	DUISTR@YAHOO.COM	766-3813
Roger Schmael	Contractor	HCGO Box 4800	rogenezeroad.com	766-2833
LORE STEPAWSKY	HAINES CURS	BOX 530 Haines	lstepawsky@haines.ak.us	766-2234
Carol Lawrence	ANS	Box 656 HNS	CNLKNITR@gmail.com	766-2870
Jim Mock	None	Box 655 HNS	jimmock@usa.net	766-3329
Patty A. Campbell	Self/Chamber	PO Box 37, HAINES	pcampbell99827@yahoo.com	314-0404
Cecily Stern	-	PO Box 696 Haines		766 2943
D. Wynn	U	635 "		767 5471
ERWIN HERTZ	Fleets Electric	PO Box 116 Haines		766-2380
BART HENDERSON	Chilkat Guides	Box 170 HNS		766 2491
ANDY HEDDEN	Chilkat Guides	Box 1455 HNS		766-2491
Kerry Town	Canal Marine	PO 1569	canalmarine@spralaska.net	766-2437
Joyce Town	"	"	"	"
AnneMarie Palmieri	ADEC	PO Box 1542	AnneMarie.Palmieri@alaska.gov	766-3184
MARK + JULIE COZZI	Haines Borough	Box 701, Haines	micozzi@aptalaska.net	766-2992
Steve Fitzinger	H. Borough	Box 1209, Haines, AK	sfitzinger@haines.ak.us	
Scott Ransay	W/A	Box 1521	Scottalguide@hotmail.com	766 3697

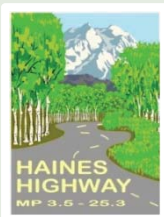
Appendix H - Page 74



HAINES HIGHWAY IMPROVEMENTS MILEPOST 3.5-25.3

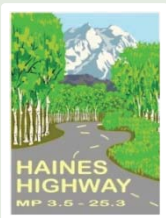


March 2009



About the Project

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

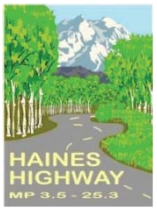


About the Project

Improvements being considered:

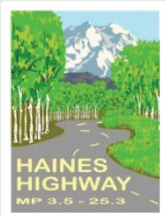
- **Straightening curves**
- **Adding shoulders**
- **Sight distances**
- **Upgrading road to 55mph design standards**
- **Relocation/replacement of the bridge over the Chilkat River at milepost 23.8**
- **Potential long-term solutions to debris flow problems near mileposts 19 and 23**



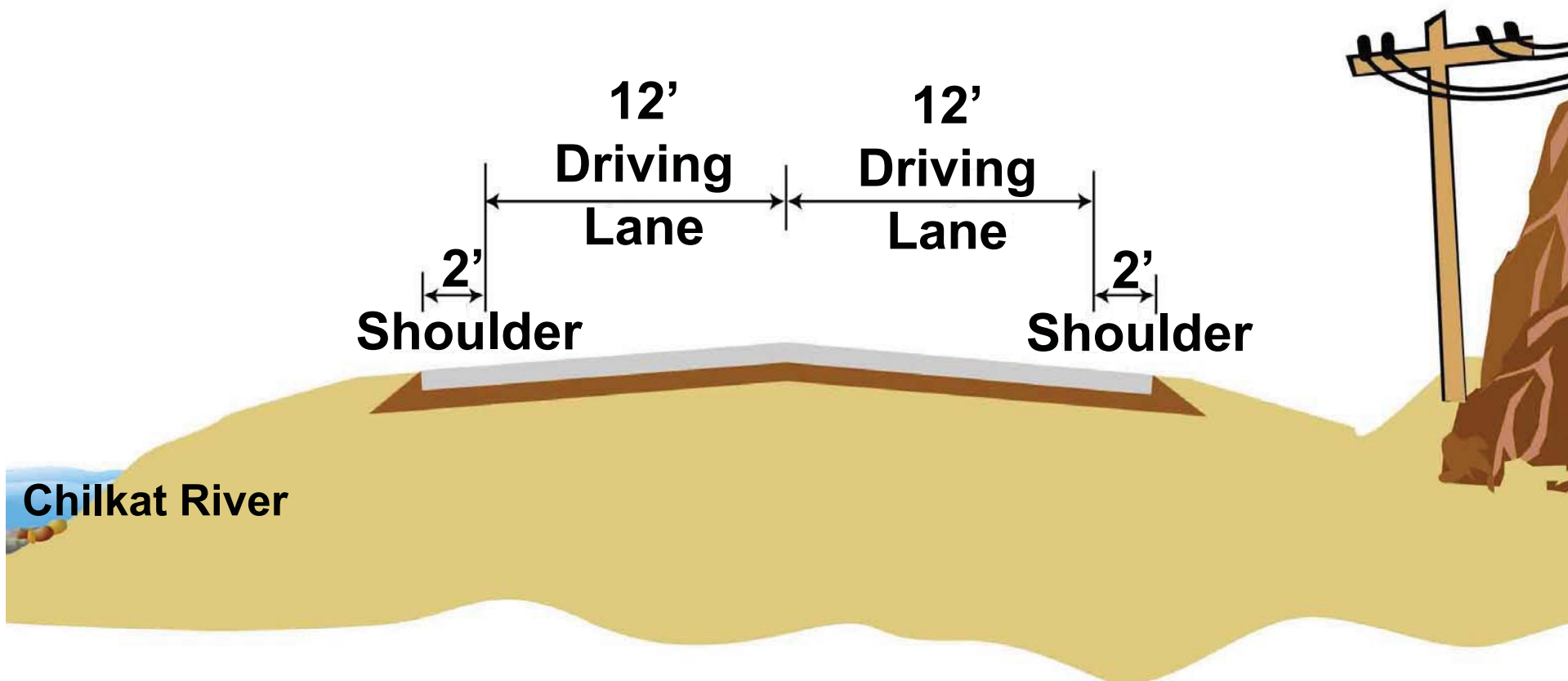


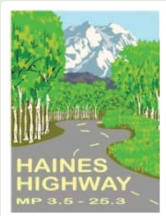
Project Location Map



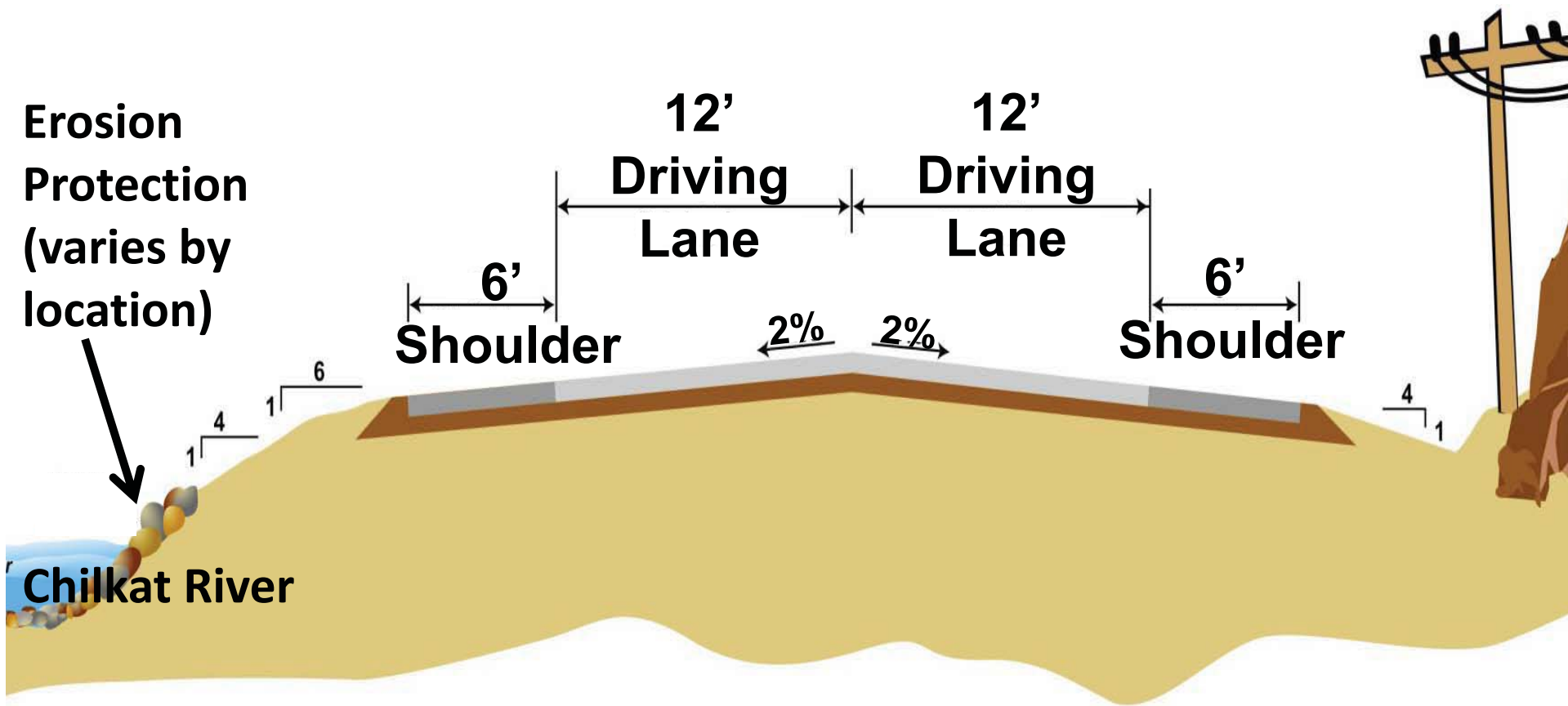


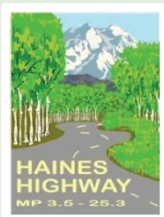
Existing Roadway Cross Section





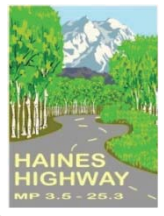
Proposed Roadway Cross Section





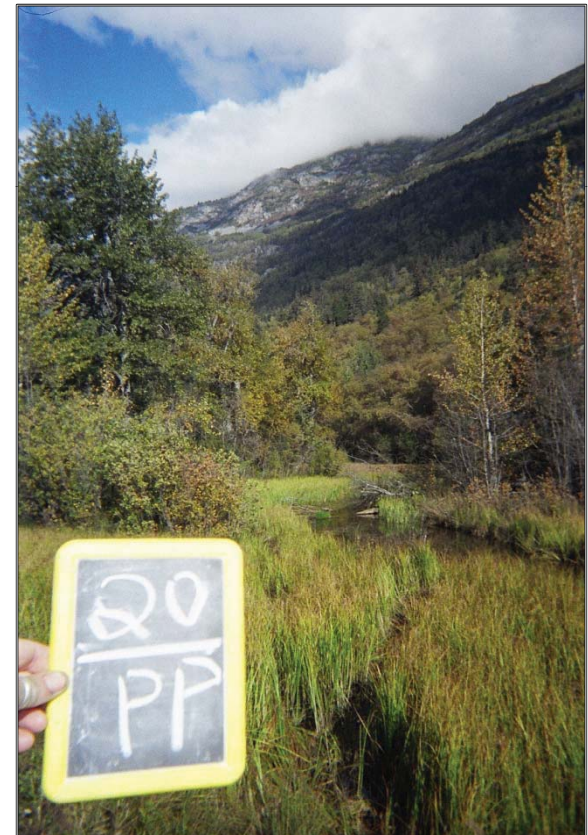
Project History

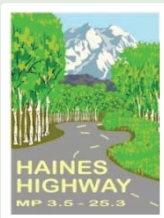
- Preliminary engineering and environmental activities began in August 2005.
- Public and Agency Scoping meetings held in December 2005.
- Two additional agency meetings held in 2006 to discuss stream and wetland mitigation options for the project.
- Scoping Summary Report , Geotechnical Report, Hydrologic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



Environmental Documentation to Date

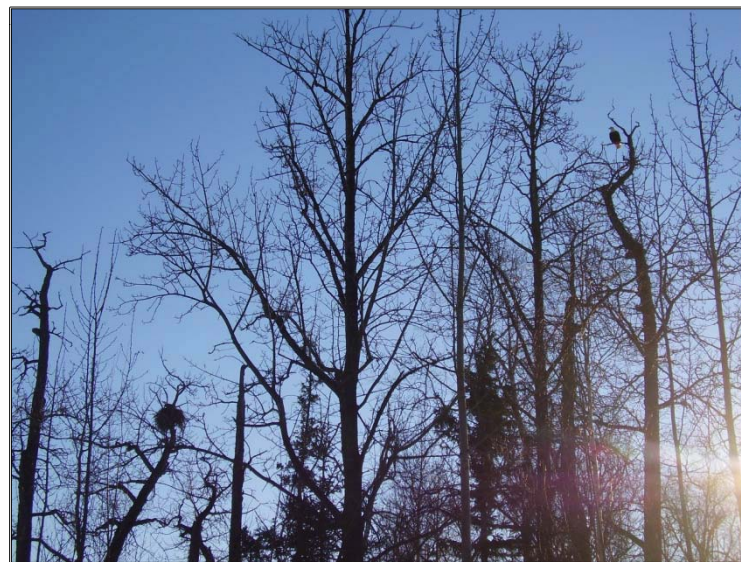
- **Wetlands, Stream, and Vegetation Mapping**
- **Phase I Environmental Site Assessment**
- **Fish Stream Habitat Analysis**
- **Bald Eagle Nest Survey**

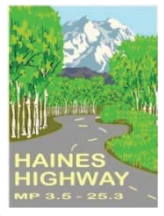




Environmental Documentation to Date

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

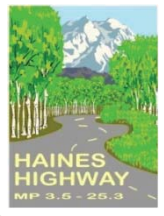




What's happened since 2006?



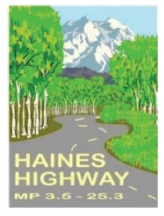
- Project was put on hold in September 2006 due to shortfalls in state transportation funding
- Project was restarted in November 2008



What's happening now?

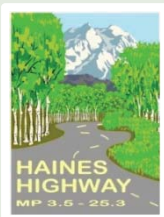
- Project team is updating and finalizing the alignment analysis.
- Working on updating and finalizing environmental documentation, based on new alignment:
 - updated wetland / stream impacts
 - updated mitigation plan
 - permit applications
 - Draft EA





Project Schedule

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



Contact Us

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

Environmental Comments by email or phone to:

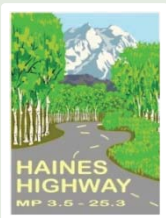
DOT&PF Environmental Analyst, Jim Scholl

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

Other inquiries email or phone to:

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

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



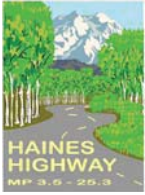
Contact Us

By mail to:

**6860 Glacier Highway • PO Box 112506 •
Juneau, AK 99811-2506**



You may also submit comments and
review the project website at:
www.dot.alaska.gov/haineshighway



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

SUBJECT: Haines Highway MP 3.5 TO 25.3

DATE: March 4, 2009

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

LOCATION: Chilkat Center, Haines

PROJECT TEAM ATTENDEES:

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

Jim Scholl
Jim Heumann
Carl Schrader
Arne Oydna

DOWL HKM

Steve Noble
Kristen Hansen
Lana Davis
Michela Spitz

Inter-Fluve

Dan Miller

Southeast Strategies

Linda Snow

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

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

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

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

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

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

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

Public Meeting Presentation #1

What is the “conceptual mitigation plan” that was mentioned?

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

When will construction happen?

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

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

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

Who is the contact for the cultural report?

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

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

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

Are you looking into Right-of-way encroachments?

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

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

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

How will property be acquired?

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

Once construction starts, how long will it continue?

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

If funding is available, how long will construction take?

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

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

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

Could they break up the EA into smaller sections?

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

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

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

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

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

Presentation #2

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

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

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

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

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

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

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

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

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

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

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

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

Written Comments Received from the Meeting

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

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

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

D59119.Public Mtg. Notes.030409.MLS.033109.tla

Table 1 – Public Comments received in 2009

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

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

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

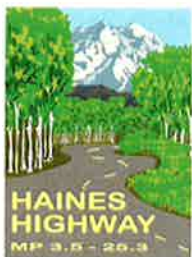
Table 1 – Public Comments Received in 2009 Matrix (cont'd)

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

Community Informational Meeting, Klukwan

March 5, 2009

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



HAINES HIGHWAY

MILEPOST 3.5-25.3



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

Please sign in

PRINTED NAME	ORGANIZATION	ADDRESS	E-MAIL	TELEPHONE
MICHELLE SPITZ	DOWL HKM	4041 B ST	MLSPITZ@dowlhkm.com	562-2000
Jim Heumann	Alaska DOT & PF	6860 Glacier Hwy, Juneau 99811	jimheumann@alaska.gov	907-465-4456
ARNE OYDNA	AK DOT & PF	6860 GLACIER HWY	ARNE.OYDNA@ALASKA.GOV	465-4496
Patricia Warren	CIV	Box 210, Klukwan, AK	patricia@chilkatinIndianVillage.org	767-5505
Ed T. Warren II	Village Elder	POB 255 Haines	Raasmanentam@aol.com	767-5539
Jally Burattin	fish advisory	HR	annars@yaho.com	907-767-5425
VALENTINO BURATTIN	AC	2216 KLUKWAN	VALBUR123@YAHOO.COM	907-767-5425
Jeff Klunort	CIV	Box 808 HNS, AK		767-5560
LANA DAVIS	DOWL HKM	4041 B ST	LLDavis@dowlhkm.com	562-2000
Carl Schrader	DOT & PF	6860 Glacier Hwy, Juneau	carl.schrader@alaska.gov	465-4544
Dan Miller	Inter-Fluve	1020 Wasco St, Ste I, Hood River OR	danmiller@interfluve.com	541-386-9003
Kristen Hansen	DOWL HKM	4041 B St., Anchorage	khansen@dowlhkm.com	562-2000
JIM SCHOLLE	ADOT & PF	6860 GLACIER HWY JUNEAU	j.m.scholle@alaska.gov	465-4498
John Brower	Chilkat Ind Vlg	Box 210, Klukwan 99827	jbrower@chilkatindianvillage.org	767-5505
Steve Noble	DOWL HKM	4041 B St.	snoble@dowlhkm.com	562-2000
JANIS HOTCH ^{MARIL}	F&G A B	Box 693 HAINES AK.		767-5581
Brian Willard	CIV	Box 210	brianwillard@chilkatindianvillage.org	767-5505
Tom Stevens	Resident			
Jani Hotch	F & G Adv. Com	Box 693 Haines AK	janihotch@aptalaska.net	767-5581

DOT&PF Klukwan Trip and Meeting

October 10, 2011

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

**Government-to-Government
Chilkat Indian Village of Klukwan**

October 25, 2011

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

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

Figure 3 – Public Meeting Sign-In Form



**ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**



**PUBLIC MEETING
SIGN IN SHEET**

PROJECT NAME Haines Hwy 3.5-25.3

DATE 10/25/11

<u>NAME</u> <u>(PLEASE PRINT)</u>	<u>ADDRESS or EMAIL</u>	<u>PHONE</u>	<u>*GENDER</u> <u>(M/F)</u>	<u>*RACE (W, AN,</u> <u>N, B, H, A, P, O)</u>
Christopher Hotch	chotch@chikot-nsn.gov	767-5505	M	AN
ANASTASIA WILEY	wiley@apt@OR3CORP.net	714-602-0718 cell 766-3513	F	W
Matt Van Alstine	matthew.van.alstine@alaska.gov	465-4456	M	W
Jeffery Klarott	Box 808 Hns, AK	767-5560	M	A U
HAKAN SEBCIOGLU	hakon@visitaklkw.com	767-5797	M	W
Brian Willard	bwillard@chikot-nsn.gov	767-5505	M	AN

38

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

1872

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

PROJECT NAME <u>Haines Hwy 3.5-25.3</u>		DATE <u>10/25/11</u>		
NAME (PLEASE PRINT)	ADDRESS or EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
Jim Scholl DOTdPP	JUNEAU	465-4498	M	W
Alex Viteri FHWA	Juneau	586-7544	M	W
John Brower	Box HC60 Box 2207 Klukwan	907-5505	M	W
Kimberley Strong, Pres CIU	HC 60, Box 2207, Klukwan	907 467-5567	F	AN
Jane Gendron	jane.gendron@alaska.gov	907 465-4499	F	W
TOM STEVENS	HC 60 2211	—	M	AN

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

Appendix H - Page 102

282

**Agency Meeting to Review
Essential Fish Habitat Assessment
February 16, 2012**

AGENCY MEETING -
 HAINES HIGHWAY MP 3.5 - 25.3

February 16, 2012

SIGN-IN SHEET

Printed Name	Signature	Representing	Telephone No.
CHRISTA DEER	<i>Christa Deer</i>	NMFS	9586-7345
Tess Quine	<i>Tess Quine</i>	ADFG	465-1635
Kate Kanouse	<i>Kate Kanouse</i>	ADFG	465-4290
NEIL STICHERT	<i>Neil Stichert</i>	USFWS	780-1180
Hilary Lindh	<i>Hilary Lindh</i>	DOWL HKIM	780-3533
Scott Fickey	<i>Scott Fickey</i>	USFWS	780-1184
Jim Scholl	<i>Jim Scholl</i>	DOT DOT & PF	465-4498
Dan Miller	<i>Dan Miller</i>	Inter Flume	541-399-0979
		by Got to Web Mtg	



MEETING NOTES

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

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

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

Chilkat River Fill

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

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

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

Culvert Replacements

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

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

Wetlands Impacts

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

Stream Enhancement Sites

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

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

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

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

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

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

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

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

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

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

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

Overall Readability and Report Format

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

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

Timeline for EA, Construction, Permitting

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

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

Enhancement versus Required Mitigation

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

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

Other Opportunities for On-Site Mitigation

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

EFH Assessment Process

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

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

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

Bald Eagle Nest Update

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

CBEP Meeting Notes

April 2012

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

The meeting took place at the Haines Borough Assembly.

Council members present:

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

09:00 Call to Order:

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

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

Motion approved unanimously.

Minutes approved from 2/18/2012

Old Business

Proposed Sheep Canyon Lk Channel restoration project

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

River Adventure's proposal for SCL access

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

Public Comment:

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

River Adventures proposal of sale to the state

Public Comment:

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

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

New Business

Anniversary celebration update

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

Haines Hwy. realignment information

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

ADF&G update

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

State Forestry update

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

Parks Update:

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

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

Next Meeting:

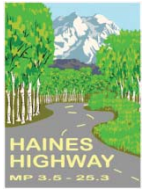
Council set an approximate date and time of Oct 11, 2012 at 09:00 A.M.

Meeting Adjourned at 10:55 A.M.

Minutes by R. Marek

Public Postcard Distribution

February-March 2012



Haines Highway Improvements (MP 3.5 – 25.3)



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

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

OVERVIEW AND GOALS

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

PROJECT SCHEDULE AND HISTORY

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

www.dot.alaska.gov/haineshighway

ID number

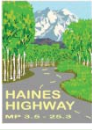
Postage



Haines Highway Improvements

Attn: Erin Gora, Public Involvement Planner

DOWL HKM
4041 B Street
Anchorage, Alaska 99503



Haines Highway Improvements

Jim Scholl DOT&PF Project
Environmental Coordinator
www.dot.alaska.gov/haineshighway



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

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

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

Name: _____

Email: _____

Address: _____

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

Mailing List

ID Number	First	Last	Title	Group	Address	City	State	Zip	E-mail
1	Mehmet	Eece	none	none	1 Springhill Ln	Lafayette	CA	94549	
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6	Andy & Kathy	Eggen	none	none	105 Kiksadi Ct	Sitka	AK	99835	
7	Kay F.	Mclaughlin	none	none	108 39th St	Missoula	MT	59803	
8	none	none	Superintendent	Canadian Customs	110-300 Main Street	Whitehorse	YT Canada	Y1A 2B5	
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12	Thomas	Bones	none	none	119 Vining Run	Camden	DE	19934	
13	Wayne W.	Hooker	none	none	11900 Rainbow Ave	Anchorage	AK	99516	
14	Shirley	Young	none	none	1200 Leisure Lane #1	Walnut Creek	CA	94595	
15	Dennis V.	Kida	none	none	12480 SW Kame Terrace Ct	Sherwood	OR	97140	
16	Erik	Sommers	none	none	1311 S Pebble Beach Dr	Crescent City	CA	95531	
17	Donna	Donohoe	none	none	1315 Sawmill Creek Rd	Sitka	AK	99835	
18	Baha'is of AK	none	none	none	13501 Brayton Dr	Anchorage	AK	99516	
19	Glen Jr. & Deana	Dillehay	none	none	1360 W Lil Ben Trl	Flagstaff	AZ	86001	
20	Katherine	Traeger	none	none	1390 Fritz Cove Rd	Juneau	AK	99801	
21	Ethel D.	Henderson	none	none	14344 Winding Woods Ct	Centreville	VA	20120	
22	Tom & Marilyn	Huitger	none	none	1446 Fahlander Dr S	Columbus	OH	43229	
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24	Phillip	Perisich	none	none	1602 Papago Dr	Chino Valley	AZ	86323	
25	Tommy	Baxter	none	none	16260 Lost Horizon Dr	Anchorage	AK	99516	
26	George	Davidson	none	none	16305 Point Lena Loop Rd	Juneau	AK	99801	
27	Gary	Halsey	none	none	16587 W 53rd Way	Golden	CO	80403	
28	Arnold & Jane	Albrecht	none	none	1661 Pee Rd # 17	Koloa	HI	96756	ajalbrecht9@hawaii.rr.com
29	Ronald R.	Huitger	none	none	16720 Smokey Point Blvd	Arlington	WA	98223	
30	John & Nina	Kinney	none	none	1751 Evergreen Ave	Juneau	AK	99801	
31	Estate	John Stanley	none	none	18 Oenoke Pl. #5	Stamford	CT	06907	
32	Stanley & Anita	Dale	none	none	1805 Cedar Springs Ln	Anacortes	WA	98221	
33	Richard & Mary	Stone liv.trust	none	none	1904 Wickersham Ave	Juneau	AK	99801	
34	Dennis	Nottingham	none	none	2107 Sorbus Way	Anchorage	AK	99508	
35	C/o	Davis	none	none	2200 S Althea St	Wasilla	AK	99654	
36	George J.	Poysky III	none	none	221 SW 153rd St # 258	Burien	WA	98166	
37	Mary Ann	Knarreborg	none	none	23710 SE 253rd Pl	Maple Valley	WA	98038	
38	Robert E.	Nyman	none	none	2395 Aurora Ct	Juneau	AK	99801	
39	Moir	Smith	none	none	2513 Kona Ln	Anchorage	AK	99517	
40	Richard P.	Dowling	none	none	2550 Denali St Ste 1000	Anchorage	AK	99503	
41	Richard	Morelli	none	none	26942 Juniper Bay Dr	Wesley Chapel	FL	33544	
42	Kevin & Darcy	Steck	none	none	2697 Channel Dr	Juneau	AK	99801	
43	Arlen	Lanz	none	none	2711 Engineers Cutoff Rd	Juneau	AK	99801	
44	Melvin	Lofftus	none	none	2866 Echo Valley Rd	Jamul	CA	91935	
45	Jay Warren	Stevens	none	none	295 Martha Dr	Winchester	OR	97495	
46	Rosemary Gute	Gruening	none	none	2982 Foster Ave	Juneau	AK	99801	
47	none	none	none	US F&WS	3000 Vintage Blvd #202	Juneau	AK	99801	
48	none	none	Acting Field Supervisor	US F&WS	3000 Vintage Blvd, Suite 201	Juneau	AK	99801	
49	none	none	Field Supervisor	US F&WS	3000 Vintage Blvd, Suite 201	Juneau	AK	99801	
50	Daniel	Lehfeldt	none	none	3034 E Alpine Dr	Bellingham	WA	98226	
51	Thomas R.	Hogan, Jr.	none	none	3041 Arlington Dr	Aptos	CA	95003	

Mailing List

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

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

Mailing List

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

Mailing List

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

Mailing List

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251	Michael	Gaede	none	none	PO Box 176	Entiat	WA	98822	
252	Ronald	Rusher	none	none	PO Box 18161	Coffman Cove	AK	99918	
253	Patrick	Philpott	none	none	PO Box 188	Haines	AK	99827	
254	Christine	Tengs	none	none	PO Box 190	Haines	AK	99827	
255	Barnet	Freedman	none	none	PO Box 19233	Thorne Bay	AK	99919	
256	Robert	Truffee	none	none	PO Box 1971	Elma	WA	98541	
257	Sandra	Vaisvil	none	none	PO Box 198	Eagle	AK	99738	
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260	Marjorie	Ward	none	none	PO Box 208	Haines	AK	99827	
261	Donald B.	Bedford	none	none	PO Box 210111	Auke Bay	AK	99821	
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266	Jenisse Ann	Markham	none	none	PO Box 211131	Auke Bay	AK	99821	
267	John & Sharon	Mallinger	none	none	PO Box 211308	Auke Bay	AK	99821	
268	Martin J.	Myers	none	none	PO Box 21923	Juneau	AK	99802	
269	John	Fox	none	none	PO Box 22718	Juneau	AK	99802	
270	Wayne	Selmer	none	none	PO Box 234	Haines	AK	99827	
271	none	none	none	ADF&G	PO Box 240020	Douglas	AK	99824	
272	Margaret M. & Nicholas	Germain	none	none	PO Box 240144	Douglas	AK	99824	
273	Thomas S.	Van De Water	none	none	PO Box 240276	Douglas	AK	99824	
274	Rae Ann	Galasso	none	none	PO Box 241	Haines	AK	99827	
275	David F.	Maxwell	none	none	PO Box 2496	Kilgore	TX	75663	
276	Shane & Janis	Horton	none	none	PO Box 250	Haines	AK	99827	
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278	Interested	Party	none	none	PO Box 261	Haines	AK	99827	
279	Charles M.	Jurasz	none	none	PO Box 263	Faro	YT	Y0B 1K0	
280	Lulu Belle	Pittard	none	none	PO Box 2697	Palmer	AK	99645	
281	David & Linda	Keirstead	none	none	PO Box 270	Haines	AK	99827	davidfk@aptalaska.net
282	Layton	Bennett	none	none	PO Box 272	Haines	AK	99827	
283	Mark E.	Albertson	none	none	PO Box 298568	Wasilla	AK	99629	
284	James	Schnabel	none	none	PO Box 303	Haines	AK	99827	
285	Lawrence	Coonjohn	none	none	PO Box 306	Larkspur	CA	94977	
286	Evan & Marjorie	Haynes	none	none	PO Box 313	Haines	AK	99827	
287	Michael S.	Stenerson	none	none	PO Box 32535	Juneau	AK	99803	
288	Leif	Lie	none	none	PO Box 32861	Juneau	AK	99803	
289	Elizabeth	Lehrbach	none	none	PO Box 33512	Juneau	AK	99803	
290	Donald C.	Madsen	none	none	PO Box 33679	Juneau	AK	99803	
291	Carlton	Smith	none	none	PO Box 33765	Juneau	AK	99803	
292	David & Jeanie	Allison	none	none	PO Box 33817	Juneau	AK	99803	
293	James & Tuula	Marquardt	none	none	PO Box 34106	Juneau	AK	99803	
294	Kathleen	Pardee-Jones	none	none	PO Box 343	Haines	AK	99827	
295	David L.	Hunt	none	none	PO Box 34403	Juneau	AK	99803	
296	James & Barbara	Cox	none	none	PO Box 354	Haines	AK	99827	
297	Melanie	Hess	none	none	PO Box 374	Haines	AK	99827	
298	Charles	Brouillette	none	none	PO Box 375	Haines	AK	99827	
299	Daniel	Lisenbury	none	none	PO Box 381	Delta Junction	AK	99737	
300	Hugh	Rietze	none	none	PO Box 381	Haines	AK	99827	
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304	Dana	Davies	none	none	PO Box 422	Urbanna	VA	23175	
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316	Gordon Michael	Zartman	none	none	PO Box 517	Haines	AK	99827	
317	Ronald & Phyllis	Martin	none	none	PO Box 526	Haines	AK	99827	
318	Terry A.	Sele	none	none	PO Box 53	Haines	AK	99827	
319	Don & Karen	Hess	none	none	PO Box 556	Haines	AK	99827	
320	Karla	Rallo	none	none	PO Box 56	Tok	AK	99780	
321	Paul	Swift	none	none	PO Box 564	Haines	AK	99827	
322	Gary	Congleton	none	none	PO Box 571	Haines	AK	99827	
323	Marsha D.	Wilson	none	none	PO Box 582	Haines	AK	99827	
324	Sally	Nelson-Scott	none	none	PO Box 595	Tekoa	WA	99033	
325	Allie	Cordes	none	none	PO Box 609	Haines	AK	99827	
326	Roger	Schnabel	none	none	PO Box 609	Haines	AK	99827	
327	Richard	Loverne	none	none	PO Box 613622	Watersound	FL	32461	
328	Steve	Cunningham	none	none	PO Box 614	Haines	AK	99827	
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330	Susan & Daniel	Humphrey	none	none	PO Box 637	Haines	AK	99827	
331	Roy & Marilyn	Josephson	none	none	PO Box 662	Haines	AK	99827	
332	David C. & Tony	Ward	none	none	PO Box 667	Haines	AK	99827	
333	Susan	Hall	none	none	PO Box 670245	Chugiak	AK	99567	
334	John	Stefanski	none	none	PO Box 672027	Chugiak	AK	99567	
335	Henry	Chatoney	none	none	PO Box 683	Haines	AK	99827	
336	Dave	Strickler	none	none	PO BOX 685	Haines	AK	99827	
337	Mark M.	Sogge	none	none	PO Box 696	Haines	AK	99827	
338	David R.	Pahl	none	none	PO Box 702	Haines	AK	99827	
339	Kathleen	Lake	none	none	PO Box 726	Haines	AK	99827	
340	Henry C.	Williams	none	none	PO Box 770189	Eagle River	AK	99577	
341	Kathryn M. & Charles	Carl	none	none	PO Box 774	Haines	AK	99827	
342	Kathleen	Menke	none	none	PO Box 781	Haines	AK	99827	ci@akmk.com
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344	Delta Western	none	none	none	PO Box 79018	Seattle	WA	98119	
345	Darsie	Culbeck	none	none	PO Box 805	Haines	AK	99827	
346	Dan & Christine	Turner	none	none	PO Box 826	Haines	AK	99827	
347	Mark	Kistler	none	none	PO Box 827	Haines	AK	99827	
348	Yvette	Lancaster	none	none	PO Box 82871	Fairbanks	AK	99708	
349	Richard	Boyce	none	none	PO Box 84	Haines	AK	99827	
350	Chris	Denker	none	none	PO Box 842	Haines	AK	99827	
351	Don	Turner	none	none	PO Box 85	Haines	AK	99827	
352	Garvan & Jeanene	Bucaria	none	none	PO Box 870298	Wasilla	AK	99687	
353	James & Anna	Jurgeleit	none	none	PO Box 872	Haines	AK	99827	
354	Raymond & Susan	Willard	none	none	PO Box 875910-236	Wasilla	AK	99687	
355	Jack & Susie	Hodnik	none	none	PO Box 876	Haines	AK	99827	
356	Alan	Traut	none	none	PO Box 882	Haines	AK	99827	
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Mailing List

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359	Dennis & Ann	Jacobs	none	none	PO Box 907	Haines	AK	99827	
360	Marjory R.	Ballew	none	none	PO Box 934	Haines	AK	99827	
361	Susan Ella	Brouillette	none	none	PO Box 94	Haines	AK	99827	chilkatwan3m@yahoo.com
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364	Nancy	Berland	none	none	PO Box 952	Haines	AK	99827	
365	June	Haas	none	none	PO Box 97	Haines	AK	99827	
366	Gordon	Whitermore	none	none	PO Box 991	Haines	AK	99827	
367	Roman S.	Keleske	none	none	PO Box Ppv	Ketchikan	AK	99950	
368	David	Maxwell	none	none	Route 4, Box 216K	Kilgore	TX	75662	
369	Ralph & Elaine	Blakeslee	none	none	RR 1 Box 170	Union	WV	24983	
						113 32			
370	Anna	Wahlund	none	none	St. Eriksgatan 93, I	Stockholm	-	SWEDEN	
371	Albert	Kookesh	Senator	Alaska Legislature	State Capitol, Room 11	Juneau	AK	99801-1182	
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380	none	none	none	Chilkat Valley News	PO Box 630	Haines	AK	99827	cvn@chilkatvalleynews.com
381	none	none	none	Haines Borough Public Library	PO Box 1089	Haines	AK	99827	
382	none	none	none	Juneau Public Library	292 Marine Way	Juneau	AK	99801	
383	none	none	none	Juneau Public Library	Mendenhall Mall	Juneau	AK	99801	
384	none	none	none	Juneau Public Library	1016 3rd Street	Douglas	AK	99824	
385	none	none	none	Skagway Public Library	PO Box 394	Skagway	AK	99840	
386	Scott	Carey	none	Lynn Canal Conservation	PO Box 883	Haines	AK	99827	
387	Roy	Josephson	none	Alaska Department of Natural Resources - Division of Forestry	PO Box 263	Haines	AK	99827	roy.josephson@alaska.gov
388	Sally	Burattion	none	none	HC 60 Box 2216	Klukwan	AK	99827	
389	Neil	Stichert	none	US F&WS	3000 Vintage Blvd.	Juneau	AK	99801	
390	none	none	none	EPA	US EPA Region 10 1200 Sixth Avenue, Suite 900	Seattle	WA	98101	
391	John	Brower	none	Chilkat Indian Village	PO Box 210	Klukwan	AK	99827	jbrower@chilkat-nsn.gon
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393	Bill	Kurz	none	none	PO Box 1363	Haines	AK	99827	wekurz@yahoo.com
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395	Scott	Rossmann	none	Haines Borough Assembly	PO Box 1411	Haines	AK	99827	
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397	Sean	McLaughlin	none	none	HC 60 Box 2858	Haines	AK	99827	
398	Klye	Ponsford	none	none	HC 60 Box 3394	Haines	AK	99827	
399	John	Spence	none	none	PO Box 1066	Haines	AK	99827	
400	Mark	Allen	none	none	PO Box 1323	Haines	AK	99827	
401	Christy	Fowler	none	Bamboo Room	PO Box 190	Haines	AK	99827	

Mailing List

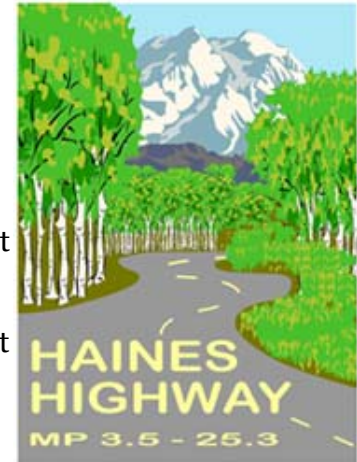
402	Cindy	Jones	none	Chilkat Valley Historic Society	PO Box 692	Haines	AK	99827	
403	Tim	Sheilds	none	Takshanuk Watershed Council	PO Box 1029	Haines	AK	99827	brad.ryan@takshanuk.org
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406	Caroll	Lawrence	none	ANS	PO Box 650	Haines	AK	99827	
407	Jim	Mock	none	none	PO Box 655	Haines	AK	99827	
408	Patty	Campbell	none	none	PO Box 37	Haines	AK	99827	
409	Bart	Henderson	none	Chilkat Guides	PO Box 170	Haines	AK	99827	
410	Kerry	Town	none	Canal Marine	PO Box 1569	Haines	AK	99827	
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Project Website Updates

Alaska Department of Transportation & Public Facilities/ Southeast Region

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

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



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

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

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

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

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

Haines Highway Improvements Contact

Send environmental comments to:

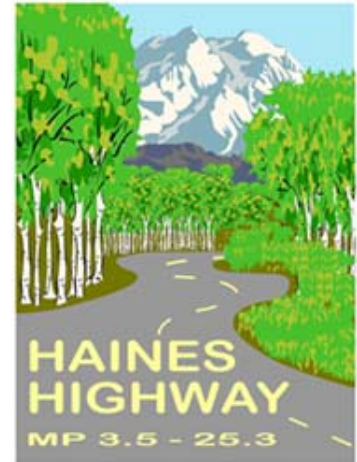
Environmental

Jim Scholl

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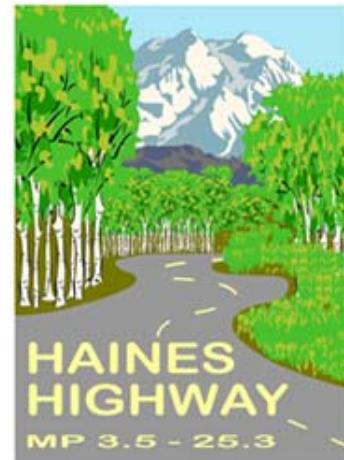
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Alaska Department of Transportation & Public Facilities/ Southeast Region


Haines Highway Improvements Documents

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Public Meetings


December 5, 2009

 Agency Meeting Notes (29.6 KB)


March 4, 2009

 Public Meeting Presentation (1.2 MB)

 Public Meeting Notes (37.7 KB)

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


March 5, 2009


 Chilkat Indian Village Information Meeting Notes (48.4 KB)

October 12, 2011


 Chilkat Indian Village Government-to-Government Meeting Notes

Environmental Assessment March 2012

 Environmental Assessment (Full Report) (15 MB)


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

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


 App.C - Preliminary Engineering Report (50.4 MB)









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

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






 App.F - Section 106 Consultation (260 KB)

 App.G - Environmental Site Assessment (9.12 MB)

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

-  App.I - Coordination with USCG Regarding Chilkat River Bridge Construction (7.94 KB)
-  App.J - Wetlands Delineation Report (86.9 MB)
-  App.K - USACE Jurisdictional Determination (1.0 MB)
-  App.L - Wetland & Stream Functiona & Values Assessment (26.5 MB)
-  App.M - Essential Fish Habitat Assessment (52.9 MB)
-  App.N - Bald Eagle Conservation Measures (4.84 MB)
-  App.O - Scoping Summary Report (11.3 MB)
-  App.P - Additional Comments & Coordination (36 KB)

Other Documents

-  Phase I Environmental Site Assessment March 2006 (6.7 MB)
-  Public Involvement Plan (44.21 KB)
-  Scoping Plan (48.6 KB)
-  Haines Highway Improvements Newsletter - March 2009 (379.64 KB)
-  Final PER with Updated Appendix J (197 MB)

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» SE Region Maintenance
and Operations(M&O)

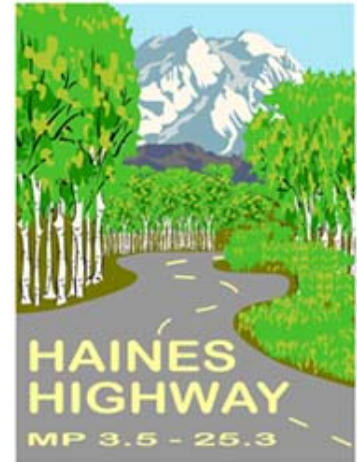
» SE Region AsBuilts

» SE Region Survey Plats

» SE Region Contacts

Alaska Department of Transportation & Public Facilities/ Southeast Region

Haines Highway Improvements Public Involvement



Past Public Involvement

December 2005 Public Scoping Meeting

March 2009 Public Meetings

October 2011 Chilkat Indian Village Government-to-Government Meeting

Upcoming Public Involvement

Summer 2012
Late May/Early June Release EA for public review and comments

June 2012 Public Meeting

August 2012 Revised EA/Decision Document

Summer 2014 Beginning Construction

Department of Transportation
& Public Facilities
PO Box 112500
3132 Channel Drive
Juneau, Alaska 99811-2500
Phone: 907-465-3900 || 907-586-8365 (FAX)
State of Alaska© 2011 Webmaster

Project Information

- » [Haines Highway Project Home](#)
- » [Project Documents](#)
- » [Public Involvement](#)
- » [Contact](#)

Regional Links

- » [SE Region Home](#)
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- » [SE Region Contract Bid Calendar](#)
- » [SE Region Contract Bid Results](#)
- » [SE Region Maintenance and Operations\(M&O\)](#)
- » [SE Region AsBuilts](#)
- » [SE Region Survey Plats](#)
- » [SE Region Contacts](#)

Community Information Meeting, Klukwan

June 14, 2012

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

ADF&G Memo to DOT&PF

June 29, 2012

MEMORANDUM

State of Alaska
Department of Fish and Game
Division of Habitat

TO: Jim Scholl
Environmental Impact Analyst
ADOT&PF

DATE: June 29, 2012

THRU: Jackie Timothy
Southeast Regional Supervisor

SUBJECT: Boyce Property
Mile 7 Haines Hwy

FROM: Gordon Willson-Naranjo *GWN*
Habitat Biologist

TELEPHONE: (907) 465-6646

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



Figure 1. Looking downstream



Figure 2. Looking upstream

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

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

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

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

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



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

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



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

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



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

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



Figure 6. Looking downstream towards Highway



Figure 7. Looking upstream

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

Email cc:

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

Boyce Property, 7 Mile Haines Highway
Page 5 of 5
June 29, 2012

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

Haines-Fairbanks Pipeline Site Visit

FAIRBANKS ENVIRONMENTAL SERVICES

TECHNICAL MEMORANDUM

DATE: August 28, 2012

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

FROM: Craig Martin, Fairbanks Environmental Services Inc.

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

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

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

SITE VISIT SUMMARY

July 25, 2012 Site Tour

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

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

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

July 26, 2012 Site Visit with ADOT

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

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

- natural habitat of the stream.
 - PMP 17.7 – The highway will be widened in the project area. Mr. Scholl noted that this area was identified as a high value wetland by the highway project environmental assessment. Mr. Scholl indicated that there were several soil borings that had been drilled in the area during 2006 (borings complete by DOWL which identified fuel contamination). Mr. Scholl indicated that he could provide information regarding the borings (i.e. boring logs and survey coordinates).
 - Mr. Scholl indicated that ADOT could share information from the draft Environmental Assessment (currently in an internal review process) with USACE. Mr. Scholl also indicated that the property boundary information that ADOT collected from the project is likely more accurate/up-to-date than the Haines Borough.
- Mr. Scholl arranged for a meeting with utility representatives from Alaska Power & Telephone (APT) and the Inside Passage Electric Cooperative (IPEC) at the PMP 25.5 site. Dan Hanson & Steve Alcock from APT and Pete Bibb from IPEC were present. The utility representatives identified the various utilities that were located under the Wells Bridge and provided information regarding their location relative to the PMP 25.5 project area.
 - The power line (7,200 Kilovolt), which is the responsibility of IPEC, runs underground along the north side of the Haines Highway. Mr. Bibb had located the power line and marked its location in the vicinity of GV4. The power line runs along the north side and is within 10 feet of GV4.
 - A fiber optic line (responsibility of APT) runs overhead and along the north side of GV4 until it reaches pole approximately 100 feet east of GV4 where it goes underground and crosses the Haines Highway and continues underground on the south side of the Haines Highway.
 - A copper telephone bundle (responsibility of APT) exits the southeast end of the Wells Bridge and runs along the south side of the Haines Highway.
 - Mr. Bibb indicated that the power line was located within (inside) the HFP pipeline in the PMP 19.5 area (approximately 30 feet from the highway shoulder).
 - The PMP 19.5 site was visited with ADOT personnel. The HFP pipeline was presumably identified in an area near the stream culvert entrance, east of the PMP 19.5 site) using a metal detector that Mr. Scholl had brought. Mr. Scholl indicated that George Campbell, property owner across the highway from the PMP 19.5, may be a good resource for information regarding groundwater in the area.
 - The PMP 17.7 site was also briefly visited with ADOT personnel. The cause of the tree kill (particularly southwest of the Haines Highway) was discussed. Mr. Martin suggested that the tree kill may be the result of natural changes in the wetland causing flooding and subsequent tree kill instead of fuel contamination that was presumed by previous investigation reports. Mr. Scholl indicated that he did not believe that the wetland completely froze during the winter.

July 26, 2012 Meeting with PMP 1.9 Adjacent Property Owner

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

July 26, 2012 Site Mapping

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

SCOPE OF WORK IMPACTS AND INVESTIGATION STRATEGY

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

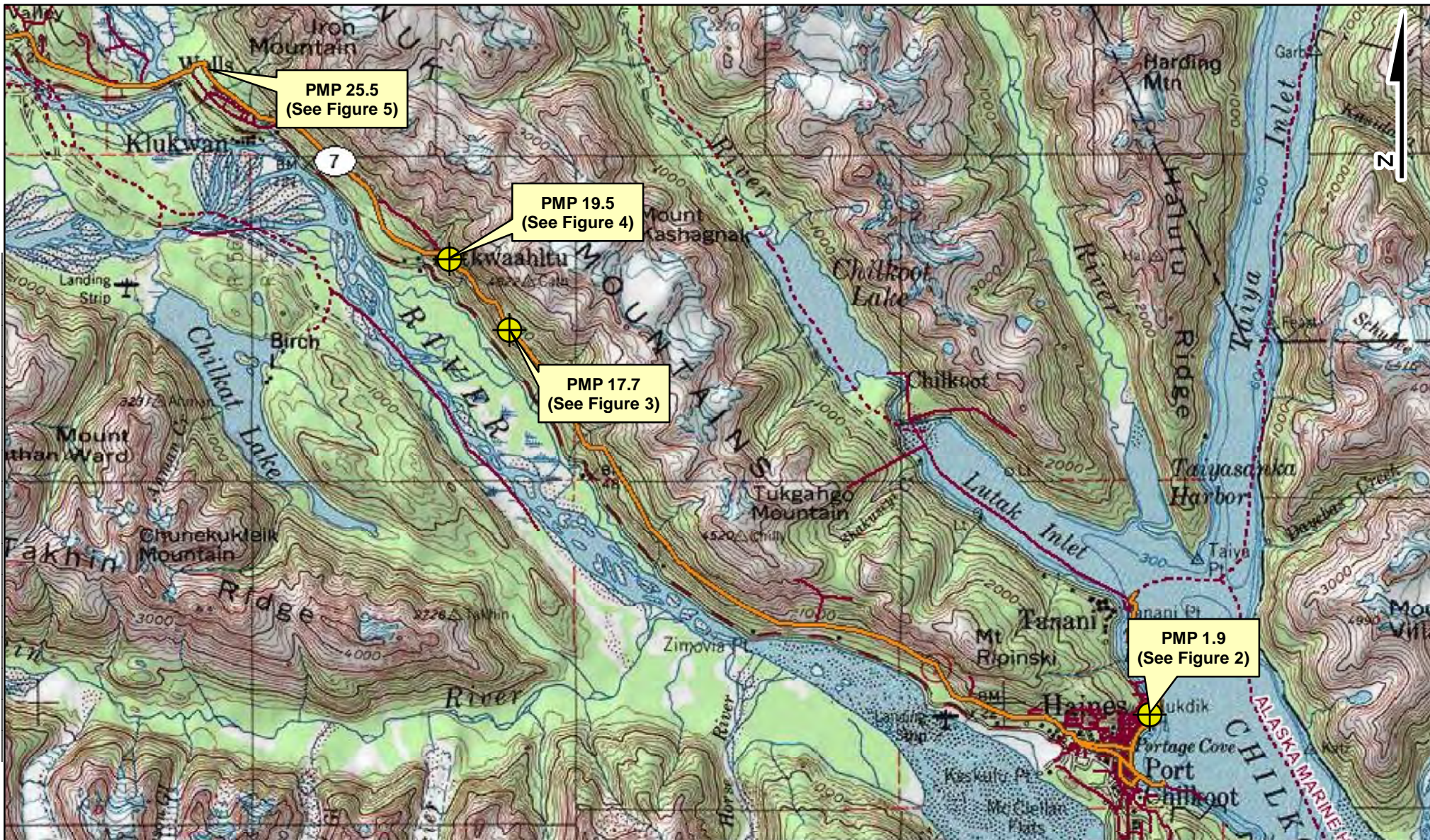
PMP 1.9 (Young Road) – The site visit identified one issue that may potentially impact the project scope of work. A large tree (see photo in Attachment 1) is located near (within 20 feet) of the excavation area. Depending upon the size of the excavation (how much contaminated soil is identified) it may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

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

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

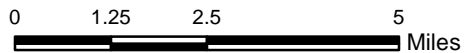
prior to site work.

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



LEGEND:

 SITES TO BE INVESTIGATED DURING 2012 / 2013



Fairbanks Environmental Services
3538 International Street
Fairbanks, AK 99701



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

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




Contract: W911KB-08-D-0003, TO21

Figure: 1

Date: 8/12



LEGEND:

-  **09-HYRR-11-SL**
Soil Sample Location Exceeding Cleanup Levels (USACE, 2009)
-  Soil Gas Survey Area
-  Pipeline

NOTES:

1. Site features may have changed in the area surrounding water tank since the image was taken (no structures were present immediately surrounding water tank during July 2012 site visit)
2. Coordinate System - Projection: Alaska State Plane Zone 1 US Survey, feet; Datum: NAD83

SOURCE:

Imagery provided by Aero-Metric, 2011.

Fairbanks Environmental Services
 3538 International Street
 Fairbanks, AK 99701



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

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

Contract: W911KB-08-D-0003, TO21

Figure: 2

Date: 8/12



LEGEND:

SE08/SO07

- Soil and Sediment Sample Locations (ENSR 2006)
- ▲ CH2M HILL Soil Gas Survey Transect Endpoints, 2007
- DOWL Soil Borings / Product Locations, 2006 (PVC Pipes Left in Place)
- Pipeline (Approximate)
- CH2M HILL Soil Gas Transect
- Approximate Location of Burn Box

NOTES:

1. The ENSR 2006 samples, DOWL 2006 soil borings, and pipeline are all digitized based on the aerial imagery and previous mapping (ENSR 2006, DOWL 2006)
2. Burn Box and PVC Pipes were not identified during July 2012 site visit
3. Coordinate System - Projection: UTM Zone 8N, feet; Datum: WGS84

SOURCE:

Imagery provided by Aero-Metric, 2004.

Fairbanks Environmental Services
3538 International Street
Fairbanks, AK 99701



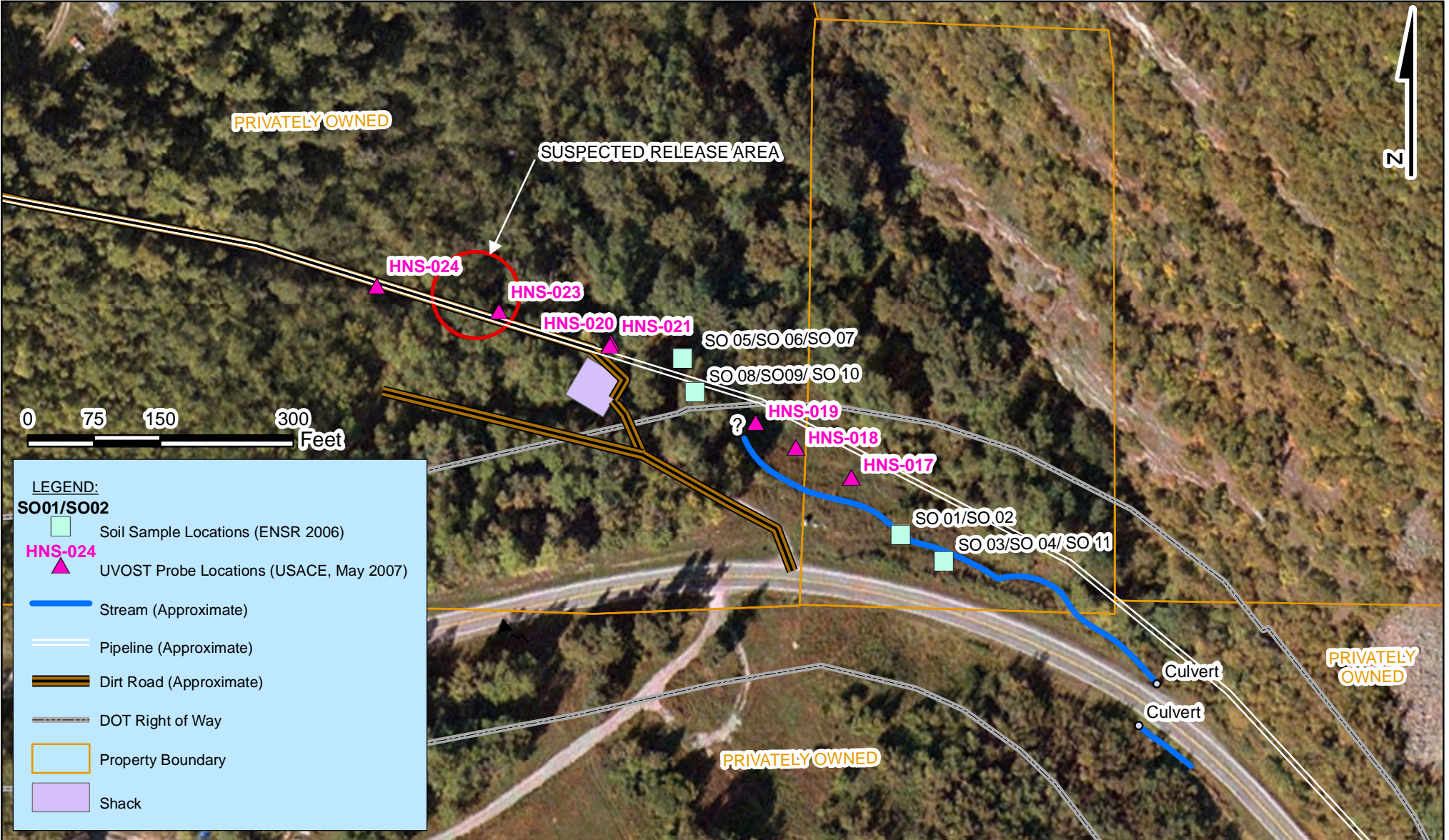
Alaska District
U.S. Army Corps of Engineers
Anchorage, AK

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

Contract: W911KB-08-D-0003, TO21

Figure: 3

Date: 8/12



LEGEND:

- SO01/SO02 Soil Sample Locations (ENSR 2006)
- ▲ HNS-024 UVOST Probe Locations (USACE, May 2007)
- Stream (Approximate)
- Pipeline (Approximate)
- Dirt Road (Approximate)
- - - DOT Right of Way
- Property Boundary
- Shack

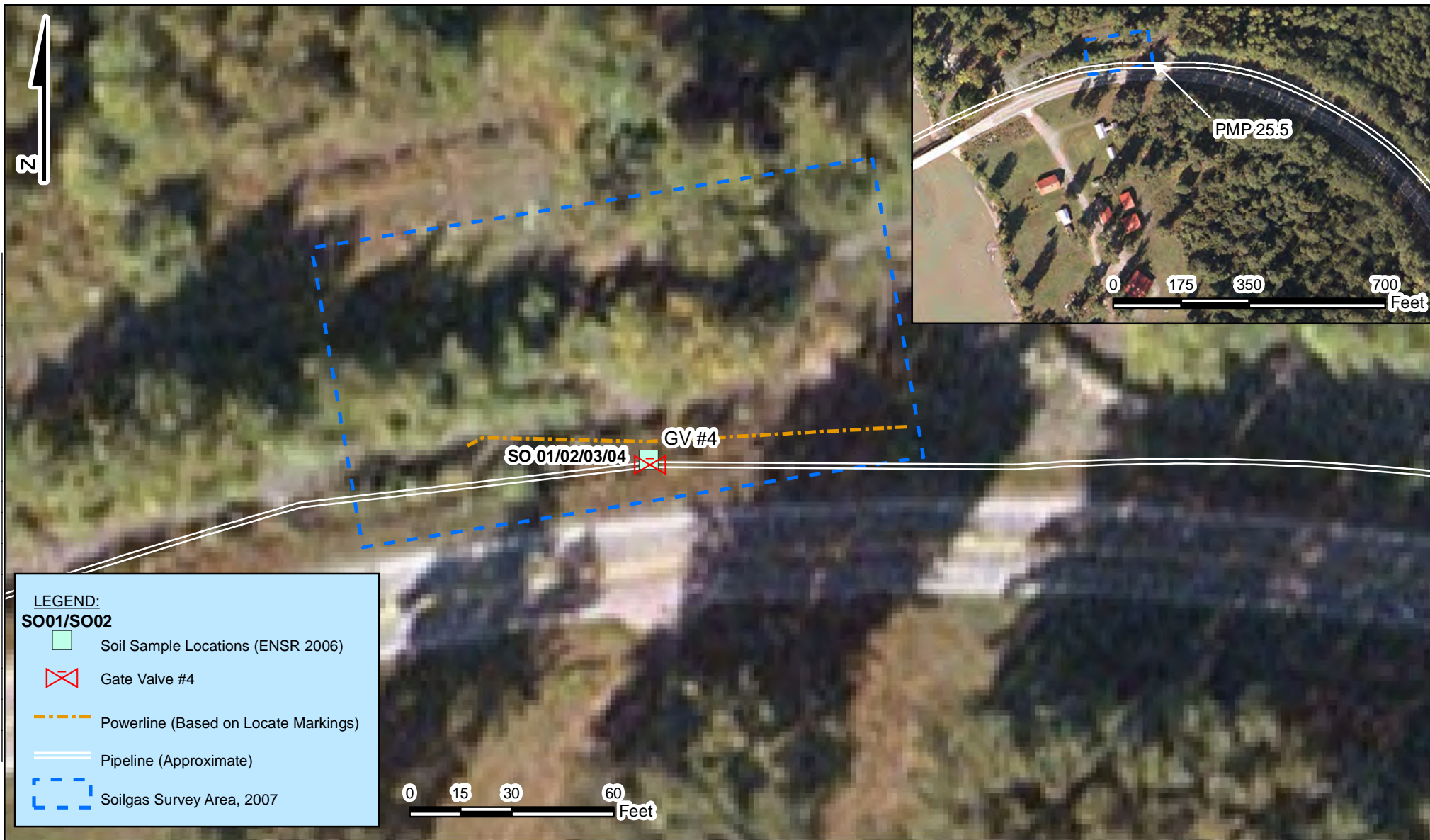
NOTES:

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

SOURCE:

Imagery provided by Aero-Metric, 2004.

Fairbanks Environmental Services 3538 International Street Fairbanks, AK 99701		Alaska District U.S. Army Corps of Engineers Anchorage, AK
PMP 19.5 - Site Visit Observations 2012 Work Plan Remedial Investigation Haines-Fairbanks Pipeline FUDs, Alaska Property #: F10AK1016-01		
Contract: W911KB-08-D-0003, TO21	Figure: 4	Date: 8/12



NOTES:

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

SOURCE:

Imagery provided by Aero-Metric, 2004.

Fairbanks Environmental Services
3538 International Street
Fairbanks, AK 99701



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

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

Contract: W911KB-08-D-0003, TO21

Figure: 5

Date: 8/12

**Attachment 1
Haines Site Visit Photo Log**



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



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



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



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



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



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



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



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



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



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



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



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



PMP 25.5 – View Inside Gate Valve 4



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

Haines Borough

2012-2013

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

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

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

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

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

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

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

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

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

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

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


Stephanie Scott, Mayor

Attest:


Julie Cozzi, MMC, Borough Clerk



Tuttell, Maryellen

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

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

Hi Jim,

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

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

Mark Earnest
Borough Manager

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

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

Jim Scholl

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

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

PHONE LOG

DATE: 12 July 2010

PROJECT: 68606 HNS: MP 3.5 to 25.3

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

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

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

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

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

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

PHONE LOG

DATE: 6 JUN 2013

PROJECT: 68606 HNS: MP 3.5 to 25.3

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

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

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

Tuttell, Maryellen

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

From: Eberhardt, Michael W (DNR)

Sent: Friday, May 03, 2013 4:25 PM

To: Scholl, James W (DOT)

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

That is correct.

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

MS

Ph# 465-2481

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THE USE, ENJOYMENT AND WELFARE
OF THE PEOPLE.**



From: Scholl, James W (DOT)

Sent: Friday, May 03, 2013 3:57 PM

To: Eberhardt, Michael W (DNR)

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

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

Jim Scholl

Environmental Analyst

ADOT&PF SE Region

6860 Glacier Highway

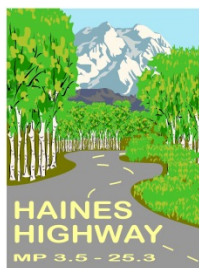
POB 112506

Juneau Alaska 99811-2506

jim.scholl@alaska.gov

(907) 465 4498

(907) 465 2016 FAX



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



MEETING NOTES

SUBJECT: Haines Highway MP 3.5 TO 25.3

DATE: February 21, 2013

TIME: 10 a.m.

LOCATION: Haines Assembly Chambers, 213 Haines Highway

PROJECT TEAM ATTENDEES:

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

Jim Scholl Project Environmental Coordinator

Council Members Present

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(SECOND HALF)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Coordination with USACE Regulatory

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

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

SARAH PALIN, GOVERNOR

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

April 16, 2009

RECEIVED

APR 17 2009

CENPA - (C) - R - E - JFC
Alaska District Corps of Engineers

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

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

Dear Mr. Vigil:

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

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

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

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

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

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

Sincerely,



William F. Ballard
Statewide Environmental Coordinator

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

cc w/o enclosures:

Carl Schrader, Regional Environmental Coordinator, DOT&PF
Arne Oydna, Engineering Project Manager, DOT&PF
Kristen Hansen, Environmental Manager, DOWL HKM



REPLY TO
ATTENTION OF:

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

February 5, 2010

Regulatory Division
POA-1992-515

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

Dear Mr. Scholl:

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

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

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

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

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

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

Sincerely,

Randal P. Vigil
Project Manager

Enclosure

CF:

EAST BRANCH - SOUTHEAST

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

Preliminary Jurisdictional Determination Form

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

District Office	CEPOA-RD-S-J	File/ORM #	POA-1992-515	PJD Date	Feb 2, 2010		
State	AK	City/County	Haines				
Nearest Waterbody	Chikot River		Name/ Address of Person Requesting PJD Chilkoot Indian Association Post Office Box 490 Haines, Alaska 99827				
Project Location	Section	30				Township	30 S
Meridian	Copper River	Range				59 E	
USGS Quad Map	Skagway A-2	Latitude				59.249	N
Subdivision Name, Block, Lot, Directions to Project Site	Haines Highway Milepost 3.5 to Milepost 25.3						

Identify (Estimate) Amount of Waters in the Review Area <u>Non-Wetland Waters:</u> Linear ft: <input type="text"/> Width: 99 Acres: <input type="text"/> Stream Flow: Perennial	Name of Any Water Bodies on the Site Identified as Section 10 Waters:	Tidal: <input type="text"/> Non-Tidal: <input type="text"/>
<u>Wetlands</u> 142 Acres Cowardin Class: Palustrine	<input type="checkbox"/> Office (Desk) Determination <input type="checkbox"/> Field Determination	Date of Site Visit: <input type="text"/>

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

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

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



Signature and Date of Regulatory Project Manager
(REQUIRED)

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

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