

Sterling Highway MP 45 – 60

Listening Posts Series I – 3/28/01 & 3/29/01

Cooper Landing Meeting Summary

On March 28, 2001 an Open House/Listening Post was held at the Cooper Landing Community Center in Cooper Landing. The meeting was held from 4:30 pm – 7:00 pm and was attended by over 60 people. Displays of information including the process steps, schedule, maps of preliminary alternatives and project history were available and project staff were on hand to answer questions. Participants completed comment cards and spoke one-on-one with project staff regarding their views on issues to be addressed, concerns and ideas. All the input received at the Cooper Landing meeting and from comment cards mailed after the meeting is outlined below:

General Comments

- Please explain to the community why you are doing this project. Safety?
- The road through Cooper Landing needs shoulders no matter what you do. What safety concerns are there?
- Each of the proposals is short-sighted-looking only 20 years ahead. Plan 50 years and put the bridge across Turnagin Arm. It will eventually be done, why not now?
- As a long term user and now part time resident of the Cooper Landing area, I'll offer you the following comments. 1) It is a difficult decision that we all face. It does not appear the local business will fail if the road is rerouted away from them. 2) The only safe alternatives for residents of Cooper Landing and river users during the summer is to bypass traffic around Cooper Landing and high density fishing areas. 3) While I'm not pleased to see growth both in Cooper Landing and the Peninsula south of Cooper Landing the traffic through Cooper Landing has grown significantly over the past 30-40 years since the existing road was built. 20 years ago I didn't even know what a drift boat was, now at least 100 must be on the river on any given summer day.
- Don't disturb the community as in the Cooper Creek and Kenai River alternative. The enjoyment people have in living in Cooper Landing evaporates with building and/or maintaining 2 roads a few blocks apart.
- Need to be sensitive to how lighting is handled, don't want too much light.
- Morris Morgan, property owner is close to river.
- Lansille Slide-need to be aware.
- Huffmeister & Longeski-would effect their water source-need to coordinate with them.
- Concern about maintenance costs.
- When the public was involved in the past the term bypass was used-will there be?
- Limited access-if it is a bypass we need to call it that because the word has a certain meaning. They are using the word bypass differently, is the Cooper Creek Alternative a bypass.
- Construction access-staging is a problem- for the fishing season-they will need to fly in from Anchorage.
- Focus on mitigating issues to Juneau Creek-Southern alternative is still too close to town. The land is too fudgy. Kenai River is not a good situation.
- Each one of the routes has problems-safety/environmental, public safety.

- Don't have an adverse impact on the river. Traffic is only going to increase.
- 90% of traffic is not local.
- Believe that those who want to come to the river will stop in Cooper Landing. Don't think will interfere.
- We need a gravel source in Cooper Landing. Need to incorporate development of a gravel source into the preferred alternative.
- Impacts to residences-don't want to lose neighbors.
- Bypassing Cooper Landing-will make Cooper Landing nicer-limited access-people will come to Cooper Landing. Don't allow business to build up on the highway.
- I don't like any of the recommendations.
- Now people don't want to stop in Cooper Landing because traffic is so bad. It's hard to get back on the road after you stop.
- People aren't obeying speed limit-passing on the bridge serious safety problems.
- Would help the community to relieve traffic. Businesses would do better to get traffic off of the road.

Bike/Pedestrian Issues

- The ramp out in the Juneau Creek Alternative would put the road up over a ridge from the community and reduce the noise and disruption of the community. My choice is the Juneau Creek Alternative (Forest Variant) -to avoid the obvious Wilderness area impact.

Data Needs

- Dames & Moore (has computer maps) Chugach intertie electric assoc.
- Trails info from KPB-GPS.

Existing Road Improvements

- One option I don't see is to fix what we got.
- Existing road-design speed/would destroy town.
- We need to do a real alternative with 3R.

Comments regarding the Juneau Creek Alternative

- Kenai Lake Estates-little tip is impacted with JCA.
- Construction access or ski trail road-Bear Creek Ski area.
- Go with Juneau Creek.
- I'm in favor of the Juneau Creek Alternative. I live on the Sterling Highway with 500' of road frontage and concerned about what that would do to our property.
- Use the Juneau Creek option.
- If you build Juneau Creek Alternative-no one should build on it. Controlled access.
- Of the existing proposals, I favor Juneau Creek, for obvious reasons. Better soil-sunlight-road maintenance and the sound of high-speed traffic heard less in the town, and heavy traffic still goes by the school with the Cooper Creek option.
- We strongly favor the Juneau Creek Alternative with the Wilderness Variant. This will move through traffic around Cooper Landing more safely with less environmental impact and threat to the Kenai River, less impact on private property

and residences, and will enhance Cooper Landing as a destination community. It will also provide for a safer and less congested intersection near the Russian River ferry. Adequate mitigation measures need to be incorporated in the contract for the Resurrection Trail crossing and to limit access off the highway.

- JCA gets trucks/traffic off river.
- The analysis needs to look at “future feasible events” be reasonable! The state knows the claim has been made by the borough for the land in section 395 -we need to factor in their “feasible events in the future” as we make decisions about the alternatives.
- Regarding the JCA, look at ballot #5 in the land use plan-look at the last page-it says “limited access”-needs to be consistent with terminology.
- We need to sit down as a community and discuss what the community thinks should happen in the #395 section (selection).
- There are people who don’t want any commercial development in the #395-but it probably would have to happen.
- Clarify access issues along JCA-definition of access.
- Identify the adverse comments about the JCA and mitigate them.
- Need controlled access where state land is on JCA
- Ensure runaway truck ramps are incorporated into the design of JCA.
- It would be nice to come up to the north.
- State property-parcel 395-if highway amount and type of development-residential. Look at buffer along r/w to limit adjacent development –1000 acres.
- Impact on Bear Creek Trail-trail enhancement work for x-country, etc.
- Slaughter Gulch Trail crossing.
- Encapsulate Resurrection Trail between town highways destroys the intent of a “wilderness” trail.
- Concern w/ water sources (wells and springs) on east side of Juneau Creek Alternative.

Comments regarding the Cooper Creek Alternative

- Impacts on the houses in the Cooper Creek Alternative is too great.
- I do believe that the southern route would be best even though a highway would take away from some of our privacy. I prefer the least damage to the environment and especially the Kenai River and Kenai Lake.
- The route of the Cooper Creek option goes through the last remaining relatively undisturbed moose winter habitat area in the area and this pass-way is the last one that bears can use to travel undisturbed east/west through Cooper Landing.
- Cooper Creek put half the town between two close roads. Any hazard material spills on the Cooper Creek bypass will run downhill via the many small creeks into the community.
- The Cooper Creek Alternative is flawed because of impacts on private property; the state boat launch Cooper Creek campground, winter shading and the 200-foot high Cooper Creek bridge are additional problems.
- Believe construction impacts have improved-can mitigate.
- Look at coming off of eastside of princess curve-go straight, tie back in to existing Cooper Creek-use the gravel, the area needs the resources.
- Cooper Creek crossing seems like an abomination. Shady side of valley.

- Cooper Creek-a problem with unstable slopes
- Water table issues w/ southern Cooper Creek Alternative.

Comments Regarding the Kenai River Alternative

- I believe that the Kenai River should be protected. I saw trucks which had fallen into the ditch near Gwin's. For whatever reason people do not slow down on the curves and many people speed and pass on these curves. I'd like to see the wilderness and animals protected as much as possible.
- The Kenai River Alternative is totally unacceptable because of the impact of additional bridges on the river, destruction of peoples homes and businesses, and the 55 mph traffic through the community
- Concerned about hazardous spills in river.
- Need to bypass the river as completely as possible.
- I want to see it away from the river. I would rather see it through my yard then on the river.
- I agree-I would rather they go through my backyard, not on the river.
- Impacts to the river from building a wall.
- Curves in the road and excessive speeds contribute to accidents-spill potential in river.
- Kenai River Alternative-high speeds would be a problem.
- Impacts to fish habitat at west end of project area.
- Bridges with Kenai River Alternative wouldn't be good for the river.
- Get trucks away from the river.
- Kenai River Alternative-utterly ridiculous. Why cross one of the most beautiful spots in the river. Concern for fish habitat on KR alternative.
- Kenai River Alternative does nothing for us-safety problems and fish habitat issues.
- Kenai River Alternative wouldn't be good-too many river crossings and accidents.

Process/Stakeholder Involvement

- Mitigation-once people understand, can be very valuable for mitigation.
- Local Fish and Game Advisory board is very active.
- Get existing road to 35 mph-enforce double fines-12 points, lose license-they lose 2 minutes!
- Need to show the existing road so people can see what they're comparing it against.
- Need to have a big picture perspective-can't base a decision on an individual property owner-they will always be there.
- Please show existing road on maps at future meetings.

Sterling Highway MP 45 – 60

Listening Posts Series I – 3/28/01 & 3/29/01

Soldotna Meeting Summary

On March 28, 2001 an Open House/Listening Post was held at the Peninsula Center Mall, in Soldotna. The meeting was held from 11:00 am – 2:00 pm and was attended by over 50 people. Displays of information including the process steps, schedule, maps of preliminary alternatives and project history were available and project staff were on hand to answer questions. Participants completed comment cards and spoke one-on-one with project staff regarding their views on issues to be addressed, concerns and ideas. All the input received at the Soldotna meeting and from comment cards received in the mail from Soldotna (and all points south to Homer) after the meeting is outlined below:

General Comments

- Don't like rumble strips-keeps to narrow the road, when passing not enough space.
- The road has gotten better since 1968-it used to be more windy-unsafe.
- Has been here a long time, looking forward to improvements being done.
- Discrepancy in the mile post-may only need to go to MP 58, that section is in good shape.
- Where sunrise connection comes into a new alternative it may make that corner too sharp.
- People in Cooper Landing don't want the traffic. Between MP 38-63 is where most of all fatalities occur-more accidents than any other section.
- Tourists will go to Cooper Landing-locals are passing through.

Existing Road Improvements

- Have to do something to improve that section of road. Too many accidents, due to no shoulders, curves and people trying to pass in the wrong places.
- Needs to make an improvement. Current road has too many accidents.
- Against building a new road-the area more pressure more population.

Comments regarding the Juneau Creek Alternative

- Use the Juneau Creek Alternative
- Please put a bypass around Cooper Landing with a 65 mph speed limit. I feel that most drivers should not have to slow down through that area with a bypass installed. The people in Cooper Landing have chosen to live there and should not complain if business is taken elsewhere. I believe enough exits will be installed for people that make Cooper Landing a destination. I would favor the Juneau Creek Alternative.
- I live in Cooper Landing and believe that if the road isn't moved we will have a fatal blow to the river one way or another. I think the Juneau Creek Route would be the best.
- My initial support for the Sterling Highway MP 45-60 project is for the Juneau Creek Alternative.
- I favor moving the road to the north side of the river and crossing Juneau Creek.
- We need to fix the road-build the Juneau Creek Alternative. People will go to Cooper Landing anyway-it is a destination.

- Juneau Creek Alternative will mess up a lot of wilderness area.
- As long as it's not going by Juneau Falls.
- Show people what the area around the Juneau Creek Alternative looks like-logging roads, logged areas, etc.
- Thinks the Juneau Creek would work-lives in Sterling.
- Juneau Creek-bypass river and Cooper Landing. No one stops there, just slows down traffic.
- Use the road 5 nights a week/15 years-haul bread daily- Spend the 1.5 million on Juneau Creek – it's the way to go-sunny side of the mountain.
- Prefer Juneau Creek because it opens up more area to hunting.

Comments regarding the Cooper Creek Alternative

- Southern alternative is not good ground-may not be stable. Don't want to tear up the environment, the amount of money would be better spent on the road.
- Prefers Cooper Creek. Juneau Creek grades are too steep

Comments regarding the Kenai River Alternative

- Run single/double-Don't spend money on bridges, spend it on the road.
- Does not like other two because they require work along the river. The river has seen to much impact. Move away from existing road so river isn't disturbed any more.

Sterling Highway MP 45 – 60

Listening Posts Series I – 3/28/01 & 3/29/01

Anchorage Meeting Summary

On March 29, 2001 an Open House/Listening Post was held at the ADOT&PF conference room in Anchorage. The meeting was held from 4:00 pm – 7:00 pm and was attended by over 45 people. Displays of information including the process steps, schedule, maps of preliminary alternatives and project history were available and project staff were on hand to answer questions. Participants completed comment cards and spoke one-on-one with project staff regarding their views on issues to be addressed, concerns and ideas. All the input received at the Anchorage meeting is outlined below:

General Comments

- Good work-hope it happens soon. We are property owners on the road in Cooper Landing-we support either route but not the bridges! The Snug Harbor Road route would help the businesses.
- A good majority of the community isn't there right now
- Town could be isolated by highway. Lots of houses there are for sale.
- The business owners in town are still going to get the business if you bypass.
- Slow people down in the Cooper Landing.
- Need to look at non-structural solutions. Not all issues can be resolved by building a road.

Bike/Pedestrian Issues

- A bike trail through town is needed for safe pedestrian traffic no matter which route is chosen. A safer and straighter road with wider shoulders will keep the trucks on the road and avoid spills into the rivers.
- There still needs to be a bike path through town even if the road does bypass.
- Needs bike lanes/shoulders on the road as it is improved past Gwin's.
- The last couple of years the current bike path has had trees down

Existing Road Improvements

- Repair and straighten the old road!
- The need is obvious-traffic can only increase the existing road cannot handle the increase.

Data Needs

- Get numbers of hikers using Resurrection Trail
- Get breakdown of tractor-trailer accidents along this stretch of highway.

Comments regarding the Juneau Creek Alternative

- I am a regular trail-user (Resurrection) and am very concerned about the disruption to the existing biological and ecological systems the Juneau Creek Alternative would cause.

- I am against the Juneau Creek Alternative. Please do not impact the trail system. It is too steep of a road to maintain. I think the road should stay in the business area. It seems dangerous to drive on such a steep grade in the winter.
- I am a landowner at MP 54, and in looking at the different proposals we favor the Juneau Creek Route and Variant Route. Having lived and owned property there it is my express displeasure of the amount and speed of traffic that roars through Cooper Landing summer and winter. The Juneau Creek Route in my opinion has less of an impact on the human and animal residents of this area. Having fished the Kenai for 44 years my biggest fear is a spill in the Kenai and this route would minimize it.
- I believe the Juneau Creek Alternative would have both a short and long term effect on the environment. My biggest concern in the long run is “where roads go, people go.” I think this route would eventually be extensively developed further impacting the animal corridors.
- I have a cabin on East Quartz Creek Rd. I spend a lot of time hiking, biking, skiing, and hunting in the Bean Creek, Point of View and Resurrection Creek areas. I am definitely opposed to the Juneau Creek route. Please do not run a road through that area. It would spoil it for the animals and us (more importantly) that live there.
- No need to run a road in that animal rich area up high.
- I think the Juneau Creek wilderness variant will best serve the region’s transportation needs.
- Putting a highway bridge and bypass over Juneau Creek is a terrible idea. It would effectively destroy the south end of the Resurrection Pass Trail. Noise pollution would carry all the way to the top of the Swan Lake Grade and perhaps on-almost to Devil’s Pass Cabin.
- My concern is that the Juneau Creek Alternative will affect our aquifer as it passes above our property. All homes in the Cooper Landing area on wells, not public water systems. Will it affect our water source?
- Only objection is from the local merchants.
- Bears can relocate! More adaptable than humans. Nothing wrong with Juneau Creek. Understand that folks on the JCA are concerned about new traffic.
- Don’t put the road in JCA-prime recreation-hiking, biking, and skiing.

Comments regarding the Cooper Creek Alternative

- The Cooper Creek Alternative appears to have less overall impact on both the community and environment. Please send me updated information on this project.
- The Cooper Creek route looks to me to be it’s best.
- In my opinion southside location is the best possible location. Make fewer people mad, disturb fewer people. Would protect river and other critical areas. Best for fish and wildlife.
- I would like the Cooper Creek Alternative as the highway through Cooper Landing. I live at MP 47 and get my water from a spring 700 feet from the house. I am concerned that the highway will impact my water system.
- The Cooper Creek Alternative is an unstable ground-have to get the road away from river.
- Our first choice is Cooper Creek as it will have the least negative impact on business community.

- Could a trail system be included in the Cooper Creek Alternative-put the trail in before areas are developed-need move non-motorized trails.

Comments Regarding the Kenai River Alternative

- Bag the extra bridges. Do not make Cooper Landing a ghost town. Do not do to Cooper Landing what happened to many small towns in the Lower 48 when the beloved freeway came in. We are property owners-MP 48.
- My family has lived on this stretch of the Kenai since 1966 and been property owners since 1970. My parents have their home and my wife has a summer place. We are absolutely opposed to Kenai River Alternative. It invites a tanker overturn into the river. The road proximity to the river is an accident waiting to happen. Hazardous spill potential is great. Must get the highway away from the river.
- No way to bridge a river without impacting it-get traffic off the river.
- If you widen the highway through town (Kenai River Alt) people won't slow down-still a hazard.
- Totally against bridges-disaster potential with trucks going 60-70 mph.

Process/Stakeholder Involvement

- Homer News needs to be involved.
- Tribune-2 newspapers are in the area.
- Friends of Kenai National Wildlife Refuge Board-meets every 2nd Saturday @ Community Center in Soldotna.
- People who really care don't have time to come to these meetings.
- The ADOT&PF has not acknowledged the issues and not any attempt to do anything about it. Need acknowledgment of the issues and how to address only taking notes-not really listening.
- What purpose is it to constrain the schedule at this time?
- The previous EIS could not be substantiated-the data seemed flawed.
- All critical decisions need to be made before the draft.
- Chugach National Forest Plan recently designated the area as roadless – how does this process override that designation?
- If JCA is to be truly considered national groups need to be involved.
- USFS did a previous stakeholder process associated with the plan update. Stakeholders were a part of the decision making process.
- Get rid of “community” word in sounding board-does not show a role for the regional stakeholders.
- National issue-need national involvement.
- Schedule needs to be flexible-if a draft EIS will be developed in the summer then it is no a real process.
- I commented on this project previously. Why was I not notified of this meeting (Anchorage D.O.T. 3-20-01)?

STERLING HIGHWAY SDEIS - COMMENT FORM

Name Joan + Michael Merrick

Address _____

City _____

<input type="checkbox"/>	Add me to the mailing list
<input type="checkbox"/>	Already on the mailing list
<input checked="" type="checkbox"/>	Add me to your email notification list
My Email Address: _____	

The following document that has been developed by the participants to the process and is not in priority order. In addition to this list of criteria, the DOT&PF must comply with state and national transportation engineering standards and adopted policy. For a complete list of criteria and other project information, log on to www.sterlinghighway.net

We would like to know what is important to you when considering how best to resolve the transportation issues in this corridor. Please rate the following with a check in the appropriate box.	VERY IMPORTANT	IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT
COST			✓	
Minimize impacts to wildlife habitat (brown bear, moose, sheep, eagle.)			✓	
Coordinate with local and regional plans.		✓		
Improve driver & pedestrian safety (sharp curves, shoulders, crossing traffic, speed)	✓			
Maintain the scenic quality of the corridor		✓		
Minimize impacts to vegetation (roadside ecology)			✓	
Minimize impacts to water quality & fish habitat		✓		
Efficient movement of traffic for through traffic and within Cooper Landing	✓			JUN 13 02
Minimize impacts to recreation resources (hiking, fishing, camping skiing)		✓		53014
Minimize impacts to the Kenai River	✓			Design Environmental Action I&E Engr Project Mgr Coord Team Leader Staff
Minimize impacts to the Resurrection Trail		✓		COPY M
Minimize impacts to private property (homes & businesses)		✓		M X LN

Sterling Hwy MP 45-600

Comments Hydrologist
Project File (2) X
Civil X

There are nine alternatives under consideration at this time, we encourage you to review the detailed information about each alternative attached before proceeding.

Once you have an understanding of the alternatives under consideration how acceptable or unacceptable is each alternative?	ACCEPTABLE	MOSTLY ACCEPTABLE	NEUTRAL	MOSTLY UNACCEPTABLE	MOSTLY UNACCEPTABLE
COOPER CREEK		✓			
RUSSIAN RIVER		✓			
KENAI RIVER WALLS				✓	
Kenai River				✓	
No Build					✓
Juneau Creek Wilderness Variant	✓				
Juneau Creek "F"	✓				
Juneau Creek "G"	NOVA	✓			
Juneau Creek Forest Variant	✓				

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW AT THIS TIME?

I feel the present road is unsafe, I am unlikely to drive to Anchorage, especially in winter because of the narrow, icy road.

Thank you for taking the time to give us your input. Please return this completed form to:

Miriam Tanaka, Project Manager
 Alaska Department of Transportation and Public Facilities
 PO Box 196900
 Anchorage, AK 99519

STERLING HIGHWAY SDEIS - COMMENT FORM

Name _____
 Address _____
 City _____ Zip _____

Add me to the mailing list
 Already on the mailing list
 Add me to your email notification list

My Email Address: _____

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COST	✓			
Minimize impacts to wildlife habitat (brown bear, moose, sheep, eagle.)	✓			
Coordinate with local and regional plans.		✓		
Improve driver & pedestrian safety (sharp curves, shoulders, crossing traffic, speed)	✓			
Maintain the scenic quality of the corridor	✓			
Minimize impacts to vegetation (roadside ecology)	✓			
Minimize impacts to water quality & fish habitat	✓			
Efficient movement of traffic for through traffic and within Cooper Landing	✓			
Minimize impacts to recreation resources (hiking, fishing, camping skiing)		✓		
Minimize impacts to the Kenai River	✓			
Minimize impacts to the Resurrection Trail		✓		
Minimize impacts to private property (homes & businesses)		✓		

RECEIVED
 JUN 13 '02

#53014

Team Design		
Environmental Section	COPY	ACTION
D&E Engr.		
Project Mgr.		MT
Proj. Coord.	✓	X
Team Leader	✓	✓
Staff		
Permits Hydrologist		
Project File	2	X
Central File		X

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RUSSIAN RIVER		✓			
KENAI RIVER WALLS				✓	
Kenai River				✓	
No Build					✓
Juneau Creek Wilderness Variant					✓
Juneau Creek "F"					✓
Juneau Creek "G"					✓
Juneau Creek Forest Variant					✓

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW AT THIS TIME?

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Miriam Tanaka, Project Manager
 Alaska Department of Transportation and Public Facilities
 PO Box 196900
 Anchorage, AK 99519

STERLING HIGHWAY SDEIS - COMMENT FORM

Name Kenneth H. Hepper

Add me to the mailing list
 Already on the mailing list
 Add me to your email notification list
 My Email Address: _____

A:
C:

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COST				✓
Minimize impacts to wildlife habitat (brown bear, moose, sheep, eagle.)	✓			
Coordinate with local and regional plans.			✓	
Improve driver & pedestrian safety (sharp curves, shoulders, crossing traffic, speed)				✓
Maintain the scenic quality of the corridor	✓			
Minimize impacts to vegetation (roadside ecology)	✓			
Minimize impacts to water quality & fish habitat	✓			
Efficient movement of traffic for through traffic and within Cooper Landing				✓
Minimize impacts to recreation resources (hiking, fishing, camping skiing)	✓			
Minimize impacts to the Kenai River	✓			
Minimize impacts to the Resurrection Trail	✓			
Minimize impacts to private property (homes & businesses)				✓

Kenai River Festival 6/02

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JUN 12 '02

53014
 Design
 Environmental
 Section
 D&E Engr.
 Project Mgr.
 IV. Coord.
 Team Leader
 Staff
 MMT
 Project File
 Sterling Hwy MP45-60

Comment Form

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Kenai River		✓			
No Build				✓	
Juneau Creek Wilderness Variant					✓
Juneau Creek "F"					✓
Juneau Creek "G"					✓
Juneau Creek Forest Variant					✓

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW AT THIS TIME?

I would like no impact to the Resurrection tree system near to Russian River area.

When the road was fixed thru Sterling, businesses were moved back and the road was straightened some. This seemed to work for all.

Straighten the existing road where possible, widen with shoulders, but leave the road where it is. Then direct the DOT to plow and sand the road regularly and have AST enforce speed limits and 5 car minimum behind slow moving vehicles.

Thank you for taking the time to give us your input. Please return this completed form to:

Miriam Tanaka, Project Manager
 Alaska Department of Transportation and Public Facilities
 PO Box 196900
 Anchorage, AK 99519

STERLING HIGHWAY SDEIS - COMMENT FORM

Name S. Larned
 Address _____
 City _____

Add me to the mailing list
 Already on the mailing list
 Add me to your email notification list

My Email Address: _____

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We would like to know what is important to you when considering how best to resolve the transportation issues in this corridor. Please rate the following with a check in the appropriate box.	VERY IMPORTANT	IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT		
COST						
Minimize impacts to wildlife habitat (brown bear, moose, sheep, eagle.)	X					
Coordinate with local and regional plans.		X				
Improve driver & pedestrian safety (sharp curves, shoulders, crossing traffic, speed)			X			
Maintain the scenic quality of the corridor	X					
Minimize impacts to vegetation (roadside ecology)	X					
Minimize impacts to water quality & fish habitat	X					
Efficient movement of traffic for through traffic and within Cooper Landing			X			
Minimize impacts to recreation resources (hiking, fishing, camping skiing)	X					
Minimize impacts to the Kenai River	X					
Minimize impacts to the Resurrection Trail	X					
Minimize impacts to private property (homes & businesses)	X					

Team Design
 Environmental
 O&E Engr.
 Project Mgr.
 Inv. Coord.
 Team Leader
 Staff
 Permits Hydrologist
 Project File
 Construction File

COPY ACTION

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COOPER CREEK					X
RUSSIAN RIVER					X
KENAI RIVER WALLS					X
Kenai River					X
No Build	X				
Juneau Creek Wilderness Variant					X
Juneau Creek "F"					X
Juneau Creek "G"					X
Juneau Creek Forest Variant					X

IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW AT THIS TIME?

Traveling on winding, narrow roads should be described as part of the last Frontier adventure. I do not believe we need to spend so much money for improving the road for summer visitors. We do not seem to be able to afford the maintenance as it is now so I do not wish to see a road that costs even more to maintain.

Thank you for taking the time to give us your input. Please return this completed form to:

Miriam Tanaka, Project Manager
 Alaska Department of Transportation and Public Facilities
 PO Box 196900
 Anchorage, AK 99519

STERLING HIGHWAY SDEIS - COMMENT FORM

Name Vicki Williams

Addr _____

City _____

The _____ a longer

document that has been developed by the participants to the process and is not in priority order. In addition to this list of criteria, the DOT&PF must comply with state and national transportation engineering standards and adopted policy. For a complete list of criteria and other project information, log on to www.sterlinghighway.net

<input type="checkbox"/>	Add me to the mailing list
<input type="checkbox"/>	Already on the mailing list
<input type="checkbox"/>	Add me to your email notification list
My Email Address: _____	

<i>We would like to know what is important to you when considering how best to resolve the transportation issues in this corridor.</i> <i>Please rate the following with a check in the appropriate box.</i>	VERY IMPORTANT	IMPORTANT	SOMEWHAT IMPORTANT	NOT IMPORTANT
COST				
Minimize impacts to wildlife habitat (brown bear, moose, sheep, eagle.)				
Coordinate with local and regional plans.				
Improve driver & pedestrian safety (sharp curves, shoulders, crossing traffic, speed)				
Maintain the scenic quality of the corridor				
Minimize impacts to vegetation (roadside ecology)				
Minimize impacts to water quality & fish habitat				
Efficient movement of traffic for through traffic and within Cooper Landing				
Minimize impacts to recreation resources (hiking, fishing, camping skiing)				
Minimize impacts to the Kenai River				
Minimize impacts to the Resurrection Trail				
Minimize impacts to private property (homes & businesses)				

