State of Alaska
Department of Transportation & Public Facilities

CATEGORICAL EXCLUSION DOCUMENTATION FORM

(NEPA Assignment Program Projects)

The environmental review, consultation, and other actions required by the applicable Federal environmental laws for this project are being, or have been carried out by the DOT&PF pursuant to 23 U.S.C 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.

I. Project Information:

A. Project Name: KTN: HERRING COVE BRIDGE IMPROVEMENT

B. Federal Project Number: 0902043

C. State Project Number: SFHWY00072

D. Primary/Ancillary Project Connections:

This a stand alone project. There are no primary or ancillary projects.

E. CE Designation: 23 CFR 771.117(d)(13)

F. List of Attachments:

Attachment 1: Project Figures

Attachment 2: Section 106 Documentation

Attachment 3: Wetland Delineation

Attachment 4: Wildlife

Attachment 5: Invasive Species

Attachment 6: Public Involvement

Attachment 7: Agency Coordination

Attachment 8: Bridge 144c2 Checklist Materials

Attachment 9: Floodplains

G. Project Scope *(Use STIP Project Description)*

Replace the Herring Cove Bridge (No. 253) to include pedestrian facilities, improve the intersections of S. Tongass Hwy. and Powerhouse Rd. and S. Tongass Hwy. and Wood Rd.

STIP Need ID:28810

H. Project Purpose and Need:

The existing bridge is approximately 66 years old and has surpassed the 50 year life it was originally constructed for (AASHTO *Standard Specifications for Highway Bridges* (sunset in 2002)) over 16 years ago. Structural problems with the bridge deck have resulted in the bridge being rated as "poor" using the National Bridge Inspection Standards (NBIS) rating system. Due to the high volume of tourists during the summer months, the existing bridge has become congested with pedestrians. Pedestrian and roadway traffic conflicts are a well-known topic of concern to the Herring Cove community and the Ketchikan Gateway Borough (KGB). Tourists are coming to this area in large numbers during the summer months for recreation and wildlife viewing. Without proper facilities, pedestrians are using the roadway, which obstructs traffic and

creates unsafe situations. During the summer season (May to August), traffic speed is reduced to 25MPH (normally posted at 45MPH) to ensure safe pedestrian and vehicle flows across the bridge.

The purpose of the project includes replacing the structurally deficient Herring Cove Bridge with a modern structure that includes pedestrian pathways on both sides of the bridge. The purpose of the project also includes pedestrian improvements along S. Tongass Hwy. between the Wood Rd. and Powerhouse Rd. intersections where pedestrian facilities do not comply with standards of the Americans with Disabilities Act (ADA). The proposed project would install ADA accessible pathways on the outside of the guardrail (and bridgerail) on the west side of the bridge from Wood Rd. to Powerhouse Rd., and on the east side between Powerhouse Rd. and the opposite end of the bridge. The proposed bridge, with the installation of ADA accessible sidewalks, will allow pedestrians and vehicles to safely cross the bridge.

Wood Rd. intersects with S. Tongass Hwy. at an approximately 40° southbound angle. Northbound longer vehicles (tour buses) exiting Wood Rd. have to perform 3-point turns and frequently stop traffic on S. Tongass Hwy. while they maneuver. The purpose of the proposed project also includes realigning the Wood Rd. intersection to allow for easier and safer maneuvering of the longer vehicles (tour buses) that use the intersection.

The existing roadway, on S. Tongass Hwy. between Wood Rd. and Powerhouse Rd., was last resurfaced in 2005. The purpose of the project includes rehabilitating the road and pavement on S. Tongass Hwy. between the Wood Rd. and Powerhouse Rd. intersections including guardrail, striping, signage, drainage improvements, and other safety related improvements.

I. Project Description:

Project work includes:

- Replace the existing bridge with a new bridge with ADA compliant sidewalks on each side,

  * a temporary detour bridge would be required for replacement of the new bridge.

- Construct sidewalk on the east side (downstream side) of South Tongass Hwy. between the Powerhouse Rd. intersection and the opposite end of the bridge.

- Improve the intersections at Wood Rd. and Powerhouse Rd. with new asphalt surfacing, new guardrail along S. Tongass Hwy., and associated drainage improvements.

- Replace 2 side by side 18 inch culverts at the Wood Rd. / S. Tongass Hwy. intersection with a fish pipe.

- New paved shoulders and striping for the Powerhouse Rd. intersection.

- Resurface the existing roadway, perform subbase repairs as needed, install new guardrail/bridgerail and terminal ends where needed.

- Existing overhead electrical and communication utilities along S. Tongass Hwy. would be relocated.

VI. II. Environmental Consequences

- For each "yes," summarize the activity evaluated and the magnitude of the impact.
- For any consequence category with an asterisk (*), additional information must be attached such as an alternatives analysis, agency coordination or consultation, avoidance measures, public notices, or mitigation statement.
- Include direct and indirect impacts in each analysis.

A. Right-of-Way (ROW) Impacts	N/A	YES	NO
1. Additional right-of-way required. If no, skip to 2.		☐	☒
a. Permanent easements required.		☐	☒

A. **Right-of-Way (ROW) Impacts**	N/A	YES	NO
Estimated number of parcels: 0			
b. Full or partial property acquisition required.	☐	☐	☒
Estimated number of full parcels:			
Estimated number of partial parcels:			
c. Property transfer from state or federal agency required. *If yes, list agency in No. 4 below.*	☐	☐	☒
d. Business or residential relocations required. If yes, insert the number of relocations below, summarize the findings of the conceptual stage relocation study in No. 4 below and attach the conceptual stage relocation study. If no, skip to 2.	☐	☐	☒
i. Number of business relocations:			
ii. Number of residential relocations:			
e. Last-resort housing required.			
2. Will the project or activity have disproportionately high and adverse human health or environmental effects on minority populations and low-income populations as defined in E.O. 12898 (FHWA Order 6640.23A, June 2012)?	☐	☐	☒
3. The project will involve use of ANILCA land that requires an ANILCA Title XI approval.	☐	☐	☒

4. Summarize the right-of-way impacts, if any:

There are two buildings within the proposed project's ROW. The first is a home at the corner of Powerhouse Rd. and S. Tongass Hwy. at 31-33 Powerhouse Rd. The second building is also at the corner of S. Tongass Hwy. and Powerhouse Rd. (across the street from the first) and is associated with the Fish On Inn (8219 S. Tongass Hwy.). Both buildings were built within DOT ROW, but relocation or acquisition would not be required for the proposed project. The owner's of these buildings will need to acquire permits for the buildings to remain in DOT's ROW. Temporary construction easements would be required for the proposed project.

B. **Social and Cultural Impacts**	YES	NO
1. The project will affect neighborhoods or community cohesion.	☐	☒
2. The project will affect travel patterns and accessibility (e.g. vehicular, commuter, bicycle, or pedestrian).	☒	☐
3. The project will affect school boundaries, recreation areas, churches, businesses, police and fire protection, etc.	☐	☒
4. The project will affect the elderly, handicapped, nondrivers, transit-dependent, minority and ethnic groups, or the economically disadvantaged.	☒	☐
5. There are unresolved project issues or concerns of a federally-recognized Indian Tribe [as defined in 36 CFR 800.16(m)].	☐	☒

6. Summarize the social and cultural impacts, if any:

B. Social and Cultural Impacts YES NO

The improvements associated with the proposed project would make tour bus transportation at the intersection of Wood Rd. and S. Tongass Hwy. safer for drivers. Currently, tour busses exiting Wood Rd. to travel to the Herring Cove Bridge must execute a 3-point turn in the middle of S. Tongass Hwy. The proposed project will widen the Wood Rd. / S. Tongass Hwy. intersection so that tour buses can easily turn northbound onto S. Tongass Hwy.

The proposed replacement of the Herring Cove Bridge will provide a barrier (guardrail) between sidewalks and the road, potentially improving the safety of drivers and pedestrians. The proposed new bridge would have ADA accessible sidewalks and both guardrail and pedestrian railing.

The proposed repaving work on the Powerhouse Rd. / S. Tongass Hwy. intersection would include the installation of a crosswalk which would increase the safety of pedestrians and drivers.

C. Economic Impacts YES NO

1. The project will have adverse economic impacts on the regional and/or local economy, such as effects on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales. ☐ ☒
2. The project will adversely affect established businesses or business districts. ☐ ☒
3. Summarize the economic impacts, if any:

   No permanent economic impacts would result from the proposed project.

D. Land Use and Transportation Plans N/A YES NO

1. Project is consistent with land use plan(s). ☐ ☒ ☐

   Identify the land use plan(s) and date Ketchikan Gateway Burough Comprehensive Plan 2020 , 12/28/2018, Central/Southern Southeast Area Plan, 03/11/2019
2. Project is consistent with transportation plan(s). ☐ ☒ ☐

   Identify the transportation plan(s) and date. Ketchikan's Coordinated Transportation Plan 2015 Update, 12/28/2018
3. Project would induce adverse indirect and cumulative effects on land use or transportation. *If yes, attach analysis.* ☐* ☒
4. Summarize how the project is consistent or inconsistent with the land use plan(s) and transportation plan(s):
   The proposed project is a bridge replacement, intersection widening, and road improvement. These activities are consistent with the KGB Comprehensive Plan 2020 objective 301.1 which states that "The KGB encourages a safe, convenient, and efficient motorized and non-motorized transportation system for the movement of people and goods.". Goal 801 states that "The transportation plan supports improvement to all forms of transportation which would include bridge replacement, intersection widening, and road improvement.".

E. Impacts to Historic Properties N/A YES NO

Consider the February 2015 DOT&PF Cultural Resources Confidentiality Guidelines for cultural resource attachments.

E. Impacts to Historic Properties

	N/A	YES	NO
1. Does the project involve a road that is included on the "List of Roads Treated as Eligible" in the Alaska Historic Roads PA? *If yes, follow the Interim Guidance for Addressing Alaska Historic Roads.*		☒	☐
2. Does the project qualify as a Programmatic Allowance under the Section 106 Programmatic Agreement? *If yes, attach the Section 106 PA Streamlined Project Review Screening Record approved by the Regional PQI and skip to 10.*		☒*	☐

3. Date Consultation/Initiation Letters sent 08/09/2018 *Attach copies to this form.*(Included in Attachment 2)

a. List consulting parties

- Cape Fox Corporation
- Central Council Tlingit and Haida Indian Tribes of AK
- State Historic Preservation Office
- Ketchikan Indian Community
- Organized Village of Saxman (IRA)
- Sealaska Corporation
- Sealaska Heritage Institute
- Ketchikan Gateway Borough Planning Commision
- Ketchikan Historic Commision
- Historic Ketchikan Inc.

b. If no letters were sent, explain why not. *Attach "Section 106 Proceed Directly to Findings Worksheet", if applicable* _____

4. Date "Finding of Effect" Letters sent January 24, 2019 *Attach copies to this form* **(included in Attachment 2)**

a. State "Finding of Effect" No Historic Properties Affected

b. State any changes to consulting parties NA

5. List responding consulting parties, comment date, and summarize:
Organized Village of Saxman, August 29, 2018.
No issues with the proposed project (see attached Project Consultation Options Checklist).

6. Are there any unresolved issues with consulting parties? *If yes, the Section 106 process may not be complete, Statewide Cultural Resources Manager consultation is required. Attach consultation.*		☐*	☒

7. Date SHPO concurred with "Finding of Effect" January 31, 2019 *Attach copy to this form.* (included in Attachment 2)

8. Is a National Register of Historic Places listed or eligible property in the Area of Potential Effect?		☐	☒

E. Impacts to Historic Properties

	N/A	YES	NO
9. Will there be an adverse effect on a historic property? *If yes, attach correspondence (including response from ACHP) and signed MOA. If yes, Programmatic Categorical Exclusions (PCEs) do not apply.*	☐	☐	☒

10. Summarize any effects to historic properties. *List affected sites (by AHRS number only) and any commitments or mitigative measures. Include any commitments or mitigative measures in* Section V.

On August 9, 2018, DOT&PF sent Section 106 Initiation of Consultation letters to the consulting parties listed in Section E 3(a) above. The Organized Village of Saxman responded with a completed Project Consultation Options Checklist (Attachment 2).

Review of the Alaska Heritage Resources Survey (AHRS) database on June 30, 2017 & March 13, 2018 indicated two sites within the Area of Potential Effect (APE) (KET-958 and KET-1135). Fieldwork revealed that an additional potentially historic property existed within the APE (KET-1434). On January 19th, 2017 & April 18th, 2018, the DOT&PF Southcoast Region Archaeologist conducted an on-site field inspection of the three sites.

The following three sites were recorded and evaluated for eligibility for inclusion in the National Register for Historic Places (NHRP):

Residence at 33 Powerhouse Rd. (Ket-1434): Determined to be ineligible for listing in the National Register of Historic Places by DOT&PF as it did not meet National Register Criteria A, B, C, or D.

South Tongass Highway (KET-1135): The proposed project includes the South Tongass Highway, a road treated as eligible defined under the May 2, 2012 Interim Guidance for Addressing Alaskan Historic Roads. The proposed project does not include any activities requiring consultation on effects to the Treat as Eligible (TE) road. The project would not affect the characteristics of the South Tongass Highway KET–1135 that would affect its potential eligibility for the NRHP. The project bridge, Herring Cove (KET-958), was not considered a component of the Treat as Eligible (TE) Road under the PA [Section 2.2(1)] and its replacement is not considered to have an effect on a road's potential eligibility.

Herring Cove Bridge No. 253 (KET-958): The bridge is recommended as not eligible for listing on the NRHP under the "Program Comment" (c) Steel Multi-Beam or Multi-Girder bridges under Section 800.14(e). The "Program Comment", as issued by the Advisory Council on Historic Preservation (ACHP), lists bridges in a particular category of undertakings in lieu of conducting reviews of each individual undertaking under such category, as set forth in 36 CFR 800.3 through 800.7. The bridge is generally undistinguished from an engineering or architectural perspective; is considered to have little value for preservation in place; and is rarely a viable candidate for relocation. DOT&PF's cultural resources specialist has reviewed the undertaking, and none of the Program Comment's exclusions apply. As a result, the Herring Cove Bridge No. 253 (KET-958) requires no further review under Section 106.

No historic properties are within the Area of Potential Effect. DOT&PF sent a "Finding of Effect" letter to the SHPO on January 24, 2019 stating that DOT&PF finds that no historic properties would be affected by the proposed project. The SHPO concurred with DOT&PF's finding on January 31, 2019.

F. Wetland Impacts

	YES	NO
1. Project affects wetlands as defined by the U.S. Army Corps of Engineers (USACE). *If yes, complete the remainder of this section and document public and agency coordination required per E.O. 11990, Protection of Wetlands. If no, skip to Section G.*	☒	☐
2. Are the wetlands delineated in accordance with the *"Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Alaska Region (Version 2.0) Sept. 2007"?*	☒	☐

3. Estimated area of wetland involvement (acres): 0.04

4. Estimated fill quantities (cubic yards): 357

5. Estimated dredge quantities (cubic yards): 0

6. Is a USACE authorization anticipated? *If yes, identify type*:	☒	☐

NWP ☒ Individual ☐ General Permit ☐ Other ☐

7. Wetlands Finding *Attach the following supporting documentation as appropriate:*

☐ *Avoidance and Minimization Checklist, and Mitigation Statement*
☒ *Wetlands Delineation.*
☐ *Jurisdictional Determination.*
☐ *Copies of public and resource agency letters received in response to the request for comments.*

a. Are there practicable alternatives to the proposed construction in wetlands? *If yes, the project cannot be approved as proposed.*	☐	☒
b. Does the project include all practicable measures to minimize harm to wetlands? *If no, the project cannot be approved as proposed.*	☒	☐
c. Only practicable alternative: Based on the evaluation of avoidance and minimization alternatives, there are no practicable alternatives that would avoid the project's impacts on wetlands. The project includes all practicable measures to minimize harm to the affected wetlands as a result of construction. *If no, the project cannot be approved as proposed.*	☒	☐

8. Summarize the wetlands impacts and mitigation, if any. *Include any commitments or mitigative measures in Section V.*

A fill slope would be constructed over a small unnamed drainage ditch and 204 square yards of PFO4/PEM1 wetlands. Total unavoidable impacts to the disturbed wetland would encompass less than 0.04 acres. The slope has been steepened to the extent practicable to reduce the fill footprint and minimize wetland impacts.

G. Water Body Involvement

	N/A	YES	NO
1. Does the project affect the following:			
a. A water body.		☒	☐
b. A navigable water body as defined by USCG, (i.e. Section 9)?	☐	☒*	☐
c. Waters of the U.S. as defined by the USACE, Section 404?	☐	☒*	☐
d. Navigable Waters of the U.S. as defined by the USACE (Section 10)?	☐	☒*	☐
e. Fish passage across a stream frequented by salmon or other fish (i.e. Title 16.05.841)?	☐	☒	☐
f. A resident fish stream (Title 16.05.841)?	☐	☒	☐
g. A cataloged anadromous fish stream, river or lake (i.e. Title 16.05.871)?	☐	☒*	☐

h. A designated Wild and Scenic River or land adjacent to a Wild and Scenic River? *If yes, the Regional Environmental Manager should consult with the NEPA Program Manager to determine applicability of Section 4(f).* ☐ ☒

2. Proposed water body involvement: ☐

Bridge ☒ Culvert ☒ Embankment Fill ☒ Relocation ☐
Diversion ☐ Temporary ☒ Permanent ☒ Other ☐

3. Type of stream or river habitat impacted: ☐

Spawning ☒ Rearing ☒ Pool ☐ Riffle ☐ Undercut bank ☐
Other ☐

4. Amount of fill below (cubic yards):

MHW Permanent fill (PF):150; Temporary Fill (TF):1600 HTL PF:350; TF:3250

5. Summarize the water body impacts and mitigation, if any. *Include any commitments or mitigative measures in Section V.*

Waters of the US would be affected at two locations. Nationwide permits would be required.

- A fill slope, at the corner of S. Tongass Highway and Wood Rd., would be constructed over a small unnamed drainage ditch and 204 square yards of PFO4/PEM1 wetlands. Total unavoidable impacts to the disturbed wetland would encompass less than 0.04 acres. The slope has been steepened to the extent practicable to reduce the fill footprint and minimize wetland impacts.
- At the Herring Cove Bridge replacement, 150 cubic yards of permanent fill would be added below MHW. In addition to permanent fill, 1600 cubic yards of temporary fill would be added below MHW (for the installation of a temporary bridge), around the proposed project sight, which would be removed after construction.

H. Fish and Wildlife

	N/A	YES	NO
1. Anadromous and resident fish habitat. *Any activity or project that is conducted below the ordinary high water mark of an anadromous stream, river, or lake requires a Fish Habitat Permit.*			
a. Database name(s) and date(s) queried: ADF&G Anadromous Waters Catalogue, 11/15/2018			
b. Anadromous fish habitat present in project area.		☒*	☐
c. Resident fish habitat present in project area		☒*	☐
d. Adverse effect on spawning habitat.	☐	☐*	☒
e. Adverse effect on rearing habitat.	☐	☐*	☒
f. Adverse effect on migration corridors.	☐	☐*	☒
g. Adverse effect on subsistence species.	☐	☐*	☒

2. Essential Fish Habitat (EFH). *EFH includes any anadromous stream used by any of the five species of Pacific salmon for migration, spawning or rearing, as well as other coastal, nearshore and offshore areas as designated by NMFS.*

a. Database name(s) and date(s) queried: https://www.habitat.noaa.gov/protection/efh/efhmapper/ 12/13/2018, ADF&G Anadromous Waters Catalog, 11/15/2018

H. **Fish and Wildlife**	N/A	YES	NO
b. EFH present in project area		☒	☐
c. Project proposes construction in EFH. *If yes, describe EFH impacts in H.6.*	☐	☒	☐
d. Project may adversely affect EFH. *If yes, attach EFH Assessment.*	☐	☐*	☒
e. Project includes conservation recommendations proposed by NMFS. *If NMFS conservation recommendations are not adopted, formal notification must be made to NMFS. Summarize the final conservation measures in H.6 and list in Section V.*	☐	☒	☐
3. Wildlife Resources:			
a. Project is in area of high wildlife/vehicle accidents.		☐	☒
b. Project would bisect migration corridors.		☐	☒
c. Project would segment habitat.		☐	☒
4. Bald and Golden Eagle Protection Act. *If yes to any below, consult with USFWS and attach documentation of consultation.*			
a. Eagle data source(s) and date(s) : AKDOT&PF Helicopter Survey Data 05/08/2018, Referenced 02/19/2019			
b. Project visible from an eagle nesting tree?		☒*	☐
c. Project within 330 feet of an eagle nesting tree?		☐*	☒
d. Project within 660 feet of an eagle nesting tree?		☒*	☐
e. Will the project require blasting or other activities that produce extreme loud noises within 1/2 a mile from an active nest?		☒*	☐
f. Is an eagle permit required?		☒*	☐
5. Is the project consistent with the Migratory Bird Treaty Act?		☒	☐

H. Fish and Wildlife

N/A YES NO

6. Summarize fish and wildlife impacts and mitigation, including timing windows, if any. *Include any commitments or mitigative measures in Section V.*

Anadromous fish/Essential Fish Habitat:

Wood Road/ South Tongass Highway Intersection: A fill slope, at the corner of S. Tongass Hwy. and Wood Rd., would be constructed over a small unnamed anadromous drainage ditch (101-45-10068) and 204 square yards of PFO4/PEM1 wetlands. Total unavoidable impacts to the disturbed wetland would encompass less than 0.04 acres. The slope has been steepened to the extent practicable to reduce the fill footprint and minimize wetland impacts. Proposed mitigation includes the installation of an oversized fish pipe (48" diameter, 1% slope, 40% embedded, corrugated metal) to create more habitat for rearing coho salmon. While there will be temporary disruption to the wetland with the fish pipe replacement and addition of fill, the final fish pipe will provide more habitat for rearing coho salmon than pre-project conditions.

Proposed Bridge Replacement: The existing bridge has a pier in the water, which has a footprint of approximately 100 square feet. The proposed new bridge would be a free span structure and the existing pier would be removed providing more essential fish habitat and removing an obstruction to fish passage. At the Herring Cove Bridge replacement, 150 cubic yards of permanent fill would be added below MHW. In addition to permanent fill, 1600 cubic yards of temporary fill would be added around the structure, which would be removed after construction.

NMFS Recommendations (Sean Eagan, Attachment 7):

- Place the temporary fill around the bridge in a manner that would allow the contractor to remove all temporary fill when the temporary bridge is removed.
- Constructing a small retaining wall at the Wood Rd./ S. Tongass Hwy. intersection.

Wildlife: The proposed project should have no effect on wildlife in the Herring Cove area in relation to vehicle accidents, migration corridors, and segmentation of habitat.

Eagles: The proposed project will include the installation of guardrail in areas that are within the ½ mile buffer zone of 5 eagle nesting trees and within the 660 foot buffer of 1 eagle nesting tree most recently surveyed05/08/2018 by FWS and AKDOT&PF. An eagle permit would be acquired prior to construction.

Migratory Bird Treaty Act: Environmental commitment provided to outline conditions and timing windows.

I. Threatened and Endangered Species (T&E)

		YES	NO
1.	Database name(s) and date(s) queried: https://ecos.fws.gov/ipac 11/27/2018, http://crithab.fws.gov/		
2.	Listed threatened or endangered species present in the project area.	☒	☐
3.	Threatened or endangered species migrate through the project area.	☒	☐
4.	Designated critical habitat in the project area.	☐	☒
5.	Proposed or Candidate species present in project area.	☐	☒
6.	What is the effect determination for the project? *Select one.*		
a.	Project has no effect on listed or proposed T&E species or designated critical habitat.	☒	
b.	Project is not likely to adversely affect a listed or proposed T&E species or designated critical habitat. *Informal Section 7 consultation is required. Attach consultation documentation, including concurrence from the Federal agency, to this form.*	☐*	

I. Threatened and Endangered Species (T&E)

	YES	NO
c. Project is likely to adversely affect a listed or proposed T&E species or designated critical habitat. *If yes, consult the NEPA Program Manager.*	☐*	

7. Summarize the findings of the consultation, conferencing, biological evaluation, or biological assessment and the opinion of the agency with jurisdiction, or state why no coordination was conducted. *Include any commitments or mitigative measures in Section V.*

Endangered species, specifically the Mexican DPS of Humpback Whales may be found in George Inlet which Herring Bay and Herring Cove are a part of. Alicia Bishop, an ESA Section 7 Specialist from NOAA, received an agency scoping letter, but did not reply with any concerns. Risks to any endangered species will be avoided by only working in low water conditions.

J. Invasive Species

	YES	NO
1. Database name(s) and date(s) queried: An invasive plant survey was performed by Bosworth Botanical Consulting in June of 2018.		
2. Does the project include all practicable measures to minimize the introduction or spread invasive species, making the project consistent with E.O. 13112 (Invasive Species)? *If yes, list measures in J.3.*	☒	☐

3. Summarize invasive species impacts and minimization measures, if any. *Include any commitments or mitigative measures in Section V.*

Field survey identified target species. Identified species/areas would be included in the plan set and specific instructions to follow the conditions and guidelines outlined in Section 201-3.07 Control of Invasive Species would be issued as part of the construction contract.

K. Contaminated Sites

	YES	NO
1. Database name(s) and date(s) queried: Alaska DEC Contaminated Sites, 12/31/2018, 02/19/2018		
2. There are known or potentially contaminated sites within or adjacent to the existing and/or proposed ROW. *If yes, attach ADEC coordination documentation and summarize below in IV.K.4.*	☒*	☐
3. There are contaminated sites within 1,500 feet of where excavation dewatering is anticipated? *If yes, attach ADEC coordination correspondence and summarize below in IV.K.4.*	☐	☒

K. Contaminated Sites

	YES	NO

4. Summarize the contaminated site impacts and mitigation, if any. *Include any commitments or mitigative measure in Section IV.*

On 1/14/18 DEC received a report of a petroleum sheen on Herring Bay in Ketchikan. The source of the release was determined to be a 500-gallon above ground heating oil tank at a residence, operated as a long-term rental, at 24 Power House Road. The tank, located on the west side of the house, had rusted through the bottom and released ~200 gallons of diesel fuel to the frozen ground. The fuel entered a ditch at the bottom of the property and made its way through a culvert and into Herring Bay. By 1/19/18, after initial response efforts, the release was no longer causing sheen in Herring Bay. Initial response actions also included excavation of two areas, one just downhill of the tank, and one at the base of the driveway. Confirmation samples indicated petroleum contamination remains above DEC cleanup levels. The site has been excavated and the responsible party has decided to ship the contaminated soil to Republic Services for disposal. The contaminated soil is excavated, but still on site.

The proposed project would not require excavation dewatering near the contaminated site. The contaminated site is not within, but adjacent to, the Powerhouse Rd. / S. Tongass Hwy. intersection repaving area.

L. Air Quality (Conformity)

	N/A	YES	NO
1. The project is located in an air quality maintenance area or nonattainment area (CO or PM-10 or PM-2.5). *If yes, indicate CO ☐ or PM-10 ☐ or PM-2.5 ☐, and complete the remainder of this section. If no, skip to Section M.*		☐	☒
2. The project is exempt from an air quality analysis per 40 CFR 93.126 (Table 2 and Exempt Projects). *If no, a project-level air quality conformity determination is required for CO nonattainment and maintenance areas, and a qualitative project-level analysis is required for both PM-2.5 and PM-10 nonattainment and maintenance areas.*		☐	☐
3. The project is included in a conforming Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).		☐	☐
a. List dates of FHWA/FTA conformity determination: _____			
4. Have there been a significant change in the scope or the design concept as described in the most recent conforming TIP and LRTP? *If yes, describe changes in L.8. In addition, the project must satisfy the conformity rule's requirements for projects not from a plan and TIP, or the plan and TIP must be modified to incorporate the revised project (including a new conformity analysis).*		☐	☐
5. A CO project-level analysis was completed meeting the requirements of Section 93.123 of the conformity rule. The results satisfy the requirements of Section 93.116(a) for all areas or 93.116(b) for nonattainment areas. *Attach a copy of the analysis.*	☐	☐*	☐
6. A PM-2.5 project-level air quality analysis was completed meeting the requirements of Section 93.123 of the conformity rule. The results satisfy the requirements of Section 93.116. *Attach a copy of the analysis.*	☐	☐*	☐
7. A PM-10 project-level air quality analysis was completed meeting the requirements of Section 93.123 of the conformity rule. The results satisfy the requirements of Section 93.116. *Attach a copy of the analysis.*	☐	☐*	☐

8. Summarize air quality impacts, mitigation, and agency coordination, if any. *Include any commitments or mitigative measures in Section V.*

L. Air Quality (Conformity) N/A YES NO

The project is not located in an air quality maintenance or nonattainment area. No long term air quality impacts are anticipated with the proposed project. See **P. Construction Impacts** for potential temporary impacts during construction.

M. Floodplain Impacts (23 CFR 650, Subpart A) YES NO

1. **Project encroaches into the base (100 year) flood plain in fresh or marine waters. Identify floodplain map source and date:** The Federal Emergency Management Agency (FEMA) Flood Map Service Center was searched on January 12, 2019 and the Herring Cove area of the Ketchikan Gateway Borough is currently unmapped. ☒* ☐

If yes, attach documentation of public involvement conducted per E.O. 11988 and 23 CFR 650.109. Consult with the regional or Statewide Hydraulics/Hydrology expert and attach the required location hydraulic study developed per 23 CFR 650.111. Answer questions M.1.a through d.

If no, skip to M.2.

   a. Is there a longitudinal encroachment into the 100-year floodplain? ☐* ☒
   b. Is there significant encroachment as defined by 23 CFR 650.105(q)? *If yes, attach a copy of FHWA's finding required by 23 CFR 650.115.* ☐* ☒
   c. Project encroaches into a regulatory floodway. ☐* ☒
   d. The proposed action would increase the base flood elevation one-foot or greater. ☐* ☒

2. Project conforms to local flood hazard requirements. ☒ ☐
3. Project is consistent with E.O. 11988 (Floodplain Protection). *If no, the project cannot be approved as proposed.* ☒ ☐
4. Summarize floodplain impacts and mitigation, if any. *Include any commitments or mitigative measures in Section V.*

Consultation with Southcoast Regional Hydraulic Engineer occurred on March 7, 2019 and is summarized below and contained in **Attachment 9**.

1.a. The project encroaches into the 100-year floodplain but it is not longitudinal.

1.b. There are no significant encroachments.

1.c. The site of the proposed project does not encroach into a regulatory floodway.

1.d. The proposed project is not anticipated to increase the base flood elevation one-foot or greater.

2. Ketchikan is a participant in the National Flood Insurance Program (NFIP). This project conforms to local flood hazard requirements.

4. No impacts to the floodplain so no mitigation is required.

N. Noise Impacts (23 CFR 772) YES NO

1. Does the project involve any of the following? *If yes, complete N.2.* ☐ ☒
   If no, a noise analysis is not required. Skip to section O.
   a. Construction of highway on a new location.

b. Substantial alteration in vertical or horizontal alignment as defined in 23 CFR 772.5.

c. An increase in the number of through lanes.

d. Addition of an auxiliary lane (except a turn lane).

e. Addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange.

f. Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane.

g. Addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.

2. Identify below which category of land uses are adjacent: *A noise analysis is required if any lands in Categories A through E are identified, and the response to N.1 is 'yes'.*

Category A: Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.	☐	☐
Category B: Residential. *This includes undeveloped lands permitted for this category.*	☐	☐
Category C (exterior): Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings. *This includes undeveloped lands permitted for this category.*	☐	☐
Category D (interior): Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.	☐	☐
Category E: Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not listed above. *This includes undeveloped lands permitted for this category.*	☐	☐

3. Does the noise analysis identify a noise impact? *If yes, explain in N.4* ☐ ☐

4. Summarize the findings of the attached noise analysis and noise abatement worksheet, if applicable: The proposed project does not include any N.1 activities. Construction impacts are discussed in **Section P**.

O. Water Quality Impacts

	N/A	YES	NO
1. Project would involve a public or private drinking water source. *If yes, explain in O.7*		☐	☒
2. Project would result in a discharge of storm water to a Water of the U.S. (per 40 CFR 230.3(s))		☒	☐
3. Project would discharge storm water into or affect an ADEC designated Impaired Waterbody. *If any of the Impaired Waterbodies have an approved or established Total Maximum Daily Load, describe project impacts in O.7*		☐	☒

O. Water Quality Impacts

	N/A	YES	NO
a. List name(s), location(s), and pollutant(s) causing impairment: _____			
4. Estimate the acreage of ground-disturbing activities that will result from the project? 0.04 acres.			
5. Is there a Municipal Separate Storm Sewer System (MS4) APDES permit, or will runoff be mixed with discharges from an APDES permitted industrial facility?		☐	☒
a. If yes, list APDES permit number and type: _____			
6. Would the project discharge storm water to a water body within a national park or state park; a national or state wildlife refuge?		☐	☒

7. Summarize the water quality impacts and mitigation, if any. *Include any commitments or mitigative measures in Section V.*

Best Management Practices will be used during construction to minimize project impacts to water quality. These will be described in DOT&PF's Erosion and Sediment Control Plan and the construction contractor's Storm Water Pollution Prevention Plan and Hazardous Material Control Plan.

The proposed action would be required to comply with the Environmental Protection Agency's (EPA) National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges From Construction Activities. This includes submittal of a Notice of Intent (NOI) to EPA from both DOT&PF and the Contractor, submittal of a copy of the NOI to Alaska Department of Environmental Conservation, along with a copy of the Storm Water Pollution Prevention Plan.

P. Construction Impacts

	N/A	YES	NO
1. There will be temporary degradation of water quality.		☒	☐
2. There will be a temporary stream diversion.		☒	☐
3. There will be temporary degradation of air quality.		☒	☐
4. There will be temporary delays and detours of traffic.		☒	☐
5. There will be temporary impacts on businesses.		☒	☐
6. There will be temporary noise impacts.		☒	☐
7. There will be other construction impacts (e.g. TCEs/TCPs, utility relocates, staging areas, etc.).		☒	☐

8. Summarize the construction impacts and mitigation, if any. *Include any commitments or mitigative measures in Section V*

Water Quality Impacts and Stream Diversion: The proposed project may result in the temporary degradation of water quality due to work within and on the banks of two streams within the project area. The proposed replacement of the culverts at the Wood Rd. / S. Tongass Hwy. intersection may require a temporary stream diversion, if so a DNR permit will be applied for. If the contractor places rip rap along stream bank, modifies stream bank, or temporarily diverts a stream it could result in increased turbidity immediately adjacent to the construction site and downstream; however, these impacts would be short in duration and minimized by the implementation of Best Management Practices (BMPs) to reduce downstream turbidity. An Erosion and Sediment Control Plan (ESCP) and Storm Water Pollution Prevention Plan (SWPPP) would be prepared for the proposed project. Both would include BMP's to be used during construction activities to stabilize slopes and prevent sedimentation. All BMPs would comply with the Alaska Pollutant Discharge Elimination System (APDES) and Construction General Permit (CGP) required for the proposed project.

Air Quality Impacts: The operation of construction equipment may lead to a temporary local degradation of air quality as a result of increased airborne dust and emission-related particulate matter. Air quality impacts would be temporary and could be abated by watering disturbed surface areas and ensuring that construction equipment receives regular maintenance. No permanent adverse impacts to air quality are anticipated as a result of the proposed project.

Traffic Impacts: Road users may experience delays associated with the closure of the existing bridge during project construction and the redirection of traffic over a 1 to 2 lane temporary bridge. Traffic impacts would be minimized by providing advance notice to the public and through the implementation of a traffic control plan. Construction may also be scheduled at off-peak hours in order to limit delays.

Business impacts: Tourist activities may be indirectly impacted by traffic delays associated with detouring across the temporary bridge during project construction. Impacts would be temporary.

Noise Impacts: Temporary noise impacts will result from the operation of heavy equipment, the driving of guardrail, the presence of construction crews, and other associated construction activities. Proper maintenance of construction equipment would help reduce these impacts. Permanent adverse noise impacts are not expected to occur.

Other Construction Impacts: may include, but are not limited to staging areas, TCEs/TCPs, and utility relocates.

Q. Section 4(f)/6(f)	YES	NO
1. Section 4(f) (23 CFR 774)		
a. Was detailed Section 4(f) resource identification conducted for this project, other than that required for Section 106 compliance? *If no, attach consultation with the NEPA Program Manager stating further Section 4(f) resource identification was not required.*	☒	☐*
b. Does a Section 4(f) resource exist within the project area; or is the project adjacent to a Section 4(f) resource? *If yes, attach consultation with the NEPA Program Manager to determine applicability of Section 4(f). If no, skip to Q.2.*	☐*	☒
c. Does an exception listed in 23 CFR 774.13 apply to this project? *If yes, attach consultation with the NEPA Program Manager, and documentation from the official with jurisdiction, if required.*	☐*	☒
d. Does the project result in the "use" of a Section 4(f) property? *"Use" includes a permanent incorporation of land, adverse temporary occupancy, or constructive use. If no, attach consultation with the NEPA Program Manager and skip to Q.2.*	☐	☒*
e. Has a *de minimis* impact finding been prepared for the project? *If yes, attach the finding.*	☐*	☒
f. Has a Programmatic Section 4(f) Evaluation been prepared for the project? *If yes, attach the evaluation.*	☐*	☒
g. Has an Individual Section 4(f) Evaluation been prepared for the project? *If yes, attach the evaluation.*	☐*	☒
2. Section 6(f) (36 CFR 59)		

Q. Section 4(f)/6(f)	YES	NO
a. Were funds from the Land and Water Conservation Fund Act (LWCFA) used for improvement to a property that will be affected by this project?	☐	☒
b. Is the use of the property receiving LWCFA funds a "conversion of use" per Section 6(f) of the LWCFA? *Attach the correspondence received from the ADNR 6(f) Grants Administrator.*	☐	☒

3. Summarize Section 4(f)/6(f) involvement, if any:

There are no 4(f)/6(f) resources adjacent to the proposed project area; therefore, Section 4(f) does not apply. The statewide environmental office was informed that no 4(f)/6(f) resources were associated with the project. (correspondence in Attachment 7)

III. Permits and Authorizations	N/A	YES	NO
1. USACE, Section 404/10 Includes Abbreviated Permit Process, Nationwide Permit, and General Permit		☒	☐
2. Coast Guard, Section 9		☐	☒
3. ADF&G Fish Habitat Permit (Title 16.05.871 and Title 16.05.841)		☒	☐
4. Flood Hazard		☐	☒
5. ADEC Non-domestic Wastewater Plan Approval		☐	☒
6. ADEC 401		☒	☐
7. ADEC APDES		☒	☐
8. Noise		☐	☒
9. Eagle Permit		☒	☐
10. Other. If yes, list below.		☐	☒

IV. Comments and Coordination	N/A	YES	NO
1. Public/agency involvement for project. *Required if protected resources are involved.*		☒	☐
2. Public Meetings. Date(s): October 17, 2018		☒	☐
3. Newspaper ads. *Attach certified affidavit of publication as an appendix.* Name of newspaper and date: Ketchikan Daily News June 23-24, 2018, October 03, 2018, and October 16, 2018	☐	☒	☐
4. Alaska Online Public Notice date: June 21, 2018			
5. Agency scoping letters. Date sent: November 11, 2018		☒	☐
6. Agency scoping meeting. Date of meeting:		☐	☒
7. Field review. Date: 12/6/2017, 01/22/2019-01/23/2019		☒	☐

8. Summarize comments and coordination efforts for this project. Discuss pertinent issues raised. *Attach correspondence that demonstrates coordination and that there are no unresolved issues.*

Public coordination for the proposed project included a Public Notice in the Ketchikan Daily News on June 23-24, 2018, October 03, 2018, and October 16, 2018.
Postcards were sent to 64 addresses adjacent to the project on October 9, 2018 inviting them to provide public comments by November 06, 2018 and to attend a public workshop on October 17, 2018 at the Saxman Community Center. The meeting was attended by 15 members of the public.

Two stakeholder meetings were held on October 17, 2018: a meeting between the KGB(KGB) and DOT&PF at the KGB Planning offices at 9:00am, and a meeting between DOT&PF and commercial operators and Whitman Lake Hatchery staff at Rainforest Sanctuary at 1:30pm.

Agency coordination consisted of a scoping letter sent to resource agencies, local government, tribes, and native corporations on November 21, 2018. Agency responses were received from the Alaska Department of Fish and Game, National Marine Fisheries Service, and the United States Army Corps of Engineers.

DOT&PF submitted a preliminary permitting exception determination under 23 CFR 144(c)(2) exception to the FHWA to process according to the 2014 MOU between FHWA and the USCG. FHWA drafted and submitted a letter requesting the 23 CFR 144(c)(2) exception to the USCG on 04/19/2019 concurred with the application of the 23 CFR 144(c)(2) exception on 04/23/2019.

Two field reviews were performed in addition to the public and agency meetings which occurred on October 17, 2018:

12/06/2017: Jim Scholl (DOT&PF Environmental Analyst) went to Herring Cove to investigate the tidal zone around the Herring Cove Bridge

01/22/2019-01/23/2019: Ryan Bare (DOT&PF Environmental Analyst) went to Herring Cove to investigate the wetlands and culverts at the intersection of Wood Rd. and S. Tongass Hwy, to speak with the Hatchery Manager of Whitman Lake (Jay Creasy) about their fish transport tankers, and to meet with KGB Planners on the proposed project.

***For summaries of public comments, please see Attachment 6 Public Involvement.**

V. Environmental Commitments and Mitigation Measures

- In-water work will occur between November 1 and May 1 for both anadromous streams (101-45-10070 and 101-45-10068) in the proposed project footprint. The timing window is based on written recommendations by ADF&G (Mark Minnillo) with the intent of minimizing the potential to disrupt migration, spawning, and the collection of fish at Whitman Lake Hatchery. In-water work in the November 1 – May 1 window would also greatly reduce impacts to black bears, which are frequently seen foraging in the area between May and November.
- A Bald Eagle Disturbance Permit would be obtained for the project. An eagle nest verification survey would be conducted prior to construction. If active or golden eagle nests are found, a primary zone of a minimum of 330 feet will be maintained as an undisturbed habitat buffer around nesting eagles, and consultation with the USFWS would determine whether the Eagle Disturbance Permit would need to be amended.

V. Environmental Commitments and Mitigation Measures

- An oversized fish pipe (48" diameter, 1% slope, 40% embedded, corrugated metal) will be installed at the S. Tongass Hwy./ Wood Rd. intersection to create more habitat for rearing coho salmon and to mitigate for the loss of the 204 square feet of low quality wetlands that will be filled in.
- DOT&PF will require the contractor comply with Section 641 of the DOT&PF Standard Specifications during construction activities. A Stormwater Pollution Prevention Plan (SWPPP) would be developed by the contractor and approved by DOT&PFprior to the start of construction activities. Contractor will obtain authorization for a Construction General Permit (CGP) through the Alaska Pollutant Discharge Elimination System (APDES) program.
- The contractor will be required to to complete and follow a Hazardous Materials Control Plan per Section 641 of the DOT&PF Standard Specifications for hazardous materials (including petroleum products) detailing cleanup methods, materials and equipment on hand during construction. Any spills of oil or hazardous substance will be reported immediately to the National Response Center, ADEC and DOT&PF Environmental. The contractor will notify the engineer if any odors, sheens or other conditions are discovered during construction that indicate contamination.
- The contractor will comply with the U.S. Fish and Wildlife Survey's Construction Advisory for Protecting Migratory Birds and DOT&PF Special Provisions to the Standard Specifications 201-3.01.
- Invasive plants species Japanese Knotweed, Orange Hawkweed, Reed Canary Grass, and Oxeye Daisy were identified within the proposed project limits and will be shown on the construction plan set. Contractor shall follow the conditions and guidance outlined in DOT&PF Special Provisions to the Standard Specifications 201-3.07.
- Should cultural or paleontological resources be discovered as a result of this proposed project, all work that could impact these resources would halt, and the DOT&PF Project Engineer would be notified immediately. The contractor will comply with Special Provisions to the Standard Specifications 107-1.07.
- The contractor will remove the existing support pier, but leave the buried pier foundation in order to minimize disturbance to the creek bottom.

VII. Environmental Documentation Approval

	N/A	YES	NO
1. Do any unusual circumstances exist, as described in 23 CFR 771.117(b)? *If yes, attach consultation with the NEPA Program Manager demonstrating that a CE is appropriate.*		☐*	☒
2. The project meets the criteria of one of the following DOT&PF Programmatic Approvals authorized in the Nov. 13, 2017 "Chief Engineer Directive – Programmatic Categorical Exclusions".		☒	☐
• *If yes, select the appropriate Programmatic Approval below, and the CE documentation form may be approved by the Regional Environmental Manager.*			
• *If no, the CE documentation form must be approved by a NEPA Program Manager.*			
a. Programmatic Approval 1		☐	
b. Programmatic Approval 2		☒	

X. Environmental Documentation Approval Signatures

Prepared by: Ryan Bare Date: 04/24/2019

[Signature] Environmental Impact Analyst

Ryan Bare

[Print Name] Environmental Impact Analyst

Reviewed by: Bran Pollard Date: 4/24/2019

[Signature] Engineering Manager

Bran Pollard

[Print Name] Engineering Manager

Programmatic CE

Approved by: Date: 4/24/19

[Signature] Regional Environmental Manager

John Barnett

[Print Name] Regional Environmental Manager

Non-Programmatic CE

Approval Recommended by: _____ Date: _____

[Signature] Regional Environmental Manager

_____

[Print Name] Regional Environmental Manager

Approved by: _____ Date: _____

[Signature] NEPA Program Manager

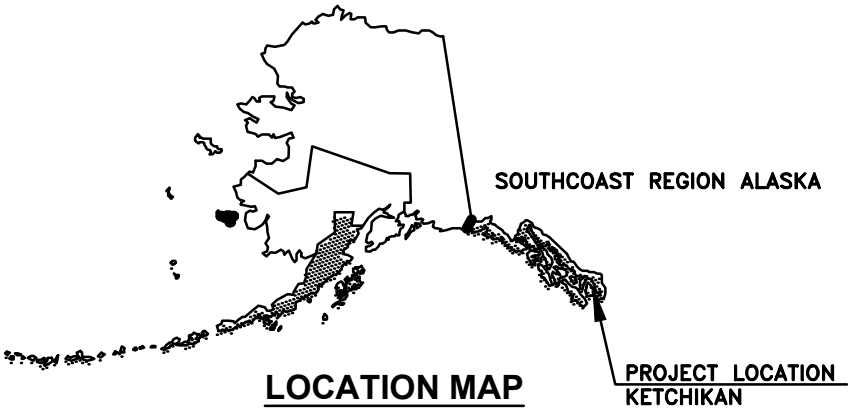
_____

[Print Name] NEPA Program Manager

Attachment 1

Project Figures

KTN: S. Tongass – Herring Cove Bridge Improvements



LOCATION MAP

VICINITY MAP

LOCATION & VICINITY MAPS

APPLICATION BY:

ALASKA STATE DEPT. OF TRANSPORTATION
AND PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES DIVISION
SOUTHEAST REGION

KETCHIKAN
HERRING COVE BRIDGE IMPROVEMENTS
AT: KETCHIKAN ALASKA

DATE: 6/19/18 SHEET 1 OF 3

REPLACE BRIDGE WITH PEDESTRIAN WALKWAYS BOTH SIDES. TRAFFIC BARRIER SEPARATION FOR PEDS

UNDERGROUND RELOCATION OF EXISTING OVERHEAD UTILITIES

CONTINUOUS PEDESTRIAN PATH ALONG UPSTREAM EDGE FROM INTERSECTION TO INTERSECTION (GRAVEL SURFACE)

REALIGN INTERSECTION AT WOOD RD. FOR IMPROVED BUS MANEUVERS

Power House Rd.

S. Tongass

EOP STA 402+13

CROSS WALK

BRIDGE #253

DOWN STREAM PEDESTRIAN PATH, BETWEEN FAR END OF BRIDGE AND END OF GUARDRAIL AT NORTH END OF PROJECT

ROW

ROW

Wood Rd.

S. Tongass

BOP STA 387+55

HERRING COVE

0 100' 200'

SCALE IN FEET

DRAFTED	JT
CHECKED	LS
DESIGNED	DD
DATE	6/19/2018 15:27
LAYOUT	A2 (2)
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SHEET NO.	TOTAL SHEETS
2	3
STATE	YEAR
ALASKA	2018
PROJECT DESIGNATION	
SFHY00072/0902043	

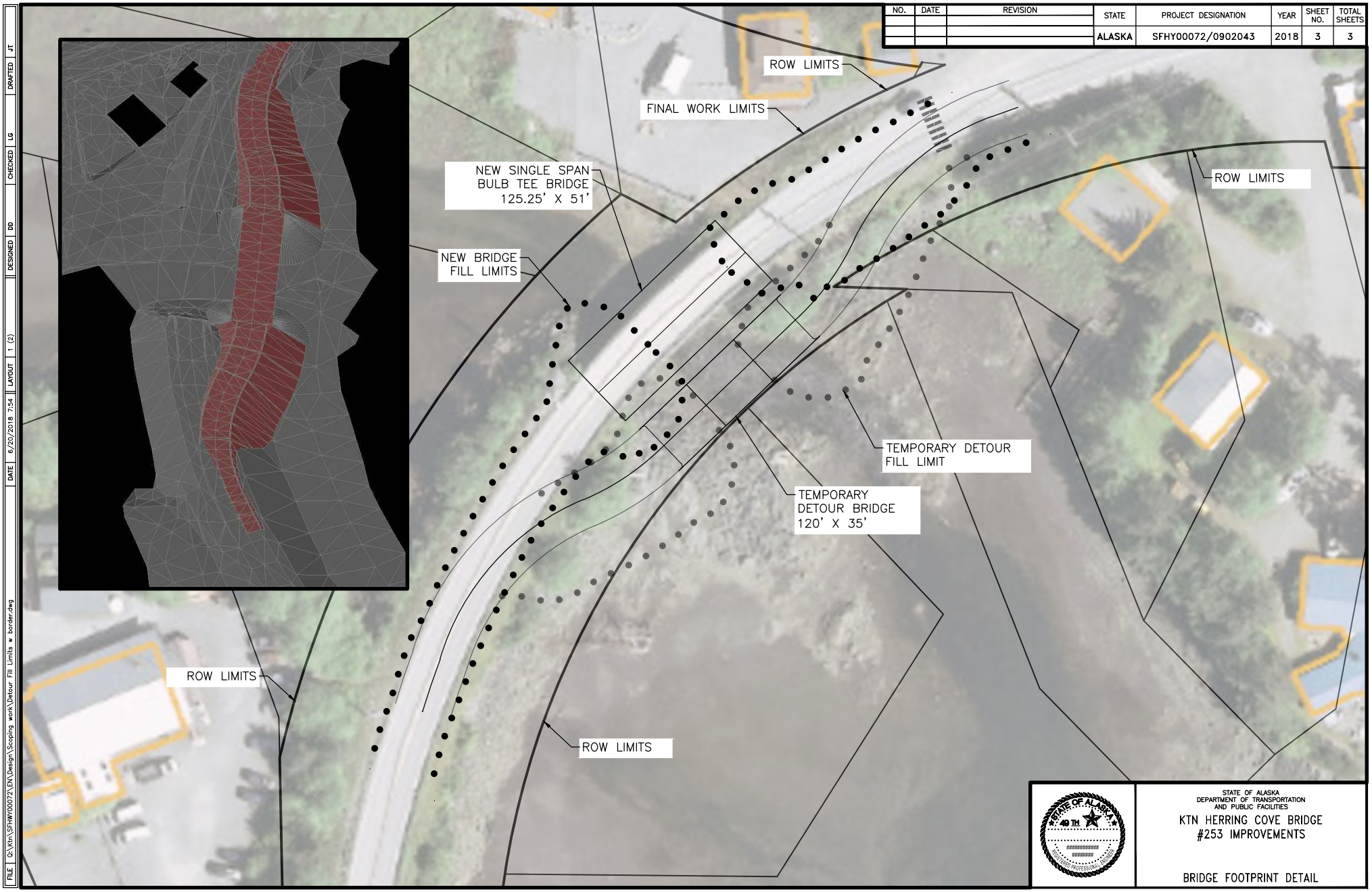
REVISION | DATE | NO.

INDEX	
COVER	A1
AREA MAP	A2
TYPICAL SECTIONS	B1
PLAN VIEW	F1
PLAN VIEW	F2
PLAN VIEW	F3
RENDERING VIEW	H1

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
6860 GLACIER HWY, JUNEAU, AK 99811
(907) 465-1763

KTN HERRING COVE BRIDGE #253 IMPROVEMENTS

AREA MAP AREA



NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	SFHY00072/0902043	2018	3	3

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

KTN HERRING COVE BRIDGE
#253 IMPROVEMENTS

BRIDGE FOOTPRINT DETAIL

Power House Rd.

S. Tongass

S. TONGASS HWY

EOP
STA 402+13

REPLACE BRIDGE WITH PEDESTRIAN WALKWAYS BOTH SIDES. TRAFFIC BARRIER SEPARATION FOR PEDS

CROSS WALK

HERRING COVE

UNDERGROUND RELOCATION OF EXISTING OVERHEAD UTILITIES

BRIDGE #253

DOWN STREAM PEDESTRIAN PATH, BETWEEN FAR END OF BRIDGE AND END OF GUARDRAIL AT NORTH END OF PROJECT

CONTINUOUS PEDESTRIAN PATH ALONG UPSTREAM EDGE FROM INTERSECTION TO INTERSECTION (GRAVEL SURFACE)

HERRING COVE

INSTALL DRAINAGE STRUCTURE

REPLACE DRAINAGE STRUCTURE

Wood Rd.

S. TONGASS HWY

REALIGN INTERSECTION AT WOOD RD. FOR IMPROVED BUS MANEUVERS

BOP
STA 386+70

0 100' 200'

SCALE IN FEET

SHEET NO.	TOTAL SHEETS
A2	1
STATE	YEAR
ALASKA	2018
PROJECT DESIGNATION	
SFHY00072/0902043	

REVISION | DATE | NO.

INDEX	
COVER	A1
AREA MAP	A2
TYPICAL SECTIONS	B1
PLAN VIEW	F1
PLAN VIEW	F2
PLAN VIEW	F3
RENDERING VIEW	H1

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
6860 GLACIER HWY, JUNEAU, AK 99811
(907) 465-1763

KTN HERRING COVE
BRIDGE #253
IMPROVEMENTS

AREA MAP
AREA

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DRAFTED | JT

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	SFHWY00072	2018	2	5

WOOD ROAD

ROW LIMITS

ROW

New fish pipe

Culverts being removed

S. TONGASS HWY

BOP

ROW LIMITS

NEW BRIDGE FILL LIMITS

ROW LIMITS

NEW SINGLE SPAN BULB TEE BRIDGE

HERRING COVE

POWER HOUSE ROAD

TEMPORARY DETOUR FILL LIMIT

TEMPORARY DETOUR BRIDGE

ROW LIMITS

ROW LIMITS

PRELIMINARY

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

KTN HERRING COVE BRIDGE IMPROVEMENTS

TEMPORARY BRIDGE DISPLAY

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NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	SFHWY00072	2018	3	5

PRELIMINARY

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

KTN HERRING COVE BRIDGE IMPROVEMENTS

TEMPORARY BRIDGE DISPLAY

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CHECKED ##
DESIGNED ##
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Attachment 2

106 Documentation

KTN: S. Tongass – Herring Cove Bridge Improvements

THE STATE of ALASKA
GOVERNOR MICHAEL J. DUNLEAVY

Department of Natural Resources
DIVISION OF PARKS & OUTDOOR RECREATION
Office of History & Archaeology
550 West 7th Avenue, Suite 1310
Anchorage, AK 99501-3561
907.269-8700
http://dnr.alaska.gov/parks/oha

RECEIVED
FEB - 4 2019
Support Services

January 31, 2019

File No.: 3130-1R FHWA/2018-00787

Subject: KTN – Herring Cove Bridge Improvement, SFHWY00072 / 0902043

Michael Kell
Department of Transportation and Public Facilities
6860 Glacier Highway
PO Box 112506
Juneau, Alaska 99801-2506

Dear Mr. Kell,

The Alaska State Historic Preservation Office (AK SHPO) received your letter (dated January 24, 2019) on January 28, 2019. Following our review of the documentation provided, we concur that the Residence at 33 Powerhouse Rd (KET-1434) is not eligible for listing on the National Register of Historic Places.

Additionally, we reviewed the subject undertaking pursuant to Section 106 of the National Historic Preservation Act. Following our review, we concur with your finding of no historic properties affected for the subject project.

Please note that as stipulated in 36 CFR § 800.3, other consulting parties such as the local government and Tribes are required to be notified of the undertaking. Additional information provided by the local government, Tribes or other consulting parties may cause our office to re-evaluate our comments and recommendations. Please note that our comment letter does not end the 30-day review period provided to other consulting parties.

THE STATE of ALASKA
GOVERNOR MICHAEL J. DUNLEAVY

Department of Transportation and Public Facilities

SOUTHCOAST REGION
Design & Engineering Services
Preconstruction

P.O. Box 112506
Juneau, Alaska 99801-2506
Main: (907)465-1799
Fax: (907)-465-2030
TTY-TDD: (800)-770-8973
dot.state.ak.us

In Reply Refer To:
KTN - Herring Cove Bridge Improvement
Project # SFHWY00072 / Fed #: 0902043
Finding: No Historic Properties Affected

January 24, 2019

ATTENTION: This finding contains one DOE

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
550 W. 7th Avenue, Suite 1310
Anchorage, AK 99501-3565

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under 23 U.S.C. 327, and is proposing to replace the Herring Cove Bridge (No. 253) KET-958. The Herring Cove Bridge is located at Milepost 11.8 on the South Tongass Highway. The proposed project is located within Sec 36, T75S, R91E, CRM United States Geological Survey, Quad Map Ketchikan B5 (Figure 1-2). The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.

Consultation for this project is being conducted in accordance with the 2017 *First Amended Programmatic Agreement… for the Federal-Aid Highway Program in Alaska*. The DOT&PF, acting as a Federal agency, finds that no historic properties would be affected by the proposed project pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act. This submission provides documentation in support of this finding, as required at 36 CFR 800.11(d).

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

Project Description

The proposed project would

- Replace the Herring Cove Bridge KET-958. (No. 253).
- Construct, a temporary detour on the downstream to maintain traffic, which would involve placing approximately 580 linear feet of temporary fill in marine waters and a temporary bridge about 120 feet long (Figure 3).
- Make improvements to the pedestrian facilities.
- Improve the intersection of S. Tongass and Powerhouse Road.
- Resurface South Tongass and Wood Road intersection, and resurface S. Tongass between the intersections of Powerhouse Road and Wood Road.
- Pave the intersection of Powerhouse Road and South Tongass intersection
- Replace existing guardrail and improve drainage as needed.

Area of Potential Effect

The Area of Potential Effect (APE) is the anticipated proposed project construction boundary for the bridge location, including the road surface and bridges, and extends where temporary detours, stream bank improvements, and vegetation clearing would occur (Figure 3). The APE includes the potential location of the temporary detour bridges, sufficient room for all construction equipment operations to accomplish the proposed work, and includes anticipated construction staging areas. Material sites would be contractor furnished and the locations are not known at this time.

Identification Efforts

Review of the Alaska Heritage Resources Survey (AHRS) database on June 30, 2017 & March 13, 2018, indicated the following AHRS sites in the general area (Table 1).

Table 1 - AHRS Sites within the Study Area/APE

Site Number	Site Name	Status	APE
KET-958	Herring Cove Bridge	Covered by Bridge Program Comment*	Yes
KET-1135	South Tongass HWY (MP 3.4 TO 15.5)	TE Status Road	Yes
KET-77	Herring Bay Petroglyph	AHRS listed no determination of eligibility	NO

*Program Comment for Common Post-1945 Concrete and Steel Bridges [Advisory Council on Historic Properties (ACHP) November, 2012]

Field work revealed that an additional potentially historic property within the APE. The property (KET-1434) is a single-family residence constructed in 1938, at 33 Powerhouse Rd, Ketchikan, AK.

DOT&PF SC Region Archaeologist conducted an on-site field inspection January 19th (2017) & April 18th (2018) in the project construction footprint.

The project footprint is built upon a man-made built up causeway (Figure 3) that encompasses over 90% of the APE to include both approaches of the current structure. The remaining sections of connecting approach are built on existing paved roadways on fill and barrow.

***Herring Cove Bridge* (KET-958) -** Two-span steel stringer bridge with a superstructure that is 116 feet long and 30 feet wide and a roadway width of 26.8 feet. Each steel I-beam span measures approximately 58 feet in length. The bridge has a reinforced concrete deck and curb, with steel posts and flex-beam rails. The substructure consists of reinforced concrete abutments with spread footings (no piles), and a reinforced concrete pier.

***South Tongass Highway* (KET-1135) -** Under the Alaska Historic Roads Programmatic Agreement Interim Guidance (PA), a group of Alaska roads has been identified which are being treated as eligible for the National Register of Historic Places (NRHP). Segment D (AHRS No. KET-01414) of the original South Tongass Highway (MP 2.607) to Beaver Falls Creek (MP 15.094) meets the significance threshold outlined in the Roads Methodology and possesses significance at the local level under Criterion A for its direct and important association with transportation and the supplemental area of significance of Industry with a period of significance that extends from 1965 to 1968.

Residence at 33 Powerhouse Rd (KET-1434) - The project cultural resource evaluations identified one residence (KET-1434) with an ancillary structure as 50 years old (ca. 1930) that was included in the project APE. These structures were located at the intersection of Powerhouse Road and South Tongass Highway. Entry access and the bulk of the construction for these structures is facing Powerhouse Road, outside the project APE, but the rear façade of two of the multiple structures extends into the APE of the project.

Determination of Eligibility

Residence at 33 Powerhouse Rd (KET-1434)

The property (KET-1434) is a single-family residence constructed in 1938, at 33 Powerhouse Rd, Ketchikan, AK (Refer to Enclosure 3). The property is a one and a half-story single-family residence with a rectangular plan and platform frame wood construction, It has 2 beds, 1 bath, approximately 1,660 square feet and the residence was originally designed in the Dutch Colonial Revival style, constructed in 1938. It has a steeply pitched gambrel roof with composition asphalt shingles and (2) dormers sheltered by asphalt shingle shed roofs. The exterior walls are clad with non-original vinyl horizontal siding. Background research did not indicate KET-1434 having a major association with an event of local, territorial, or national importance, the structure was constructed in 1938, 10 years after opening of the area in 1926 for homesteading by the Forest Service. The research of the structure also did not provide evidence that any of the residences in the area were associated with the life of any person or persons significant on a local, territorial, or national level. Architecturally, the structure retains an appearance similar to its original appearance, but has been altered to such a degree (e.g., by additions, remodeling, etc.) it is no longer recognizable us buildings over 45 years of age. The area documented prior native activity in the area, but no evidence has been found to indicate that further research or excavation would yield Information important in history or prehistory.

KET-1434 is not eligible under Criterion A for its role in the construction and the outward movement of the Ketchikan community along the new South Tongass Road. It is not eligible under Criterion B association with the life of an important person. Under Criterion C, as the building does is not a good

representation of a distinctive architectural style and is not eligible under Criterion D as excavation or further study is unlikely to yield information important to prehistory or history.
The potentially historic structures that lie outside the APE are scattered along this section of and interspersed with newer residences, making designation as a district problematic. DOT&PF has determined that 33 Powerhouse Rd (KET-1434) is not eligible for listing in the NRHP.

Finding of Effect
The bridge is recommended as not eligible for listing on the NRHP under the "Program Comment" (C) Steel Multi-Beam or Multi-Girder bridges under Section 800.14(e). The "Program Comment" as issued by the ACHP lists bridges in a particular category of undertakings in lieu of conducting reviews of each individual undertaking under such category, as set forth in 36 CFR 800.3 through 800.7. The bridge is generally undistinguished from engineering or architectural perspective; is considered to have little value for preservation in place; and is rarely a viable candidate for relocation. DOT&PF's cultural resources specialist has reviewed the undertaking, and none of the Program Comment's exclusions apply. As a result, the Herring Cove Bridge No. 253 (KET-958) requires no further review under Section 106.

The project includes the South Tongass Highway (KET-01135) a road treated as eligible defined under the May 2, 2012 Interim Guidance for Addressing Alaska Historic Roads (TE road), but the proposed project (specifically section 4 of KET-01414) did not include any activities requiring consultation on effects to the TE road. Attached is an Interim Guidance (IG) Screening form for projects with a treated as Eligible (TE) road in APE. The project road South Tongass construction qualified under the TE Roads APPENDIX 3, item #2c: Paving roadway shoulders and access road / driveway approach aprons: This surfacing treatment would be consistent with the surfacing of the adjacent bridge replacement project.

The project would not affect the characteristics of the South Tongass Highway KET-1135 in a way that would affect its potential eligibility for the NRHP. The project bridge, Herring Cove (KET-958) was not considered a component of the Treat as Eligible (TE) Road under the PA [Section 2.2(1)] and it's replacement is not considered to have an effect on a roads potential eligibility.

The proposed project would make minor alterations to the road at the bridge approaches to accommodate the increased width of the new bridge. No changes would take place in the horizontal alignment of the road. The temporary detour would be restored to its original condition after installation of the new bridge. The detour is being installed in a location that has had no cultural resources and is primarily composed of man-made fill from the previous bridge construction. The proposed work is occurring on a small segment of road and would not alter the primary characteristics of the roadway which are currently under review for the consideration for the NRHP. In addition, The Southcoast Region Archaeologist concluded that the original causeway construction for the bridge over the waterway as the encroachment of the built environment during the 20th century into the present have further contributed to the unlikelihood of finding in situ buried archaeological remains or surface remains within the project APE.

The AHRS listed property at 33 Powerhouse Rd (KET-1434) within the APE has been determined not eligible for listing in the NRHP. Since no known additional historic properties are present in the APE and there is low potential for encountering previously unknown NRHP-eligible resources, DOT&PF finds that no historic properties would be affected by the proposed project.

Consultation Efforts

The following consulting parties are being notified of this finding:

- State Historic Preservation Officer
- Ketchikan Indian Community
- Organized Village of Saxman
- The Central Council of Tlingit and Haida Tribes of Alaska
- Cape Fox Corporation
- Sealaska Corporation
- Sealaska Heritage Institute
- Ketchikan Historic Commission
- Ketchikan Gateway Borough
- Historic Ketchikan, Inc.

Please direct your concurrence or comments to me at the address above or by telephone at 907-465-4715, or by e-mail at Michael.kell@alaska.gov.

Sincerely,

Michael Kell
Cultural Resource Specialist

Enclosures:

Enclosure 1

Figure 1: Vicinity map
Figure 2: Topographical Map
Figure 3: APE/Construction Map

Enclosure 2

Bridge Photos 1-4

Enclosure 3

KET-1434 DOE

Enclosure 4

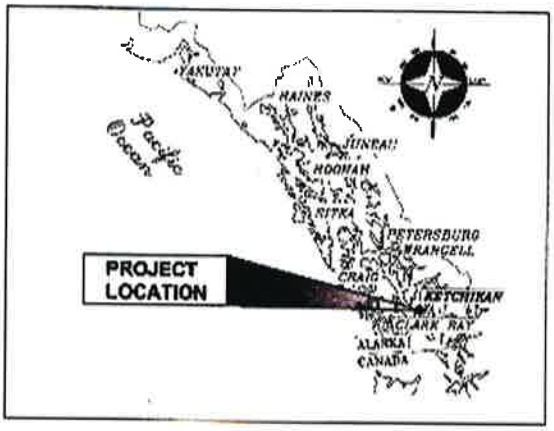
Interim Guidance (IG) Screening for Projects with a Treated as Eligible (TE) Road in the APE

Electronic cc w/ enclosures:

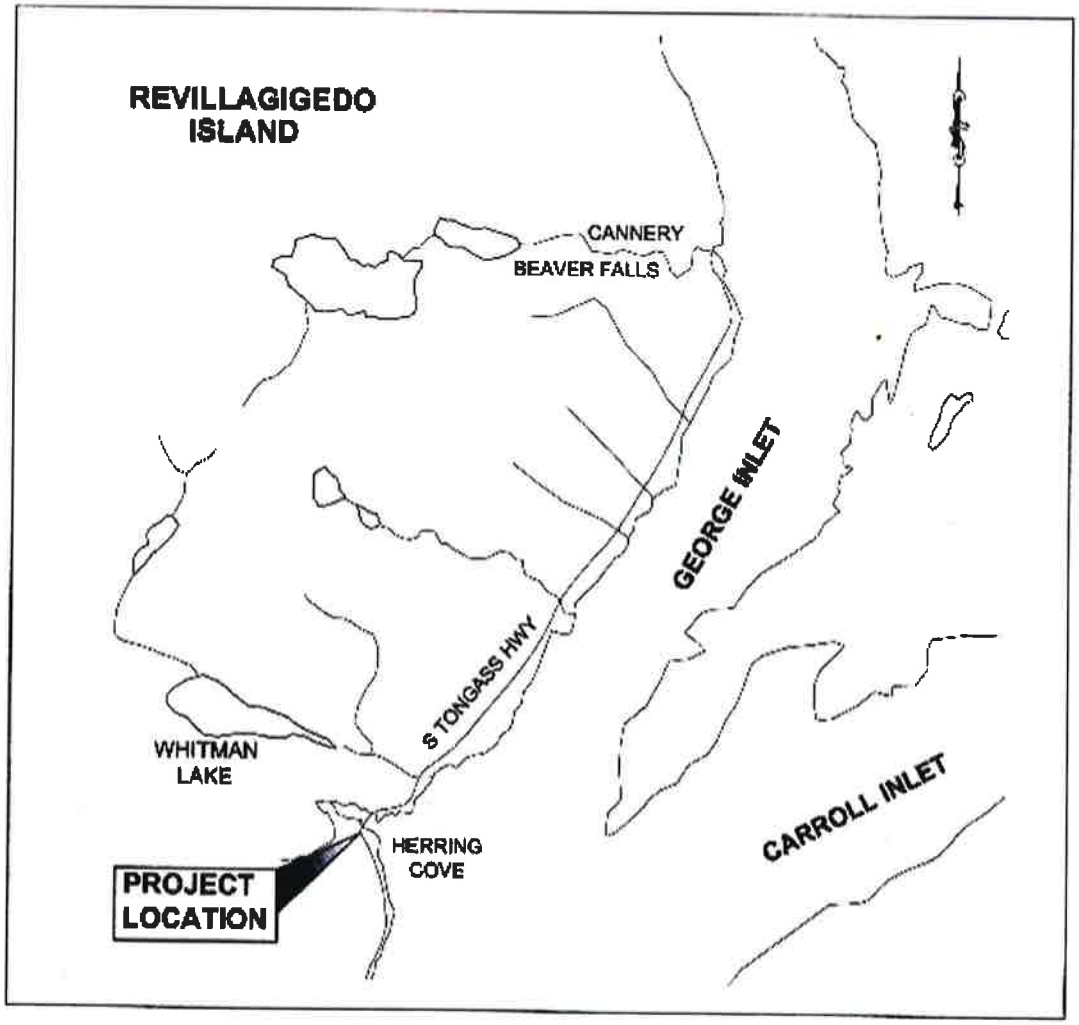
Chris Goins, P.E., DOT&PF Southcoast Region Project Manager
John Barnett, DOT &PF Southcoast Region Environmental Manager
Jill Taylor, DOT&PF, Statewide NEPA Manager
Kathy Price, DOT&PF, Cultural Resources Manager

Enclosure 1
Figure 1: vicinity map Figure 2: Topographical Map
Figure 3: APE/Construction Map

KEY MAP



LOCATION MAP



VICINITY MAP

Vicinity Map

KTN Herring Cove Bridge Improvement
SFHWY00072/0902043
Sec 36, T75S, R91E, CRM
United States Geological Survey
Quad Map Ketchikan (B5)

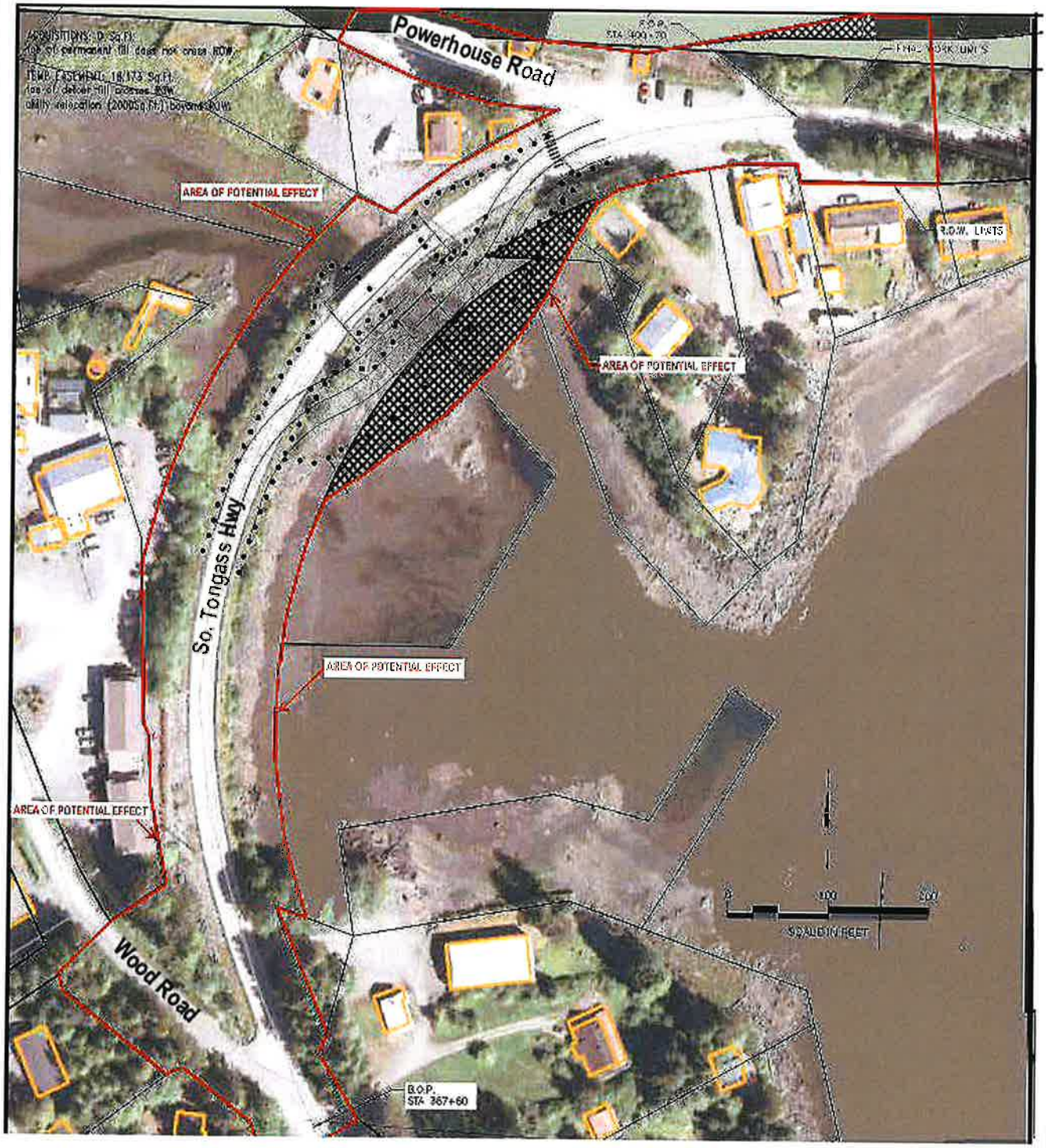
Figure 1

Topographical Map

KTN Herring Cove Bridge Improvement
SFHWY00072/0902043

Sec 36, T75S, R91E, CRM
United States Geological Survey
Quad Map Ketchikan (B5)

Figure 2



Area of Potential Effect (APE)

KTN Herring Cove Bridge Improvement
SFHWY00072/0902043
Sec 36, T75S, R91E, CRM
United States Geological Survey
Quad Map Ketchikan (B5)

Figure 3

Enclosure 2
Bridge Photos 1-4

Photo 1 Looking north across the southern approach of current bridge

Photo 2 Looking south from current structure northern approach

Photo 3 Western (upstream) profile of current structure

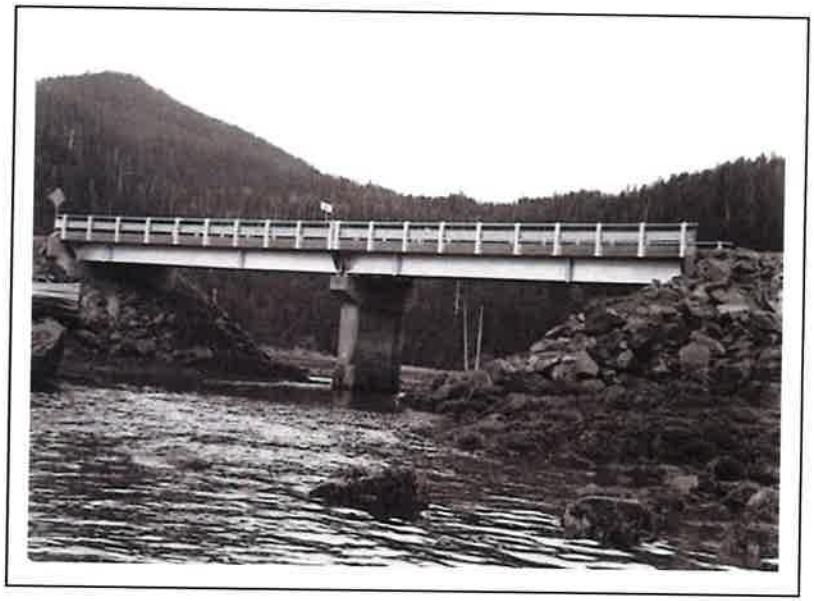


Photo 4 Eastern (downstream) profile of the current structure

Enclosure 3
KET-1434 DOE

AHRS #: **Historic Name:**

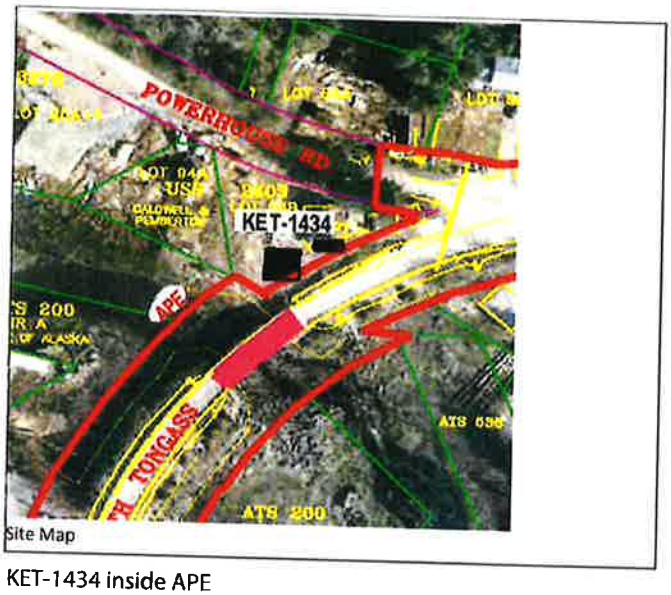
Associated District AHRS # NA **Date of Construction:** ca. 1938 **Eligibility:**

Associated District AHRS Name:

Period of Significance: Homesteading period 1926-1944

Building Photograph

Rear facade facing South Tongass Hwy (ca. 2018)



Site Map

KET-1434 inside APE

GENERAL PROPERTY INFORMATION

Location Description or Address:

33 Powerhouse Rd. Ketchikan, Ak 99901

Latitude: 55.3269 **Longitude:** 131.524803

USGS quad: Ketchikan (B5) **MTRS:** C075S091E36

ARCHITECTURAL INFORMATION

Architectural Style: (Please reference Alaska Style Guide for styles found in Alaska)

The residence is an example of Dutch Colonial Revival style

Architectural Description: (Include setting, outbuildings, materials, etc...)

The property located at 33 Powerhouse Rd, Ketchikan, AK, contains a one and a half-story single-family residence with a rectangular plan and platform frame wood construction **(Photo 3-5)**. It has 2 beds, 1 bath, approximately 1,660 square feet and the residence was originally designed in the Dutch Colonial Revival style, constructed in 1938. It has a steeply pitched gambrel roof with composition asphalt shingles and (2) dormers sheltered by asphalt shingle shed roofs **(Photo 3 & 5)**. The additional decorations include knee braces under the eaves **(Photo 5)**. The exterior walls are clad with non-original vinyl horizontal siding. The rear facade has a full width enclosed porch

AHRS #: **Historic Name:**

under hipped roof with the fenestration that consists of 5 sections of 5 X 6 rows of single panel lites (**Photo 4**) that intersects with the original to create a wrapped around porch. The original porch runs the length of the western façade and is under the original roof and is supported by (5) square post (**Photo 5**). Entrance to current structure is on the northern end of the residence by an enclosed "artic "entrance under a hipped asphalt shingle roof. The property has the main residence with an ancillary structure that consists of a converted wood shed into a "bunk house" (**Photo 1-2**) and multiple commercial Kiosk type structures. The orientation of the residence and associated "Wood Shed" are facing north with the southern façade originally looking seaward, but now fronts on South Tongass Road. The general the fenestration is a mixture of vinyl replacements of 6 over 6 and single pane sliding windows. The only original windows appear to be the fixed 3 over three sets of windows in each dormer.

BUILDING EVALUATION FOR THE NATIONAL REGISTER

Historic Context: (Relate people, events, and themes with time and place)

Herring Cove Historical Context
The area around Herring Cove was an early traditional hunting and fishing area for the early Tlingits and at the entrance to the Bay there was a purported fish camp (Roppel 1995:29). Today the only indication of this former time is the petroglyph KET-00077 (consisting of concentric circles separated by straight lines) on a square rock slab located in an area east of the project along the rocky point. This petroglyph was identified by Ackerman & Shaw in 1978 and is well outside the project APE. The New England Fish Company built a hydroelectric plant at Herring Bay in 1908. The plant provided electric power to the Company's cold storage plant in Ketchikan, later augmented the city electric system in 1947. The plant remained in operations until 1957 (Roppel 1995:29). The United State Forest Service opened Herring Bay to construction of homes in the spring of 1927 and access was provided by the South Tongass Highway. The roadway from Deermount Street to Herring Cove was originally constructed between 1925 and 1932, with a 16 foot wide gravel driving surface. The original road connected the powerhouse by what today is referred to as Wood Road. The Herring Bay Lumber Company sawmill was built in 1959 and operated by Ben Fleenor and his family until early 2000 (Harrington, 2004). The Herring Cove area has supported multiple small industries; sawmill, shingle mill, a drilling, blasting, quarry and road construction company. The former electrical power mill site was converted into a hatchery by the Aquaculture Association in 1979.

In the sale of the property in November 1943 the property was described as:
All lands embraced in Homesite 427 of the Herring Cove groupe of (4) Homesites … a four room frame dwelling house , wood shed and all other improvements situate thereon

Alaska Department of Natural Resources, Recorders Office "Warranty Deeds"

Harrington, Louise Brinck
2004 Exploring The Alaska Rainforest Sanctuary Sitnews Stories In The News Ketchikan, Alaska, pp 6.

Roppel, Patricia.
1995 An Historical Guide to Revillagigedo and Gravina Islands, Alaska,
Farwest Research, Wrangell, Alaska pp 29

Depew Alan
2004 Building Survey of South Tongass Highway, Ketchikan, Alaska for the Pavement Rehabilitation & Widening Project ADOT&PF Project Number 71670, Phase I: Saxman to Mountain Point, OHA Report No. 109

Statement of Significance:
Architecturally the house exhibits characteristics of the Dutch Colonial Revival including the gambrel roof, shed dormer, and six-over six double hung windows. On the north elevation the house further retains Triangular Knee Braches, Characteristic of early 20th century houses. However the house lacks embellishments at the entrance & window surrounds and overall symmetry to be considered a good representation of the Dutch Colonial revival Style

Summary:
KET 1434 is not eligible under Criterion A for its role in the construction and the outward movement of the Ketchikan community along

the new South Tongass Road. It is not eligible under Criterion B association with the life of an important person. Under Criterion C, as the building does is not a good representation of a distinctive architectural style and is not eligible under Criterion D as excavation or further study is unlikely to yield information important to prehistory or history. The potentially historic structures that lie outside the APE are scattered along this section of and interspersed with newer residences, making designation as a district problematic.

Integrity Discussion:

The property does not convey historic integrity through retention of all seven aspects of integrity.

The location and setting of the house are essentially the same as they were nearly 80 years ago, except for the size of the trees on the property. The property retains the aspect of location to a general degree; remaining in its original locations along the roadway corridor. It retains its setting, but new construction of adjacent residences, road construction and the completion of a bride in 1958 has altered the setting for the original homestead.

The architectural design of the building has been compromised by additions and alterations.
The exterior walls and roof were originally clad with coursed wood shingles, now replaced. There have been multiple additions and renovations to both the main structure and the ancillary structures. The "wood shed" has been converted to a two unit bunkhouse as part of the commercial operation that now operates out of the house. The structure has updated vinyl doors and windows and a shed metal roof with extended rooflines at the two later additions of entryways. The additional Kiosk structures are storage lockers located attached to the structure along the north (road facing) façade. The freestanding "cold Box" for the commercial operation is adjacent to the structure along the same facade.

The main residence has new windows, new doors and additional "pop outs" are visible on all four facades; the southern end includes a full length sun room under hipped roof. The road facing (North) has new enclosed entry under hipped roof. The eastern façade has two additions, an enclosed modern window box under a metal roof and an enclosed 5 sided entry. The major post 1938 new construction added to the original structure is the excavation of a full size basement under the original structure that extends south to north under the original structure.

Eligible: ☐ YES ☒ NO **If yes:** ☐ A ☐ B ☐ C ☐ D

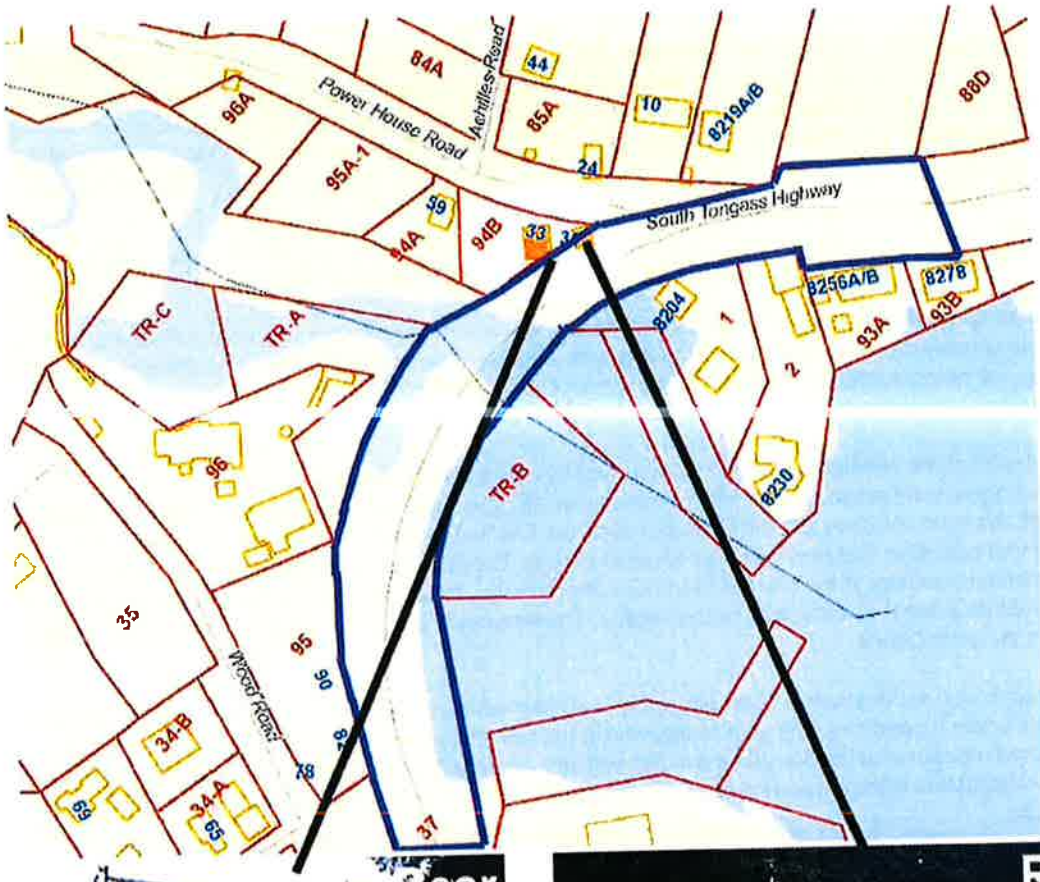
Criteria Consideration: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Form Preparation Information

Prepared By: Michael Kell RPA

Professional Qualifications: MA History

Date Prepared: 12/15/2018


Power House Road
Achilles Road
South Tongass Highway
Woody Road
84A
44
96A
85A
10
8219A/B
88D
95A-1
24
39
94A
94B
33
8256A/B
8278
93B
8204
93A
TR-C
TR-A
TR-B
96
1
2
8230
35
95
90
34-B
34-A
65
37


Rear
ROW


Rear
ROW


Entry


Entry

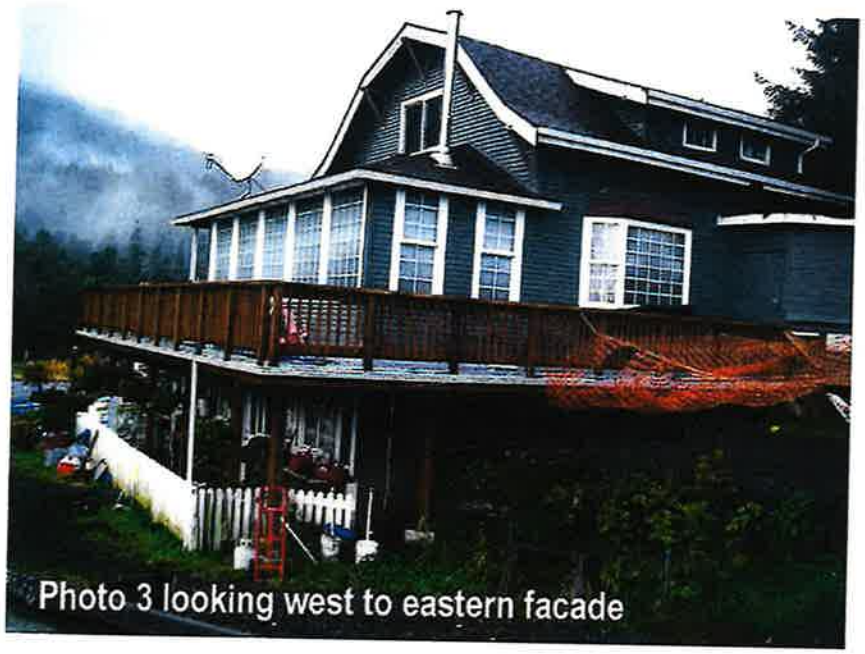


Photo 3 looking west to eastern facade

Photo 4 looking north to southern facade

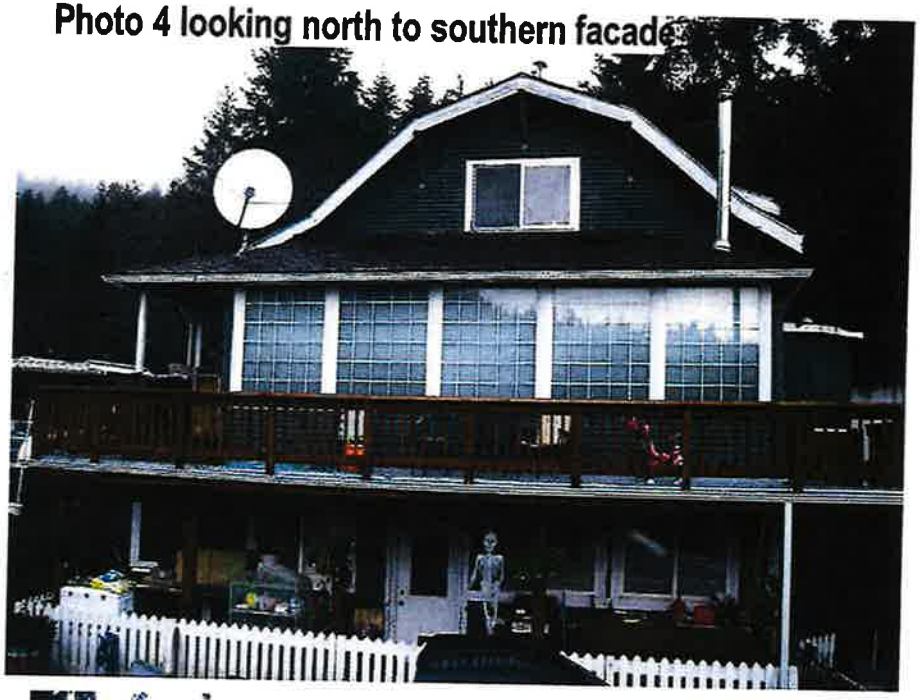


Photo 5 looking south to north facade

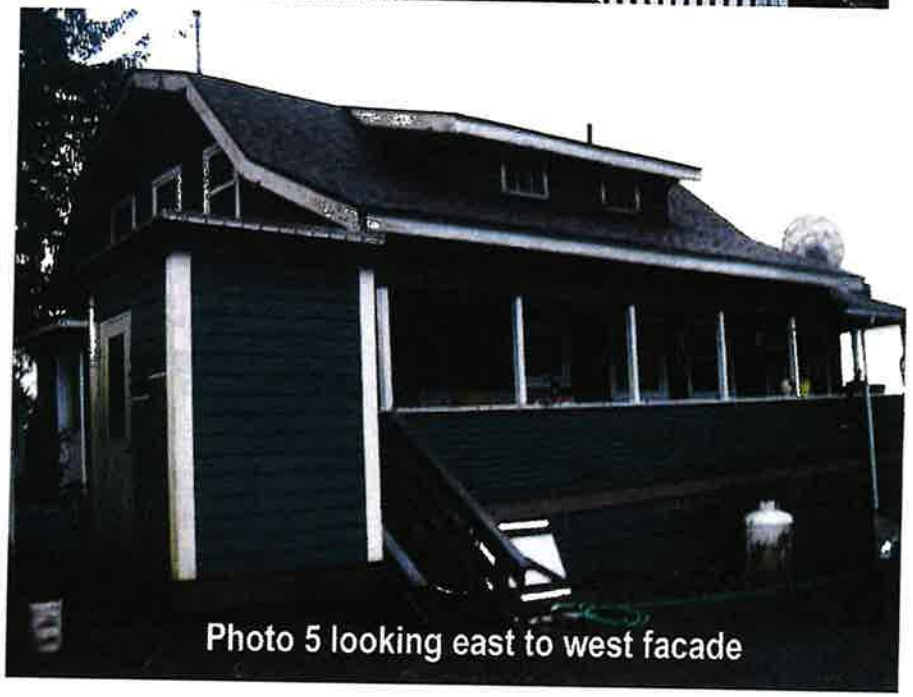


Photo 5 looking east to west facade

Enclosure 4
Interim Guidance (IG) Screening for Projects with a Treated as Eligible (TE) Road in the APE

Interim Guidance (IG) Screening

for projects with a Treated as Eligible (TE) Road in the APE

Form version: *2-11-14*

Project Name: Herring Cove Bridge Improvement

State Project #: SFHWY00072 **Federal Project #:** 0902043 **6004 Assignable:** ☒ Yes ☐ No

Description of APE *(attach figures as needed):*

The Area of Potential Effect (APE) is the anticipated proposed project construction boundary for the bridge location, including the road surface and bridges, and extends where temporary detours, stream bank improvements, and vegetation clearing would occur (Figures 3). The APE includes the potential location of the temporary detour bridges, sufficient room for all construction equipment operations to accomplish the proposed work, and Includes anticipated construction staging areas. Material sites will be contractor furnished and are not known at this time. TE Road section is only repavement

Project Activities (please list individually; continue on next page if needed)	Indicate which, if any, appendix list items apply	Consultation required on effects to TE List Road?	
Paving roadway shoulders and access road/driveway approach aprons:	Appendix 3 2c.	☐ Yes	☒ No
		☐ Yes	☐ No
i		☐ Yes	☐ No
		☐ Yes	☐ No
		☐ Yes	☐ No
		☐ Yes	☐ No
		☐ Yes	☐ No
		☐ Yes	☐ No

Do any project activities have potential to affect other historic properties ? ☐ Yes ☐ No

If project may affect other historic properties, and does not qualify for review under Section 5.1, address remaining effects under 36 CFR 800. Only Region PQI signature is required in these cases.

Does the project qualify for review under IG Section 5.1? ☐ Yes ☐ No

If yes, attach documentation of the identification efforts that support this decision and include Statewide PQI signature below. If a Section 5.1 FHWA finding is required, also Include appropriate FHWA signature.

Effect to TE List Road *(not necessarily the finding for the entire project) :*

☒ No Historic Properties Affected (all activities are included in Appendix 3)

☐ No Adverse Effect (all activities are included in Appendix 4, or a combination of Appendices 3 & 4)

☐ Effect determination will be addressed through consultation. (See completed project Sec 106 file for documentation.)

Michael Reel Michael Reel

DOT&PF Region PQI (printed name and signature) Date: 1/7/2019

Statewide Office PQI (If a finding is being made under IG Section 5.1) Date:

FHWA representative (If an FHWA finding is being made under IG Section 5.1) Date:

Continuation Sheet- Interim Guidance (IG) Screening

Project Activities-Continuation	Indicate which, if any, appendix list items apply	Consultation required on effects to TE List Road?	
		☐ Yes	☐ No
		☐ Yes	☐ No
		☐ Yes	☐ No
		☐ Yes	☐ No
		☐ Yes	☐ No
		☐ Yes	☐ No
		☐ Yes	☐ No
		☐ Yes	☐ No
		☐ Yes	☐ No
		☐ Yes	☐ No
		☐ Yes	☐ No
		☐ Yes	☐ No

Additional comment space:

The project will not affect the characteristics of the South Tongass Highway KET-1135 in a way that would affect its potential eligibility for the NRHP. The project bridge in this section , Herring Cove KET -958 was not considered a component of the Treated as Eligible Road under the P A [Section 2.2(1)] and it's replacement is not consider to have an effect on a roads potential eligibility.

Project Consultation Options

Organized Village of Saxman

Projects Names:
KTN: Herring Cove Bridge Improvements
Project SFHWY00072 / 0902043

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

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

___ There are or may be places of traditional religious or cultural importance present or within the vicinity of the proposed project and further consultation is requested (*select one*):

____ We will continue consultations for this proposed project directly with John Barnett, Regional Environmental Manager or Region cultural resources specialist Michael Kell, with the understanding that we may at our discretion request consultations directly with the Federal Highway Administration.

____ We prefer to consult directly with the Federal Highway Administration on this project.

✓ We have no interest associated with this proposed project and further consultation is not required.

II. If you have chosen to consult, please indicate the manner(s) in which you wish to continue consultation, and your preferred contact person for this project:

Name of our designated contact person for this proposed project:
LEE WALLACE, PRESIDENT
(Please print)

We would like to continue consultation via:

☐ Phone ☐ Fax ☐ Mail ☐ E-mail ☐ Other: (please describe) _____

If you prefer consultation by phone, fax, email, or a different mailing address than was used on this letter, please provide that contact information here:

_____

_____

III. Signed: _____ Date: _____
[Name and title of formal Tribal representative]
PRESIDENT
ORGANIZED VILLAGE OF SAXMAN

Please mail (or email) to:
Michael Kell, PO Box112506 Juneau, AK 99811-2506, michael.kell@alaska.gov
Or, fax to: Michael Kell 907/465-4414

THE STATE of ALASKA
GOVERNOR BILL WALKER

Department of Transportation and Public Facilities

SOUTHCOAST REGION
PRECONSTRUCTION
DESIGN & ENGINEERING SERVICES

6860 Glacier Highway
PO Box 112506
Juneau, Alaska 99811-2506
Main: 907.465.4444
Toll free: 800-575-4540
Fax: 907.465.4414
TTY-DDD 800-770-8973

In Reply Refer To:
KTN: Herring Cove Bridge Improvements
Project SFHWY00072 / 0902043/
Consultation Initiation

August 9, 2018

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
550 W. 7th Avenue, Suite 1310
Anchorage, Alaska 99501-3565

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration (FHWA) under 23 U.S.C. 327, and is proposing to improve Herring Cove bridge on South Tongass Highway in Ketchikan; the project is located in section 36 T 75 S, R 31 E Meridian, USCS Quadrangle Ketchikan B5; in the area shown on attached graphics. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.

For purposes of the National Historic Preservation Act, the DOT&PF, acting as a Federal agency, is initiating this consultation with you to assist us in identifying historic properties that may be affected by the proposed project. Consultation is being conducted in accordance with the 2017 First Amended Programmatic Agreement...for the Federal-Aid Highway Program in Alaska.]

Project Description
The project construction activities would:

- Replace the existing bridge with a new bridge with ADA accessible pedestrian sidewalks on each side.
- Add a temporary detour bridge on the downstream side for replacement of the new bridge.

- Install ADA accessible pathways on the outside of the guardrail on the west side from Wood Road to Powerhouse Road, and on the east side between Powerhouse road and the opposite end of the bridge.
- Improve the intersections at Wood Road and Powerhouse Road.
- Provide new asphalt surfacing, new guardrail along South Tongass Hwy, and associated drainage and guardrail improvements.
- Relocate existing overhead electrical and communication utilities along South Tongass into underground conduit in order for the new bridge to be constructed.

Preliminary Area of Potential Effect

The proposed Area of Potential Effect would include the entire DOT&PF Right of Way (ROW), 25 ft. beyond the beginning and end of the project, and 25 ft. beyond a temporary construction easement to include any potential historic structures (see attached graphics). The Area of Potential Effect (APE) will be defined after comments are received from your agency and other consulting parties.

Identification Efforts

On January 19, 2018, DOT&PF Southcoast Region Archaeologist conducted an onsite field inspection in the projects construction footprint. All adjacent structures were less than 50 years old and intact soils were not encountered in the proposed footprint of any of the potential temporary bypasses. The project footprint is built upon a man-made built up causeway (Figure 3) that encompasses over 90% of the proposed APE, including both approaches of the existing bridge structure. The remaining sections of connecting approach are built on existing paved roadways on fill and barrow.

A literature search was performed prior to this visit. Review of the Alaska Heritage Resources Survey (AHRS) database on June 30, 2018, indicated the following AHRS sites (Table 1).

Table 1 - AHRS Sites within the Study Area / APE

Site Number	Site Name	Status	APE
KET-958	Herring Cove Bridge	Covered by Bridge Program Comment*	Yes
KET-1135	South Tongass HWY (MP 3.4 TO 15.5)	TE Status Road	No
KET-77	Herring Bay Petroglyph	AHRS listed no determination of eligibility	No

*Program Comment for Common Post-1945 Concrete and Steel Bridges (November, 2012)

The project would replace the Herring Cove Bridge KET-958 (No. 253). The Herring Cove Bridge is a two-span steel stringer bridge, built in 1953. The superstructure is 116 feet long and 30 feet wide, with a roadway width of 26.8 feet. Each steel I-beam span measures approximately 58 feet in length. The bridge has a reinforced concrete deck and curb, with steel posts and flex-beam rails. The substructure consists of reinforced concrete abutments with spread footings (no piles), and a reinforced concrete pier.

It is our intention to evaluate the bridge for eligibility for listing on the National Register (NR) under the "Program Comment" (C) Steel Multi-Beam or Multi-Girder bridges under Section 800.14(e). The "Program Comment" as issued by Advisory Council on Historic Preservation (ACHP) lists bridges in a particular category of undertakings in lieu of conducting reviews of each individual undertaking under such category, as set forth in 36 CFR 800.3 through 800.7.

Treat as Eligible (TE) Roads

Under the Alaska Historic Roads Programmatic Agreement Interim Guidance, a group of Alaska roads has been identified which are being treated as eligible for the National Register of Historic Places (NRHP). The South Tongass Highway is on the TE list and is within the proposed Area of Potential Effect (APE) for this project. The Alaska Department of Transportation and Public Facilities (DOT&PF) retained Northern Land Use Research Alaska, LLC (NLURA) and Mead & Hunt, Inc. (Mead & Hunt) to prepare a Determination of Eligibility (DOE) report for the South Tongass Highway (Alaska Heritage Resources Survey

This work was completed as a component of the Historic Roads Eligibility Project, a project funded by the Federal Highway Administration (FHWA) through the Alaska DOT&PF in 2016-2017 and supports the implementation of the Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation (ACHP), the Alaska Department of Transportation and Public Facilities, and the Alaska State Historic Preservation Officer Regarding Alaska's Highway System Roads Affected by the Federal-Aid Highway Program in Alaska. Determination of Eligibility South Tongass Highway from Deermount Street (MP 2.607) to Beaver Falls Creek (MP 15.094) Prepared for Alaska Department of Transportation and Public Facilities.

Section 7 of this document provides the recommendation that Segment D of the South Tongass Highway, between Herring Cove (MP-10.2704) and Beaver Falls Creek (MP 15.094), is recommended eligible for listing in the National Register under Criterion A in the areas of Transportation and Industry.

Consultation Efforts

The following consulting parties are being consulted for this project:

- State Historic Preservation Office
- Ketchikan Indian Community
- Organized Village of Saxman (IRA)
- Central Council of Tlingit and Haida Indian Tribes of Alaska
- Cape Fox Corporation
- Sealaska Corporation
- Sealaska Heritage Institute

- Ketchikan Gateway Borough Planning Commission
- Ketchikan Historical Commission
- Ketchikan Historic, Inc.

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at (907) 465-4715 or by e-mail at michael.kell@alaska.gov.

We request your input on our proposal so that we can incorporate your concerns into project development. Your timely response will greatly assist our compliance efforts and the preparation of any required environmental documentation. For that purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

Michael Kell
DOT&PF Professionally Qualified Individual

Enclosures:
Figure 1 – Vicinity Map
Figure 2 - Topographical Map
Figure 3 - Area of Potential Effect Map

Electronic cc w/ enclosures:
Loren Gehring, P.E., DOT&PF Southcoast Project Manager
John Barnett, DOT&PF Southcoast Regional Environmental Manager
Jill Taylor, DOT&PF Statewide Environmental NEPA Manager
Kathy Price, DOT&PF Statewide Cultural Resources Manager

Attachment 3

Wetlands

KTN: S. Tongass – Herring Cove Bridge Improvements

Wetland Delineation Report for the Herring Cove, Wood Road Cutoff, Ketchikan, AK

Bosworth Botanical Consulting

July 2018

For:

Alaska Dept. of Transportation & Public Facilities - Southcoast Region
Jim Scholl - Environmental Analyst
jim.scholl@alaska.gov
(907) 465 4498
6860 Glacier Highway
Juneau Alaska 99811-2506

Table of Contents

Introduction

The ADOT&PF - Southcoast Region is seeking permitting for developing a short cutoff for the South Tongass Hwy/Wood Road intersection at Herring Cove, Ketchikan, Alaska. This wetland delineation report and maps are in support of the US Army Corps of Engineers wetland permit for development of this project.

Location

The project area is an extended triangle at the intersection of the South Tongass Highway and Wood Road and on a fill pad east of the triangle across South Tongass Hwy at Herring Cove - 8.2 miles south and east of Ketchikan, Alaska (Figure 1).

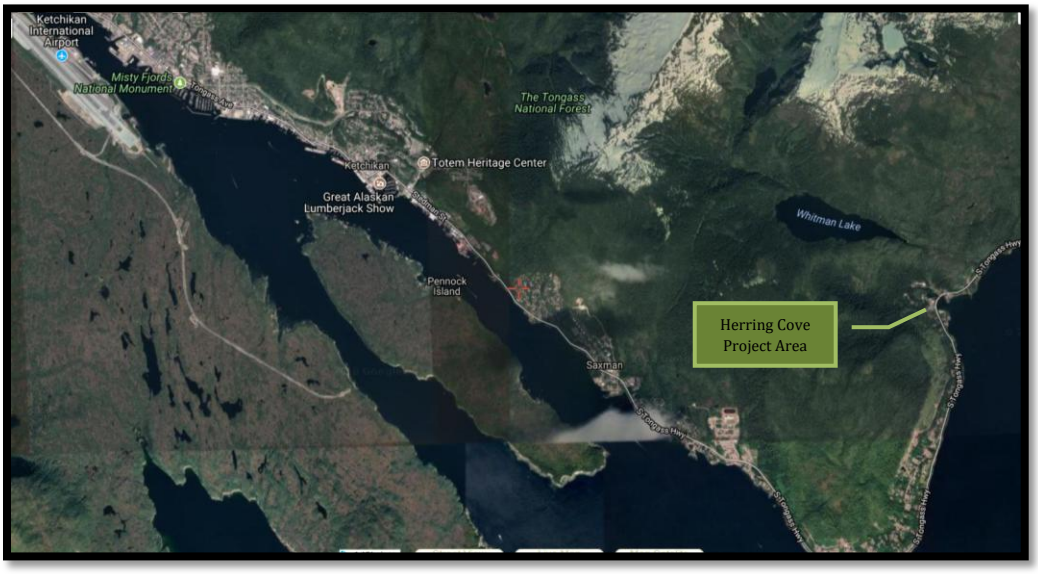


Figure 1 - Location map for Ketchikan, Herring Cove Project.

Methods

The project area was visited for delineation and mapping on July 12, 2018. The weather then was overcast and temperatures were in the high 50's °F.

Wetlands areas were mapped using the "triple parameter" method described in the U.S. Army Corps of Engineers Wetlands Delineation Manual (Environmental Laboratory, 1987) as supplemented by the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Alaska Region - November 2007*. Wetlands are required to have a prevalence of wetland hydrology, hydric soils, and hydrophytic vegetation. Wetlands are determined when positive indicators of all of these three criteria are present. The "routine determination delineation" methodology was used . The wetland boundaries and classifications described herein represent best professional opinion.

Sample points were done at either side of any significant changes in vegetation, soils or hydrology. At each sample point, the wetland status of that point was determined by observing indicators of hydrophytic vegetation, hydric soil, and wetland hydrology. Once representative sample points were done further wetland boundaries along the proposed route were marked with a GPS waypoint.

Sample plot vegetation was divided into three strata; tree, shrub, and forb, and each layer was classified using the dominance test (more than 50% of the dominant plant species across all strata are rated obligate, facultative wet, or facultative) and the prevalence index (a weighted-average wetland indicator status of all plant species in the sample plot). The 2012 U.S. Army Corps of Engineers *National Wetland Plant List –Alaska Region* was used to classify plants.

Hydrology was determined using two methods: (1) visually, if the water table is at or above the surface, or (2) with a soil pit. The presence of standing water, depth to free water in the soil pit, and depth to saturated soils was recorded. Other primary and secondary hydrology indicators were recorded, such as presence of watermarks, sediment deposits, drift deposits, iron deposits, hydrogen sulfide odor, geomorphic position, and drainage patterns in wetlands.

Soil pits were dug to a depth of 12-16 inches, or to bedrock or glaciomarine sediment refusal, to determine if indicators of hydric soils were present. Soil colors were determined from a moist sample with the Munsell Soil Color Chart. Sample point data sheets are included in Appendix A.

Project and Project Area Description

The project is part of a larger ADOT&PF Herring Cove bridge improvements project. ADOT would like to construct a cutoff north of the Wood Road intersection for the large buses, vans and trucks that use the intersection.

Figure 2 - The hatched area is the wetland delineation project area.

The eastern part of the project area is a flat, upland, fill pad with an alder overstory and reed canary grass understory. This fill abuts to the north and was placed on an upper tidal meadow.

Figure 3 - Edge of road and beginning of fill pad with alder overstory and reed canary grass on the east side of the road.

The western part of the project area is a below grade triangle of land cut off on two sides by Wood Rd. and S. Tongass Hwy and most of the third side by development fill. Before the road and the fill were put in, the eastern edge of this land was tidal and just to the west of it was a six - eight foot high beach escarpment. The vegetation of the area is tidal species to the NE and a Sitka spruce/western hemlock forest with a blueberry/dwarf dogwood understory to the west.

Figure 4 - Sample point 1 - Tidal meadow species dominate (PEM1) at the edge of forested wetland species and a beach escarpment.

Figure 5 - Wetland forest edge (PFO4) with surface water and mucky peat soil.

Figure 6 - Upland beach escarpment at sample point 2.

Figure 7 - Upland soil at sample point 2.

Figure 8 - Wood Rd. ditch location.

Table 1 - Plant Species List (Lichvar, 2014)

Scientific name	Common name	Indicator status[1]
Carex lyngbyei	Lyngbye's sedge	OBL
Cornus canadensis	dwarf dogwood	FACU
Deschampsia beringensis	Bering hair-grass	FAC
Festuca rubra	red fescue	FAC
Lysichiton americanum	skunk cabbage	OBL
Maianthemum dilatatum	deer berry	FAC
Picea sitchensis	Sitka spruce	FACU
Plantago maritima	goosetongue	FACW
Potentilla anserina	silverweed	FACW
Tsuga heterophylla	western hemlock	FAC
Vaccinium ovalifolium	Early blueberry	FAC

[1] See Table 2 for abbreviation definitions

Table 2 - Indicator code table (Lichvar, 2012)

Indicator Code	Type	Comment
OBL	Obligate Wetland	Almost always occur in wetlands. With few exceptions, these plants (herbaceous or woody) are found in standing water or seasonally saturated soils (14 or more consecutive days) near the surface.
FACW	Facultative Wetland	Usually occur in wetlands, but may occur in non-wetlands. These plants predominately occur with hydric soils, often in geomorphic settings where water saturates the soils or floods the soil surface at least seasonally.
FAC	Facultative	Occur in wetlands and non-wetlands. These plants can grow in hydric, mesic, or xeric habitats. The occurrence of these plants in different habitats represents responses to a variety of environmental variables other than just hydrology, such as shade tolerance, soil pH, and elevation, and they have a wide tolerance of soil moisture conditions.
FACU	Facultative Upland	Usually occur in non-wetlands, but may occur in wetlands. These plants predominately occur on drier or more mesic sites in geomorphic settings where water rarely saturates the soils or floods the soil surface seasonally.
UPL	Obligate Upland	Almost never occur in wetlands. These plants occupy mesic to xeric non-wetland habitats. They almost never occur in standing water or saturated soils. Typical growth forms include herbaceous, shrubs, woody vines, and trees.
NI	No indicator	Insufficient information was available to determine an indicator status.

Results

The tidal area is now a freshwater wetland with a shallow mucky peat substrate but still has remnant tidal species including Lyngbye sedge, silverweed, goose tongue, red fescue and Bering hairgrass. In the north and the west the small sliver of wetland grades into forested wetland, with western hemlock and skunk cabbage dominant. Indicators show that during wet periods this wetland has water above the surface that drains slowly to the south to a culvert under the road.

Table 3 - Sample point table .

Sample point	Dominant vegetation/ Hydrology / Geomorphology	Cowardin Classification	PJD[2]	Rationale for PJD
1	Lyngbye sedge and silverweed. Road berm cuts this small wetland off from tidal action but still is wet due to groundwater and some surface water flow from the uplands. Culvert at south end of the wetland.	PFO4/PEM1	Yes	Wetland on RPW[3] that flows into TNW[4]
2	Western hemlock/Sitka spruce forest with sparse blueberry/deer berry understory. The western part of this parcel was probably a small beach escarpment and as a result is well-drained and upland.	Upland	No	

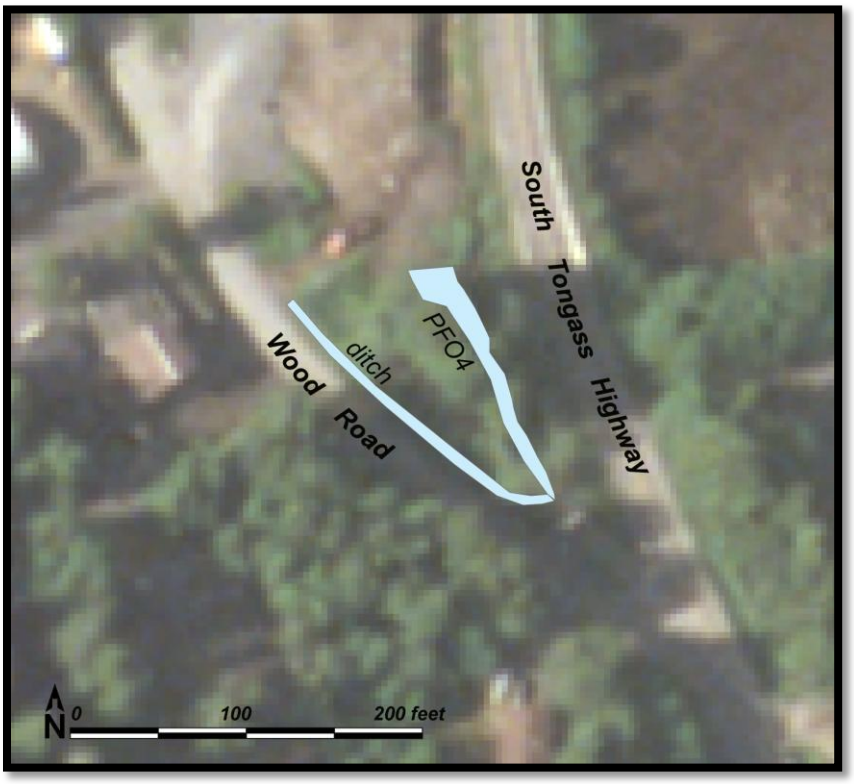
[2] PJD - Preliminary Jurisdictional Determination
[3] TNW - Traditional Navigable Water
[4] RPW - Relatively Permanent Water

Conclusions

Using GIS tools and wetland information gathered in the field, the acreage of wetlands and waters of the US was determined.

There are 1460 sq. ft. of PFO4/PEM1 wetland in the project area.

There are 1000 linear feet of seasonal ditch along the northern/Wood Rd edge of the project area.



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Appendix A - Scanned Sample Site Data Sheets

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Herring Cove-Wood Rd. cutoff Borough/City: Ketchikan Sampling Date: 7/12/18
Applicant/Owner: Alaska Dept. of Transportation and Public Facilities - J. Scholl Sampling Point: 1
Investigator(s): Koren Bosworth - BBC Landform (hillside, terrace, hummocks, etc.): Road fill edge - uphill - cut off intertidal
Local relief (concave, convex, none): Concave Slope (%): 2
Subregion: Southeast Alaska Lat: Long: Datum:
Soil Map Unit Name: NWI classification: PFO4/PEMI
Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If no, explain in Remarks.)
Are Vegetation ____, Soil ____, or Hydrology X significantly disturbed? Are "Normal Circumstances" present? Yes ____ No X
Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ✓	No ____	**Is the Sampled Area within a Wetland?** Yes ✓ No ____
Hydric Soil Present?	Yes ✓	No ____	
Wetland Hydrology Present?	Yes ✓	No ____	

Remarks:

VEGETATION – Use scientific names of plants. List all species in the plot.

Tree Stratum	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
Total Cover:			
50% of total cover: ____ 20% of total cover: ____			
Sapling/Shrub Stratum			
1.			
2.			
3.			
4.			
5.			
6.			
Total Cover:			
50% of total cover: ____ 20% of total cover: ____			
Herb Stratum			
1. Festuca rubra	25	✓	FAC
2. Deschampsia beringensis	25	✓	FAC
3. Carex lyngbyei	10		OBL
4. Potentilla anserina	10		FACW
5. Plantago maritima	3		FACW
6.			
7.			
8.			
9.			
10.			
Total Cover: 73			
50% of total cover: 36.5 20% of total cover: 14.6			

Plot size (radius, or length x width): 15 x 15 % Bare Ground: ____
% Cover of Wetland Bryophytes (Where applicable): ____ Total Cover of Bryophytes: ____

Dominance Test worksheet:
Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)
Total Number of Dominant Species Across All Strata: 2 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species ____	x 1 = ____
FACW species ____	x 2 = ____
FAC species ____	x 3 = ____
FACU species ____	x 4 = ____
UPL species ____	x 5 = ____
Column Totals: ____ (A)	____ (B)

Prevalence Index = B/A = ____

Hydrophytic Vegetation Indicators:
✓ Dominance Test is >50%
___ Prevalence Index is ≤3.0
___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
___ Problematic Hydrophytic Vegetation[1] (Explain)

[1] Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ✓ No ____

Remarks:

SOIL

Sampling Point: 1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
1-12+	10YR2/1	100					Mucky peat - water table above surface	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- X Histosol or Histel (A1)
- ___ Histic Epipedon (A2)
- ___ Hydrogen Sulfide (A4)
- ___ Thick Dark Surface (A12)
- ___ Alaska Gleyed (A13)
- ___ Alaska Redox (A14)
- ___ Alaska Gleyed Pores (A15)

Indicators for Problematic Hydric Soils[3]:

- ___ Alaska Color Change (TA4)[4]
- ___ Alaska Alpine Swales (TA5)
- ___ Alaska Redox With 2.5Y Hue
- ___ Alaska Gleyed Without Hue 5Y or Redder Underlying Layer
- ___ Other (Explain in Remarks)

[3]One indicator of hydrophytic vegetation, one primary indicator of wetland hydrology, and an appropriate landscape position must be present unless disturbed or problematic.

[4]Give details of color change in Remarks.

Restrictive Layer (if present):

Type: ___

Depth (inches): ___

Hydric Soil Present? Yes X No ___

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (any one indicator is sufficient)

- X Surface Water (A1)
- X High Water Table (A2)
- X Saturation (A3)
- X Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-stained Leaves (B9)
- X Drainage Patterns (B10)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Salt Deposits (C5)
- ___ Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ Microtopographic Relief (D4)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes X	No ___	Depth (inches): +1
Water Table Present?	Yes X	No ___	Depth (inches): -
Saturation Present? (includes capillary fringe)	Yes X	No ___	Depth (inches): -

Wetland Hydrology Present? Yes X No ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Alaska Region

Project/Site: Herring Cove-Wood Rd. cutoff Borough/City: Ketchikan Sampling Date: 7/12/18
Applicant/Owner: Alaska Dept. of Transportation and Public Facilities - J. Scholl Sampling Point: 2
Investigator(s): Koren Bosworth - BBC Landform (hillside, terrace, hummocks, etc.): Road fill edge - uphill
Local relief (concave, convex, none): convex Slope (%): 13
Subregion: Southeast Alaska Lat: Long: Datum:
Soil Map Unit Name: NWI classification: -
Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No (If no, explain in Remarks.)
Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ____ No ____
Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No	Is the Sampled Area within a Wetland? Yes ____ No X
Hydric Soil Present?	Yes ____ No X	
Wetland Hydrology Present?	Yes ____ No X	

Remarks:

VEGETATION – Use scientific names of plants. List all species in the plot.

	Absolute % Cover	Dominant Species?	Indicator Status
Tree Stratum			
1. Tsuga heterophylla	30	✓	F
2. Picea sitchensis	25	✓	FU
3.			
4.			
Total Cover: 55			
50% of total cover: 27.5 20% of total cover: 11			
Sapling/Shrub Stratum			
1. Vaccinium ovalifolium	5	✓	F
2.			
3.			
4.			
5.			
6.			
Total Cover:			
50% of total cover: 20% of total cover:			
Herb Stratum			
1. Maianthemum dilatatum	20	✓	F
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
Total Cover:			
50% of total cover: 20% of total cover:			
Plot size (radius, or length x width) % Bare Ground			
% Cover of Wetland Bryophytes (Where applicable) Total Cover of Bryophytes			

Dominance Test worksheet:
Number of Dominant Species That Are OBL, FACW, or FAC: 4 (A)
Total Number of Dominant Species Across All Strata: 4 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 100% (A/B)

Prevalence Index worksheet:

Total % Cover of	Multiply by:
OBL species	x 1 =
FACW species	x 2 =
FAC species	x 3 =
FACU species	x 4 =
UPL species	x 5 =
Column Totals: (A)	(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:
✓ Dominance Test is >50%
__ Prevalence Index is ≤3.0
__ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
__ Problematic Hydrophytic Vegetation[1] (Explain)

[1] Indicators of hydric soil and wetland hydrology must be present unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ✓ No ____

Remarks:

US Army Corps of Engineers Alaska Version 2.0

SOIL Sampling Point: 1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-12+	7.5YR 2.5/3	100%					Organics	unsat

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol or Histel (A1)
- ___ Histic Epipedon (A2)
- ___ Hydrogen Sulfide (A4)
- ___ Thick Dark Surface (A12)
- ___ Alaska Gleyed (A13)
- ___ Alaska Redox (A14)
- ___ Alaska Gleyed Pores (A15)

Indicators for Problematic Hydric Soils[3]:

- ___ Alaska Color Change (TA4)[4]
- ___ Alaska Alpine Swales (TA5)
- ___ Alaska Redox With 2.5Y Hue
- ___ Alaska Gleyed Without Hue 5Y or Redder Underlying Layer
- ___ Other (Explain in Remarks)

[3]One indicator of hydrophytic vegetation, one primary indicator of wetland hydrology, and an appropriate landscape position must be present unless disturbed or problematic.

[4]Give details of color change in Remarks.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ____ No X

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (any one indicator is sufficient)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Marl Deposits (B15)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Dry-Season Water Table (C2)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water-stained Leaves (B9)
- X Drainage Patterns (B10)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Salt Deposits (C5)
- ___ Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- ___ Shallow Aquitard (D3)
- ___ Microtopographic Relief (D4)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ____ No X Depth (inches): -

Water Table Present? Yes ____ No X Depth (inches): >12"

Saturation Present? (includes capillary fringe) Yes ____ No X Depth (inches): >12"

Wetland Hydrology Present? Yes ____ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

US Army Corps of Engineers Alaska Version 2.0

Attachment 4

Wildlife

KTN: S. Tongass – Herring Cove Bridge Improvements

EAGLE NESTS

Nest #	Latitude	Longitude
1	55.32948333	131.5238889
2	55.32821667	131.5208333
3	55.324275	131.53
4	55.32378056	131.5291667
5	55.32366111	131.5275

NO.	DATE	REVISION

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	0902043\SFHWY00072	2019	1	1

0 300'

SCALE IN FEET

330'

EAGLE TREE

330' RADIUS
660' RADIUS
1/2 MILE RADIUS

POWER HOUSE RD

HERRING COVE

WOOD ROAD

S. TONGASS HWY

EOP

BOP

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
6860 GLACIER HIGHWAY, JUNEAU, AK 99801
(907) 465-1763

KTN HERRING COVE BRIDGE IMPROVEMENTS

EAGLE NESTS

FIRM	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES			ADDRESS	6860 GLACIER HWY, JUNEAU, AK 99811	PHONE	(907) 465-1763
FILE	Q:\Ktn\SFHWY00072\Planset\EV\EAGLE\00072_Eagle.dwg	LAYOUT	1	DESIGNED	STAFF	CHECKED	STAFF
		DATE	2/27/2019 9:43	DRAFTED	STAFF	CERTIFICATE OF AUTH #:	

Attachment 5

Invasive Species

KTN: S. Tongass – Herring Cove Bridge Improvements

Invasive Plant Species Locations for: #00072 - Ketchik

waypoint	species	approximate stationing	approximate infestation size - in feet*
POI 1	orange hawkweed	Powerhouse Rd	1x15
POI 2	reed canary grass	399+50 - 400+76 minus driveways	5x35
POI 3	reed canary grass	Powerhouse Rd	10x30
POI 4	reed canary grass	Mailboxes at intersection	2x5
POI 5	start orange hawkweed and oxeye daisy	398+25 - 396+80	8x150
POI 6	Japanese knotweed	397+50	1x1
POI 7	end oxeye daisy/ orange hawkweed	end at bridge abutment	
POI 8	start orange hawkweed and oxeye daisy	395+60 - 387+70 begins at bridge abutment	10' deep
POI 9	add reed canary grass	393+75	12' deep
POI 10	end reed canary grass	390+00	
POI 11	Japanese knotweed	388+30	10x10
POI 12	end oxeye daisy/ orange hawkweed	ends just before Wood Rd. intersection	12' deep Also Phar along west side of intersection
POI 13	start reed canary grass	387+55 - 389+80	12' x 225'
POI 14	start orange hawkweed and oxeye daisy end reed canary grass	389+80 - 395+60	12' x 580'
POI 15	end all at bridge		
POI 16	start orange hawkweed and oxeye daisy at bridge	396+80 - 397+70	12' x 90'
POI 17	start reed canary grass end orange hawkweed	397+70 - 398+80	12' x 110'
POI 18	end reed canary grass and oxeye daisy		
POI 19	reed canary grass	399+25	10'x 8'
POI 20	start reed canary grass	400+00 - 400+76	12 x 76
POI 21	end reed canary grass	EOP	

the waypoint was taken at the center of the infestation along the highway

the road was walked in a counter-clockwise direction starting near the Powerhouse intersection.

* - 1st measurement is the length parallel to the road the 2nd is the width perpendicular to the road.

Common name
Reed canary grass
oxeye daisy
orange hawkweed
Japanese knotweed

‹an_AK/Herring Cove Bridge

Latitude**	Longitude**
55.32711300	-131.52413600
55.32706800	-131.52356400
55.32717200	-131.52469700
55.32707500	-131.52446700
55.32693300	-131.52447900
55.32678200	-131.52480600
55.32669500	-131.52494200
55.32645700	-131.52532400
55.32602000	-131.52582200
55.32542300	-131.52602700
55.32462500	-131.52577900
55.32452000	-131.52572900
55.32440300	-131.52538700
55.32493700	-131.52577700
55.32642700	-131.52525700
55.32662200	-131.52485700
55.32673300	-131.52455700
55.32689700	-131.52387900
55.32689500	-131.52377900
55.32693800	-131.52344100
55.32695000	-131.52320400

****Datum - NAD83**

Scientific name	Invasiveness ranking
Phalaris arundinacea	83
Leucanthemum vulgare	61
Hieracium aurantiacum	79
Polygonum cuspidatum	87

Attachment 6

Public Involvement

KTN: S. Tongass – Herring Cove Bridge Improvements

Ketchikan Herring Cove Bridge Improvements
Project # SFHWY-00072 / 0902043

PUBLIC WORKSHOP
&
REQUEST FOR COMMENTS

Your comments are appreciated by November 6, 2018

DO YOU WALK, BIKE OR DRIVE ACROSS THE HERRING COVE BRIDGE ?

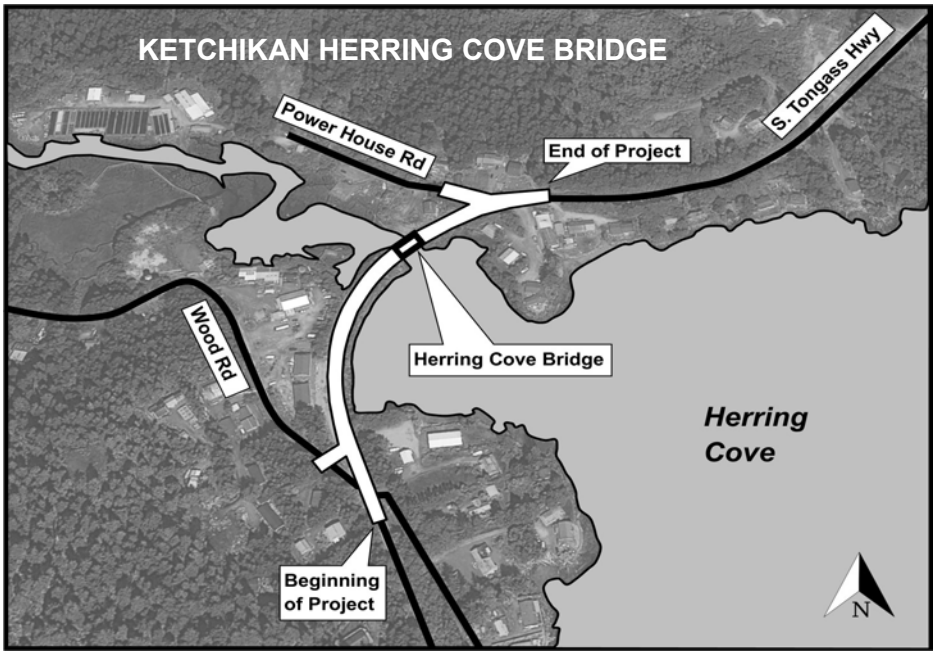
DOT&PF invites you to attend a Public Workshop about the KTN Herring Cove Bridge Improvement Project SFHWY-00072

Date: October 17, 2018
Time: 6:00 p.m. to 7:30 p.m.
Place: Saxman Community Center, Upper Lobby
2841 South Tongass Highway

The Alaska Department of Transportation & Public Facilities (DOT&PF) is proposing to replace the Herring Cove Bridge (No. 253) in Ketchikan AK.

The proposed project activities would

- Replace the existing bridge with a new bridge with ADA accessible pedestrian sidewalks on each
- Install a temporary detour bridge for access while new bridge is constructed.
- Install ADA accessible pathways on the outside of the guardrail on the west side from Wood Rd to Powerhouse Rd, and on the east side between Powerhouse Rd and the opposite end of the bridge.
- Improve the intersections at Wood Rd & Powerhouse Rd. side.



- Provide new asphalt surfacing, new guardrail along S. Tongass Hwy, and associated drainage and guardrail improvements.

Bridge construction is expected no sooner than late summer 2020.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
Southcoast Region
6860 Glacier Highway
P.O. Box 112506
Juneau, AK 99811-2506

(5) NILS L. UTTERBACK
PO BOX 3135
KETCHIKAN, AK 99901

PROJECT UPDATE & REQUEST FOR COMMENTS

Your comments are appreciated November 6, 2018

If you have questions or wish to submit comments regarding this project

Please contact:

Jim Scholl
Project Environmental Coordinator
Phone: 907-465-4498
Email: Jim.Scholl@alaska.gov

If you or someone you represent requires special accommodations in order to respond to this public notice, or to attend the public workshop, please call or email Jim Scholl .
You may also contact Alaska Relay & ask the communications assistant to call Jim Scholl so arrangements can be made to assist you.

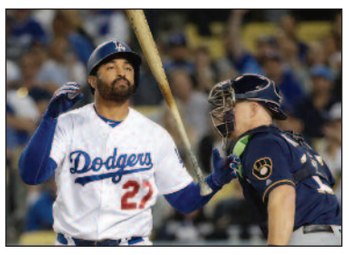
For assistance, call Alaska Relay at

(866) 355-6198 - STS	(800) 770-8973 - TTY	(800) 770-3919 - ASCII	(800) 770-8255 - Voice

NO.	OWNER NAME	Address	City	Zip
1	ALASKA RAINFOREST SANCTUARY LLC	4085 TONGASS AVE SUITE 101	KETCHIKAN, AK	99901
3	SSRAA - LESSEE	14 BORCH ST	KETCHIKAN, AK	99901
5	UTTERBACK NILS L	PO BOX 3135	KETCHIKAN, AK	99901
6	MONEY PITTINGER LLC	PO BOX 23260	KETCHIKAN, AK	99901
7	O'CONNELL ANNETTE	PO BOX 3187	KENAI, AK	99611
8	WHITESIDES ROGER & WHITESIDES FRANK	6716 ROOSEVELT DR	KETCHIKAN, AK	99901
14	UTTERBACK NILS L	PO BOX 3135	KETCHIKAN, AK	99901
17	PORTER-DEBRAE SHARON	122 POWERHOUSE RD	KETCHIKAN, AK	99901
18	MONEY PITTINGER LLC	PO BOX 23260	KETCHIKAN, AK	99901
19	RAUWOLF ANDREW B & PEGGY J	7942 S TONGASS HWY	KETCHIKAN, AK	99901
21	STEINER MARLENE A	2729 TONGASS AVE CONDO 203	KETCHIKAN, AK	99901
22	KENOYER MARCIA D	6167 S TONGASS HWY	KETCHIKAN, AK	99901
24	JURCZAK MICHAEL P & PAULA M	10 POWERHOUSE RD	KETCHIKAN, AK	99901
26	TOWNSEND GUY HOWARD REVOCABLE LIVIN	830 PETERSON ST	KETCHIKAN, AK	99901
27	BERALDI SALVATORE L & JOAN P	8381 S TONGASS HWY	KETCHIKAN, AK	99901
28	SCHELIN BRIAN L	PO BOX 9176	KETCHIKAN, AK	99901
30	BRAME JAMES P JR	PO BOX 7303	KETCHIKAN, AK	99901
31	BERALDI SALVATORE L & JOAN P	8381 S TONGASS HWY	KETCHIKAN, AK	99901
35	TESCH MARIE E	3120 SHIRE LN	WALNUT CREEK, CA	94598
36	LARSON JOHN A & SUSAN K	5959 S TONGASS HWY	KETCHIKAN, AK	99901
37	CALDWELL LYNN R & PEMBERTON JUDY	PO BOX 5276	KETCHIKAN, AK	99901
38	KOLANKO JASON & CROY GARY R	33 POWERHOUSE RD	KETCHIKAN, AK	99901
40	ALASKA RAINFOREST SANCTUARY LLC	4085 TONGASS AVE SUITE 101	KETCHIKAN, AK	99901
50	EDWARDS RAYMOND GRAHAM & ERIN	283 WOOD RD	KETCHIKAN, AK	99901
51	PILCHER DANIEL W & GIGI	243 WOOD RD	KETCHIKAN, AK	99901
52	KENNEDY ANJANETTE	213 WOOD RD	KETCHIKAN, AK	99901
53	SULLIVAN SCOTT J	189 WOOD RD	KETCHIKAN, AK	99901
54	ALASKA MENTAL HEALTH TRUST AUTHORIT	4085 TONGASS AVE	KETCHIKAN, AK	99901
58	MARTIN SARAH L & HARRY JR	39 LAKE RD	KETCHIKAN, AK	99901
59	MOORE THOMAS O & MILETICH ANN R	PO BOX 9289	KETCHIKAN, AK	99901
60	VOLLMANN ANTHONY L	65 WOOD RD	KETCHIKAN, AK	99901
62	ARS INVESTMENT LLC	4085 TONGASS AVE SUITE 101	KETCHIKAN, AK	99901
63	MCCASKILL AMANDA MICHELLE & MICHAEL	7941 S TONGASS HWY	KETCHIKAN, AK	99901
64	SCHREIBER KATIE	35 WOOD RD	KETCHIKAN, AK	99901
65	BOYETTE CHRISTOPHER J	22707 S GATEWAY LN	CHENEY, WA	99004
66	ALBRIGHT ROBERT V & RENEE	43 LAKE RD	KETCHIKAN, AK	99901
67	BROWN JOHN M & MARY E	15 WOOD RD	KETCHIKAN, AK	99901
68	WONG CLIFFORD IOKEPA & HANIFIN WONG	7981 S TONGASS HWY	KETCHIKAN, AK	99901
69	DURETTE ROBERT R	PO BOX 1478	WARD COVE, AK	99928
70	UTTERBACK NILS L & CHARRIER DIANE M	PO BOX 23135	KETCHIKAN, AK	99901
71	HEDLIND TANYA A & KEITH	7929 S TONGASS HWY	KETCHIKAN, AK	99901
72	SELFRIDGE THOMAS L & NANCY	435 VIA DEL REY	MONTEREY, CA	93940
73	BIGELOW BARBARA L & SMITH RICHARD H	7866 S TONGASS HWY	KETCHIKAN, AK	99901
74	OLMSTEAD RICHARD D & JULIE D	PO BOX 8603	KETCHIKAN, AK	99901
75	MADAFFARI RHONDA HAMES & NATALE A	PO BOX 6115	KETCHIKAN, AK	99901
76	RAUWOLF ANDREW B & PEGGY J	7942 S TONGASS HWY	KETCHIKAN, AK	99901
77	LANGLEY STEVE W & JENNIFER J	7956 S TONGASS HWY	KETCHIKAN, AK	99901
78	CLABBY MARGARET	7960 S TONGASS HWY	KETCHIKAN, AK	99901
79	FITZGERALD ROLLAND LEE & BARBARA AN	533 E VILLANOVA RD	OJAI, CA	93023
82	BRAND PHILIP G JR	6606 CHURCHILL CT	KETCHIKAN, AK	99901
84	BRAND DENNIS A & JANET A	8230 S TONGASS HWY	KETCHIKAN, AK	99901
85	PFLAUM DAVID R & DEBRA JEAN	8256A S TONGASS HWY	KETCHIKAN, AK	99901
86	WOLF ALAN & ROSE LIVING TRUST	PO BOX 791	KODIAK, AK	99615
87	FERNBACH ROBERT B	PO BOX 6316	KETCHIKAN, AK	99901
88	ROTTSCHAFER JANIS	8316 S TONGASS HWY	KETCHIKAN, AK	99901

89	SPINALE FRANK K & LEANNE L	20210 SIENNA RIDGE LN	MAGNOLIA, TX	77355
90	JAUSORO MICHAEL L & DENISE M	PO BOX 5125	KETCHIKAN, AK	99901
91	CLARK COY S & EILEEN M	4700 MILLENIA BLVD SUITE 17590541	ORLANDO, FL	32839
93	CLIFTON JOHN	8400 S TONGASS HWY	KETCHIKAN, AK	99901
95	BERNTSON STANLEY L & GELDAKER SHARO	3466 STOREY BLVD	EUGENE, OR	97405
96	BERNTSON ANDREW D	8498 S TONGASS HWY	KETCHIKAN, AK	99901
98	CASKEY ROBERT S	PO BOX 7101	KETCHIKAN, AK	99901
99	WEGMAN EDITH TRUST	PO BOX 7804	KETCHIKAN, AK	99901
102	RIDGWAY JAMES A & SHIRLEY	6901 TANAINA RD	ANCHORAGE, AK	99502

Brewers blank Dodgers



- Milwaukee takes 2-1 NCLS lead,

See page 6

West Coast military installations eyed for US fuel exports
Page 3

KETCHIKAN DAILY NEWS

59°/47°
Weather, page 3

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Shelter Cove Road project continues

By BILLY SINGLETON
Daily News Staff Writer

In the forests north of George Inlet, about 15 workers are blasting and shifting rock to build a winding, seven-mile gravel road that will greatly expand Ketchikan's road system.

The new road is part of the Alaska Department of Transportation's Shelter Cove Road project, which will connect Ketchikan's existing road system to a network of logging roads on U.S. Forest Service land in the Shelter Cove area, near Carroll Inlet. The new, single-lane road is intended for both public and logging use, and will be accessible from Revilla/Ward Lake Road. It's located about 13 miles north northeast of Ketchikan.

Work on the project began in 2014 and has proceeded intermittently since. Department representatives said during a Thursday tour of the project that completion through the project's final stage would take at least two additional years.

DOT has divided the project into three stages. Stage 2, which is currently underway, consists of building the new road that connects the two existing road systems. Building the road has involved clearing miles of forest, blasting, building embankments over muskeg and installing culverts, including specialized fish pipes for salmon streams.

Sitka-based construction company K&E Alaska is the current contractor for Stage 2. The overall cost of Stage 2 is estimated to total about $13 million, provided by two Alaska general obligation bonds. The overall cost for all three stages is estimated at $20 million to $30 million.

The road is currently passable, though it won't be open to the public until all three stages are complete. According to DOT Regional Construction Engineer Vic Winters,

See 'Shelter Cove Road,' page 3

Above, K&E Alaska excavating crews process and distribute graded rock on Thursday. Excavating and constructing an embankment for the one-lane road is part of Stage 2 of the Shelter Cove Road project.

At right, the bridge that spans Castle Creek is one of four log stringer bridges on White River Road that will be replaced during Stage 3 of the Alaska Department of Transportation Shelter Cove Road project.

Staff photos by Dustin Safranek

Boro Assembly meeting held

By ZACHARY HALSASCHAK
Daily News Staff Writer

The Ketchikan Gateway Borough Assembly met on Monday for its regular meeting that lasted just over 30 minutes.

Borough Manager Ruben Duran told the Daily News on Sunday that slim agendas are the usual for meetings following elections.

The borough's municipal elections were held on Oct. 3, with incumbent Felix Wong and new Member Sven Westergard sworn into office last week.

As Borough Mayor David Landis was not in attendance at Monday's meeting, Assembly Member Judith McQuerry read a mayoral proclamation declaring Oct. 23 to Oct. 31 as Red Ribbon Week.

Reed Harding, program director for the Ketchikan Wellness Coalition, and Ketchikan Police Department Officer Daryl Nichols were in attendance and spoke a bit about the importance of the community working together to prevent drug abuse.

"I just came to show my support and I thank everybody for this proclamation and for the importance of Red Ribbon Week," Nichols said. "... I can tell you this is an outstanding community ... and I see the warriors on the street like Reed that are doing this work and understand what needs to be done."

"We will find our strength through unity — and what I like to say is one family, one team," Nichols added.

Also Monday, the Assembly heard a report from Assistant Manager Deanna Thomas.

Thomas said that there was a staff

See 'Borough Assembly,' page 3

Trump speaks with Saudi king

Concerning missing journalist

By JILL COLVIN, MATTHEW PENNINGTON and FAY ABUELGASIM
Associated Press

WASHINGTON — President Donald Trump suggested Monday that "rogue killers" could be responsible for the mysterious disappearance of Saudi journalist Jamal Khashoggi, an explanation offering U.S. ally Saudi Arabia a possible path out of a global diplomatic firestorm. The Saudis continued to deny they killed the writer, but there were indications the story could soon change.

While Trump commented at the White House, Turkish crime scene investigators finally entered the Saudi consulate to comb the building where Khashoggi was last seen alive two weeks ago.

Trump spoke after a personal 20-minute phone call with Saudi King Salman and as the president dispatched his secretary of state to Riyadh for a face-to-face discussion with the king. Late in the day, there were published reports that the Saudis were preparing to concede that

See 'Trump-Saudi,' page 2

Dems lead GOP on fundraising

Ahead of midterm elections

By BILL BARROW, BRIAN SLODYSKO and CHAD DAY
Associated Press

Democrats lead Republicans in the money race in many of the key Senate and House campaigns three weeks ahead of midterm elections that will determine control of Congress.

Although the Senate map positions Republicans to maintain their narrow majority, some of the most vulnerable Democratic incumbents continued to rake in cash in the third quarter of 2018, according to the latest campaign finance disclosures. Among House candidates, the Democrats' campaign arm says that at least 60 Democrats topped $1 million in fundraising during the quarter, with several posting eye-popping hauls in excess of $2 million and even $3 million.

And national Democrats say that includes many challengers outraising Republican incumbents.

Candidates, party committees and some political action committees were continuing to submit their latest reports to the Federal Election Commission ahead of a midnight deadline Monday.

See 'Midterm fundrasing,' page 2

Grizzly attacks Yellowstone hunter

By MATT VOLZ
Associated Press

HELENA, Mont. — A grizzly bear attacked an elk hunter who surprised the sow and her cub north of Yellowstone National Park, with the bear sinking her teeth into his arm and clawing his eye before another hunter drove her off, the victim recounted Monday.

The mauling of Bob Legasa, 57, in the Gallatin National Forest on Saturday was at least the seventh bear attack on a human since May in the Northern Rocky Mountains.

Legasa, awaiting his second surgery on Monday, told The Associated Press in a phone interview from his hospital room in Bozeman, Montana, that he and his hunting partner were moving toward some elk when he heard a growl.

It was a 2-year-old cub and its mother about 12 yards (11 meters) away from the tree that he had just stepped away from. After the cub growled and moved aside, its mother charged, Legasa said.

"I was hoping it was going to be a bluff charge, and halfway through I realized it was going to be the real deal," he said.

The bow hunter from Hayden, Idaho, didn't have time to reach for his bear spray; he barely had time to raise his arms in front of his face.

The grizzly bit his hand, leaving puncture wounds and breaking a bone in his forearm. The sow clawed at his eye, leaving a bloody gash across the bridge of his nose.

His partner and hunting guide, Greg Gibson, discharged bear spray and the

See 'Grizzly attack,' page 3

This photo provided by Bob Legasa shows him in a hospital in Livingston, Mont., Sunday after a bear attack the day before.

Bob Legasa via AP

Herring Cove bridge public workshop planned for Wednesday

KETCHIKAN (KDN) — A public workshop regarding a proposed replacement of the Herring Cove bridge is scheduled to start at 6:30 p.m. Wednesday at the Saxman Community Center.

The workshop is sponsored by the Alaska Department of Transportation, which is proposing to replace the existing bridge with a new bridge that would have on both sides pedestrian sidewalks that conform to federal Americans with Disabilities Act standards, according to a DOT public notice for Wednesday's workshop.

"DOT&PF is asking the public to help develop a project to replace the Herring Cove bridge," DOT spokesperson Aurah Landau wrote in an email to the Daily News this past week. "We are looking for input not only on the bridge construction but also on the sidewalk and intersection design and all other elements of the project."

According to the agency, other elements of the project would include:

- ADA-accessible pathways on the outside of the guardrails on the west side from Wood Road to Powerhouse Road, and on the east side between Powerhouse Road and the opposite end of the bridge.
- Intersection improvements at Wood Road and Powerhouse Road.
- New asphalt surfacing, new guardrail along South Tongass Highway, and related guardrail and drainage improvements.

DOT plans to install a temporary detour for access during the construction of the new bridge, which "is expected no sooner than late summer 2020," according to the public notice.

The Department is soliciting public comments and information on the proposed project.

"We are especially interested on how people use the South Tongass Highway in the vicinity of Herring Cove bridge," Landau wrote. "Do you drive to work or home? Do you walk or bicycle across the bridge? Do you drive a school or commercial bus in the area? Do you guide tourists in the area? We would like your input to help inform how the preliminary design can provide the best solution for all users."

The deadline for submitting written comments about the proposed project is the end of the business day on Nov. 6, according to the public notice.

Written comments can be submitted by mail to: Jim Scholl, Environmental Impact Analyst; DOT&PF, Southcoast Region; P.O. Box 112506; Juneau, AK; 99811-2506. Written comments also can be submitted by email to: jim.scholl@alaska.gov.

Wednesday's public workshop is scheduled from 6:30 p.m to 8 p.m. Wednesday in the upper lobby of the Saxman Community Center, 2841 South Tongass Highway.

Ketchikan, Alaska

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VOL. 90 NO. 242
(USPS 293-940)

www.ketchikandailynews.com

Today's Trivia:
Which Alaska borough recently spent $2M on cyberattack recovery?
Answer, Page 2

Ketchikan Daily News - 10/03/2018 Copy Reduced to 46% from original to fit letter page

Pac-12 to navigate the NCAA's new redshirt rule

By ANNE M. PETERSON
AP Sports Writer

Utah coach Kyle Whittingham has one way of tracking the players who might be impacted by the NCAA's new redshirt rule going forward. He and his staff are keeping a spreadsheet.

While the spreadsheet idea may not be exactly novel, it's a good way of navigating the new rule that governs how many games a player can appear in while still preserving a redshirt season. It used to be that even one game could cost a player an entire season of eligibility. Now players can appear in up to four games and still qualify for a redshirt year.

Utah is among four Pac-12 teams about to play a fifth game this week, which means some decisions loom.

Whittingham said there are just a handful of Utes players who might be impacted Saturday night when Utah plays at Stanford and going forward. Decisions have already been made on many players with redshirt eligibility.

"It's all new territory, I mean it's much different than it was before," Whittingham said. "But the overriding factor is if we think a guy can help us win, we're going to use him. It doesn't make sense to redshirt guys and try to preserve a year if you think they can help you win now, because coaching is a win-now profession."

Whittingham added: "The short-answer is yes, we're tracking it closely and we're getting to that point now that we've accumulated enough games that we have to be conscious of it every week."

Colorado heads into its fifth game this weekend having popped into the rankings at No. 21. The Buffaloes, coming off a victory over UCLA, are one of just 14 undefeated teams left in the nation.

Buffs coach Mike MacIntyre said decisions are made on a case-by-case and position-by-position basis, while also factoring in injuries.

"We have some freshmen that we're not going to redshirt, we're going to keep playing. We have some guys that have played one or two games that we're actually holding for later in the season to use in those games if we need them, then some guys we've decided to go ahead and redshirt," MacIntyre said.

For some programs, decisions about individual players — especially when it comes to true freshmen — have been obvious. USC freshman quarterback JT Daniels has had growing pains but the Trojans (3-2, 2-1) are still very much at play in the Pac-12 South.

At Oregon State, the Beavers have a gem in freshman running back Jermar Jefferson, who leads the Pac-12 and is third at the FBS level with an average of 145.4 rushing yards per game. He tops the Pac-12 with eight rushing touchdowns.

Oregon saw one consequence of the new rule last week when the team confirmed that senior running back Taj Griffin had left the program after appearing in three games this season. He's among nearly a dozen players nationwide who announced transfers last week.

Following their fifth game, the No. 18 Ducks had seven players who were no longer eligible to redshirt this season, including running back Travis Dye, tackle Penei Sewell and safety Jevon Holland.

Like other league teams, Oregon is also closely monitoring its quarterback situation. Freshman quarterback Tyler Slough has appeared in two games this season. Additionally, QB Justin Herbert's backup, sophomore Braxton Burmeister, has not utilized a redshirt year.

Head coach Mario Cristobal is going to see how it plays out.

"The use of that year can come in so many different ways, you hate to try to set something in stone when it's way too early and then just have to reconfigure the plan," Cristobal said on the Pac-12 coaches teleconference Tuesday. "It's on our radar, and we're certainly very conscientious about it because we want to do the right thing by our players."

Arizona tried to use the new rule in the case of left tackle Layth Friekh, who was granted an extra year of eligibility after playing in just one game as a freshman — the catch was that he was suspended the first two games of this season. The Wildcats asked that the suspension be reduced, in light of the new rule, but the NCAA turned down the request.

Kayhi swim and dive

—Continued from page A-6

on dives with higher degrees of difficulty to score more points, as we head closer to regions."

Juneau Swim meet
FRIDAY'S RESULTS
Sept. 28

Girls 200 Yard Medley Relay
1) Sitka — 1:59.581: Molly Blackmon; Grace Harang; Sophia Schwantes; Kyleigh McArthur. 2) TMHS — 2:01.70: Emily Heaton; Jamie Heidersdorf; Nancy Liddle; Riley Traxler. 3) Petersburg — 2:04.39. 1) Maddy Whitethorn; Alyssa Guthrie; Maria Pfundt; Allie Morgan. 11) Ketchikan — 2:47.55: Anna Jones; Caity Pearson; Ellie Carter; Savannah Nieshe. 12) Ketchikan B — 2:52.38: Paris Knuteson; Jessilyn Sivertsen; Jenna Smith; Jocelyn Cannon.

Boys 200 Yard Medley Relay
1) Juneau-Douglas — 1:45.091) Caleb Peimann; Tyler Weldon; Tate Goering; Reed Gardinier. 2), Sitka — 1:49.87: 1) Tytan Frawley; Jacob Gagner; McKinley Janik; Sid Fleming. 3), TMHS — 1:50.57: 1) Noah Loseby; Raymie Matiashowski; Micah Grigg; August Kiessling. 6) Ketchikan — 2:08.45: Alec Lundburg; John Bullock; Kyan Klinger; Tyler Merle. 8) Craig — 2:15.04: Anakin Purser; Lewis House; Ulric Lehman; Daniel Ericksen. 10) Ketchikan B — 2:17.42: Josh Ryan; Ethan Thomas; Riley Castle; Owen Campbell.

Girls 200 Yard Freestyle
1) Allie Morgan, Petersburg — 2:06.44. 2) Nancy Liddle, TMHS — 2:08.03. 3) Kyleigh McArthur, Sitka — 2:08.12. 10) Emma Campbell, Ketchikan — 2:14.51. 12) Judy Meiresonne, Ketchikan — 2:24.29.

Boys 200 Yard Freestyle
1) Peter Kowalski, Petersburg — 1:55.47. 2) Rylan Wallace, Petersburg — 1:58.22. 3) Kyan Klinger, Ketchikan — 2:04.75. 5) John Bullock, Ketchikan — 2:11.48. 11) Anakin Purser, Craig — 2:28.24.13) Ian Eldridge, Ketchikan — 2:54.79.

Girls 200 Yard IM
1) Jessica Davis, Sitka — 2:22.58. 2) Tahlia Gerger JDHS — 2:30.62. 3) Jamie Heidersdorf, TMHS — 2:33.21.12) Savannah Nieshe, Ketchikan — 3:03.60. 13) Ellie Carter, Ketchikan — 3:26.70.

Boys 200 Yard IM
1) Spencer Holt, TMHS — 1:59.03. 2) Tyler Weldon JDHS — 2:09.08. 3) Jacob Gagner, Sitka — 2:10.26. 6) Alec Lundburg, Ketchikan — 2:32.21. 7) Ulric Lehman, Craig — 2:37.27. 8) Ethan Thomas, Ketchikan — 2:43.66.

Girls 50 Yard Freestyle
1) Grace Harang, Sitka — 26.10. 2) Riley Traxler, TMHS — 26.54. 3) Cameron Howard JDHS — 26.78. 13) Jessilyn Sivertsen, Ketchikan — 31.75. 23) Anna Ensign, Craig — 39.82. 24) Wileena Baghoomian, Ketchikan — 41.50.

Boys 50 Yard Freestyle
1) Caleb Peimann JDHS — 23.60. 2) Tate Goering JDHS — 23.70. 3) Chris Ray, TMHS — 23.78. 8) Tyler Merle, Ketchikan — 25.81. 11) Lewis House, Craig — 27.04. 12) Owen Campbell, Ketchikan — 29.36. 14) Daniel Ericksen — 31.58.

Girls 1 mtr Diving
1) Amber Kahklen, TMHS — 153.65. 2) Rosemary Kiessling, TMHS — 138.55. 3) Jessilyn Sivertsen, Ketchikan — 137.10. 6) Caity Pearson, Ketchikan — 93.70.

Girls 100 Yard Butterfly
1) Laura Sherrill, Ketchikan — 1:03.43. 2) Maria Pfundt, Petersburg — 1:05.63. 3) Mesa Moran JDHS — 1:06.13. 6) Judy Meiresonne, Ketchikan — 1:17.61. 11) Anna Jones, Ketchikan — 1:28.56. 12) Ellie Carter, Ketchikan — 1:38.65.

Boys 100 Yard Butterfly
1) Spencer Holt, TMHS — 51.48. 2) Caleb Peimann JDHS — 56.48. 3) Micah Grigg, TMHS — 59.75. 5) Ulric Lehman, Craig — 1:13.67.

Girls 100 Yard Freestyle
1) Allie Morgan, Petersburg — 57.93. 2) Cameron Howard JDHS — 59.08. 3) Maddy Whitethorn, Petersburg — 1:01.25. 6) Evelyn Staples, Ketchikan — 1:05.45. 8) Sierra Nelson, Craig — 1:07.13. 16) Paris Knuteson, Ketchikan — 1:30.80. 18) Wileena Baghoomian, Ketchikan — 1:34.74.

Boys 100 Yard Freestyle
1) Tyler Weldon JDHS — 50.99. 2) Tytan Frawley, Sitka — 53.35. 3) Rylan Wallace, Petersburg — 53.75. 10) Anakin Purser, Craig — 1:03.21. 11) Ethan Thomas, Ketchikan — 1:06.21. 12) Riley Castle, Ketchikan — 1:07.24. 16) Daniel Ericksen, Craig — 1:14.18. 17) Wyeth Sheets, Craig — 1:14.46.

Girls 500 Yard Freestyle
1) Grace Harang, Sitka — 5:26.19. 2) Nancy Liddle, TMHS — 5:33.57. 3) Hannah Taube, TMHS — 5:52.66. 7) Emma Campbell, Ketchikan — 6:01.08. 9) Liberty Wargi-Morris, Craig — 6:33.41.

Boys 500 Yard Freestyle
1) Chris Ray, TMHS — 4:57.63. 2) Micah Grigg, TMHS — 4:59.80. 3) Raymie Matiashowski, TMHS — 4:59.84. 9) John Bullock, Ketchikan — 5:55.89.

Girls 200 Yard Freestyle Relay
1) Sitka — 1:47.991) Kai Frawley; Razie Guillory; Sophia Schwantes; Jessica Davis. 2) Petersburg — 1:50.67: 1) Maria Pfundt; Allie Morgan; Maddy Whitethorn; Alyssa Guthrie. 3) Ketchikan — 1:55.44: 1) Evelyn Staples; Emma Campbell; Judy Meiresonne; Laura Sherrill. 10), Ketchikan B — 2:34.45: Wileena Baghoomian; Jocelyn Cannon; Jenna Smith; Paris Knuteson.

Boys 200 Yard Freestyle Relay
1) TMHS — 1:43.981) Noah Loseby; Samson Anderson; Chris Ray; August Kiessling. 2) Petersburg — 1:44.80: 1) Rylan Wallace; Caleb Pfundt; Sean Spigelmyre; Peter Kowalski. 3) JDHS — 1:45.47: 1) Andrew Lacey-Wilkerson; Gabe Loseby; Reed Gardinier; Isaac Gabel. 5) Craig — 1:56.42: Anakin Purser; Ulric Lehman; Daniel Ericksen; Lewis House. 6), Ketchikan — 2:07.73: Riley Castle; Ian Eldridge; Josh Ryan; Ethan Thomas.

Girls 100 Yard Backstroke
1) Jessica Davis, Sitka — 1:01.93. 2) Taelyn Norvell JDHS — 1:08.15. 3) Emily Heaton, TMHS — 1:09.21. 11) Liberty Wargi-Morris, Craig — 1:15.06. 12) Evelyn Staples, Ketchikan — 1:20.32. 14) Savannah Nieshe, Ketchikan — 1:21.93.

Boys 100 Yard Backstroke
1) Tytan Frawley, Sitka — 1:02.57. 2) August Kiessling, TMHS — 1:04.48. 3) Reed Gardinier,JDHS — 1:07.34. 5) Alec Lundburg, Ketchikan — 1:14.66. 8) Owen Campbell, Ketchikan — 1:27.04.

Girls 100 Yard Breaststroke
1) Sophia Schwantes, Sitka — 1:14.59. 2) Riley Traxler, TMHS — 1:16.07. 3) Laura Sherrill, Ketchikan — 1:16.11. 11) Sierra Nelson, Craig — 1:28.06. 12) Anna Jones, Ketchikan — 1:31.46. 15) Anna Ensign, Craig — 1:47.64. 16) Caity Pearson, Ketchikan — 1:59.16.

Boys 100 Yard Breaststroke
1) Lewis House, Craig — 12.15. 2) Samson Anderson, TMHS — 1:15.88. 3) Jimmy Baggen Wrangell — 1:16.69. 7) Tyler Merle, Ketchikan — 1:28.09. 9) Wyeth Sheets, Craig — 1:32.63. 11) Ian Eldridge, Ketchikan — 1:46.66.

Girls 400 Yard Freestyle Relay
1) Sitka — 3:52.651) Molly Blackmon; Grace Harang; Kyleigh McArthur; Jessica Davis. 2) TMHS — 4:02.44: 1) Nancy Liddle; Sarah Heaton; Emily Heaton; Riley Traxler. 3) JDHS — 4:06.10: 1) Taelyn Norvell; Tahlia Gerger; Mesa Moran; Cameron Howard. 4) Ketchikan — 4:22.54: Judy Meiresonne; Evelyn Staples; Emma Campbell; Laura Sherril. 6) Ketchikan B — 5:17.53: Savannah Nieshe; Ellie Carter; Anna Jones; Jessilyn Sivertsen

Boys 400 Yard Freestyle Relay
1) JDHS — 3:28.96: Tyler Weldon; Caleb Peimann; Adrell Mulgrew-Truitt; Tate Goering. 2), TMHS — 3:40.27: Raymie Matiashowski; Kristofer Ely; Micah Grigg; Chris Ray. 3) Sitka — 3:40.77: Jacob Gagner; Hunter Littlefield; Tytan Frawley; McKinley Janik. 4) Ketchikan — 4:02.64: Kyan Klinger; Alec Lundburg; John Bullock; Tyler Merle.

SATURDAY'S RESULTS
Sept. 29

Girls 200 Yard Medley Relay
1) Sitka — 1:56.781) Jessica Davis; Grace Harang; Sophia Schwantes; Kyleigh McArthur. 2) TMHS — 2:01.98: 1) Emily Heaton; Jamie Heidersdorf; Nancy Liddle; Riley Traxler. 3) JDHS — 2:04.49: 1) Taelyn Norvell; Tahlia Gerger; Mesa Moran; Cameron Howard. 4) Ketchikan — 2:12.26: Emma Campbell; Evelyn Staples; Laura Sherrill; Judy Meiresonne. 11), Ketchikan B — 2:35.28: Ellie Carter; Anna Jones; Savannah Nieshe; Jessilyn Sivertsen.

Boys 200 Yard Medley Relay
1) JDHS — 1:46.731) Caleb Peimann; Tyler Weldon; Tate Goering; Reed Gardinier. 2) TMHS — 1:50.09: 1) Noah Loseby; Raymie Matiashowski; Micah Grigg; Chris Ray. 3) Sitka — 1:51.37: 1) Jacob Gagner; Tytan Frawley; McKinley Janik; Sid Fleming. 5) Ketchikan — 2:06.71: Tyler Merle; Alec Lundburg; John Bullock; Kyan Klinger.

Girls 200 Yard Freestyle
1) Grace Harang, Sitka — 2:01.73. 2) Jessica Davis, Sitka — 2:09.38. 3) Laura Sherrill, Ketchikan — 2:12.77. 10) Liberty Wargi-Morris, Craig — 2:28.25. 11) Sierra Nelson, Craig — 2:37.29. 13) Anna Jones, Ketchikan — 2:41.67.

Boys 200 Yard Freestyle
1) Spencer Holt, TMHS — 1:45.50. 2) Micah Grigg, TMHS — 1:52.71. 3) Chris Ray, TMHS — 1:53.60. 9) Ethan Thomas, Ketchikan — 2:20.58. 10) Ulric Lehman, Craig — 2:21.95. 11) Owen Campbell, Ketchikan — 2:24.11.

Girls 200 Yard IM
1) Cameron Howard JDHS — 2:25.52. 2) Sophia Schwantes, Sitka — 2:25.91. 3) Alyssa Guthrie, Petersburg — 2:26.33. 9) Judy Meiresonne, Ketchikan — 2:46.24. 10) Evelyn Staples, Ketchikan — 2:47.33.

Boys 200 Yard IM
1) Kyan Klinger, Ketchikan 2:20.57. 2) Kristofer Ely, TMHS 2:20.92. 3) Samson Anderson, TMHS — 2:22.44. 5) Tyler Merle, Ketchikan 2:41.93 2:38.84.

Girls 50 Yard Freestyle
1) Renee Roberts Wrangell — 26.43 2) Allie Morgan, Petersburg — 26.66. 3) Mesa Moran JDHS — 27.54. 20) Caity Pearson, Ketchikan — 36.00. 23) Ellie Carter, Ketchikan — 37.37. 24) Jocelyn Cannon, Ketchikan — 38.37. 25) Wileena Baghoomian, Ketchikan — 40.97.

Boys 50 Yard Freestyle
1) Tyler Weldon JDHS — 22.78. 2) Erik Jim JDHS — 25.32. 3) Reed Gardinier JDHS — 25.34. 12) Alec Lundburg, Ketchikan — 28.30. 13) Anakin Purser, Craig — 28.71. 16) Riley Castle, Ketchikan — 30.40. 17) Josh Ryan, Ketchikan — 30.59. 20) Wyeth Sheets, Craig — 34.19.

Girls 1 mtr Diving
1) Rosemary Kiessling, TMHS — 136.05. 2) Amber Kahklen, TMHS — 132.95. 3) Caity Pearson, Ketchikan — 132.10 6 4) Jessilyn Sivertsen, Ketchikan — 124.85.

Girls 100 Yard Butterfly
1) Jessica Davis, Sitka — 1:02.75. 2) Nancy Liddle, TMHS — 1:03.15. 3) Maria Pfundt, Petersburg — 1:05.32. 6) Emma Campbell, Ketchikan — 1:13.17. 8) Jenna Smith, Ketchikan — 1:42.86.

Boys 100 Yard Butterfly
1) Jacob Gagner, Sitka — 58.52. 2) McKinley Janik, Sitka — 1:00.13. 3) Rylan Wallace, Petersburg — 1:01.19. 6) Ethan Thomas, Ketchikan — 1:08.42. 7) Alec Lundburg, Ketchikan — 1:08.56. 8) John Bullock, Ketchikan — 1:11.14.

Girls 100 Yard Freestyle
1) Renee Roberts Wrangell — 57.59. 2) Riley Traxler, TMHS — 58.26. 3) Kyleigh McArthur, Sitka — 58.50. 15) Liberty Wargi-Morris, Craig — 1:07.96. 16) Anna Jones, Ketchikan — 1:11.61. 18) Savannah Nieshe, Ketchikan — 1:14.28. 19) Jessilyn Sivertsen, Ketchikan — 1:18.76. 20) Anna Ensign, Craig — 1:29.98.

Boys 100 Yard Freestyle
1) Caleb Peimann JDHS — 51.12. 2) Peter Kowalski, Petersburg — 53.52. 3) Kyan Klinger, Ketchikan — 55.74. 10) Lewis House, Craig — 59.96. 12) Anakin Purser, Craig — 1:06.34. 17) Ian Eldridge, Ketchikan — 1:20.52.

Girls 500 Yard Freestyle
1) Hannah Taube, TMHS — 5:51.25. 2) Mesa Moran JDHS — 5:51.53. 3) Anna Frazier, TMHS — 6:29.81. 6) Evelyn Staples, Ketchikan — 6:46.37.

Boys 500 Yard Freestyle
1) Samson Anderson, TMHS — 5:28.92. 2) Adrell Mulgrew-Truitt JDHS — 5:35.30. 3) Gabe Loseby JDHS — 6:50.41. 5) Josh Ryan, Ketchikan — 7:01.84 6) Daniel Ericksen, Craig — 7:36.25.

Girls 200 Yard Freestyle Relay
1) Sitka — 1:45.16: Grace Harang; Kyleigh McArthur; Molly Blackmon; Jessica Davis. 2) JDHS — 1:50.76: 1) Taelyn Norvell; Tahlia Gerger; Mesa Moran; Cameron Howard. 3) Petersburg — 1:52.01: 1) Maria Pfundt; Allie Morgan; Alyssa Guthrie; Maddy Whitethorn. 7) Ketchikan — 2:22.56: Savannah Nieshe; Ellie Carter; Caity Pearson; Jessilyn Sivertsen. 8) Ketchikan B — 2:37.09: Jocelyn Cannon; Wileena Baghoomian; Jenna Smith; Paris Knuteson.

Boys 200 Yard Freestyle Relay
1) JDHS — 1:41.37: Reed Gardiner; Adrell Mulgrew-Truitt; Erik Jim; Isaac Gabel. 2) Petersburg — 1:41.95: Peter Kowalski; Caleb Pfundt; Sean Spigelmyre; Rylan Wallace. 3) Ketchikan — 1:49.62: John Bullock; Tyler Merle; Ethan Thomas; Kyan Klinger. 7), Ketchikan B — 2:03.78: Riley Castle; Ian Eldridge; Owen Campbell; Alec Lundburg.

Girls 100 Yard Backstroke
1) Grace Harang, Sitka — 1:05.37. 2) Allie Morgan, Petersburg — 1:08.00. 3) Nancy Liddle, TMHS — 1:08.25. 6) Laura Sherrill, Ketchikan — 1:08.82. 9) Emma Campbell, Ketchikan — 1:11.36. 16) Sierra Nelson, Craig — 1:23.30. 20) Anna Ensign, Craig — 1:35.41. 22) Paris Knuteson, Ketchikan — 1:39.73.

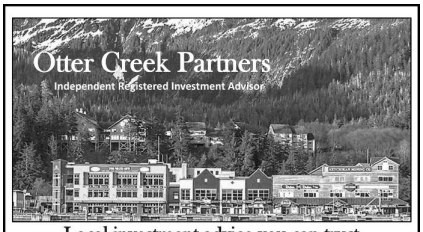
Boys 100 Yard Backstroke
1) Spencer Holt, TMHS — 53.40. 2) Caleb Peimann JDHS — 58.00. 3) Chris Ray, TMHS — 58.95. 7) Tyler Merle, Ketchikan — 1:09.39. 9) Riley Castle, Ketchikan — 1:22.25. 11) Ian Eldridge, Ketchikan — 1:38.83.

Girls 100 Yard Breaststroke
1) Alyssa Guthrie, Petersburg — 1:17.74. 2) Taelyn Norvell JDHS — 1:18.05. 3) Kai Frawley, Sitka — 1:18.06. 7) Judy Meiresonne, Ketchikan — 1:27.19. 12) Savannah Nieshe, Ketchikan — 1:44.06. 14) Ellie Carter, Ketchikan — 1:47.69.

Boys 100 Yard Breaststroke
1) Tyler Weldon JDHS — 1:04.01. 2) Jacob Gagner, Sitka — 1:06.63. 3) Raymie Matiashowski, TMHS — 1:06.85. 6) Lewis House, Craig — 1:19.39. 8) Owen Campbell, Ketchikan — 1:24.00. 11) Ulric Lehman, Craig — 1:25.68. 12) John Bullock, Ketchikan — 1:29.27. 14) Wyeth Sheets, Craig — 1:32.51.

Girls 400 Yard Freestyle Relay
1) TMHS — 3:56.821) Nancy Liddle; Sarah Heaton; Emily Heaton; Riley Traxler. 2) Sitka — 4:01.39: 1) Sophia Schwantes; Kai Frawley; Razie Guillory; Molly Blackmon. 3) TMHS B — 4:21.54: 1) Hannah Taube; Jenny Chester; Jamie Heidersdorf; Selma Matiashowski. 5) Ketchikan — 4:24.46: Judy Meiresonne; Anna Jones; Emma Campbell; Laura Sherrill. 8), Ketchikan B — 5:44.02: Jenna Smith; Paris Knuteson; Caity Pearson; Evelyn Staples.

Boys 400 Yard Freestyle Relay
1) TMHS — 3:25.231) Micah Grigg; Raymie Matiashowski; Chris Ray; Spencer Holt. 2) JDHS — 3:31.30: 1) Tyler Weldon; Adrell Mulgrew-Truitt; Caleb Peimann; Tate Goering. 3) Sitka — 3:36.65: 1) McKinley Janik; Tytan Frawley; Sid Fleming; Jacob Gagner. 6) Ketchikan — 4:29.85:Riley Castle; Josh Ryan; Owen Campbell; Ethan Thomas. 7) Craig — 4:30.84: Anakin Purser; Ulric Lehman; Wyeth Sheets; Lewis House.



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Alaska Department of Transportation & Public Facilities
Southcoast Region

NOTICE OF PUBLIC WORKSHOP
&
REQUEST FOR COMMENTS

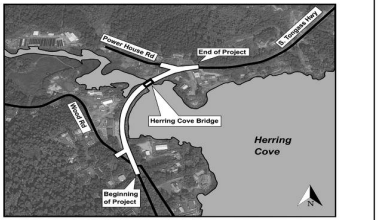
Ketchikan Herring Cove Bridge (No. 253) Improvement
Project SFHWY-00072 / 0902043

DOT&PF invites you to attend a Public Workshop about the Ketchikan Herring Cove Bridge Improvement Project SFHWY-00072

Date: October 17, 2018
Time: 6:00 p.m. to 7:30 p.m.
Place: Saxman Community Center,
Upper Lobby
2841 South Tongass Highway

Comments are due close of business day November 6, 2018

The Alaska Department of Transportation and Public Facilities (DOT&PF) is proposing to replace the Herring Cove Bridge (No. 253) in Ketchikan Alaska.



The proposed project activities would

- Replace the existing bridge with a new bridge with ADA accessible pedestrian sidewalks on each side.
- Install a temporary detour bridge for access while new bridge is constructed.
- Install ADA accessible pathways on the outside of the guardrail on the west side from Wood Road to Powerhouse Road, and on the east side between Powerhouse road and the opposite end of the bridge.
- Improve the intersections at Wood Road and Powerhouse Road.
- Provide new asphalt surfacing, new guardrail along South Tongass Hwy, and associated drainage and guardrail improvements.

Construction is expected no sooner than late summer 2020.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

Development of this proposed project would follow a process required by the National Environmental Policy Act (NEPA). Based on project location and scope of work, the environmental document is anticipated to be a categorical exclusion (CE). Possible affected resources include wetlands, waters of the U.S., eagles, and cultural or historic properties.

The proposed project would comply with all applicable authorities including:

- National Historic Preservation Act Section 106
- EO-13175 (Consult & Coordinate w/ Indian Tribal Gov)
- EO-11593 (Protect & Enhance Cultural Env.)
- EO-13007 (Indian Sacred Sites)
- Magnuson-Stevens Fishery Conservation Mgt Act
- Clean Air & Clean Water Act
- EO-11990 (Protect Wetlands)
- EO-13112 (Invasive Species)
- EO-11988 Manage Floodplains
- EO-12898 (Env. Justice)

DOT&PF is soliciting comments and information on the proposed project. Your comments would help us evaluate potential environmental, social and economic impacts of this project as well as impacts to historic and cultural resources.

Please submit your written comments to:

Jim Scholl, Environmental Impact Analyst
DOT&PF, Southcoast Region
P.O. Box 112506
Juneau AK 99811-2506
Phone: 907-465-4498
FAX: 907-465-4414
E- mail: jim.scholl@alaska.gov

To ensure that all possible factors are considered, please provide comments via email or fax, or mailing address by close of business day November 6, 2018.

It is the policy of the Alaska Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds. The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990.

If you or someone you represent requires special accommodations in order to attend the workshop or respond to this public notice, please call or email the project coordinator listed above or call Alaska Relay at 711 or call

(800) 770-8973 for TTY (800) 770-8255 for voice
(800) 770-3919 for ASCII (866) 355-6198 for STS

Ask the communications assistant to call the project coordinator listed above so arrangements can be made to assist you.

Print KDN October 3, 2018. Legal #17061

KAYHI ACTIVITIES

SEPTEMBER

29 Cross Country @ State
29-30 Swim/Dive @ Juneau

OCTOBER

5-6 DDF @ Thunder Mountain
5-6 Small Schools VB @ Home

STUDENTS OF THE WEEK

Ava Widmyer is a freshman. She is the daughter of Shane Widmyer and Rebecca Geary. Her grandparents are Linda Berry, Bob Widmyer, Twyla Ingle and Glen Olson. Ava is being honored this week 'for taking care o' bizness' in her classes and maintaining a 4.0! So far, Ava's enjoying her freshman year, especially her biology and Spanish classes. She is a history & science buff and loves studying these subjects. Ava tries to spend time outdoors kayaking or walking her dogs but if the weather is uncooperable, she'll hang with family and/ or play video games. Her future plans are to become an architect. Ava's shout out goes to her great-grandma, Tiny, and her mom and dad.

AJ Malouf is a junior. He is the son of John and Jillian Malouf and brother to Kody and Max. AJ was selected as the student of the week as he is a reliable, efficient and excellent worker. This year will make him a 3-year member of the Kings football, basketball (manager) and baseball teams. His favorite subject is history and his most favorite teachers have been Mr. Mitchel, Mr. Lund and Mrs. Campbell. When not working or playing sports, he likes to do anything with boats; fish on his Boston Whaler or hunt wild game. AJ's main future goal is to attend the Naval Academy but if that doesn't materialize, a maritime academy to become a sea pilot. His shout-out goes to Mrs. Bowlen for all of her help she's given to him – which has been A LOT!

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Financial Advisor
erin.reeve@erafinancial.us

STEPHANIE METZGER
Senior Client Services Manager
stephanie.metzger@erafinancial.us

Erin Reeve & Associates Financial
307 Stedman St. // Ketchikan, AK 99901
O 907.247.6669 // F 907.247.6670
www.ERAFinancial.us

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October 3, 2018 9:22 am (GMT +8:00) Powered by TECNAVIA

STATUS: Archived

DOT&PF Notice of Intent to Begin Eng. & Env. Studies & Request for Comments: KTN Herring Cove Bridge Imprv Project SFHWY-00072

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Alaska Department of Transportation & Public Facilities Southcoast Region

NOTICE OF INTENT TO BEGIN ENGINEERING & ENVIRONMENTAL STUDIES AND REQUEST FOR SCOPING COMMENTS

Ketchikan Herring Cove Bridge (No. 253) Improvement Project SFHWY-00072 / 0902043

The Alaska Department of Transportation and Public Facilities (DOT&PF) is proposing to replace the Herring Cove Bridge (No. 253) in Ketchikan Alaska.

The proposed project activities would

- Replace the existing bridge with a new bridge with ADA accessible pedestrian sidewalks on each side.
- Install a temporary detour bridge for access while new bridge is constructed.
- Install ADA accessible pathways on the outside of the guardrail on the west side from Wood Road to Powerhouse Road, and on the east side between Powerhouse road and the opposite end of the bridge.
- Improve the intersections at Wood Road and Powerhouse Road.
- Provide new asphalt surfacing, new guardrail along South Tongass Hwy, and associated drainage and guardrail improvements.
- The existing overhead electrical and communication utilities along South Tongass would be relocated into underground conduit in order for the new bridge to be constructed.

Construction is expected no sooner than late summer 2020.

****

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

Development of this proposed project would follow a process required by the National Environmental Policy Act (NEPA). Based on project location and scope of work, the environmental document is anticipated to be a categorical exclusion (CE). Possible affected resources include wetlands, waters of the U.S., eagles, and cultural or historic properties.

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- EO-11593 (Protect & Enhance Cultural Env.)
- EO-13007 (Indian Sacred Sites)
- Magnuson-Stevens Fishery Conservation Mgt Act
- Clean Air & Clean Water Act
- EO-11990 (Protect Wetlands)
- EO-13112 (Invasive Species)
- EO-11988 Manage Floodplains
- EO-12898 (Env. Justice)

****

DOT&PF is soliciting comments and information on the proposed project. Your comments would help us evaluate potential environmental, social and economic impacts of this project as well as impacts to historic and cultural resources.

Please submit your written comments to:

Jim Scholl, Environmental Impact Analyst
DOT&PF, Southcoast Region Phone: 907-465-4498
P.O. Box 112506 FAX: 907-465-4414
Juneau AK 99811-2506 E- mail: jim.scholl@alaska.gov

To ensure that all possible factors are considered, please provide comments via email or fax, or mailing address by July 23, 2018.

****

It is the policy of the Alaska Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds. The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990.

If you or someone you represent requires special accommodations in order to respond to this public notice, please call or email the project coordinator listed above or call Alaska Relay at 711 or call

(800) 770-8973 for TTY (800) 770-8255 for voice

(800) 770-3919 for ASCII (866) 355-6198 for STS

Ask the communications assistant to call the project coordinator listed above so arrangements can be made to assist you.

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DOT&PF Notice of Intent to Begin Eng. & Env. Studies & Request for Comments: KTN Herring Cove Bridge Imprv Project SFHWY-00072

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Alaska Department of Transportation & Public Facilities Southcoast Region

NOTICE OF INTENT TO BEGIN ENGINEERING & ENVIRONMENTAL STUDIES AND REQUEST FOR SCOPING COMMENTS

Ketchikan Herring Cove Bridge (No. 253) Improvement Project SFHWY-00072 / 0902043

The Alaska Department of Transportation and Public Facilities (DOT&PF) is proposing to replace the Herring Cove Bridge (No. 253) in Ketchikan Alaska.

The proposed project activities would

- Replace the existing bridge with a new bridge with ADA accessible pedestrian sidewalks on each side.
- Install a temporary detour bridge for access while new bridge is constructed.
- Install ADA accessible pathways on the outside of the guardrail on the west side from Wood Road to Powerhouse Road, and on the east side between Powerhouse road and the opposite end of the bridge.
- Improve the intersections at Wood Road and Powerhouse Road.
- Provide new asphalt surfacing, new guardrail along South Tongass Hwy, and associated drainage and guardrail improvements.
- The existing overhead electrical and communication utilities along South Tongass would be relocated into underground conduit in order for the new bridge to be constructed.

Construction is expected no sooner than late summer 2020.

****

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

Development of this proposed project would follow a process required by the National Environmental Policy Act (NEPA). Based on project location and scope of work, the environmental document is anticipated to be a categorical exclusion (CE). Possible affected resources include wetlands, waters of the U.S., eagles, and cultural or historic properties.

The proposed project would comply with all applicable authorities including:

- National Historic Preservation Act Section 106
- EO-13175 (Consult & Coordinate w/ Indian Tribal Gov)
- EO-11593 (Protect & Enhance Cultural Env.)
- EO-13007 (Indian Sacred Sites)
- Magnuson-Stevens Fishery Conservation Mgt Act
- Clean Air & Clean Water Act
- EO-11990 (Protect Wetlands)
- EO-13112 (Invasive Species)
- EO-11988 Manage Floodplains
- EO-12898 (Env. Justice)

****

DOT&PF is soliciting comments and information on the proposed project. Your comments would help us evaluate potential environmental, social and economic impacts of this project as well as impacts to historic and cultural resources.

Please submit your written comments to:

Jim Scholl, Environmental Impact Analyst
DOT&PF, Southcoast Region Phone: 907-465-4498
P.O. Box 112506 FAX: 907-465-4414
Juneau AK 99811-2506 E- mail: jim.scholl@alaska.gov

To ensure that all possible factors are considered, please provide comments via email or fax, or mailing address by July 23, 2018.

****

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Ask the communications assistant to call the project coordinator listed above so arrangements can be made to assist you.

Attachments, History, Details

Attachments

SFHWY-00072 Project Area Map.pdf

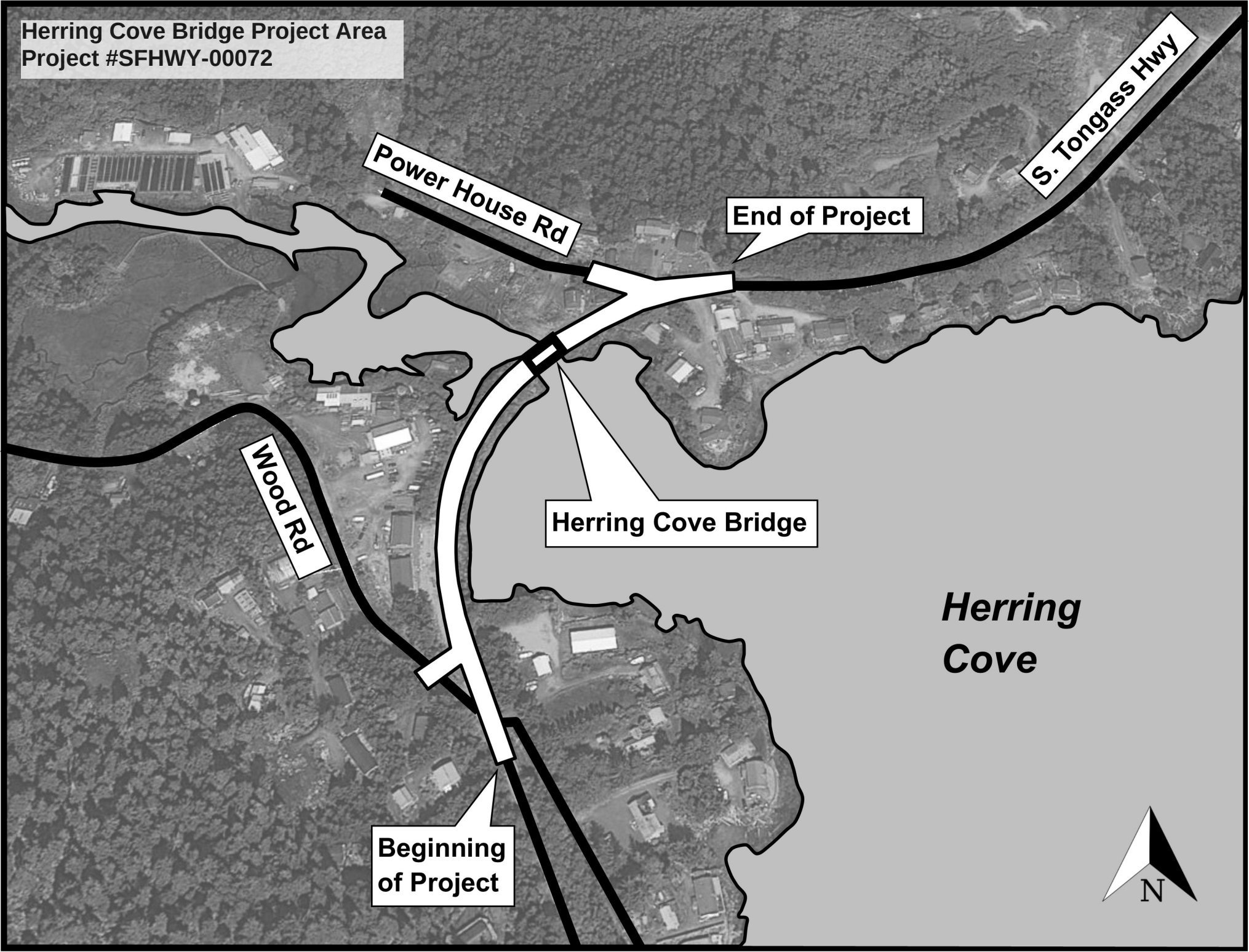
Revision History

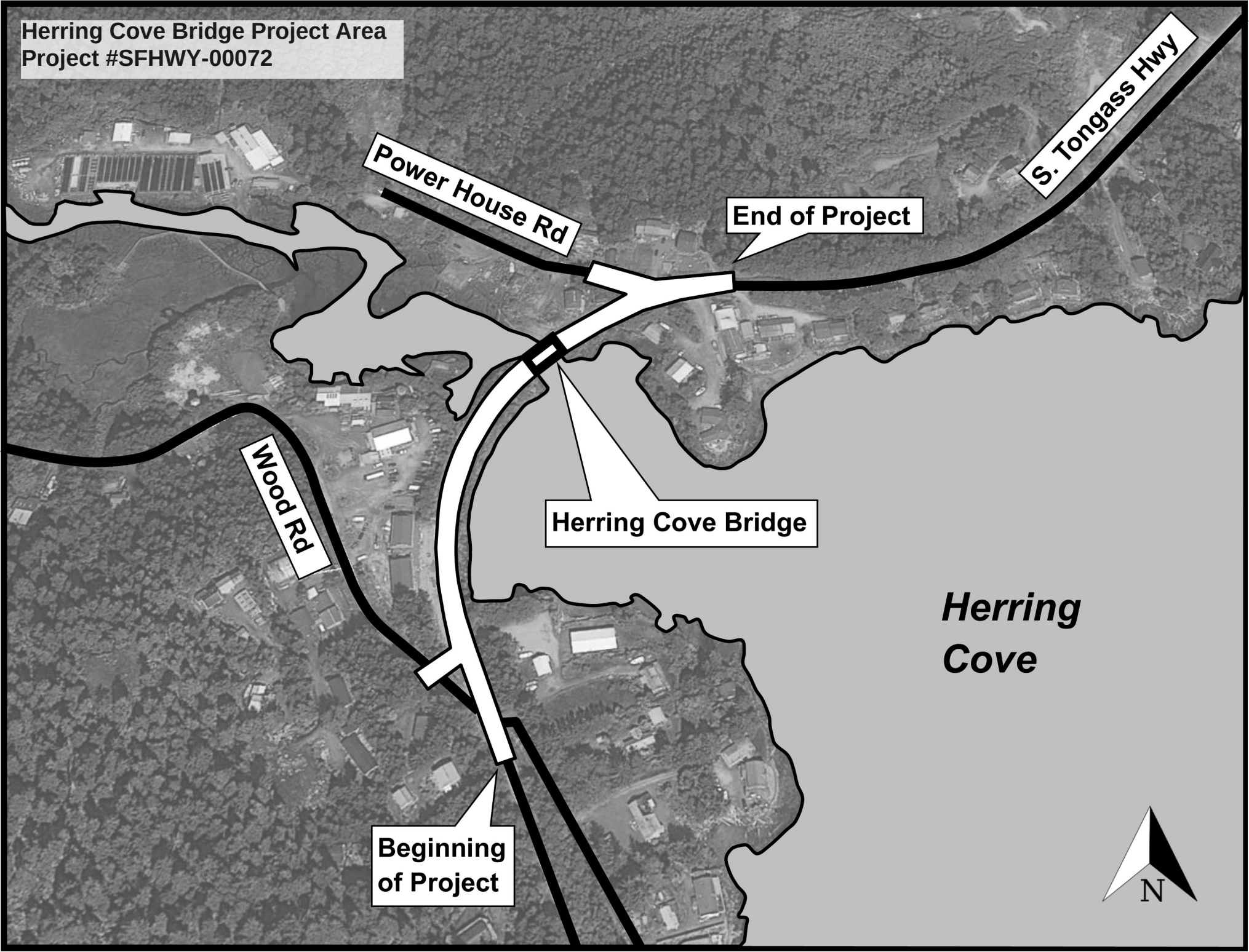
Created 6/21/2018 12:54:20 PM by kldirks
Modified 6/21/2018 12:55:07 PM by kldirks [Details]
Modified 6/21/2018 12:56:14 PM by kldirks [Details]

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Ketchikan
Project/Regulation #:	
Publish Date:	6/21/2018
Archive Date:	7/24/2018

Events/Deadlines:


Herring Cove Bridge Project Area
Project #SFHWY-00072
Power House Rd
S. Tongass Hwy
End of Project
Wood Rd
Herring Cove Bridge
Herring
Cove
Beginning
of Project
N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Herring Cove Bridge
Herring
Cove
Beginning
of Project
N

Public Meeting Sign In Sheet

SFAW400072 Meeting: HERRING COVE BRIDGE REPLACEMENT

Date: OCT. 17, 2018

Location: SAXMAN COMMUNITY HALL

This information is voluntary. 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.

Please print legibly- Thanks!

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:			
Marg Clabby m.clabby@att.net 225-0800		Female ☐	Male ☐	White ☐	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		
Mr/Mrs Dennis Brand J.a.Brand@att.net 247-8355	8230 S. Tongass Hwy	Female ☑	Male ☑	White ☑	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		
Mr&Mrs Marvin Hill Wildcatters LLC 225-2346	2729 Tongass Ave #207	Female ☒	Male ☒	White ☐	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		
Gary & Christina Zangq towne@kpunet.net 907-617-9194	5825 Falla Ct.	Female ☒	Male ☒	White ☒	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		

Tanya Hedlind tanyahedlind@gmail.com 760-500-5468	7929 S Tongass Hwy	Female	☒	Male	☐
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Keith Hedlind Acme_fence@yahoo.com 760-521-2806	7929 S Tongass Hwy	Female	☐	Male	☒
		White	☒	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Nils Utterback	7939 South Tongass Hwy	Female	☐	Male	☒
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
Romaine Kolanko	6024 Churchill Ct. KTN AK	Female	☒	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐
		Female	☐	Male	☐
		White	☐	Hispanic	☐
		AK Native	☐	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐

Public Meeting Sign In Sheet

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Please print legibly- Thanks!

Name/Email/Phone	Company/Address/ Signature	Please check all that apply:
STEPHANIE MARTINEZ	7929 S. TONGASS S. Martinez	Female ☑ Male ☐
JOE MARTINEZ	7929 S. TONGASS J. Martinez	White ☐ Hispanic ☐
559-804-4207		AK Native ☐ Asian ☐
		N. American ☐ Pac. Islander ☐
		Black ☐ Other ☐
		Female ☐ Male ☑
559-358-1161		White ☐ Hispanic ☐
		AK Native ☐ Asian ☐
		N. American ☐ Pac. Islander ☐
		Black ☐ Other ☐
Paula Jurczak	10 Powerhouse Rd Ktn	Female ☐ Male ☐
225-6764		White ☐ Hispanic ☐
		AK Native ☐ Asian ☐
		N. American ☐ Pac. Islander ☐
		Black ☐ Other ☐
Gigi Pitcher	243 Wood Road	Female ☒ Male ☐
		White ☐ Hispanic ☐
		AK Native ☒ Asian ☐
		N. American ☐ Pac. Islander ☐
		Black ☐ Other ☐

00072 HERRING COVE BRIDGE P2

Lorraine Kolanko	P.O. Box 7184	Female	☐	Male	☐	
		White	☑	Hispanic	☐	
Gary Croy	31 Powerhouse Road	AK Native	☐	Asian	☐	
garycroy@gmail.com		N. American	☐	Pac. Islander	☐	
		Black	☐	Other	☐	
MIKE JAUSORO	8352 S. Tongass	Female	☐	Male	☑	
		White	☑	Hispanic	☐	
Denise Jausoro	8352 S. Tongass	AK Native	☐	Asian	☐	F
907-225-8943	jausoro@gci.net	N. American	☐	Pac. Islander	☐	
		Black	☐	Other	☐	
DICK COOSE	dcoose@kpunet.net	Female	☐	Male	☐	
		White	☐	Hispanic	☐	
		AK Native	☐	Asian	☐	
		N. American	☐	Pac. Islander	☐	
		Black	☐	Other	☐	
		Female	☐	Male	☐	
		White	☐	Hispanic	☐	
		AK Native	☐	Asian	☐	
		N. American	☐	Pac. Islander	☐	
		Black	☐	Other	☐	
		Female	☐	Male	☐	
		White	☐	Hispanic	☐	
		AK Native	☐	Asian	☐	
		N. American	☐	Pac. Islander	☐	
		Black	☐	Other	☐	

SFHWY 00072 KTN: S Tongass Herring Cove Bridge Improvements

Frequently Asked Questions

1. What is the purpose of the project? What are you trying to fix?

   Answer: The existing bridge is approximately 66 years old. Structural problems with the existing bridge deck have resulted in the bridge being rated as structurally deficient in the bridge rating system. Also, the existing bridge is a 2 lane bridge, 26'travel width with a 2' parapet curb on each side. There are no pedestrian walkways or sidewalks. Due to the high volume of tourist and other pedestrian user groups during the summer months, the existing bridge has created a pinch point for pedestrians trying to cross the bridge to access wildlife viewing areas and sport fishing locations.

   Pedestrians are coming to this area in large numbers during the summer months for recreation and wildlife viewing. Without pedestrian facilities, pedestrians are using the roadway and obstructing traffic and creating unsafe situations.
   Currently, Wood Road intersection is at an approximately 40 degrees skew to the South Tongass Hwy. Longer vehicles exiting Wood Road to the north have to perform 5 point turns and repeatedly stop traffic on South Tongass Hwy while they maneuver. Also, the existing roadway was last resurfaced in 2005.

   The purpose of this project is to

   - Replace the structurally deficient Herring Cove Bridge with a modern structure that includes pedestrian walkways on both sides of the bridge,
   - Construct Americans with Disabilities (ADA) accessible pathways on the outside of the guardrail on the west side from Wood Road to Powerhouse Road, and on the east side between Powerhouse road and the opposite end of the bridge.
   - Realign the Wood Road intersection to allow for easier and safer maneuverability for larger vehicles that frequently use the intersection
   - Extend the usable life of the pavement and improve safety by rehabilitating the road and pavement on South Tongass Hwy between Wood Road and Powerhouse Road intersections, including guardrail, striping, signing, drainage improvements, and other safety related improvements.

2. Tell us what work you will be doing.

   Answer: Project work includes:
   - Replacement of the existing bridge with a new bridge with ADA accessible pedestrian sidewalks on each side,
   - Construction of a temporary detour bridge used during replacement of the new bridge,

- Install ADA accessible pathways on the outside of the guardrail on the west side from Wood Road to Powerhouse Road, and on the east side between Powerhouse road and the opposite end of the bridge.
- Improve the intersections at Wood Road and Powerhouse Road,
- Provide new asphalt surfacing, new guardrail along South Tongass Hwy, and associated drainage and guardrail improvements,
- The existing overhead electrical and communication utilities along South Tongass would be relocated into underground conduit across the existing bridge in order for the new bridge to be constructed.

3. How will you handle traffic during construction?

LOREN ?

4. How can pedestrians view fish during construction?

LOREN?

5. Will construction impact the school bus ?

WE NEED INFORMATION FROM THE BOROUGH

6. Will you be disturbing nesting eagles during construction?

   Answer: No. There are no eagle nests within 660 ft. of the project

7. Will you be disturbing the fish runs under the bridge?

   Answer: No. Work on the temporary bridge and associated pile driving would be done in winter between fish fall and spring fish runs. Underground utility work in the stream would also be performed in the winter.

   The new bridge will completely span the river and existing piles would be removed under a fish habitat permit.

10/17/18

- Richard Carney KGB

School Bus does continue beyond project

- Clarify to not excessively obstruct during summer tour
  - need 2 lane detour bridge in summer
  - Sept. 1 obstruction okay
  - excessive traffic delays are not accept.
- fill for detour can be placed out of water anytime.
- Public comment expect independent operators occurring during const. will ~~with~~ const. ~~will~~ disturb critters.

Pedestrians will want to use detour bridge but KGB will look into motion to prohibit tourists on bridge for summer. KGB has authority to not allow ~~for~~ base on "economic development authority."

- ~~5~~ D min delays
  10 min. delays?
  Get confirmation on what is acceptable from tour ~~website~~ companies.
  Mainly small companies:

Jerry Sidelski w/ KGB manages the tour compliance agencies. Good contact a reviewer

Assembly member is a Tribal Gov. sue Pickrell K.I.C. (Tribe)

Joanne: KGB ~~would~~ can

Nov. 5 is next assembly: Resolution!
Need suggested narrative.
- Bullet points of facts.
-

KGB: Herring Cove Warlick
City of Ketch: Headley Ch

KGB sewer on S. Tongass complete end of 2019
∴ in summer of 2020 Road reconst. will be ~~done~~ performed

Jondahm suggested to look at Ketchikan Ck. to Decemont project for Traffic Control.

Coordination w/ adjacent projects

City Mack Shelter

10/17/18 Meeting w/ Hatchery, Zip line Co, & Tour company Reps.
Power House Rd. Mostly private tour co.'s
Wood Rd. – often 2-40' boats
Cross walk concern ~~for~~ w/ busses.

- Jumping Guard rail is concern. Install Raised obstructions.

Fish Run:
~~May 30~~ May 30 fish show up or tides only
May 15 out migrants start
Seals mostly hanging around all year.

10 min delay generally acceptable as long as no other delays.
Phase other projects.

Power House prop. used for public parking

10/17/2018 Herring Cove (SFHWY00072)

Pg.1

Richard Harny (KGB)

Jonathan Lappin (KGB)

Deago and Lauren (DOT)

Lauren – Advisory speed on bridge

Rich Harney – Drainage on bridge?

Lauren – No scuppers

Rich Harney – School busses past Wood Rd.

- Tour companies care about wildlife info (Impacts)
- Fall Project

Lauren – Delays are inevitable

Rich Harney – Package of Bridge's, What do you want to say?

Jonathan Lappin – Traffic delays? Probably 10 min or less

*Diego – Send pdf

Jonathan Lappin – Susan Pickr? CW BORO and KK Tribal

- Delay OD KTN CR BR Construction is OK

Pg.2

Rainforest Sanctuary

Rose Rodriguez (Independent Tours?)

Holland America Princess

Robin Butz

ACT Fleet Corrir (not here)

Brett

-**Ariana** (Rainforest Sanctuary)

40 busses

-**Brian Salazar** (owner of Rainforest Sanctuary)

-**Jay Creasy** (Whitman Lake Hatchery Manager)

-**Rhet** (Rainforest Sanctuary)

Robin – Can we go under? Crossing guards?

Jim Scholl – Ketchikan Burrough responsibility

GROUP – Can you raise guardrails to restrict pedestrians on roads?

-Bears on Powerhouse Rd. Run starts Jan 20th – Feb 1st. Hauling six trucks across bridge.

Pg.3

Dave

-90000lb tanker used to transport fish

- 30 May fish in stream

- 15 Jun rec runs

- 15-25 May out-migrants

- Mar April Pink out-migrant

- All year round seals

- April serious transport

Group

-Temporary bridge needs pedestrians

-Make Wood Rd intersection a 90 degree

Dan

-43 Trucks hauling fish

*Send Brian PDF of Graphic

Meeting Notes between DOT&PF and the Ketchikan Gateway Borough (KGB)

SFHWY 00072 S. Tongass, Herring Cove Bridge

October 17, 2018

Attendees:

RH Richard Harny KGB
JL Jonathan Lappin KGB
DD Diego De L Davila Lourenco DOT&PF
LG Loren Gehring, DOT&PF
JS Jim Scholl, DOT&PF

Meeting held in KGB Planning offices beginning at 9:00 AM

LG – Foreseeable issues are, working during low tide, and during the fish window. Also traffic restrictions, e.g., summer or 1 lane winter detour bridge.

LG – There will be an advisory speed on the bridge during construction.

RH – Asked about drainage on the bridge. LG replied there would be no scuppers. Drainage will collected and run off either end.

JL – How long will traffic delays be during construction. LG – 5 to 10 minutes maximum.

RH – School busses go past Wood Road.

LG – Delays during construction are inevitable. RH– KGB hopes this is a fall project.

JL – Requested graphic of project overview. DD said he will send a pdf of the graphic

JL – Traffic delays on Ketchikan Cr Bridge are OK

End 11:00 AM

Meeting Notes among DOT&PF, Commercial Operators, and the Whitman Lake Hatchery

SFHWY 00072 S. Tongass, Herring Cove Bridge

October 17, 2018

Meeting held at the Rainforest Sanctuary near the Herring Cove Bridge

Attendees:

AO Arianna Oliva, Experience Alaska Tours
M Marco, Independent Bus Tours
BS Brian Salazar, owner of Rainforest Sanctuary
R Rhett, Rainforest Sanctuary
RB Robin Butz, Holland America
RR Rose Rodriguez, Independent Tours
JC Jay Creazy, Whitman Lake Hatchery Mgr.
DK Dave Kretski, Whitman Lake Hatchery
DD Diego De L Davila Lourenco DOT&PF
LG Loren Gehring, DOT&PF
JS Jim Scholl, DOT&PF

Meeting began at 1:30 PM

AO said they operate 40 foot Busses. The busses have problems negotiating the Wood Road intersection. She did like the intersection realignment.

GROUP Could you raise guardrails to restrict pedestrians on roads? LG We do plan to install guardrail and we will look at higher rails but any rail would need to comply with crashworthy standards.

RB asked about crossing guards. JS replied that would be the KGB's responsibility. RB said there are KGB guards but they sit in their cars. NOTE: DOT&PF spoke later with KGB. The on-site personnel are there to prevent busses from stopping on the bridge and to report speeders.

AO said 'why will people buy tours if you're creating a tourist viewing area?' JS replied DOT&PF must provide a roadway that conforms to design and safety standards.

DK said the Hatchery will begin hauling pinks about January 20th. The loads will be 90,000 - 86,000 lbs and can only have full tanks. Fish hauling continues into April.

DK said indigenous fish out migrate from the stream about May 20th. About May 30th is the earliest salmon return on high tide only. By June 10th there is a regular fish presence in the stream. Seals are present in marine waters year round.

BS & R showed DOT&PF representatives the road and intersection near the Rainforest Sanctuary. They requested capital improvements to the road. LG referred them to DOT&PF Planning.

Meeting ended at 3:45 PM

Public Meeting Notes

SFHWY 00072 S. Tongass, Herring Cove Bridge

October 17, 2018

Meeting held and the Community Center in Saxman, AK and began at 6:30 PM

Attendees:

DD Diego De L Davila Lourenco DOT&PF
LG Loren Gehring, DOT&PF
JS Jim Scholl, DOT&PF

Sign in sheet attached, estimated 10 persons did not sign in

Comments written on project graphics

- Northern Tours, Leases independent operator tour parking at Power House Road. Nils (907)247-8889
- The Power House Rd shoulder is used by local fishermen for parking.
- There is no possibility of R turns into Wood Rd. Buses have to go further and U-turn. Busses can pass each other on Wood Rd. straddling the shoulder and avoiding mirror strikes.
- The zip line compound is currently seeing about 58,000 tourists per year.
- Eagles strikes of powerlines are occurring about once per year. Some of them causing power outages.

End of meeting at 7:00 PM

Public Meeting Sign In Sheet

SFAWY00072 Meeting: HERRING COVE BRIDGE REPLACEMENT

Date: OCT. 17, 2018

Location: SAXMAN COMMUNITY HALL

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Please print legibly- Thanks!

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		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
		Black ☐	Other ☐		
Mr/Mrs Dennis Brand J.a.Brand@att.net 247-8355	8230 S. Tongass Hwy	Female ☑	Male ☑	White ☑	Hispanic ☐
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		Black ☐	Other ☐		
Mr/Mrs Norwin Hill Wildcatters LLC 225-2346	2729 Tongass Ave #207	Female ☒	Male ☒	White ☐	Hispanic ☐
		AK Native ☐	Asian ☐	N. American ☐	Pac. Islander ☐
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Gary & Christina Zangg towne@kpunet.net 907-617-9194	5825 Falla Ct.	Female ☒	Male ☒	White ☒	Hispanic ☐
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Keith Hedlind Acme_fence@yahoo.com 760-521-2806	7929 S Tongass Hwy	Female	☐	Male	☒
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		N. American	☐	Pac. Islander	☐
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Nils Utterback	7939 South Tongass Hwy	Female	☐	Male	☒
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Public Meeting Sign In Sheet

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		Black	☐	Other	☐
		Female	☐	Male	☑
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		Black	☐	Other	☐
Gigi Pitcher 243 Wood Road		Female	☒	Male	☐
		White	☐	Hispanic	☐
		AK Native	☒	Asian	☐
		N. American	☐	Pac. Islander	☐
		Black	☐	Other	☐

00072 HERRING COVE BRIDGE P2

Lorraine Kolanko	P.O. Box 7164		Female	☐	Male	☐
			White	☑	Hispanic	☐
Gary Croy	31 Powerhouse		AK Native	☐	Asian	☐
gary.croy@gmail.com			N. American	☐	Pac. Islander	☐
			Black	☐	Other	☐
MIKE JAUSORO	8352 S. Tongass		Female	☐	Male	☑
Denise Jausoro	8352 S. Tongass	F	White	☑	Hispanic	☐
907-225-8943	jausoro@gci.net		AK Native	☐	Asian	☐
			N. American	☐	Pac. Islander	☐
			Black	☐	Other	☐
DICK COOSE	dcoose@kpunet.net		Female	☐	Male	☐
			White	☐	Hispanic	☐
			AK Native	☐	Asian	☐
			N. American	☐	Pac. Islander	☐
			Black	☐	Other	☐
			Female	☐	Male	☐
			White	☐	Hispanic	☐
			AK Native	☐	Asian	☐
			N. American	☐	Pac. Islander	☐
			Black	☐	Other	☐
			Female	☐	Male	☐
			White	☐	Hispanic	☐
			AK Native	☐	Asian	☐
			N. American	☐	Pac. Islander	☐
			Black	☐	Other	☐

10/17/2018 Public Meeting Notes for Herring Cove Project SFHWY00072

1. Bury the lines. Eagles killed by power lines, power lines down due to weather, cost of OT up to $32,000 for a single person for electrical issues for weather. State to invest more money for bury. Speak with senator. Long term savings on all levels with short term investment.
2. Yes!! Bury the lines the whole length of the walkway. Birds hit them (eagles, herons, etc.)
3. Potential oil spill residential (on Powerhouse Rd.)
4. Busses slow down to 5mph
5. Eagles hit power lines.
6. School bus turnaround requested at the South Tongass Highway/ Powerhouse Rd. intersection.
7. Request for guardrail dimensions on the herring cove bridge of 5ft minimum to prevent tourists from jumping over into traffic lanes.
8. Consider sewer lines or bridge section for future hook up with system (within the downstream Right-of-way from the herring cove bridge). Currently the sewer lines come to the south end of Rosevelt.
9. No stopping on bridge signs must remain. There should be a barrier too high to climb between walkway and guardrails. Maybe a walkway under the bridge to allow tourists to run safely from one side of the bridge to another to follow the bears…or if someone sees a whale or eagles, or seals, or sea lions, or blue herons… on the other side, whatever side they're on will be the wrong side (Just like a cat!)
10. Please bury the power lines and get rid of the power poles – whole length of new walkway. Birds often hitting lines! Birds, herons, etc.
11. How much more to pave both Wood and Powerhouse? Dust is a big issue on Powerhouse during summer tour season. Cost out each road separately
12. At the south side of the intersection of S. Tongass Hwy and Wood Road:
    a. Protect salmon
    b. 3 school busses
    c. Do not cut down trees
    d. Please do not fill any more than you already have marked grey at the turn. Wetlands/ drainage/ trees for quality of life in neighborhood.

Southern Southeast Regional Aquaculture Association, Inc. (SSRAA)

14 Borch Street
Ketchikan, AK 99901
907-225-9605

Jim Scholl
Enviromental Impact Analyst
DOT & PF
Southcoast Region
Juneau, Alaska 99811-2506

October 17, 2018

Mr. Scholl

I'm submitting this comment in response to DOT's future plans that are being developed for replacing the Herring Cove brigde at mile 8 of the South Tongass Highway in Ketchikan, Alaska.

Southern Southeast Regional Aquacultue Association, (SSRAA), operates the Whitman Lake Salmon Hatchery located at the end of Powerhouse Road. The hatchery produces chum, coho, and chinook salmon for the benefit of the common property fisheries in Southern Southeast Alaska. The hatchery is a central incubation and rearing facility the produces fish for final rearing and release at various rearing sites outside the hatchery location. The various programs involves transporting chum salmon fry and coho and chinook smolt off-site utilizing a 6,000 gallon water tanker pulled by a tractor.

SSRAA supports this project and with the increasing number of visitors to the area this would address some of the safety concerns and congestion that occur in this area.

SSRAA's only concern based on the limited information that has been provided at this time is the nature of the temporary detour that will be needed during the construction phase of the new bridge. The combined weight of SSRAA's transport tanker and tractor are in the neighborhood of 70,000 lbs. which we would need to have the ability to transport over the temporary detour bridge and ultimatly the permanant bridge. Our annual transport activities typically occur anywhere from late January to early March for chum salmon fry and the during the month of April for coho and Chinook salmon smolt.

Thank you for considering this comment as you proceed in scoping the bridge replacement project.

If you have any questions about our concerns or operations please feel free to contact me.

Regards,

Steve Reid
Assistant Production Manager
SSRAA
email: sreid@ssraa.org

Cc: David Landis – SSRAA General Manager

Synthesis of DOT&PF and Ketchikan Gateway Borough (KGB) Meeting Notes from KGB Planning Offices October 17, 2018 9:00am

1. What will the drainage be on the new bridge?
2. How long will traffic delays be during construction?
3. Traffic delays are with KGB
4. School busses continue past project
5. Project should take place in fall/winter
6. Tour companies are concerned with impacts of project on wildlife
7. Excessive traffic delays are not acceptable during summer months, but after Sept 1 is ok
8. Fill for detour can be placed out of water anytime
9. Construction will disturb critters
10. Pedestrians will want to use detour bridge but KGB will look into motion to prohibit tourists on bridge for summer. KGB has authority to not allow on the basis of "economic development authority"
11. Talk to tour companies about acceptable delays
12. Jonathan suggested to look at Ketchikan to December project for traffic control coordination for advanced projects

Synthesis of Public Meeting Notes from Saxman Community Center October 17, 2018 6:30pm

1. Burying the power lines is a good idea. Birds (eagles, herons, etc.) are killed every year. Power lines go down in storms.
2. There is a residential oil spill on Power House Rd.
3. Request for school bus turnaround at the South Tongass Highway/ Powerhouse Rd. intersection.
4. Guardrail height on Herring Cove Bridge requested to be a 5 ft minimum to prevent tourists from jumping into traffic lanes.
5. Consider making bridge suitable for utility extension (water, sewer).
6. Leave the "No stopping on Bridge Signs".
7. Walkway under the bridge for tourists.
8. Can DOT pave Wood Rd. and Powerhouse Rd. to reduce dust during tourist season?
9. At Wood Rd. Intersection:
    a. Protect salmon
    b. Please do not put in more fill than necessary into wetland
    c. Please do not cut down trees
10. There is no possibility of right turns onto Wood Rd., busses have to go further and U-turn.

Synthesis of DOT&PF, Commercial Operators, and the Whitman Lake Hatchery Meeting Notes from Rainforest Sanctuary October 17, 2018 1:30pm

1. Seals year round
2. 10 minute traffic delays acceptable as long as no other delays
3. Temporary Bridge needs Pedestrians
4. Higher guard rail height to keep pedestrians out of the road
5. Powerhouse Rd. used for public parking
6. Make Wood Rd. intersection a 90 degree
7. Bridge guard is more concerned about speed limits than people walking on the road
8. Foreseeable issues are, working during low tide, and during the fish window. Don't want to restrict traffic. 2 lane Summer or 1 lane Winter detour bridge
9. Eagles strike power lines
10. 3 point turns required for left turning busses out of Wood Rd.
11. Powerhouse Rd. shoulder is used by local fishermen for parking
12. The zip line owner wants a ROW land swap, at Wood Rd. where the road curve runs through his property and the state property reaches into his yard. Wants curve improvements, busses fall in the ditch regularly.

Public Comment from Tom Moore

- Tom Moore (a part-time resident of Wood Rd. in Herring Cove) called Jim Scholl on 03/27/2019 to provide a public comment in response to a scoping postcard that Jim Scholl had sent out in the fall of 2018. Jim Scholl and Ryan Bare talked with Tom Moore over the phone in regards to his comments, which are as follows.

  Comment: Water seeps under the road (perhaps upwelling) after traveling down the hill behind (west side) Wood Rd. Mr. Moore believes that this seepage is causing potholes to reform in short order (within a week or two) of being regraded by DOT M&O. Proposes action to allow water to pass without causing potholes.

  Action Taken: Ryan Bare contacted James Stickle (Ketchikan DOT M&O foreman) to ask if he could identify the problem area that Mr. Moore had referred to. Mr. Stickle said that the entire road was bad, but that he would be out there in the next few weeks and would let me know what he finds. The pothole situation begins 50-100ft up Wood Rd. from the Wood Rd. / S. Tongass Highway intersection. The need has been communicated to the project engineer Bran Pollard and this communication has been added to the environmental document.

  Contact Info:

  James Stickle

  907-225-2513

  Tom Moore

  907-225-5731

  360-797-4884

From:	Pollard, Bran P (DOT)
To:	Bare, Ryan A (DOT)
Cc:	Ivaniszek, Colleen A (DOT); Eckhoff, Travis W (DOT); Davila Lourenco De L, Diego (DOT)
Subject:	RE: Public Comment for Herring Cove Bridge Project (SFHWY00072)
Date:	Monday, April 29, 2019 10:27:54 AM
Attachments:	image002.png

Thank you for keeping us in the loop Ryan, I appreciate it.

Thank you,

Bran P. Pollard, PE
Engineering Manager
Alaska DOT&PF, Southcoast Region
6860 Glacier Highway
P.O. 112506
Juneau, Alaska 99811-2506

Phone: 907-465-4526
bran.pollard@alaska.gov

From: Bare, Ryan A (DOT) <ryan.bare@alaska.gov>
Sent: Monday, April 29, 2019 9:55 AM
To: Pollard, Bran P (DOT) <bran.pollard@alaska.gov>
Subject: Public Comment for Herring Cove Bridge Project (SFHWY00072)

Hi Bran,

I am communicating the following public comment to you:

Tom Moore (a part-time resident of Wood Rd. in Herring Cove) called Jim Scholl on 03/27/2019 to provide a public comment in response to a scoping postcard that Jim Scholl had sent out in the fall of 2018. Jim Scholl and Ryan Bare talked with Tom Moore over the phone in regards to his comments, which are as follows.

Comment: Water seeps under the road (perhaps upwelling) after traveling down the hill behind (west side) Wood Rd. Mr. Moore believes that this seepage is causing potholes to reform in short order (within a week or two) of being regraded by DOT M&O. Proposes action to allow water to pass without causing potholes.

Action Taken: Ryan Bare contacted James Stickle (Ketchikan DOT M&O foreman) to ask if he could identify the problem area that Mr. Moore had referred to. Mr. Stickle said that the entire road was bad, but that he would be out there in the next few weeks and would let me know what he finds.

James Stickle left Ryan Bare a voicemail communicating that the pothole situation begins 50-100ft up Wood Rd. from the Wood Rd. / S. Tongass Highway intersection.

Ryan A. Bare
Environmental Impact Analyst
DOT&PF, Southcoast Region
6860 Glacier Hwy.
P.O. Box 112506
Juneau, Alaska USA 99811-2506
Phone (907) 465-3705

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

Attachment 7

Agency Coordination

KTN: S. Tongass – Herring Cove Bridge Improvements

THE STATE of ALASKA
GOVERNOR BILL WALKER

Department of Transportation and Public Facilities

SOUTHCOAST REGION
PRECONSTRUCTION
DESIGN & ENGINEERING SERVICES

6860 Glacier Highway
PO Box 112506
Juneau, Alaska 99811-2506
Main: 907.465.4444
Toll free: 800-575-4540
Fax: 907.465.4414
TTY-DDD 800-770-8973

November 21, 2018

KTN: S. Tongass - Herring Cove Bridge Improvements
State project number SFHWY00072
Federal project number 0902043

Dear Agency Representative:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration (FHWA) under 23 U.S.C. 327, and proposes a project to replace the Herring Cove Bridge on South Tongass Hwy. in Ketchikan.

The proposed project, located in Section 36 of Township (T) 75 S, Range (R) 31 E, USGS Quadrangle Ketchikan B-5, Copper River Meridian, would require minor acquisition of Right of Way (ROW) and temporary construction easements. Please see attached sheets 1-3.

Purpose & Need

The existing bridge is 66 years old and is nearing the end of its serviceable life. Also, the existing bridge has 2' parapet curbs on each side without pedestrian accommodations. High numbers of pedestrians visit the area during the summer for recreation and wildlife viewing which places pedestrians on the roadway. This project would install American Disabilities Act (ADA) accessible pathways outside of the east and west guardrail of the bridge.

Wood Road intersects the South Tongass Hwy at a 40-degree angle. Longer vehicles exiting Wood Road to the north have to perform 5 point turns and repeatedly stop traffic on South Tongass Hwy while maneuvering. The existing roadway was last resurfaced in 2005.

The purpose of this project is to:

- replace the Herring Cove Bridge with a structure that includes pedestrian walkways on both sides of the bridge.
- construct ADA pedestrian improvements

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

- realign the Wood Road intersection
- rehabilitate South Tongass Hwy. near the Wood Road and Powerhouse Road intersections, including guardrail, striping, signing, and drainage improvements

Project Description

Project work includes the following improvements:

- Replace the existing bridge which would require a temporary structure during construction
- Install ADA accessible pathways on the outside of the guardrail
- Improve intersection configurations
- Replace guardrails
- Improve drainage
- Provide new asphalt surfacing, new guardrail along South Tongass Hwy, and associated drainage and guardrail improvement
- Relocate the overhead electrical and communication utilities along South Tongass Hwy into underground conduit across the existing bridge in order for the new bridge to be constructed

Identified Resources

The proposed project crosses Herring Cove Creek which would involve placing fill in the intertidal zone. Alaska Department of Fish and Game (ADF&G) fish permits would be required, as would an Essential Fish Habitat Assessment and consultation with the National Marine Fisheries Service (NMFS). Fill placed in Waters of the US would require authorization from the U.S. Army Corps of Engineers (USACE). There may be Bald Eagle nests within 660 ft. of the project area. If so, an eagle disturbance permit would be acquired.

DOT&PF archaeological field reconnaissance of the project shows low potential to adversely impact historic properties. DOT&PF would consult in accord with the Section 106 process.

Agency Comment Request

We request your comments about the proposed action, particularly in regard to resources under your jurisdiction. Your comments are important and would be included in the project's environmental document. We would appreciate your response by **December 21, 2018.**

Thank you for your consideration of this request for comments. If you need any further information, please contact me by phone at 465-3705 or e-mail at ryan.bare@alaska.gov.

Sincerely,

Ryan Bare
Project Environmental Coordinator, DOT&PF

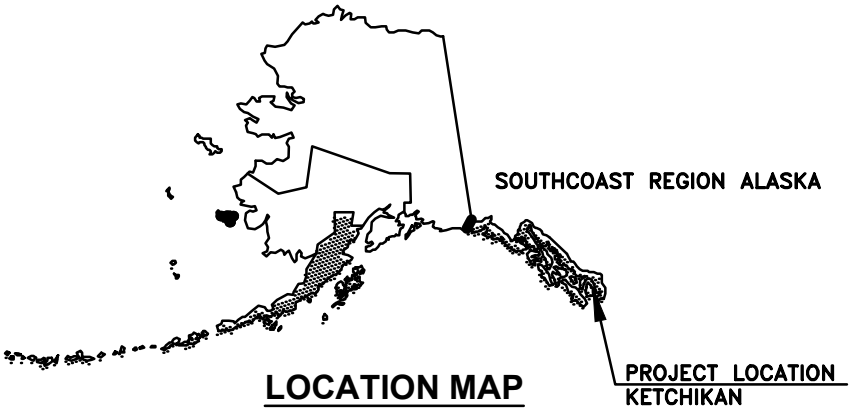
Enclosures:
Sheet 1 of 3 Location and Vicinity maps
Sheet 2 of 3 Project Area Map
Sheet 3 of 3 Bridge Footprint Detail

Distribution List via email:

Matt LaCroix, Alaska Region 10, EPA
Linda Speerstra, Regulatory Branch, USACE
Robert Mecum, Deputy Regional Administrator, NMFS
Cindy Hartmann Moore, Fish Biologist, NMFS
Sean Eagan, Hydrologist, NMFS
Alicia Bishop, ESA Section 7 Coordinator, NMFS
Doug Cooper, Branch Chief, USFWS
Steve Lewis, Eagle Permitting, USFWS
Megan Marie, Acting Regional Supervisor, ADF&G
Mark Minnillo, Habitat Biologist, ADF&G
William Ashton, Manager, Division of Water, ADEC
Ruben Duran, Ketchikan Gateway Borough (KGB) Manager
Richard Harney, KGB Planning
Alex Perua, KGB Public Works
Karl R. Amylon, Manager, City of Ketchikan
Mark Adams, Ketchikan Public Utility, Electric

Cc:

Loren Gehring, P.E., DOT&PF, Southcoast Region Project Manager
Chris Goins, P.E., DOT&PF, Southcoast Design Group Chief
John Barnett, DOT&PF, Southcoast Region Environmental Manager
Jill Taylor, DOT&PF, NEPA Program Manager, Statewide Environmental Office



LOCATION MAP

VICINITY MAP

LOCATION & VICINITY MAPS

APPLICATION BY:

ALASKA STATE DEPT. OF TRANSPORTATION
AND PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES DIVISION
SOUTHEAST REGION

KETCHIKAN
HERRING COVE BRIDGE IMPROVEMENTS
AT: KETCHIKAN ALASKA

DATE: 6/19/18 SHEET 1 OF 3

REPLACE BRIDGE WITH PEDESTRIAN WALKWAYS BOTH SIDES. TRAFFIC BARRIER SEPARATION FOR PEDS

UNDERGROUND RELOCATION OF EXISTING OVERHEAD UTILITIES

CONTINUOUS PEDESTRIAN PATH ALONG UPSTREAM EDGE FROM INTERSECTION TO INTERSECTION (GRAVEL SURFACE)

REALIGN INTERSECTION AT WOOD RD. FOR IMPROVED BUS MANEUVERS

Power House Rd.

S. Tongass

EOP STA 402+13

CROSS WALK

BRIDGE #253

DOWN STREAM PEDESTRIAN PATH, BETWEEN FAR END OF BRIDGE AND END OF GUARDRAIL AT NORTH END OF PROJECT

ROW

ROW

Wood Rd.

S. Tongass

BOP STA 387+55

HERRING COVE

0 100' 200'

SCALE IN FEET

DRAFTED	JT
CHECKED	LS
DESIGNED	DD
DATE	6/19/2018 15:27
LAYOUT	A2 (2)
FILE	O:\Kn\SFHWY00072\Planset\Scoping\00072_A2_AREA.dwg

SHEET NO.	TOTAL SHEETS
2	3
STATE	YEAR
ALASKA	2018
PROJECT DESIGNATION	
SFHY00072/0902043	

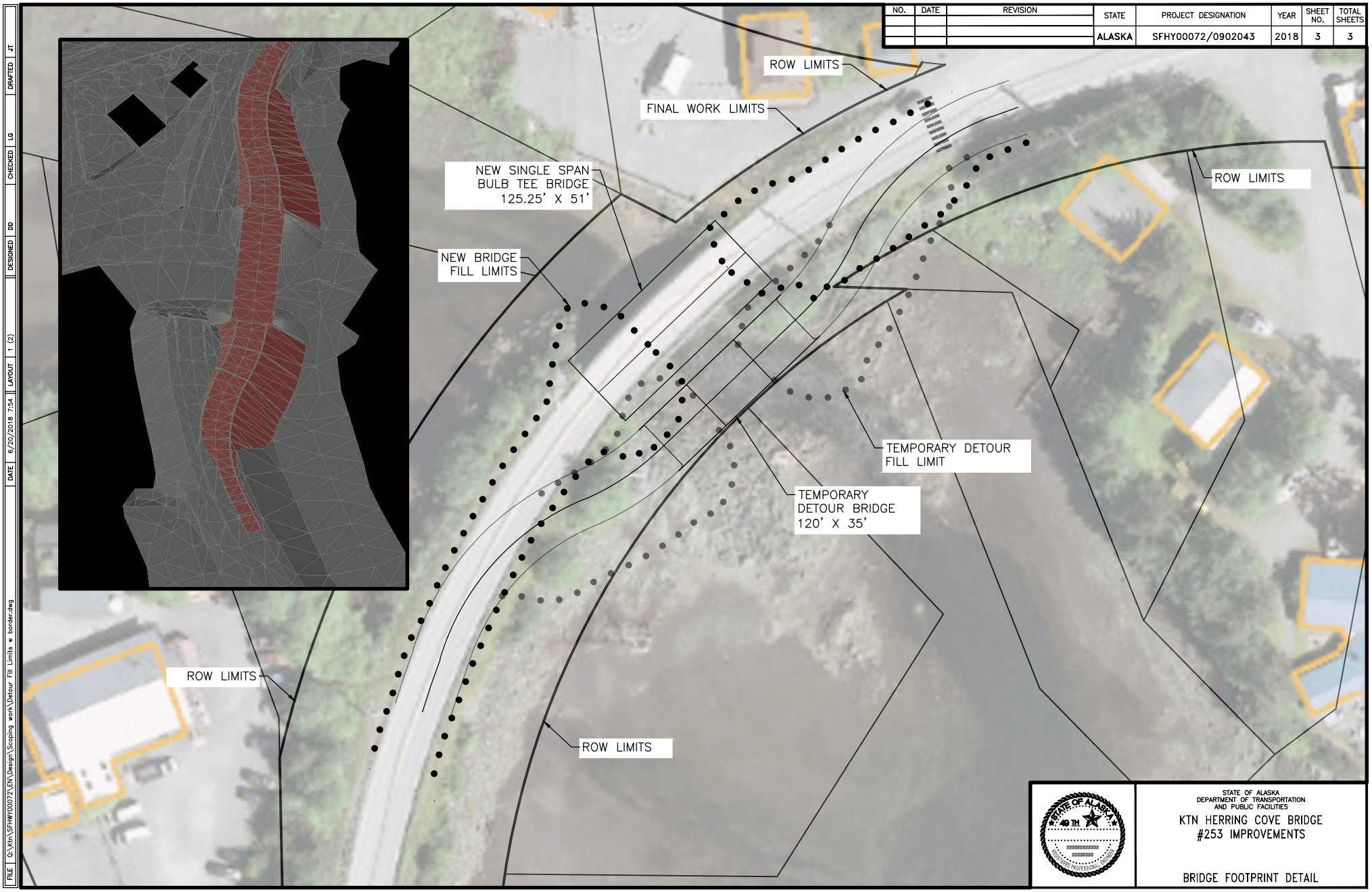
REVISION | DATE | NO.

INDEX	
COVER	A1
AREA MAP	A2
TYPICAL SECTIONS	B1
PLAN VIEW	F1
PLAN VIEW	F2
PLAN VIEW	F3
RENDERING VIEW	H1

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
6860 GLACIER HWY, JUNEAU, AK 99811
(907) 465-1763

KTN HERRING COVE BRIDGE #253 IMPROVEMENTS

AREA MAP AREA



NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	SFHY00072/0902043	2018	3	3

FILE	DATE	LAYOUT	DESIGNED	CHECKED	DRAFTED
Q:\Ktn\SFHWY00072_EN\Design\Scoping work\Detour Fill Limits w border.dwg	6/20/2018 7:54	1 (2)	DD	LG	JT

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

KTN HERRING COVE BRIDGE
#253 IMPROVEMENTS

BRIDGE FOOTPRINT DETAIL

MEMORANDUM

State of Alaska

Department of Fish and Game
Division of Habitat

TO: Ryan Bare
Project Environmental Coordinator
Alaska Dept. of Transportation & PF

DATE: December 6, 2018

FROM: Mark Minnillo MJM
Craig Area Office Manager

SUBJECT: Herring Cove Bridge
State #SFHWY0072
Federal #0902043

PHONE NO: 826-2560

On November 21, 2018, the Alaska Department of Fish & Game, Division or Habitat (Habitat), received a scoping document from you requesting comments for the proposed Herring Cove Bridge Improvements project on South Tongass Highway in Ketchikan, Alaska.

The proposed project would be located in Section 36 of Township 75 S, Range 31 E, Ketchikan B-5, CRM. The project proposes to completely replace the existing Herring Cove Bridge with a clear-span structure that includes pedestrian walkways on both sides of the bridge, construct ADA pedestrian improvements, improve Wood Road intersection configuration, replace guardrails, improve drainage, new asphalt surface, and relocate electrical and communication utilities underground. The project would require the construction of a temporary detour bridge downstream of the proposed structure.

Herring Cove Creek, ADF&G stream 101-45-10070, is listed in the Anadromous Waters Catalog and Atlas as being important for the spawning, rearing, and migration of chum, coho, and pink salmon. Adult chinook salmon also use this waterbody to access the Southern Southeast Regional Aquaculture Association (SSRAA) Whitman Lake Hatchery in Herring Cove. Migration begins in May and continues through the end of October. In-water work, especially near the mouth of stream 101-45-10070, has the potential to disrupt migration, spawning, and the collection of fish at the hatchery. In-water work associated with the bridge replacement should be planned to occur between November 1 and May 1. Efforts should be made to minimize the amount of fill to be placed below the ordinary high water and stream 101-45-10070 should not be narrowed any more than it currently is. Herring Cove is also an important and highly utilized forage area for black bears which are frequently seen in the area between May and November. Noise and human activity associated with the bridge replacement could interrupt black bear foraging. Construction activities occurring between November 1 and May 1 would also greatly reduce impacts to black bears.

A Fish Habitat permit will be required for any work occurring below the ordinary high water of stream 101-45-10070. A detailed plan of all work to be conducted below the ordinary high water of stream 101-45-10070, including information on stream pumping/bypass, should be included in the Fish Habitat permit application.

Email cc: Al Ott, ADF&G, Fairbanks
Kelly Reppert, ADF&G, Ketchikan
Scott Walker, ADF&G, Ketchikan
Ross Dorendorf, ADF&G Ketchikan
Bill Gass, SSRAA, Ketchikan
Linda Speerstra, ACOE, Sitka
Doug Mecum, NOAA, Juneau
Steve Lewis, FWS, Juneau
William Ashton, ADEC, Juneau
Sean Eagan, NOAA, Juneau

Bare, Ryan A (DOT)

From: Stevens, Mike A (DOT)
Sent: Monday, December 10, 2018 10:10 AM
To: Davila Lourenco De L, Diego (DOT); Bare, Ryan A (DOT)
Cc: Trousil, Robert E (DOT); Goins, Christopher B (DOT); Barnett, John C (DOT)
Subject: RE: Herring Cove Bridge Project (00072) Question for the Wood Rd./ S. Tongass Hwy Intersection

Can we confirm at least 24-in of cover under the road surface?

I have no issues with a 48-in culvert, though we may need to provide some sort of additional details for the channel section inside the culvert. I can work with Diego to get these details updated.

Thanks,

MICHAEL A. STEVENS, PE
Southcoast Regional Hydraulics Engineer, DOT&PF
Tel: (907) 465-5338

From: Davila Lourenco De L, Diego (DOT)
Sent: Monday, December 10, 2018 9:46 AM
To: Bare, Ryan A (DOT) <ryan.bare@alaska.gov>
Cc: Trousil, Robert E (DOT) <robert.trousil@alaska.gov>; Stevens, Mike A (DOT) <mike.stevens@alaska.gov>; Goins, Christopher B (DOT) <christopher.goins@alaska.gov>; Barnett, John C (DOT) <john.barnett@alaska.gov>
Subject: RE: Herring Cove Bridge Project (00072) Question for the Wood Rd./ S. Tongass Hwy Intersection

Good Morning,

I checked the proposed Wood Rd. Cross-Culvert for feasibility.
The proposed design from F&G provides sufficient ground cover.

(See attached for illustration)

DIEGO DAVILA LOURENCO
Engineer Assistant
Southcoast Region

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
6860 Glacier Hwy PO Box 112506
Juneau, AK 99811-2506
Tel: (907) 465-8492

From: Bare, Ryan A (DOT)
Sent: Monday, December 10, 2018 8:51 AM
To: Davila Lourenco De L, Diego (DOT); Trousil, Robert E (DOT); Stevens, Mike A (DOT); Goins, Christopher B (DOT); Barnett, John C (DOT)
Subject: Herring Cove Bridge Project (00072) Question for the Wood Rd./ S. Tongass Hwy Intersection

Hi all,

Mark Minnillo from ADF&G Habitat in Ketchikan has requested that DOT consider installing an over-sized fish pipe under Wood Rd. when the Wood Rd./ S. Tongass Hwy intersection is widened during the Herring Cove Bridge Project (00072). A new 24" fish pipe has already been added to the plans (please see attachment), but since a good portion of the fish habitat (Coho salmon rearing area) in the ditch will be filled in during the project, Mark has requested an over-sized pipe. The following are the specifics he would like for the new pipe:

- Backwatered
- 30% bedded (not 40%)
- Approximately 1% slope
- Corrugated metal pipe
- 48" in diameter

Can we accommodate his request?

Cheers,
Ryan

Ryan A. Bare
Environmental Impact Analyst
DOT&PF, Southcoast Region
6860 Glacier Hwy.
P.O. Box 112506
Juneau, Alaska USA 99811-2506
Phone (907) 465-4504

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

From: Sean Eagan - NOAA Federal
To: Bare, Ryan A (DOT); diego.lourenco@alaska.gov
Subject: Re: FW: new drawing
Date: Wednesday, November 28, 2018 11:17:51 AM

Dear Ryan and Diego,

These are not formal Essential Fish Habitat (EFH) Conservation Recommendations. This will be the final NMFS's correspondence regarding AKDOT's Herring Cove Bridge #253 Improvement Project No. 00072.

The main goal of this project is to upgrade to the Herring Cove Bridge. The proposed new bridge design is an improvement for fish passage and fish habitat. We would like AKDOT to ensure the fill associated with the temporary bridge is placed using a method that will allow the contractor to remove all of the temporary fill when the temporary bridge is removed.

It is likely that Herring Cove once had a one to two acre estuary/wetland immediately to the east. Many years ago, 90 percent of this wetland was filled in to build the Tongass Highway road-prism, and the triangle of buildings and parking lots to the east. We understand it is not within AKDOT's scope to rectify this loss of wetlands, many decades in the past.

At the Wood Rd/ Tongass Highway intersection there still exists a tiny fragmented wetland which appears too hemmed in by pavement to have much ecological benefit. In 2014, Alaska Fish and Game documented rearing coho in the stream (101-45-10068) that runs down the center of the wetland, indicating that it does have value as coho habitat and it filters runoff off both from the Tongass Highway and from Woods Road. The drawing (Nov. 26, 2018, Sheet 1) indicates the project will fill 204 square yards of the wetland which appears to be more than half of the remaining wetland. Allowing the intersection to remain closer to its current location; constructing a small retaining wall (similar to what exist now) as opposed to a riprap fill slope; or shifting the P-5 culvert to be perpendicular to the Tongass Highway, would all allow more square feet of this small wetland to continue to exist, and facilitate the tiny stream to continue to host rearing coho.

Please consider these, or other, minor design changes at the intersection that would allow AKDOT to meet safety constraints, keep the project's costs reasonable, and retain more of this small wetland.

Thank you for the time you spent explaining the Herring Cove project to me. I look forward to working with you on future projects.

Sean

On Tue, Nov 27, 2018 at 7:14 AM Bare, Ryan A (DOT) <ryan.bare@alaska.gov> wrote:

> 3 of 3 emails for your review. Please let me know if you have any other questions or

concerns.

Cheers,

Ryan Bare

From: Davila Lourenco De L, Diego (DOT)
Sent: Monday, November 26, 2018 2:47 PM
To: Bare, Ryan A (DOT) <ryan.bare@alaska.gov>
Subject: new drawing

Added area and volume

Getting you a pipes one next

DIEGO DAVILA LOURENCO

Engineer Assistant

Southcoast Region

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

6860 Glacier Hwy PO Box 112506

Juneau, AK 99811-2506

Tel: (907) 465-8492

--

Sean Eagan
Hydrologist
NOAA - National Marine Fisheries Service

P.O. Box 21668
709 W. 9th Street
Juneau, Alaska 99802-1668

907-586-7345
FAX: 907- 586-7358

From: Knight, Danielle G CIV USARMY CEPOA (US)
To: Bare, Ryan A (DOT)
Subject: FW: SFHWY00072 KTN: S. Tongass Hwy. , Herring Cove Bridge Improvements / Agency scoping letter and request for comments
Date: Monday, December 03, 2018 11:34:51 AM
Attachments: image001.jpg
Agency Scoping Letter SFHWY00072.pdf
scoping graphics.pdf

Good morning Mr. Bare,

Based on our review of the information you provided and available to our office, we have preliminarily determined the subject property area may contain waters of the U.S. and wetlands under the Corps of Engineers (Corps) regulatory jurisdiction.

Department of the Army authorization is required if ADOT&PF proposes to place dredged and/or fill material into waters of the U.S., including wetlands and/or perform work in navigable waters of the U.S.
ADOT&PF can find a copy of the DA permit application online at https://urldefense.proofpoint.com/v2/url?u=http-3A__www.poa.usace.army.mil_Missions_Regulatory&d=DwIFAg&c=teXCf5DW4bHgLDM-H5_GmQ&r=hyi9kFnxsyqltElGM-0_Pha4DVf1Mjo60qF5XIO1GsQ&m=B5prxKFJ_w9uPYJqKw27wARAI_101an6v5kXJim5kHU&s=LqP1GlzdU8SATJB_AT0SoKPSpIyqIQZ8OXXp0goJbGs&e=
ADOT&PF can refer to the sample drawing on our website at https://urldefense.proofpoint.com/v2/url?u=http-3A__www.poa.usace.army.mil_Portals_34_docs_regulatory_guidetodrawings2012.pdf&d=DwIFAg&c=teXCf5DW4bHgLDM-H5_GmQ&r=hyi9kFnxsyqltElGM-0_Pha4DVf1Mjo60qF5XIO1GsQ&m=B5prxKFJ_w9uPYJqKw27wARAI_101an6v5kXJim5kHU&s=lg8E0OuNavkYIIq2i8SSesiprroqvhyMQErwG-uSRpY&e=.

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.

Section 10 of the Rivers and Harbors Act of 1899 requires that a DA permit be obtained for structures or work in or affecting navigable waters of the U.S. (33 U.S.C. 403). Section 10 waters are those waters subject to the ebb and flow of the tide shoreward to the mean high water mark, and/or other waters identified by the Alaska District. Aquaculture structures and work would require Section 10 Authorization.

Please feel free to contact me if you have any questions or concerns. You can reach me via email at Danielle.g.knight@usace.army.mil or by phone at 907-753-2728.

Danielle Knight
Regulatory Specialist
U.S. Army Corps of Engineers
Regulatory Division CEPOA-RD
2204 3rd Street
JBER, Alaska 99506-0898
907-753-2728

-----Original Message-----
From: Alvarez, Calvin L CIV USARMY CEPOA (US)
Sent: Monday, December 3, 2018 10:28 AM
To: Knight, Danielle G CIV USARMY CEPOA (US) <Danielle.G.Knight@usace.army.mil>
Subject: FW: SFHWY00072 KTN: S. Tongass Hwy. , Herring Cove Bridge Improvements / Agency scoping letter and request for comments

Will you please respond to them with our standard may need a permit language?

Thanks,

Calvin

-----Original Message-----
From: Speerstra, Linda CIV USARMY CEPOA (US)
Sent: Monday, November 26, 2018 2:45 PM
To: Alvarez, Calvin L CIV USARMY CEPOA (US) <Calvin.L.Alvarez@usace.army.mil>
Subject: FW: SFHWY00072 KTN: S. Tongass Hwy. , Herring Cove Bridge Improvements / Agency scoping letter and request for comments

Wanted to make sure you received

-----Original Message-----
From: Bare, Ryan A (DOT) [mailto:ryan.bare@alaska.gov]
Sent: Wednesday, November 21, 2018 12:30 PM
To: Lacroix.matthew@Epamail.epa.gov; Speerstra, Linda CIV USARMY CEPOA (US) <Linda.Speerstra@usace.army.mil>; doug.mecum@noaa.gov; douglass_cooper@fws.gov; Steve_B_Lewis@fws.gov; Marie, Megan E (DFG) <megan.marie@alaska.gov>; Minnillo, Mark J (DFG) <mark.minnillo@alaska.gov>; marka@ktn-ak.us; karla@ktn-ak.us; Ashton, William S (DEC) <william.ashton@alaska.gov>; managersoffice@kgbak.usrichard; alexp@kgbak.us; sean.eagan@noaa.gov; cindy.hartmann@noaa.gov; alicia.bishop@noaa.gov
Cc: Gehring, Loren K (DOT) <loren.gehring@alaska.gov>; Barnett, John C (DOT) <john.barnett@alaska.gov>; Dirks, Kristin L (DOT) <kristin.dirks@alaska.gov>; Goins, Christopher B (DOT) <christopher.goins@alaska.gov>
Subject: [Non-DoD Source] SFHWY00072 KTN: S. Tongass Hwy. , Herring Cove Bridge Improvements / Agency scoping letter and request for comments

Dear Agency Representative,

The Alaska Department of Transportation and Public Facilities (DOT&PF) is proposing to perform improvements to the Herring Cove Bridge area south of Ketchikan. Please see the attached scoping letter and figures for the proposed project. We would appreciate your response by November 21, 2018. Thank you for your time and consideration.

Sincerely,

Ryan A. Bare

Environmental Impact Analyst

DOT&PF, Southcoast Region

6860 Glacier Hwy.

P.O. Box 112506

Juneau, Alaska USA 99811-2506

Phone (907) 465-4504

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

From: Duncan, Danielle L (DEC)
To: Bare, Ryan A (DOT)
Subject: RE: Question Regarding 24 Power House Rd, Ketchikan, AK 99901 Herring Cove Bridge Project (SFHWY00072)
Date: Wednesday, February 27, 2019 3:26:00 PM

Hello Ryan, I apologize for my delay in responding. The approximate timeline for site cleanup is dependent on the responsible party and how long it takes them to clean it up. I agree that you should have a petroleum contamination management plan – as is the case during any work. Remember that if contamination is observed whether soil or groundwater it must be reported to the ADEC. Thanks and have a nice day~

Danielle Duncan
Alaska Department of Environmental Conservation
Division of Spill Response Contaminated Sites Program
P.O. Box 111800, Juneau AK 99811-1800
Tel. 907.465.5207

From: Bare, Ryan A (DOT)
Sent: Tuesday, February 19, 2019 10:28 AM
To: Duncan, Danielle L (DEC) <danielle.duncan@alaska.gov>
Subject: RE: Question Regarding 24 Power House Rd, Ketchikan, AK 99901 Herring Cove Bridge Project (SFHWY00072)

Hi Danielle,

Thanks for your quick reply. That is very helpful information. Do you know what the approximate timeline is for the site to be considered cleaned-up? The contamination site is near to, but outside of, some road improvements that will be taking place on Powerhouse Rd. in association with the replacement of the Herring Cove Bridge. If the site is still contaminated by the time that construction begins, I think we are still ok (since we aren't doing any excavation dewatering, but I would like to address the contaminated site and clean-up window on our environmental document to be thorough.

Thank you,

Ryan A. Bare
Environmental Impact Analyst
DOT&PF, Southcoast Region
6860 Glacier Hwy.
P.O. Box 112506
Juneau, Alaska USA 99811-2506
Phone (907) 465-3705

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

From: Duncan, Danielle L (DEC) <danielle.duncan@alaska.gov>
Sent: Tuesday, February 19, 2019 10:12 AM
To: Bare, Ryan A (DOT) <ryan.bare@alaska.gov>
Subject: RE: Question Regarding 24 Power House Rd, Ketchikan, AK 99901 Herring Cove Bridge Project (SFHWY00072)

Hello, the contaminated site Residence – 24 Power House Road is still an active contaminated site and the ADEC has requested site characterization and cleanup, however, the homeowner/responsible party has been down south with medical issues. I checked in with him today and he let me know that he has sold the house, so I will be reaching out to the new homeowner as well regarding a cleanup. I hope this is helpful~

Danielle Duncan
Alaska Department of Environmental Conservation
Division of Spill Response Contaminated Sites Program
P.O. Box 111800, Juneau AK 99811-1800
Tel. 907.465.5207

From: Bare, Ryan A (DOT)
Sent: Tuesday, February 19, 2019 9:13 AM
To: Duncan, Danielle L (DEC) <danielle.duncan@alaska.gov>
Subject: Question Regarding 24 Power House Rd, Ketchikan, AK 99901 Herring Cove Bridge Project (SFHWY00072)

Good morning Danielle,

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration under 23 U.S.C. 327, and proposes a project to replace and improve the Herring Cove Bridge on South Tongass Ave. in Ketchikan, Alaska.

I am the Environmental Impact Analyst on this project and contacting you in regard to a contaminated site at 24 Power House Rd. in Ketchikan, Alaska. I read your updates on the Alaska Department of Environmental Conservation Spill Prevention and Response website. The last entry states that the responsible party has decided to ship the contaminated soil to Republic Services for disposal. What is the current status of the site? Is it still contaminated or considered cleaned-up?

Ryan A. Bare
Environmental Impact Analyst
DOT&PF, Southcoast Region
6860 Glacier Hwy.
P.O. Box 112506
Juneau, Alaska USA 99811-2506
Phone (907) 465-3705

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

From: Taylor, Jill A (DOT)
To: Scholl, James W (DOT)
Cc: Barnett, John C (DOT); Gehring, Loren K (DOT)
Subject: RE: SFHWY 00072 KTN: S Tongass - Herring Cove Bridge / Identification of 4(f) property
Date: Tuesday, August 07, 2018 1:29:44 PM
Attachments: image001.png
image002.png

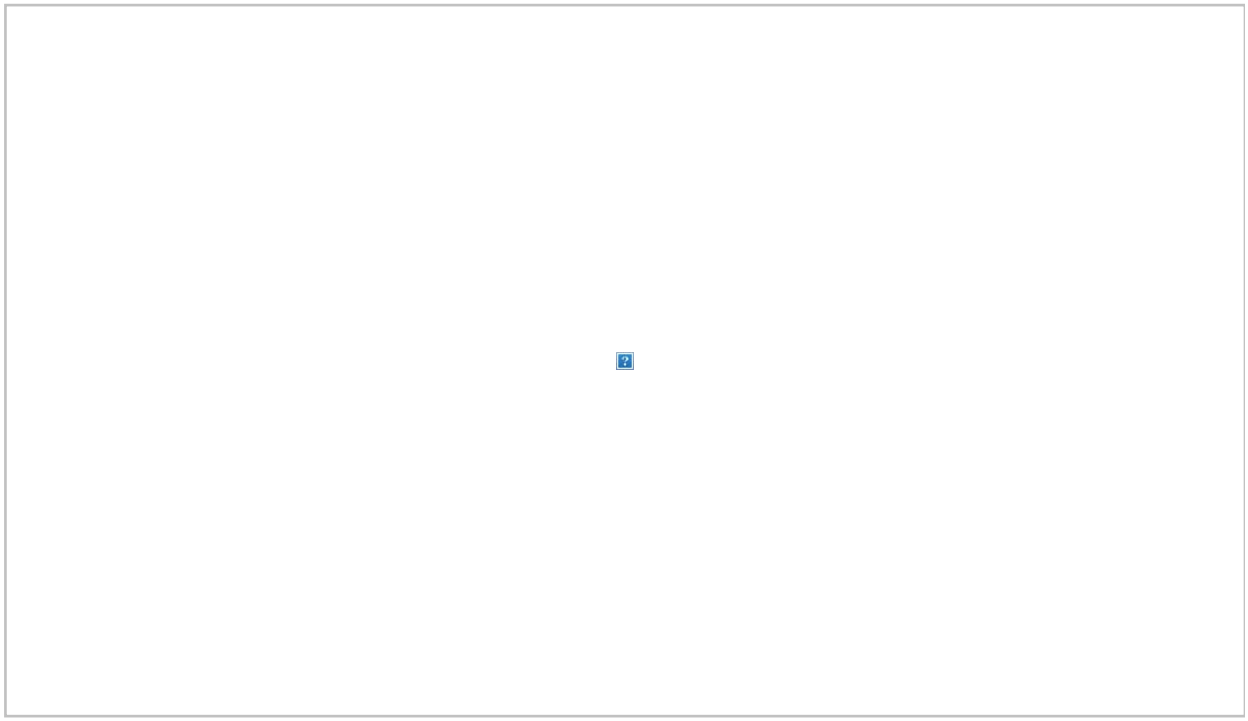
Thanks for the research and the information Jim.

From: Scholl, James W (DOT)
Sent: Tuesday, August 07, 2018 1:24 PM
To: Taylor, Jill A (DOT) <jill.taylor@alaska.gov>
Cc: Barnett, John C (DOT) <john.barnett@alaska.gov>; Gehring, Loren K (DOT) <loren.gehring@alaska.gov>
Subject: SFHWY 00072 KTN: S Tongass - Herring Cove Bridge / Identification of 4(f) property

Jill, The public access next to Herring Cove bridge is not a 4(f) resource because the OWJ, DOT&PF, does not consider the public access trail a significant park, recreation area, or wildlife and waterfowl refuge. There's no official authorization for the public access identified by the signs shown in the 1st photo below, but trails less than five feet wide that are made only with hand-held tools are generally allowed on state land (though they aren't a property right or interest). Also, there is no management plan to indicate future uses. The signs are unpermitted encroachments placed by others.

The DNR, Division of Land, owns the tideland adjacent to DOT&PF ROW has no reservation or easement dedication to any recreational activity including fishing (ADL 108074). At one time ADFG applied for an ILMA to alleviate sportfish and tourism parking and use. They withdrew the request in 2013. See arrow in second photo for access location.

Any questions let me know.



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

jim.scholl@alaska.gov

(907) 465 4498
(907) 465 2016 FAX

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

Attachment 8

Bridge 144 (c)(2) Exception Checklist Materials

KTN: S. Tongass – Herring Cove Bridge Improvements

THE STATE of ALASKA
GOVERNOR MICHAEL J. DUNLEAVY

Department of Transportation and Public Facilities

SOUTHCOAST REGION
Design & Engineering Services
Preconstruction

P.O. Box 112506
Juneau, Alaska 99801-2506
Main: (907)465-1799
Fax: (907)-465-2030
TTY-TDD: (800)-770-8973
dot.state.ak.us

February 21, 2019

Clint Scott
U.S. Coast Guard District 17 Bridge Program
P.O. Box 25517
Juneau, AK 99802-5517

In Reply Refer To:
KTN Herring Cove Bridge Improvement
Project Number SFHWY00072
23 U.S.C. § 144(c)(2) exception to Coast Guard Bridge Permit

Dear Mr. Scott,

The Alaska Department of Transportation and Public Facilities (DOT&PF) has assumed the responsibilities of the Federal Highway Administration (FHWA) under 23 U.S.C. 327, and is proposing to replace the Herring Cove Bridge (No. 253). The Herring Cove Bridge is located at Milepost 11.8 on the South Tongass Highway. The proposed project is located within Sec 36, T75S, R91E, CRM United States Geological Survey, Quad Map Ketchikan B5 (Figure 1-2).

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding (MOU) dated November 3, 2017, and executed by FHWA and DOT&PF. Further to that MOU, DOT&PF has also assumed the responsibilities of FHWA pursuant to the 2014 USCG-FHWA Memorandum of Agreement (MOA) Between the United States Coast Guard and The Federal Highway Administration To Coordinate and Improve Bridge Planning and Permitting, and the 2014 MOU Between the Coast Guard and Federal Highway Administration and Federal Transit Administration and Federal Railroad Administration To Coordinate and Improve Bridge Planning and Permitting.

Project Description

The existing bridge is 66 years old and is nearing the end of its serviceable life. Also, the existing bridge has 2-foot parapet curbs on each side without pedestrian accommodations. High numbers of pedestrians visit the area during the summer for recreation and wildlife viewing which places pedestrians on the roadway.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

The purpose of this project is to:

- replace the Herring Cove Bridge
- construct pedestrian improvements to meet American Disabilities Act of 1990 (ADA) standards

DOT&PF proposes to construct the following improvements:

- replace the existing bridge
- construct a temporary bridge during construction
- remove existing bridge pier
- install accessible pathways on the outside of the guardrail
- replace guardrails
- improve drainage
- relocate the overhead utilities along South Tongass Hwy into underground conduit during construction

Waterway Assessment

The project site is tidally influenced and technically navigable; however, after consultation with local tour companies and the Whitman Lake Hatchery (located in Herring Cove, Photos 1 and 2), DOT&PF found that navigation is only local in nature (Correspondence A). The primary use of Herring Cove waters is, by kayaks less than 21 feet in length, for leisure. The usage of this portion of Herring Cove is in the category of rafts, rowboats and canoes under 33 CFR 115.70(a). The proposed bridge would match or exceed the clearance of the current bridge, and these clearances for high water stages would provide for the needs of current and reasonably foreseeable users of the waterway.

Preliminary Exception Determination

Based upon our assessment, Herring Cove is not used as a highway for interstate or foreign commerce by waterborne modes of trade and travel, and because the waterway is not susceptible (by means of reasonable improvement) for such use, the requirements of 33 USC 401 and 525(b) do not apply to this project. Therefore DOT&PF proposes, with agreement by the USCG, that the 23 U.S.C. § 144(c)(2) exception to Coast Guard Bridge Permits applies. If you agree, please advise in writing to me at the above address.

Thank you for your consideration of our preliminary determination on the Herring Cove Bridge. If you have questions or require clarification on any elements of the proposal, please contact me directly at (907)465-4504 or by email at john.barnett@alaska.gov. You may also contact our Environmental Analyst on this project, Ryan Bare, at (907) 465-3705, or by email at ryan.bare@alaska.gov.

Sincerely,

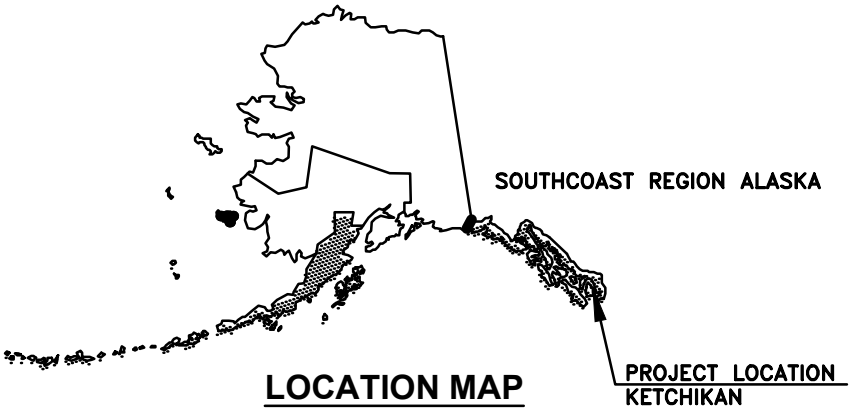
John C. Barnett
Southcoast Region Environmental Manager

Attachments:

- 23 U.S.C. 144 (c)(2)-exception checklist
- Location and Vicinity Maps
- Photographs 1-7
- Profile of Preliminary Bridge Plans
- USACE Permits Herring Cove Area Summary
- USACE Permit Zip Folder
- Correspondences A, B, and C
- DOT&PF/FHWA 327 MOU

Cc:

Ryan Bare, DOT&PF, Environmental Impact Analyst
Jim Helfinstine, Commander, Seventeenth Coast Guard District
Ben White, DOT&PF, Statewide Environmental Program Manager
Jill Taylor, DOT&PF, NEPA Manager
Bran Pollard, P.E., DOT&PF, Southcoast Region project Manager
Christopher Goins, P.E., DOT&PF, Southcoast Region Design Group Chief
Kristin Dirks, DOT&PF, DOT&PF, Southcoast Region Publications Specialist



LOCATION MAP

VICINITY MAP

LOCATION & VICINITY MAPS

APPLICATION BY:

ALASKA STATE DEPT. OF TRANSPORTATION
AND PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES DIVISION
SOUTHEAST REGION

KETCHIKAN
HERRING COVE BRIDGE IMPROVEMENTS
AT: KETCHIKAN ALASKA

DATE: 6/19/18 SHEET 1 OF 3

REPLACE BRIDGE WITH PEDESTRIAN WALKWAYS BOTH SIDES. TRAFFIC BARRIER SEPARATION FOR PEDS

UNDERGROUND RELOCATION OF EXISTING OVERHEAD UTILITIES

CONTINUOUS PEDESTRIAN PATH ALONG UPSTREAM EDGE FROM INTERSECTION TO INTERSECTION (GRAVEL SURFACE)

REALIGN INTERSECTION AT WOOD RD. FOR IMPROVED BUS MANEUVERS

Power House Rd.

S. Tongass

EOP STA 402+13

CROSS WALK

BRIDGE #253

DOWN STREAM PEDESTRIAN PATH, BETWEEN FAR END OF BRIDGE AND END OF GUARDRAIL AT NORTH END OF PROJECT

ROW

ROW

Wood Rd.

S. Tongass

BOP STA 387+55

HERRING COVE

0 100' 200'

SCALE IN FEET

DRAFTED	JT
CHECKED	LS
DESIGNED	DD
DATE	6/19/2018 15:27
LAYOUT	A2 (2)
FILE	O:\Kn\SFHWY00072\Planset\Scoping\00072_A2_AREA.dwg

SHEET NO.	TOTAL SHEETS
2	3
STATE	YEAR
ALASKA	2018
PROJECT DESIGNATION	
SFHY00072/0902043	

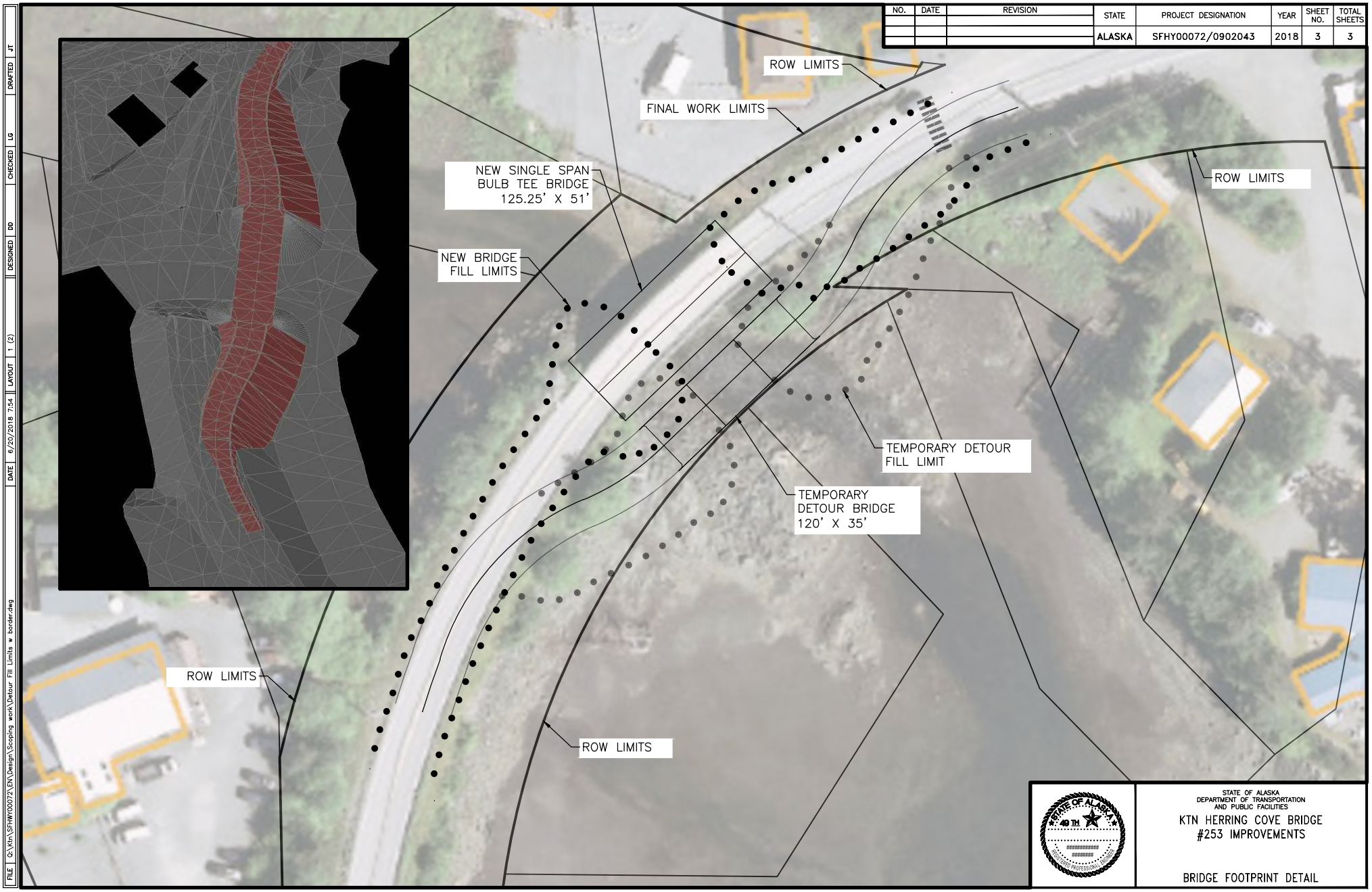
REVISION | DATE | NO.

INDEX	
COVER	A1
AREA MAP	A2
TYPICAL SECTIONS	B1
PLAN VIEW	F1
PLAN VIEW	F2
PLAN VIEW	F3
RENDERING VIEW	H1

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
6860 GLACIER HWY, JUNEAU, AK 99811
(907) 465-1763

KTN HERRING COVE BRIDGE #253 IMPROVEMENTS

AREA MAP AREA



NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	SFHY00072/0902043	2018	3	3

FILE	DATE	LAYOUT	DESIGNED	CHECKED	DRAFTED
Q:\Ktn\SFHWY00072_EN\Design\Scoping work\Detour Fill Limits w border.dwg	6/20/2018 7:54	1 (2)	DD	LG	JT

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

KTN HERRING COVE BRIDGE
#253 IMPROVEMENTS

BRIDGE FOOTPRINT DETAIL


1
Whitman Lake Hatchery
Viewing Platforms
Not boat docks
Pier to be removed


2
Whitman Lake Hatchery
Viewing platforms
Not Docks
Pier to be removed

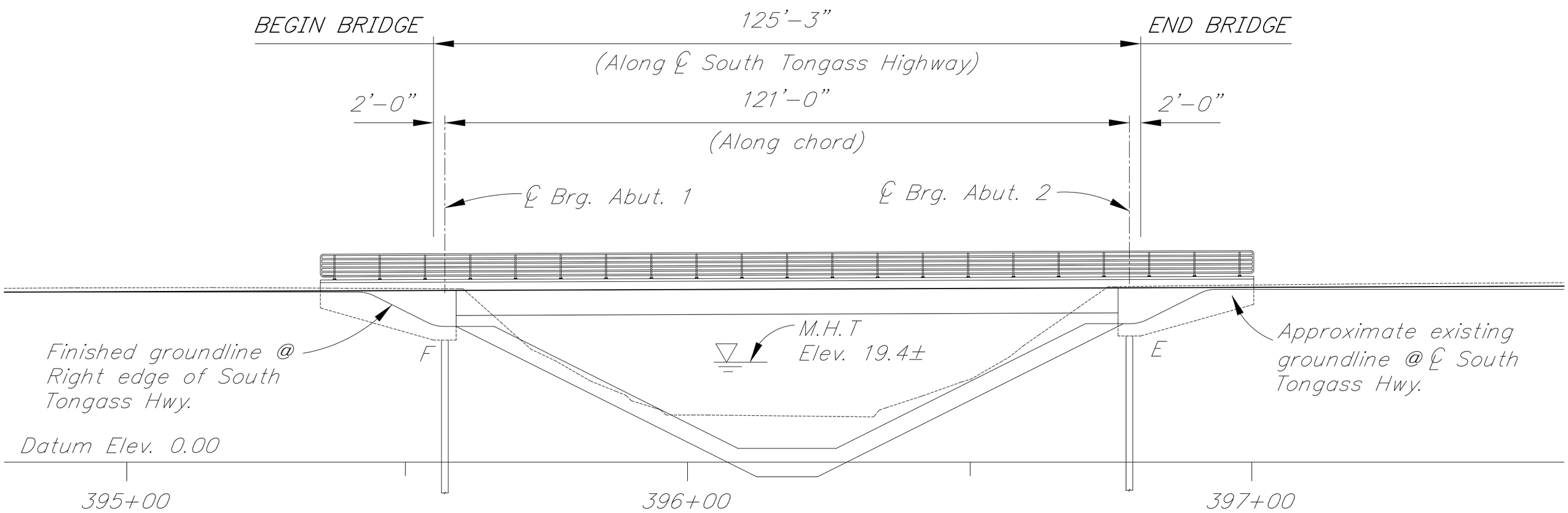

3
Pier to be removed


Pier to be removed
Viewing platform
Not a dock
Floating Dock In Disrepair
4


Pier to be removed


6
Pier to be removed
Viewing platform/ Not a Dock


Viewing Platform/ Not a Dock
Viewing platform/ Not a dock
Pile to be removed


BEGIN BRIDGE
125'-3"
END BRIDGE
(Along ℄ South Tongass Highway)
2'-0"
121'-0"
2'-0"
(Along chord)
℄ Brg. Abut. 1
℄ Brg. Abut. 2
Finished groundline @
Right edge of South
Tongass Hwy.
F
M.H.T
Elev. 19.4±
E
Approximate existing
groundline @℄ South
Tongass Hwy.
Datum Elev. 0.00
395+00
396+00
397+00

USACE Permits Herring Cove Area

POA-1978-166-IP	Latitude: 55°19'40.22"N Longitude: 131°31'46.80"W
POA-1978-166-IP-M1	Latitude: 55°19'40.22"N Longitude: 131°31'46.80"W
POA-1978-166-IP-M2	Latitude: 55°19'40.22"N Longitude: 131°31'46.80"W
POA-1978-166-IP-M3	Latitude: 55°19'40.22"N Longitude: 131°31'46.80"W
POA-2002-0247-NWP	The project is located in section 36, T. 75S., R. 91E., Copper River Meridian; near Ketchikan, Alaska.
POA-2003-1596-IP	83 Power House Road, section 36, Township 75 S., Range 91 E., Copper River Meridian, 55° 19' 36" N., -131° 31' 30" W., near Ketchikan, Alaska.
POA-2008-101-IP	The project site is located within Section 36, T. 75 S., R. 91 E., Copper River Meridian; USGS Quad Map Ketchikan B-5; Latitude 55.3246º N., Longitude 131.5233º W.; at 7942 South Tongass Highway, in Herring Bay, in Ketchikan, Alaska.

U.S.Department of Transportation
Federal Highway Administration

Assessment and Response Checklist for applying 23 U.S.C § 144(c)(2) exceptions to Coast Guard Bridge Permits

INSTRUCTIONS FOR USE

This form provides the process for FHWA's preliminary determination to make an exception under 23 U.S.C. § 144(c)(2) to Coast Guard bridge permitting authorities.

Section V of the 2014 USCG-FHWA Memorandum of Agreement (MOA) provides that FHWA makes the preliminary exception determination, followed by Coast Guard review to identify issues or concerns with FHWA's preliminary determination. The preliminary determination shall be made at an early stage of project development (as soon as the information is available to the applicant) so that coordination with the local Coast Guard District Bridge Office (DBO) can be accomplished before or during environmental processing (23 CFR Part 650.805(a)).

If the DBO identifies issues or concerns with the determination of the FHWA Division Office, he/she will identify the area of concern by marking the appropriate answer in the "**DBO Concerns**" areas included in this checklist. The DBO will also include written comments (**"DBO Comments"**) and supporting documentation with this form and return it to the FHWA Division Office. Any disputes resulting from this exception determination process will be resolved in accordance with the Dispute Resolution Section of the 2014 USCG-FHWA MOA.

When both the DBO and FHWA Division Office agree that a 23 U.S.C. 144(c)(2) exception applies to a project, the DBO will write a letter to that effect to the FHWA division office. In addition, the DBO will identify if the proposed bridge will require the establishment, maintenance, and operation of lights and signals as required by 14 U.S.C. § 85 and 33 C.F.R. Part 118 at that time.

The use of 23 U.S.C. § 144(c)(2) exceptions cannot be delegated to state transportation agencies as part of a NEPA assignment agreement.

1. Name of waterway: Herring Cove

2. Has the waterway at the project location been determined to be navigable waters of the United States per 33 C.F.R. Part 2.36? ◯ Yes ◯ No ◯ Do Not Know

(If **"No",** then no USCG jurisdiction. If you do not know, Contact DBO for confirmation of waterway status.)

3. At proposed site, mileage along waterway measured from mouth or confluence: 0.3 miles

4. Waterway is a tributary of NA at mile NA (If applicable)

5. Geographical Location: (city, town, county): Ketchikan Gateway Borough

6. Lat-Long Coordinates (if known, as precise as possible)

Latitude: 55° 19' 36.13" N (N) (Example: 40° 48' 3.49" N)

Longitude: -131° 31' 33.91" W (W) (Example: -73° 47' 16.19" W)

7. Is there an existing bridge at, or near the above location? ◯ Yes ◯ No

(If **"Yes"**), please answer questions 7a – 7b.

a. Does this bridge have a USCG or Army Corps of Engineers permit? ◯ Yes ◯ No

b. Please provide vertical and horizontal clearance at normal pool (ft.):

Mean High Water ◯ Ordinary High Water ◯

Vertical: 12.8 (feet)

Horizontal: 70 (feet)

Datum: Mean lower-low water

8. Is the waterway used to transport interstate or foreign commerce? (If **Yes**, permit might be required) ◯ Yes ◯ No **DBO Concerns** ☐ **Yes** ☐ **No**

DBO Comments: .....

.....

.....

9. Is the waterway susceptible for use in its natural condition or by reasonable improvement as a means to transport interstate or foreign commerce? (If **Yes**, permit might be required).

◯ Yes ◯ No **DBO Concerns** ☐ **Yes** ☐ **No**

DBO Comments: .....

.....

.....

10. Is the waterway tidal? (as defined by process outlined on pages 7-8)? ◯ Yes ◯ No

DBO Concerns ☐ **Yes** ☐ **No**

DBO Comments: .....

.....

.....

11. Is the waterway used by recreational, fishing or other vessels greater than 21 feetin length? (If **yes**, permit might be required) ◯ Yes ◯ No

DBO Concerns ☐ **Yes** ☐ **No**

DBO Comments: .....

.....

.....

12. Are there any Army Corps of Engineers permitted structures (piers, docks, dams, powerlines) on the waterway?[1] [contact USCG and/or Army Corps of Engineers to verify]

(If **yes**, please attach document with names + locations (mile #)) ◯ Yes ◯ No

DBO Concerns ☐ **Yes** ☐ **No**

DBO Comments: .....

.....

.....

Optional info on waterway at proposed bridge site (If available/applicable)

13. Water depth at high tide (ft.): 15.45 ft

14. Water depth at normal pool (ft.): 6.4 ft

Mean High Water ◉ Ordinary High Water ◯

15. Water depth at low tide (ft.): 0 ft

16. Tidal range (ft.): 0 - 15.45 ft

Additional Documentation

Please include the following information when submitting to the DBO:

☒ Location Map (8½" x 11")

☒ Photo of existing bridge (if any) or location taken from the prospective of the waterway

☒ The profile of the bridge at crossing (if available)

NEXT STEP:

When both the DBO and FHWA Division Office agree that the 144(c)(2) exception applies to a project, the DBO will write a letter to that effect to the FHWA Division Office, attaching the completed checklist. In addition, in that letter the DBO will identify if the proposed bridge will require the establishment, maintenance, and operation of lights and signals as required by 14 U.S.C. § 85 and 33 C.F.R. Part 118.

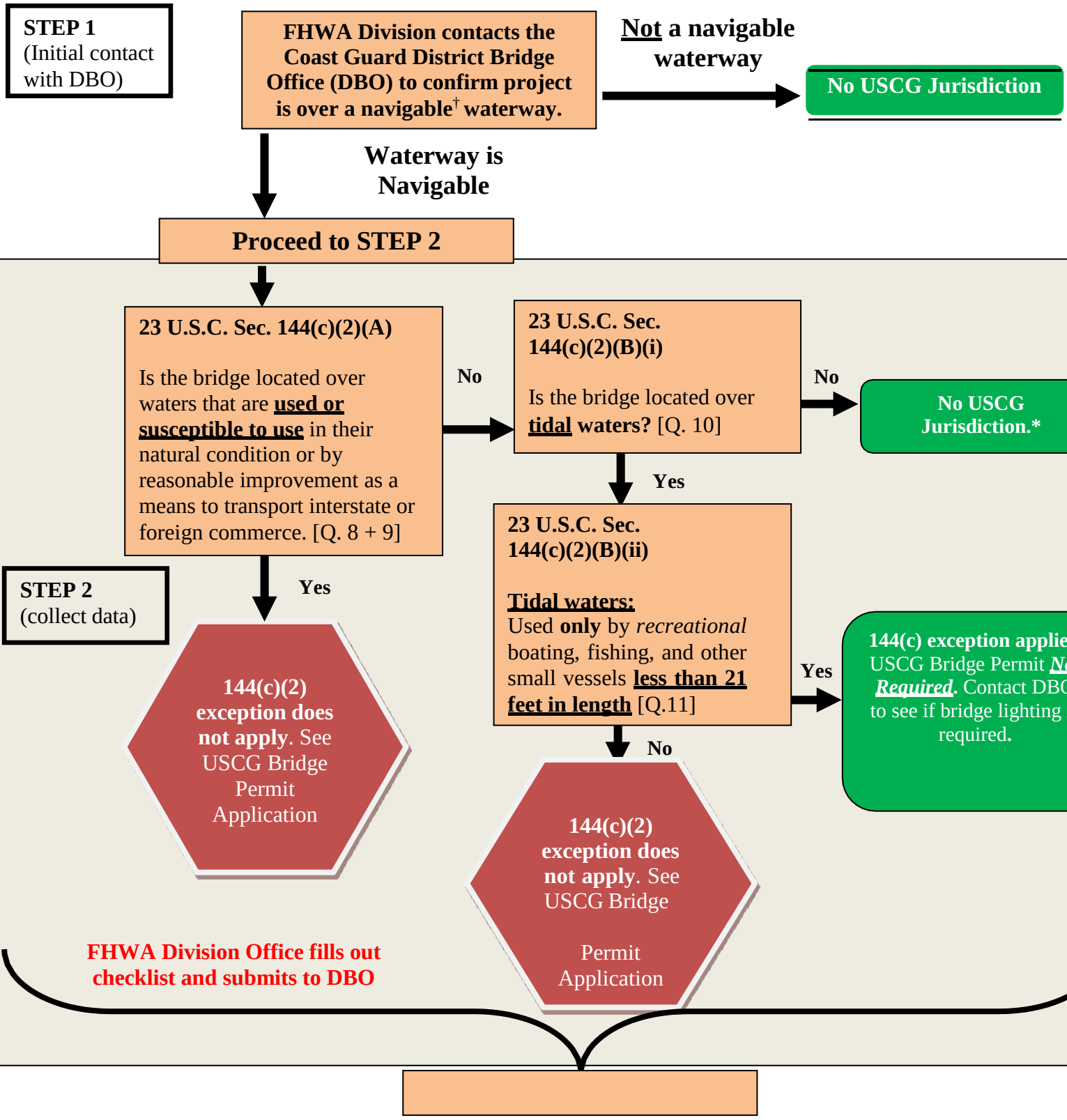
Clear Form Save File

[1] This question seeks to determine whether the Army Corps of Engineers has asserted jurisdiction over the waterway or reach thereof by the issuance of a Jurisdictional Determination, or the issuance of permits of any type including those for structures under Section 10 of the Rivers and Harbors Act (33 U.S.C. § 403), or through any other USACE permitting authority including the Clean Water Act § 404.

U.S. Department of Transportation
Federal Highway Administration

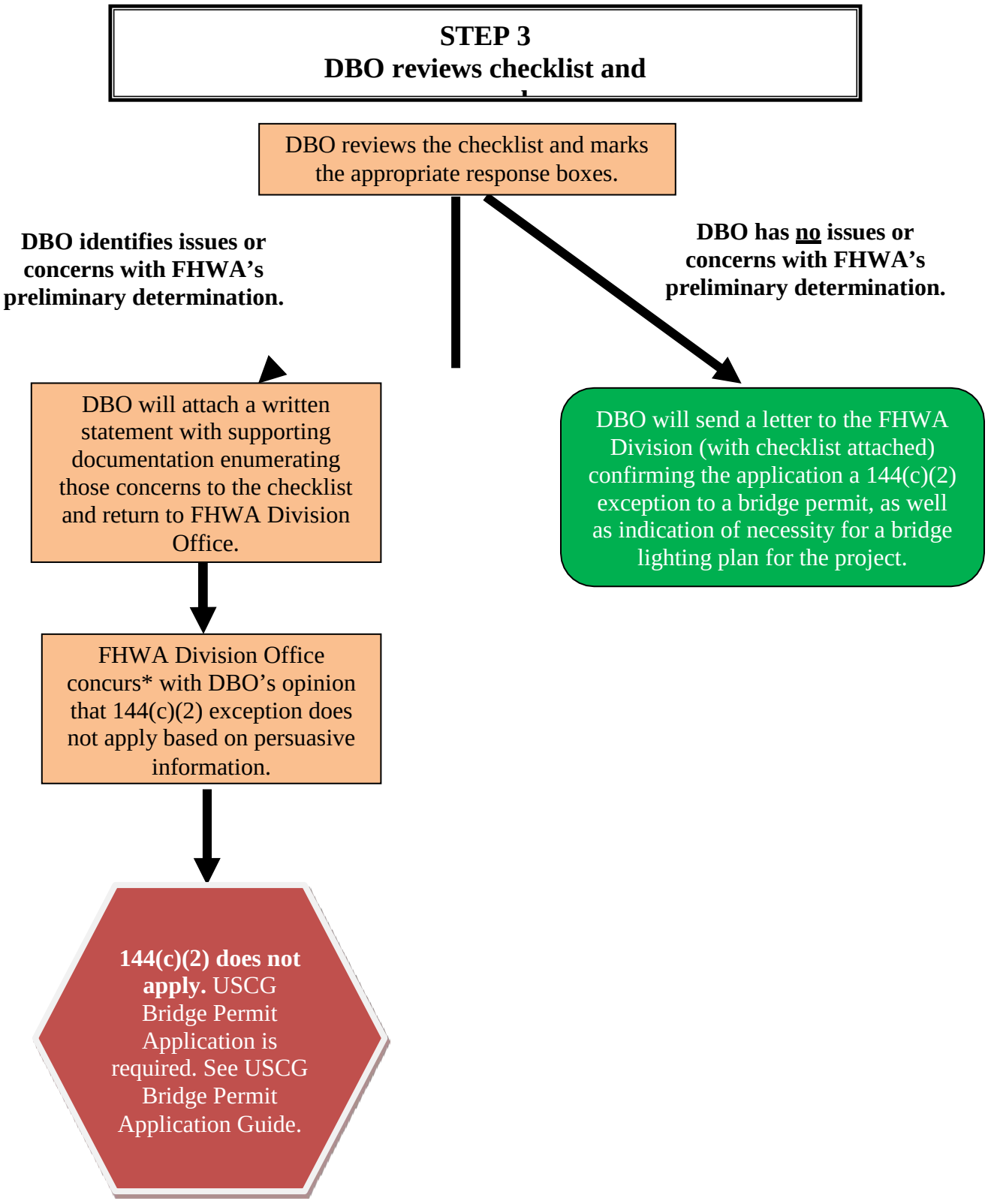
Assessment and Response Checklist for applying 23 U.S.C § 144(c)(2) exceptions to Coast Guard Bridge Permits

PROCESS FLOWCHARTS



†The test to determine navigability comes from 33 C.F.R. § 2.36. See page 6

Assessment and Response Checklist for applying 23 U.S.C § 144(c)(2) exceptions to Coast Guard Bridge Permits



* Any disagreements arising over the completion of the checklist will be handled at the lowest (staff) level possible. If the FHWA project manager and DBO cannot resolve disagreement, follow dispute resolution process in the 2014 FHWA-USCG MOA.

Navigable waters of the U.S. for Coast Guard Jurisdiction

When Coast Guard navigability determinations are made in accordance with 33 CFR 2.36, they will be maintained at each Coast Guard District office and available for public review. These determinations may be modified or reversed by Congress or a federal court with jurisdiction over the waterway at issue.

33 C.F.R. 2.36(a)

(a) Except as provided in paragraph (b) of this section, *navigable waters of the United States, navigable waters,* and *territorial waters* mean, except where Congress has designated them not to be navigable waters of the United States:

(1) Territorial seas of the United States;

(2) Internal waters of the United States that are subject to tidal influence; and

(3) Internal waters of the United States not subject to tidal influence that:

(i) Are or have been used, or are or have been susceptible for use, by themselves or in connection with other waters, as highways for substantial interstate or foreign commerce, notwithstanding natural or man-made obstructions that require portage, or

(ii) A governmental or non-governmental body, having expertise in waterway improvement, determines to be capable of improvement at a reasonable cost (a favorable balance between cost and need) to provide, by themselves or in connection with other waters, as highways for substantial interstate or foreign commerce.

Process for determining "Tidal waters" for 144(c)(2) exceptions

1) 23 U.S.C. § 144(c)(2) provides that a Coast Guard bridge permit is not required for projects that are over waters which are :

> (A) **not used and are not susceptible to use** in the natural condition of the bridge or by reasonable improvement as a means to transport interstate or foreign commerce; **and** are
> (B) not tidal; or
> (C) if tidal, used only by recreational boating, fishing, and other small vessels that are less than 21 feet in length.

2) If 23 U.S.C. § 144(c)(2)(A) criteria are not met, the exception does not apply. As such, the tidal status of a waterway has no impact on a 23 U.S.C. § 144(c)(2) exception determination.

3) To determine whether a waterway is "tidal" for the purposes of the above statute, the Coast Guard District Bridge Office with jurisdiction over the project will accept any of the below sources of information as sufficient to establish the tidal status of the reach of waterway in question. These determinations may be done as part of a 23 U.S.C. § 144(c)(2)(B) or (C) determination in consultation and concurrence with the applicant and Federal Highway Administration division office:

   (A) Data from a NOAA Tidal Datum/Buoy, U.S. Army Corps of Engineers Tide Gauge, or other Federally-maintained data collection system showing such data that quantitatively evinces tidal influence in the project area as defined in 33 CFR § 2.34, or,
   (B) A report from an official "state hydrologist" or other analogous official employed by the state government wherein the project lies, or,

(C) Physically-observable and recorded visual evidence of a "high tide line" including, but not limited to:

i. a line of oil or scum along shore objects, a more or less continuous deposit of fine shell or debris on the foreshore or berm, other physical markings or characteristics, vegetation lines, tidal gages, or other suitable means that delineate the general height reached by a rising tide. The line encompasses spring high tides and other high tides that occur with periodic frequency but does not include storm surges in which there is a departure from the normal or predicted reach of the tide due to the piling up of water against a coast by strong winds such as those accompanying a hurricane or other intense storm. (33 CFR §328.3)

4) Any disputes resulting from or related to the above determination process shall be resolved as per the Dispute Resolution section of the 2014 USCG-FHWA Memorandum of Agreement.

From: Whitman Lake <whitman@kpunet.net>
Sent: Thursday, February 14, 2019 8:41 AM
To: Bare, Ryan A (DOT)
Subject: Re: Attn: Jay Creasy Herring Cove Bridge Project (SFHWY00072)

Hi Ryan,
I can confirm that fishing is not allowed above the bridge. It is extremely rare to see a 21 foot boat above the bridge. It is possible for boats to navigate the creek but that would require a minimum 14 foot tide. We occasionally see Kayaks in the summer but only a few times a year. In my opinion, Whitman Lake is not suitable for ant type of water way commerce. I do not believe SSRAA has a permit to install weir, in addition, the weir would have extend to the other side of the cove. On an 18 foot tide the entire cove fills with water and they would simply go around the weir if it just went across the creek. The hatchery has a relatively small ladder that recruits adults. On an 18 foot tide a boat could navigate up the creek to the trees.

Hope this helps, Jay

On 2/12/2019 1:39 PM, Bare, Ryan A (DOT) wrote:
Good afternoon Jay,

I am gathering information for some of our permitting requirements and hope you can help me with a few questions:

Can you confirm that Herring Cove is not used by recreational, fishing or other vessels over 21 feet in length?

In your opinion, is the waterway susceptible for use in its natural condition or by reasonable improvement as a means to transport interstate or foreign commerce?

Does the hatchery use a weir or fish ladder for returning broodstock?

Is the hatchery the farthest point a boat/kayak could travel to from the bridge? If not, what is?

Thanks for your time and consideration.

Ryan A. Bare
Environmental Impact Analyst
DOT&PF, Southcoast Region
6860 Glacier Hwy.
P.O. Box 112506
Juneau, Alaska USA 99811-2506
Phone (907) 465-3705

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

From: Stevens, Mike A (DOT)
Sent: Tuesday, February 19, 2019 10:48 AM
To: Ignotov, Daniel M (DOT); Bare, Ryan A (DOT)
Cc: Johnson, Jay J (DOT)
Subject: RE: Request for a brief memo for a 23 U.S.C. 144(c)(2) exception for the Coast Guard (SFHWY00072) Herring Cove

Thanks, Dan.

From: Ignotov, Daniel M (DOT)
Sent: Tuesday, February 19, 2019 2:48 PM
To: Stevens, Mike A (DOT) <mike.stevens@alaska.gov>; Bare, Ryan A (DOT) <ryan.bare@alaska.gov>
Cc: Johnson, Jay J (DOT) <jay.johnson@alaska.gov>
Subject: RE: Request for a brief memo for a 23 U.S.C. 144(c)(2) exception for the Coast Guard (SFHWY00072) Herring Cove

The Vertical Datum for Ketchikan South Tongass Grid 2000 is Mean Lower Low Water based on levels from the National Ocean Service Benchmark NO. 37. The record elevation for NO. 37 is 35.09' above MLLW based on the 1960-1978 tidal epoch for tide station 9450460.

Dan M. Ignotov, PLS
Land Surveyor II, Survey Supervisor
Alaska Dept. of Trans. & P.F.
Southcoast Region D&ES - Survey/ROW
6860 Glacier Hwy, Juneau, AK 99801
907-465-4491

Keep Alaska Moving through Service and Infrastructure.

From: Stevens, Mike A (DOT)
Sent: Thursday, February 14, 2019 8:24 AM
To: Bare, Ryan A (DOT)
Cc: Ignotov, Daniel M (DOT); Johnson, Jay J (DOT)
Subject: RE: Request for a brief memo for a 23 U.S.C. 144(c)(2) exception for the Coast Guard (SFHWY00072) Herring Cove

Ryan,

There's a question of project datums that would need to be addressed before I could answer your question. I've CCed Jay Johnson and Dan Ignotov over in survey, and they should be able to let us know what the project vertical datum is.

Dan & Jay,

We're looking for the vertical datum for the Herring Cove project in Ketchikan (Project number SFHWY0072). Not sure if NAVD88 or MLLW. Let us know if you need anything further to provide us this information.

Thanks,

MICHAEL A. STEVENS, PE
Southcoast Regional Hydraulics Engineer, DOT&PF
Tel: (907) 465-5338

From: Bare, Ryan A (DOT)
Sent: Wednesday, February 13, 2019 3:32 PM
To: Stevens, Mike A (DOT) <mike.stevens@alaska.gov>
Subject: Request for a brief memo for a 23 U.S.C. 144(c)(2) exception for the Coast Guard (SFHWY00072) Herring Cove

Hi Mike,

Could I trouble you for a brief, State Hydrologist, official memo for the verification of water depth and tidal data for a USCG permit exception. I can swing by in the morning to chat with you about it if you have the time.

Cheers,

Ryan A. Bare
Environmental Impact Analyst
DOT&PF, Southcoast Region
6860 Glacier Hwy.
P.O. Box 112506
Juneau, Alaska USA 99811-2506
Phone (907) 465-3705

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

From: Brody, Matthew T CIV USARMY CEPOA (US) <Matthew.T.Brody@usace.army.mil>
Sent: Tuesday, January 29, 2019 12:56 PM
To: Bare, Ryan A (DOT)
Subject: RE: Follow-up for Herring Cove Bridge (SFHWY00072) permit question (UNCLASSIFIED)
Attachments: PERMITS.zip

CLASSIFICATION: UNCLASSIFIED

Ryan,

I was able to find some historic permits (It appears that all work has been completed for them). I have attached copies of the permits to this email. Let me know if you have any other questions.

Matthew Brody
Regulatory Specialist
907-790-4493
P.O. Box 22270
Juneau, AK 99802

-----Original Message-----
From: Bare, Ryan A (DOT) [mailto:ryan.bare@alaska.gov]
Sent: Monday, January 28, 2019 12:52 PM
To: Brody, Matthew T CIV USARMY CEPOA (US) <Matthew.T.Brody@usace.army.mil>
Subject: [Non-DoD Source] Follow-up for Herring Cove Bridge (SFHWY00072) permit question

Hi Matthew,

Good talking with you earlier. As a follow-up to our phone conversation, I am requesting information regarding any Army Corps of Engineers permitted structures (piers, docks, dams, power lines) on the Herring Cove waterway. Thank you for your help.

Ryan A. Bare

Environmental Impact Analyst

DOT&PF, Southcoast Region

6860 Glacier Hwy.

P.O. Box 112506

Juneau, Alaska USA 99811-2506

Phone (907) 465-3705

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

CLASSIFICATION: UNCLASSIFIED

From:	Barnett, John C (DOT)
To:	Forsling, Peter (DOT sponsored)
Cc:	Bare, Ryan A (DOT); White, Ben M (DOT)
Subject:	Harring Cove Bridge 144(c)2 Exception
Date:	Thursday, March 21, 2019 8:02:53 AM
Importance:	High

Good Morning Peter,

The Alaska Department of Transportation and Public Facilities (DOT&PF) is proposing to replace the Herring Cove Bridge (No. 253) in Ketchikan. Following our review of the Section 9 rules, the USCG/FHWA MOA's, and 23 USC 144 (c) 2 checklist, we believe the bridge meets the conditions of the 144(c)(2) exception to Coast Guard Bridge Permits.

We had prepared documentation and a cover letter that we sent to the USCG on February 21, 2019 but we erroneously referenced the 327 MOU. We believe this request for agreement under 23 USC 144 (c) 2 and supporting documentation should come directly from you to the USCG.

Are you available for a telephone call this morning or early afternoon to discuss how to proceed?

Let me know!

Thanks!

John C. Barnett
Regional Environmental Manager
DOT&PF, Southcoast Region
6860 Glacier Hwy.
P.O. Box 112506
Juneau, Alaska USA 99811-2506
Phone (907) 465-4504

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

From:	Barnett, John C (DOT)
To:	Bare, Ryan A (DOT)
Subject:	FW: Herring Cove Bridge Exception
Date:	Thursday, March 21, 2019 7:33:12 AM

fyi

From: White, Ben M (DOT)
Sent: Wednesday, March 20, 2019 12:23 PM
To: Barnett, John C (DOT)
Cc: Kolwaite, Douglas S (DOT); White, Ben M (DOT); Carroll, Lawrence P (DOT); Lockwood, Gregory K (DOT); Taylor, Jill A (DOT)
Subject: RE: Herring Cove Bridge Exception

John,
The 23 CFR 144(c) exception determination has not been delegated as part of the 327 MOU for NEPA Assignment. The region should proceed as follows:

1) Draft a letter to FHWA (Pete Forsling) that provides the justification necessary for making the 23 CFR 144(c) exception determination. This letter should be sent to Pete without sending it to the USCG – FHWA will provide the determination onto the USCG. Recommend that you use the current letter as a the starting point.
2) In the NEPA Document the analyst should indicate that the Department has submitted a preliminary permitting exception determination under 23 CFR 144(c) to FHWA to process according to the 2014 MOU between FHWA and the USCG. Attach a copy of the email and letter transmitted to FHWA to the NEPA Document.
3) Finalize the NEPA Document and prepare it for SEO review and approval – if you get this to us today we can most likely get it back to you this week.
4) If FHWA or the USCG do not concur with the use of a 23 CFR 144(c) exception – then the region will need to do a re-evaluation at a later date.

I recommend that you work with FHWA to track this request. The other two regions have had issues getting these exceptions processed in a timely fashion. The project manager should also be advised that they cannot proceed to construction without this issue resolved.
Ben

Ben White
Statewide Environmental Program Manager
Alaska Department of Transportation & Public Facilities
Statewide Design & Engineering Services
Phone: (907) 465-6957
Email: ben.white@alaska.gov

From: Barnett, John C (DOT)
Sent: Wednesday, March 20, 2019 8:52 AM
To: Kolwaite, Douglas S (DOT) <douglas.kolwaite@alaska.gov>; White, Ben M (DOT)

<ben.white@alaska.gov>
Subject: FW: Herring Cove Bridge Exception
Importance: High

I have not sent this document to Pete yet. If you have an alternative approach please advise. We cannot complete the EV document without this issue being resolved. We are currently 4 weeks behind schedule for this project.

From: Barnett, John C (DOT)
Sent: Monday, March 18, 2019 8:27 AM
To: Taylor, Jill A (DOT) (jill.taylor@alaska.gov)
Subject: Herring Cove Bridge Exception

Southcoast Region is sending the 144 (c) 2 Exception package to FHWA later this morning. We have created a draft letter for Pete Forsling to place on FHWA letterhead and sign. I have attached the letter – if you have further issues with this process please advise before 10 am today.

Thanks.

John C. Barnett
Regional Environmental Manager
DOT&PF, Southcoast Region
6860 Glacier Hwy.
P.O. Box 112506
Juneau, Alaska USA 99811-2506
Phone (907) 465-4504

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

U.S. Department of Transportation
Federal Highway Administration

Alaska Division

P.O. Box 21648
Juneau, AK 99802-1648
(907) 586-7418
(907) 586-7420
www.fhwa.dot.gov/akdiv

April 4, 2019

In Reply Refer To:
KTN Herring Cove Bridge Improvement Exception
0902(043)/SFHWY00072

Clint Scott
U.S. Coast Guard District 17 Bridge Program
P.O. Box 25517
Juneau, AK 99802-5517

Dear Mr. Scott:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Highway Administration (FHWA), is proposing to replace the Herring Cove Bridge (No. 253). The Herring Cove Bridge is located at Milepost 11.8 on the South Tongass Highway. The proposed project is located within Sec 36, T75S, R91E, CRM United States Geological Survey, Quad Map Ketchikan B5 (Figure 1-2).

Herring Cove is approximately 4 aerial miles east-southeast (ESE) of Ketchikan, and can be seen on NOAA Nautical Chart number 17428. It is about two miles north of where Carroll Inlet meets Revillagigedo Channel, and just west of where George Inlet splits off of Carroll Inlet. A detail of this chart showing the vicinity of Herring Cove is included as an attachment to this letter. The chart shows the zero-fathom line, equivalent to the Mean Lower Low Water (MLLW) base datum, well seaward of the vicinity of the bridge. The chart also includes tidal data for several sites, with Ketchikan and Coon Island in George Inlet apparently the closest to Herring Cove. Herring Cove is closer to Ketchikan than to Coon Island, so tidal data for Ketchikan will be assumed to be more applicable. At Ketchikan, Mean Low Water (MLW) is given as 1.6 feet above the MLLW base datum. Since MLW is normally taken as the territorial sea baseline (per 33 CFR 2.20), and Herring Cove, including the vicinity of the bridge, appears to be shoreward of the territorial sea baseline, FHWA is considering the entire project to be in internal waters of the United States that are subject to tidal influence. Therefore, FHWA is considering Herring Cove and the waters in the vicinity of the bridge and project to be navigable in law, per 33 CFR 2.36(a)(2). Please inform this office if you have information contradictory to this assumption.

As to navigability in fact, the waters of Herring Cove drainage derive primarily from snowmelt and runoff from nearby Mount Buck and Mount Fawn in two unnamed tributaries, as can be seen from the attached hydrologic map of the Herring Cove vicinity as downloaded from the National Map. Given the steepness of the wooded terrain, these tributaries are unlikely to be suited for use by commerce. They might be made useful with difficulty in bringing logs down to the

existing road near the cove, but even then it is likely that the more economical path to market would be by using Wood Road rather than by continuing down to Herring Cove and moving by water. DOT&PF has inquired about the use of Herring Cove by boating traffic. Two entities on Herring Cove are in a good position to observe any boating traffic. The Alaska Rainforest Sanctuary is on the south side of the cove at 116 Wood Road, and maintains wooden walkways for tourist nature viewing (much like the Mendenhall Glacier Visitor Center does). The Whitman Lake Hatchery is on the north side of Herring Cove. It is aptly named because an aqueduct from the neighboring Whitman Lake watershed provides it with water (see attached maps and photos). The hatchery responded to DOT&PF that fishing is not allowed above the bridge, and typical traffic is by kayak and other small recreational boating (see attached email correspondence). DOT&PF has also consulted with local tour companies on this matter.

It appears that while navigable in law, Herring Cove is not actually navigated, nor susceptible to navigation, other than by logs, log rafts, rowboats, canoes and small motorboats. FHWA respectfully requests that your agency consider whether its Advance Approval authority can be applied to this project.

If not, FHWA contemplates proceeding with a bridge permit exception under its authority from 23 USC 144(c)(2), and per our interagency agreements on these procedures, a form has been enclosed allowing USCG District Seventeen to comment on the relevant facts.

Thank you in advance for your timely consideration of this data regarding the Herring Cove Bridge project. If you have questions or require clarification, please contact me directly at (907) 586-7427 or by email at peter.forsling@dot.gov. You may also contact the DOT&PF Environmental Analyst on this project, Ryan Bare, at ryan.bare@alaska.gov.

Sincerely,

Kathleen Drake, ADA

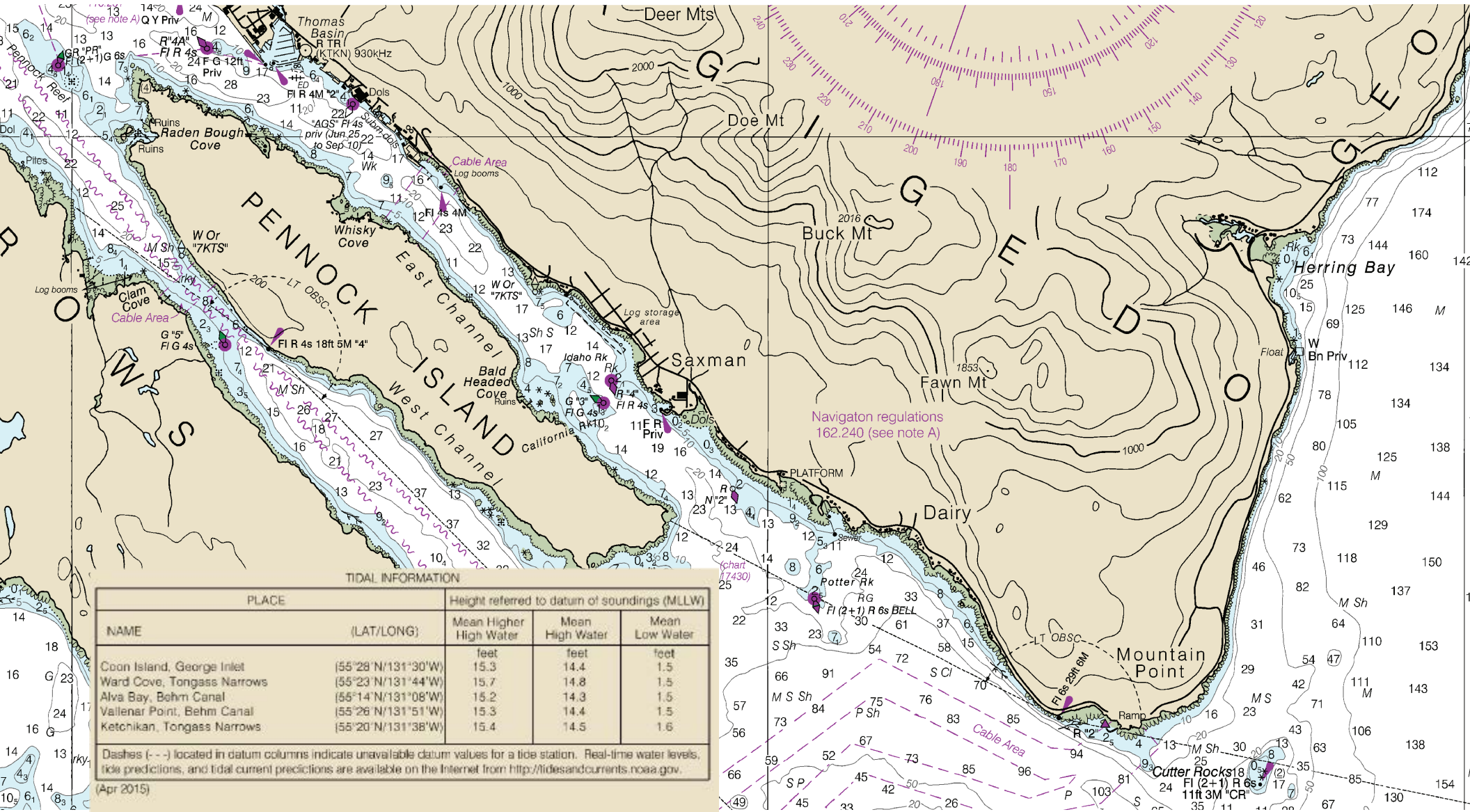
for Peter Forsling
Bridge, Marine Highway and Research Engineer

Attachments:

- Detail Map of Herring Cove vicinity from NOAA Nautical Chart 17428
- NOAA Hydraulic watershed units near Herring Cove
- USACE Permits Herring Cove Area Summary
- Correspondences A, B, and C
- Project Location and Vicinity Maps
- Project Photographs 1, 7, and 4
- Profile of Preliminary Bridge Plans
- 23 U.S.C. 144 (c)(2)-exception checklist

Cc: Ryan Bare, DOT&PF, Environmental Impact Analyst
John Barnett, DOT&PF, Southcoast Region Environmental Manager
Ben White, DOT&PF, State Environmental Program Manager
Bran Pollard, P.E., DOT&PF, Southcoast Region project Manager
Christopher Goins, P.E., DOT&PF, Southcoast Region Design Group Chief
Kristin Dirks, DOT&PF, Southcoast Region Publications Specialist

Detail of NOAA Navigational Chart 17428 showing Herring Bay with tidelands of Herring Cove; downloaded 25 Mar 2019



TIDAL INFORMATION

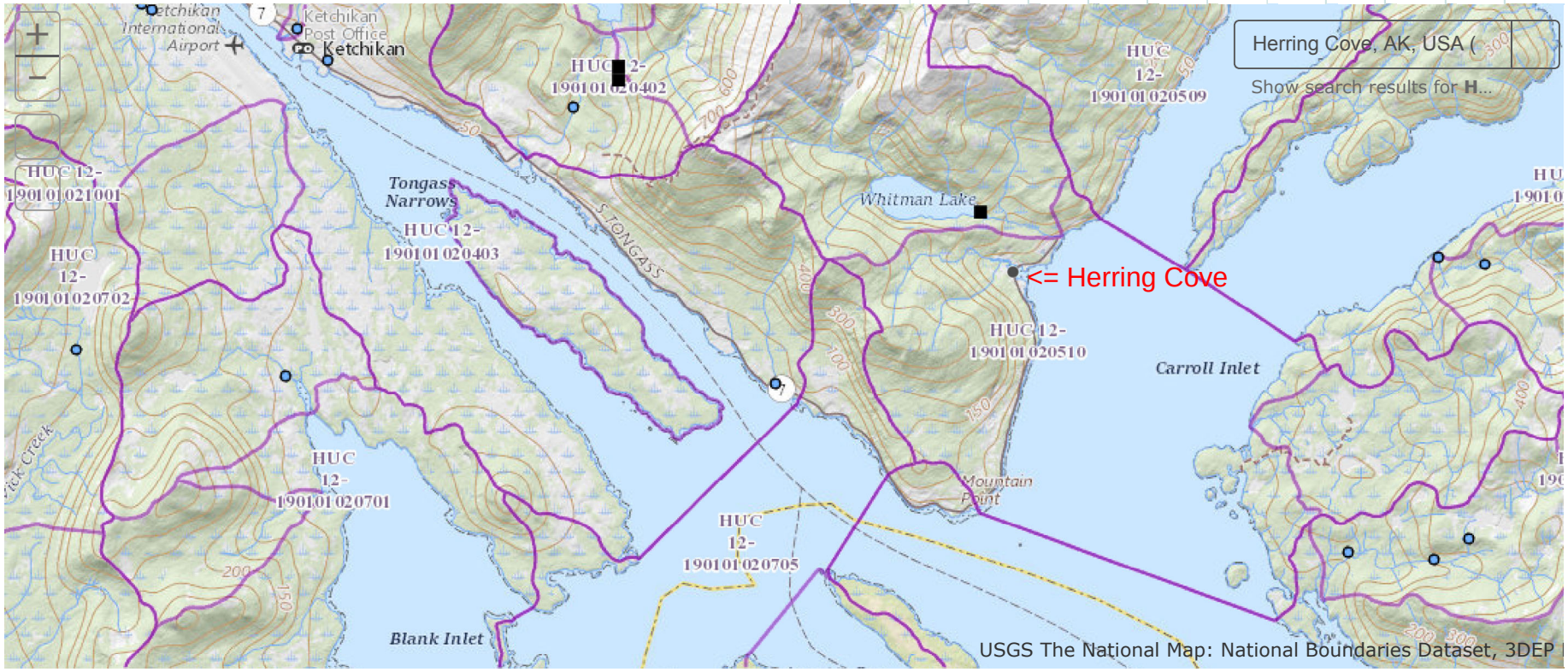
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Coon Island, George Inlet	(55°28'N/131°30'W)	15.3	14.4	1.5
Ward Cove, Tongass Narrows	(55°23'N/131°44'W)	15.7	14.8	1.5
Alva Bay, Behm Canal	(55°14'N/131°08'W)	15.2	14.3	1.5
Vallenar Point, Behm Canal	(55°26'N/131°51'W)	15.3	14.4	1.5
Ketchikan, Tongass Narrows	(55°20'N/131°38'W)	15.4	14.5	1.6

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Apr 2015)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

Help Data Download Services



HUC-2: 19 Alaska Region
HUC-4: 19 01 Southeast Alaska Subregion
HUC-6: 19 01 01 Southern Southeast Basin
HUC-8: 19 01 01 02 Ketchikan Subbasin
HUC-10: 19 01 01 02 05 Carroll Inlet-Frontal Revillagigedo Watershed
HUC-12: 19 01 01 02 05 10 Carroll Inlet-Frontal Revillagigedo Subwatershed
HUC-14: 19 01 01 02 05 10 01 Whitman Creek
HUC-14: 19 01 01 02 05 10 03 Carroll Inlet-Frontal Revillagigedo (includes Herring Cove)

Scale: 1:144,448
Zoom Level: 12
1mi

-131.533 55.317 Degrees

USACE Permits Herring Cove Area

Permit	Latitude & Longitude	Description
POA-1978-166-IP	55°19'40.22"N 131°31'46.80"W	Southern Southeast Regional Aquaculture Association, Incorporated (SSRAA) 1978 application for fish hatchery
POA-1978-166-IP-M1	55°19'40.22"N 131°31'46.80"W	SSRAA 1986 expansion of raceways and extension of water line
POA-1978-166-IP-M2	55°19'40.22"N 131°31'46.80"W	SSRAA 1988 construction of boat ramp and fill for equipment yard
POA-1978-166-IP-M3	55°19'40.22"N 131°31'46.80"W	SSRAA 2004 replacement of fiberglass raceways with aluminum and construction of new fish ladder
POA-2002-0247-NWP	Not given; refer to map in permit	On George Inlet, North of Herring Bay; Clifton house driveway and sewage outfall. The project is located in section 36, T.75S., R. 91E., Copper River Meridian; near Ketchikan, Alaska.
POA-2003-1596-IP	55° 19' 36" N 131° 31' 30" W	In Herring Cove, Mr. Frank Steiner to construct pad and driveway to replace previous home destroyed by storm, at **83 Power House Road**, section 36, Township 75 S., Range 91 E., Copper River Meridian, near Ketchikan, Alaska.
POA-2008-101-IP	55.3246° N 131.5233° W	Private dock for Mr. & Mrs. Rauwolf near mouth of Herring Bay, outside Herring Cove. The project site is located within Section 36, T. 75 S., R.91 E., Copper River Meridian; USGS Quad Map Ketchikan B-5; at **7942 South Tongass Highway**, in Herring Bay, in Ketchikan, Alaska.

From: Whitman Lake <whitman@kpunet.net>
Sent: Thursday, February 14, 2019 8:41 AM
To: Bare, Ryan A (DOT)
Subject: Re: Attn: Jay Creasy Herring Cove Bridge Project (SFHWY00072)

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I am gathering information for some of our permitting requirements and hope you can help me with a few questions:

Can you confirm that Herring Cove is not used by recreational, fishing or other vessels over 21 feet in length?

In your opinion, is the waterway susceptible for use in its natural condition or by reasonable improvement as a means to transport interstate or foreign commerce?

Does the hatchery use a weir or fish ladder for returning broodstock?

Is the hatchery the farthest point a boat/kayak could travel to from the bridge? If not, what is?

Thanks for your time and consideration.

Ryan A. Bare
Environmental Impact Analyst
DOT&PF, Southcoast Region
6860 Glacier Hwy.
P.O. Box 112506
Juneau, Alaska USA 99811-2506
Phone (907) 465-3705

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

From: Stevens, Mike A (DOT)
Sent: Tuesday, February 19, 2019 10:48 AM
To: Ignotov, Daniel M (DOT); Bare, Ryan A (DOT)
Cc: Johnson, Jay J (DOT)
Subject: RE: Request for a brief memo for a 23 U.S.C. 144(c)(2) exception for the Coast Guard (SFHWY00072) Herring Cove

Thanks, Dan.

From: Ignotov, Daniel M (DOT)
Sent: Tuesday, February 19, 2019 2:48 PM
To: Stevens, Mike A (DOT) <mike.stevens@alaska.gov>; Bare, Ryan A (DOT) <ryan.bare@alaska.gov>
Cc: Johnson, Jay J (DOT) <jay.johnson@alaska.gov>
Subject: RE: Request for a brief memo for a 23 U.S.C. 144(c)(2) exception for the Coast Guard (SFHWY00072) Herring Cove

The Vertical Datum for Ketchikan South Tongass Grid 2000 is Mean Lower Low Water based on levels from the National Ocean Service Benchmark NO. 37. The record elevation for NO. 37 is 35.09' above MLLW based on the 1960-1978 tidal epoch for tide station 9450460.

Dan M. Ignotov, PLS
Land Surveyor II, Survey Supervisor
Alaska Dept. of Trans. & P.F.
Southcoast Region D&ES - Survey/ROW
6860 Glacier Hwy, Juneau, AK 99801
907-465-4491

Keep Alaska Moving through Service and Infrastructure.

From: Stevens, Mike A (DOT)
Sent: Thursday, February 14, 2019 8:24 AM
To: Bare, Ryan A (DOT)
Cc: Ignotov, Daniel M (DOT); Johnson, Jay J (DOT)
Subject: RE: Request for a brief memo for a 23 U.S.C. 144(c)(2) exception for the Coast Guard (SFHWY00072) Herring Cove

Ryan,

There's a question of project datums that would need to be addressed before I could answer your question. I've CCed Jay Johnson and Dan Ignotov over in survey, and they should be able to let us know what the project vertical datum is.

Dan & Jay,

We're looking for the vertical datum for the Herring Cove project in Ketchikan (Project number SFHWY0072). Not sure if NAVD88 or MLLW. Let us know if you need anything further to provide us this information.

Thanks,

MICHAEL A. STEVENS, PE
Southcoast Regional Hydraulics Engineer, DOT&PF
Tel: (907) 465-5338

From: Bare, Ryan A (DOT)
Sent: Wednesday, February 13, 2019 3:32 PM
To: Stevens, Mike A (DOT) <mike.stevens@alaska.gov>
Subject: Request for a brief memo for a 23 U.S.C. 144(c)(2) exception for the Coast Guard (SFHWY00072) Herring Cove

Hi Mike,

Could I trouble you for a brief, State Hydrologist, official memo for the verification of water depth and tidal data for a USCG permit exception. I can swing by in the morning to chat with you about it if you have the time.

Cheers,

Ryan A. Bare
Environmental Impact Analyst
DOT&PF, Southcoast Region
6860 Glacier Hwy.
P.O. Box 112506
Juneau, Alaska USA 99811-2506
Phone (907) 465-3705

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

From: Brody, Matthew T CIV USARMY CEPOA (US) <Matthew.T.Brody@usace.army.mil>
Sent: Tuesday, January 29, 2019 12:56 PM
To: Bare, Ryan A (DOT)
Subject: RE: Follow-up for Herring Cove Bridge (SFHWY00072) permit question (UNCLASSIFIED)
Attachments: PERMITS.zip

CLASSIFICATION: UNCLASSIFIED

Ryan,

I was able to find some historic permits (It appears that all work has been completed for them). I have attached copies of the permits to this email. Let me know if you have any other questions.

Matthew Brody
Regulatory Specialist
907-790-4493
P.O. Box 22270
Juneau, AK 99802

-----Original Message-----
From: Bare, Ryan A (DOT) [mailto:ryan.bare@alaska.gov]
Sent: Monday, January 28, 2019 12:52 PM
To: Brody, Matthew T CIV USARMY CEPOA (US) <Matthew.T.Brody@usace.army.mil>
Subject: [Non-DoD Source] Follow-up for Herring Cove Bridge (SFHWY00072) permit question

Hi Matthew,

Good talking with you earlier. As a follow-up to our phone conversation, I am requesting information regarding any Army Corps of Engineers permitted structures (piers, docks, dams, power lines) on the Herring Cove waterway. Thank you for your help.

Ryan A. Bare

Environmental Impact Analyst

DOT&PF, Southcoast Region

6860 Glacier Hwy.

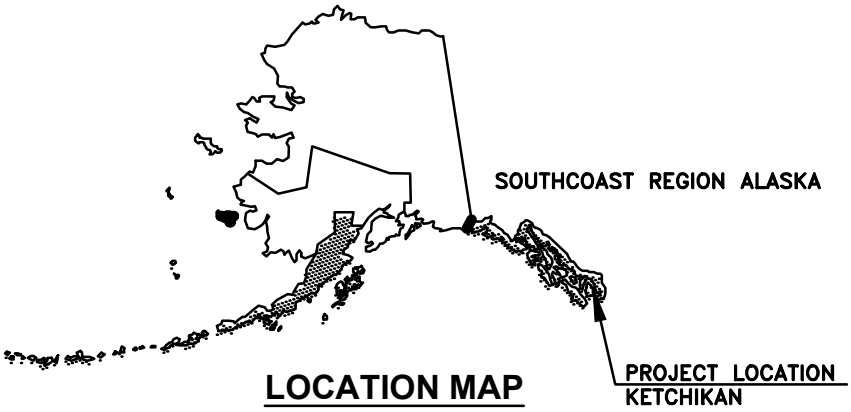
P.O. Box 112506

Juneau, Alaska USA 99811-2506

Phone (907) 465-3705

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF.

CLASSIFICATION: UNCLASSIFIED



LOCATION MAP

VICINITY MAP

LOCATION & VICINITY MAPS

APPLICATION BY:

ALASKA STATE DEPT. OF TRANSPORTATION
AND PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES DIVISION
SOUTHEAST REGION

KETCHIKAN
HERRING COVE BRIDGE IMPROVEMENTS
AT: KETCHIKAN ALASKA

DATE: 6/19/18 SHEET 1 OF 3

REPLACE BRIDGE WITH PEDESTRIAN WALKWAYS BOTH SIDES. TRAFFIC BARRIER SEPARATION FOR PEDS

UNDERGROUND RELOCATION OF EXISTING OVERHEAD UTILITIES

CONTINUOUS PEDESTRIAN PATH ALONG UPSTREAM EDGE FROM INTERSECTION TO INTERSECTION (GRAVEL SURFACE)

REALIGN INTERSECTION AT WOOD RD. FOR IMPROVED BUS MANEUVERS

Power House Rd.

S. Tongass

EOP STA 402+13

CROSS WALK

BRIDGE #253

DOWN STREAM PEDESTRIAN PATH, BETWEEN FAR END OF BRIDGE AND END OF GUARDRAIL AT NORTH END OF PROJECT

ROW

ROW

Wood Rd.

S. Tongass

BOP STA 387+55

HERRING COVE

0 100' 200'

SCALE IN FEET

DRAFTED	JT
CHECKED	LS
DESIGNED	DD
DATE	6/19/2018 15:27
LAYOUT	A2 (2)
FILE	O:\Kn\SFHWY00072\Planset\Scoping\00072_A2_AREA.dwg

SHEET NO.	TOTAL SHEETS
2	3
STATE	YEAR
ALASKA	2018
PROJECT DESIGNATION	
SFHY00072/0902043	

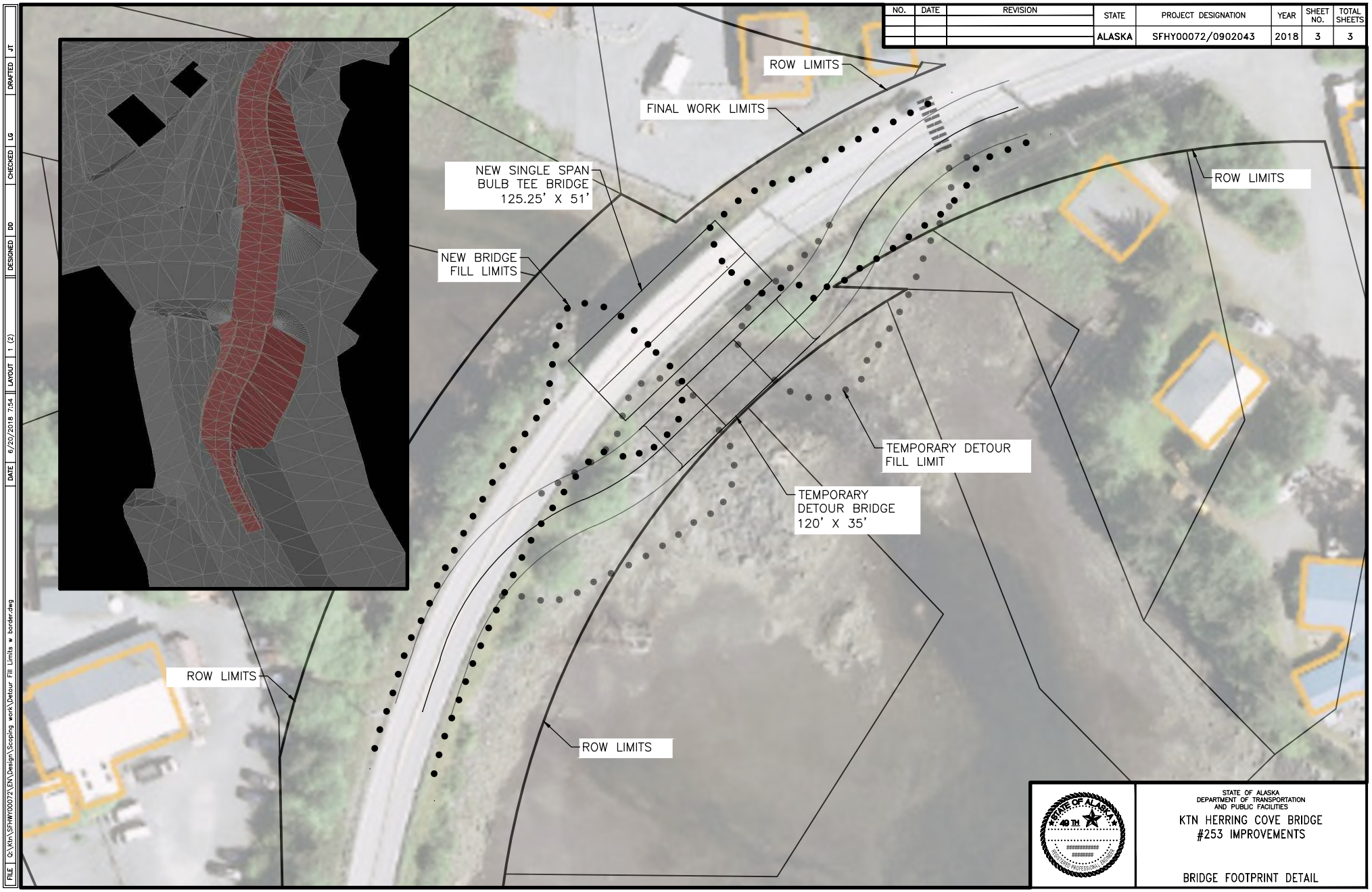
REVISION | DATE | NO.

INDEX	
COVER	A1
AREA MAP	A2
TYPICAL SECTIONS	B1
PLAN VIEW	F1
PLAN VIEW	F2
PLAN VIEW	F3
RENDERING VIEW	H1

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
6860 GLACIER HWY, JUNEAU, AK 99811
(907) 465-1763

KTN HERRING COVE BRIDGE #253 IMPROVEMENTS

AREA MAP AREA



NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	SFHY00072/0902043	2018	3	3

FILE	DATE	LAYOUT	DESIGNED	CHECKED	DRAFTED
Q:\Ktn\SFHWY00072_EN\Design\Scoping work\Detour Fill Limits w border.dwg	6/20/2018 7:54	1 (2)	DD	LG	JT

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

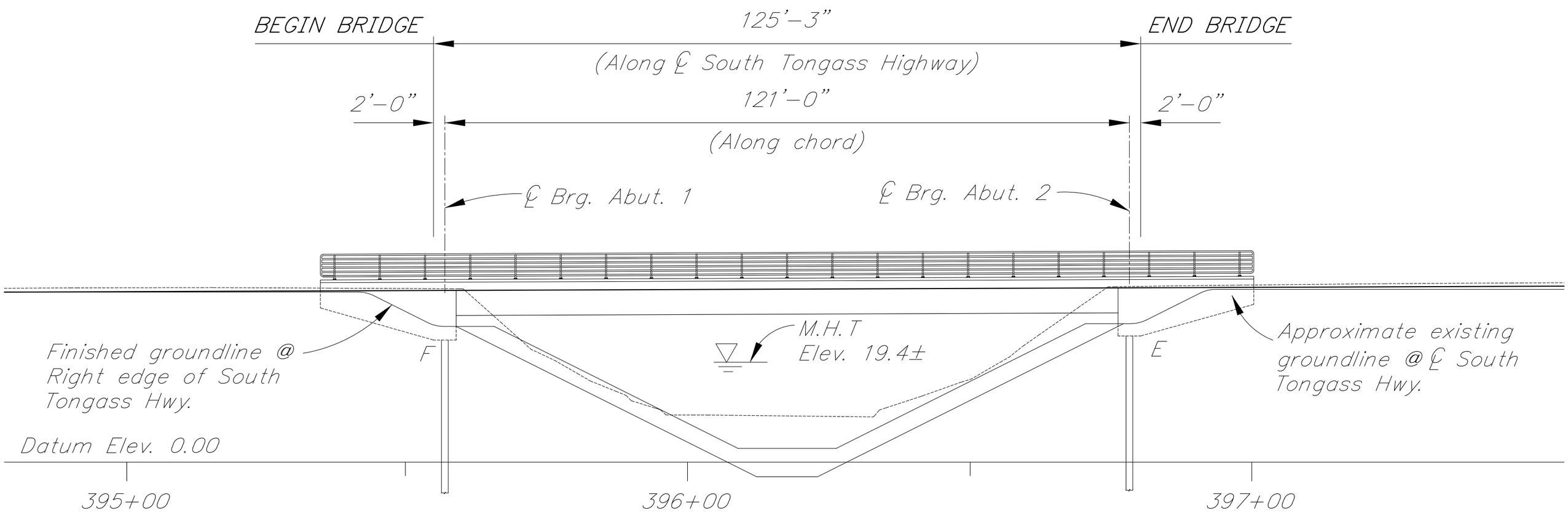
KTN HERRING COVE BRIDGE
#253 IMPROVEMENTS

BRIDGE FOOTPRINT DETAIL


1
Whitman Lake Hatchery
Viewing Platforms
Not boat docks
Pier to be removed


Viewing Platform/ Not a Dock
Viewing platform/ Not a dock
Pile to be removed


Pier to be removed
Viewing platform
Not a dock
Floating Dock In Disrepair
4


BEGIN BRIDGE
125'-3"
END BRIDGE
(Along ℄ South Tongass Highway)
2'-0"
121'-0"
2'-0"
(Along chord)
℄ Brg. Abut. 1
℄ Brg. Abut. 2
Finished groundline @
Right edge of South
Tongass Hwy.
F
M.H.T
Elev. 19.4±
E
Approximate existing
groundline @℄ South
Tongass Hwy.
Datum Elev. 0.00
395+00
396+00
397+00

U.S.Department of Transportation
Federal Highway Administration

Assessment and Response Checklist for applying 23 U.S.C § 144(c)(2) exceptions to Coast Guard Bridge Permits

INSTRUCTIONS FOR USE

This form provides the process for FHWA's preliminary determination to make an exception under 23 U.S.C. § 144(c)(2) to Coast Guard bridge permitting authorities.

Section V of the 2014 USCG-FHWA Memorandum of Agreement (MOA) provides that FHWA makes the preliminary exception determination, followed by Coast Guard review to identify issues or concerns with FHWA's preliminary determination. The preliminary determination shall be made at an early stage of project development (as soon as the information is available to the applicant) so that coordination with the local Coast Guard District Bridge Office (DBO) can be accomplished before or during environmental processing (23 CFR Part 650.805(a)).

If the DBO identifies issues or concerns with the determination of the FHWA Division Office, he/she will identify the area of concern by marking the appropriate answer in the "**DBO Concerns**" areas included in this checklist. The DBO will also include written comments (**"DBO Comments"**) and supporting documentation with this form and return it to the FHWA Division Office. Any disputes resulting from this exception determination process will be resolved in accordance with the Dispute Resolution Section of the 2014 USCG-FHWA MOA.

When both the DBO and FHWA Division Office agree that a 23 U.S.C. 144(c)(2) exception applies to a project, the DBO will write a letter to that effect to the FHWA division office. In addition, the DBO will identify if the proposed bridge will require the establishment, maintenance, and operation of lights and signals as required by 14 U.S.C. § 85 and 33 C.F.R. Part 118 at that time.

The use of 23 U.S.C. § 144(c)(2) exceptions cannot be delegated to state transportation agencies as part of a NEPA assignment agreement.

1. Name of waterway: Herring Cove

2. Has the waterway at the project location been determined to be navigable waters of the United States per 33 C.F.R. Part 2.36? ◯ Yes ◯ No ◯ Do Not Know

(If **"No",** then no USCG jurisdiction. If you do not know, Contact DBO for confirmation of waterway status.)

3. At proposed site, mileage along waterway measured from mouth or confluence: 0.3 miles

4. Waterway is a tributary of NA at mile NA (If applicable)

5. Geographical Location: (city, town, county): Ketchikan Gateway Borough

6. Lat-Long Coordinates (if known, as precise as possible)

Latitude: 55º 19' 36.13" N (N) (Example: 40° 48' 3.49" N)

Longitude: -131º 31' 33.91" W (W) (Example: -73° 47' 16.19" W)

7. Is there an existing bridge at, or near the above location? ◯ Yes ◯ No

(If **"Yes"**), please answer questions 7a – 7b.

a. Does this bridge have a USCG or Army Corps of Engineers permit? ◯ Yes ◯ No

b. Please provide vertical and horizontal clearance at normal pool (ft.):

Mean High Water ◯ Ordinary High Water ◯

Vertical: 12.8 (feet)

Horizontal: 70 (feet)

Datum: Mean lower-low water

8. Is the waterway used to transport interstate or foreign commerce? (If **Yes**, permit might be required) ◯ Yes ◯ No **DBO Concerns** ☐ **Yes** ☐ **No**

DBO Comments: .....

.....

.....

9. Is the waterway susceptible for use in its natural condition or by reasonable improvement as a means to transport interstate or foreign commerce? (If **Yes**, permit might be required).

◯ Yes ◯ No **DBO Concerns** ☐ **Yes** ☐ **No**

DBO Comments: .....

.....

.....

10. Is the waterway tidal? (as defined by process outlined on pages 7-8)? ◯ Yes ◯ No

DBO Concerns ☐ **Yes** ☐ **No**

DBO Comments: .....

.....

.....

11. Is the waterway used by recreational, fishing or other vessels greater than 21 feetin length? (If **yes**, permit might be required) ◯ Yes ◯ No

DBO Concerns ☐ **Yes** ☐ **No**

DBO Comments: .....

.....

.....

12. Are there any Army Corps of Engineers permitted structures (piers, docks, dams, powerlines) on the waterway?[1] [contact USCG and/or Army Corps of Engineers to verify]

(If **yes**, please attach document with names + locations (mile #)) ◯ Yes ◯ No

DBO Concerns ☐ **Yes** ☐ **No**

DBO Comments: .....

.....

.....

Optional info on waterway at proposed bridge site (If available/applicable)

13. Water depth at high tide (ft.): 15.45 ft

14. Water depth at normal pool (ft.): 6.4 ft

Mean High Water ◉ Ordinary High Water ◯

15. Water depth at low tide (ft.): 0 ft

16. Tidal range (ft.): 0 - 15.45 ft

Additional Documentation

Please include the following information when submitting to the DBO:

☒ Location Map (8½" x 11")

☒ Photo of existing bridge (if any) or location taken from the prospective of the waterway

☒ The profile of the bridge at crossing (if available)

NEXT STEP:

When both the DBO and FHWA Division Office agree that the 144(c)(2) exception applies to a project, the DBO will write a letter to that effect to the FHWA Division Office, attaching the completed checklist. In addition, in that letter the DBO will identify if the proposed bridge will require the establishment, maintenance, and operation of lights and signals as required by 14 U.S.C. § 85 and 33 C.F.R. Part 118.

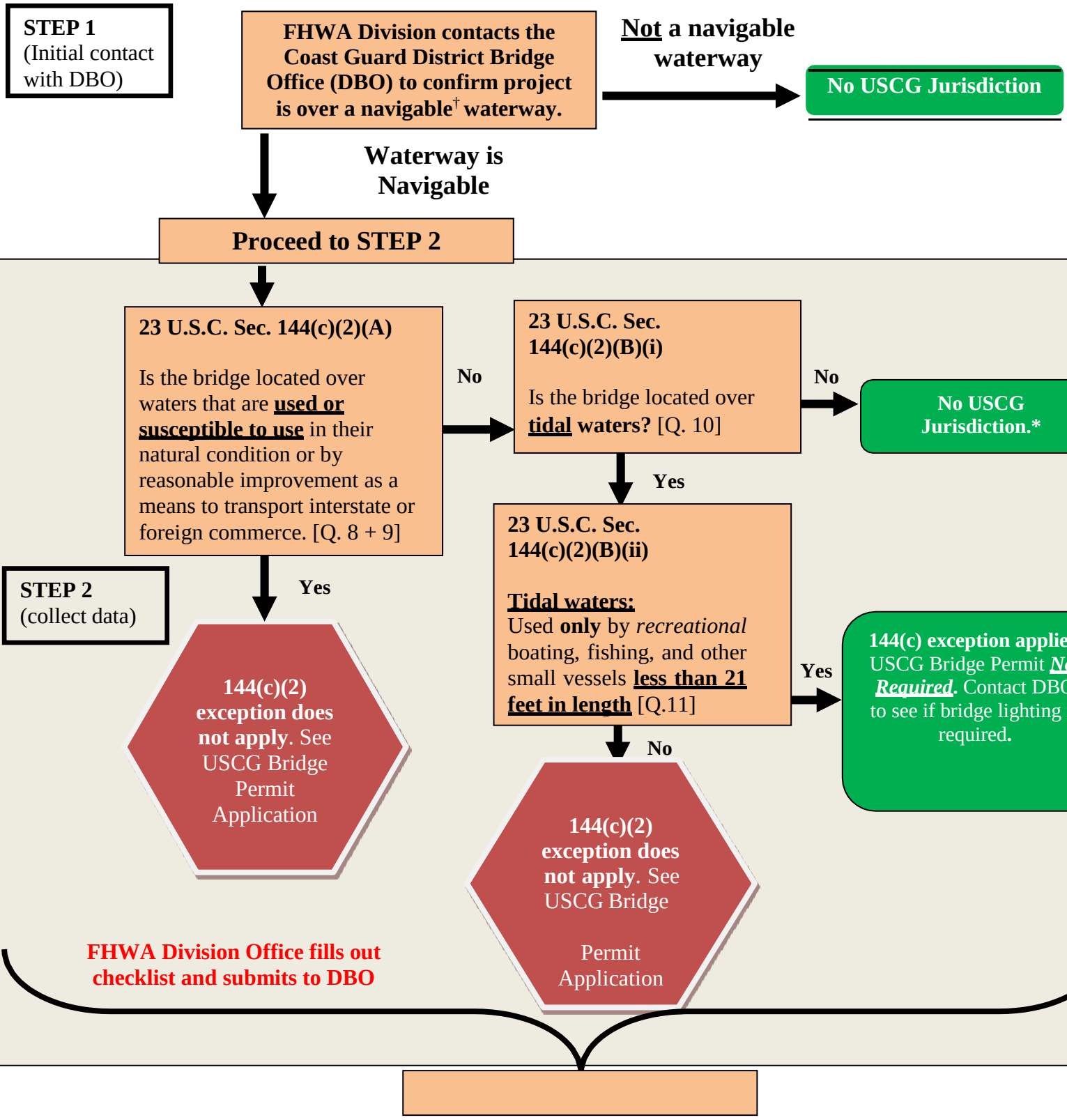
Clear Form Save File

[1] This question seeks to determine whether the Army Corps of Engineers has asserted jurisdiction over the waterway or reach thereof by the issuance of a Jurisdictional Determination, or the issuance of permits of any type including those for structures under Section 10 of the Rivers and Harbors Act (33 U.S.C. § 403), or through any other USACE permitting authority including the Clean Water Act § 404.

U.S. Department of Transportation
Federal Highway Administration

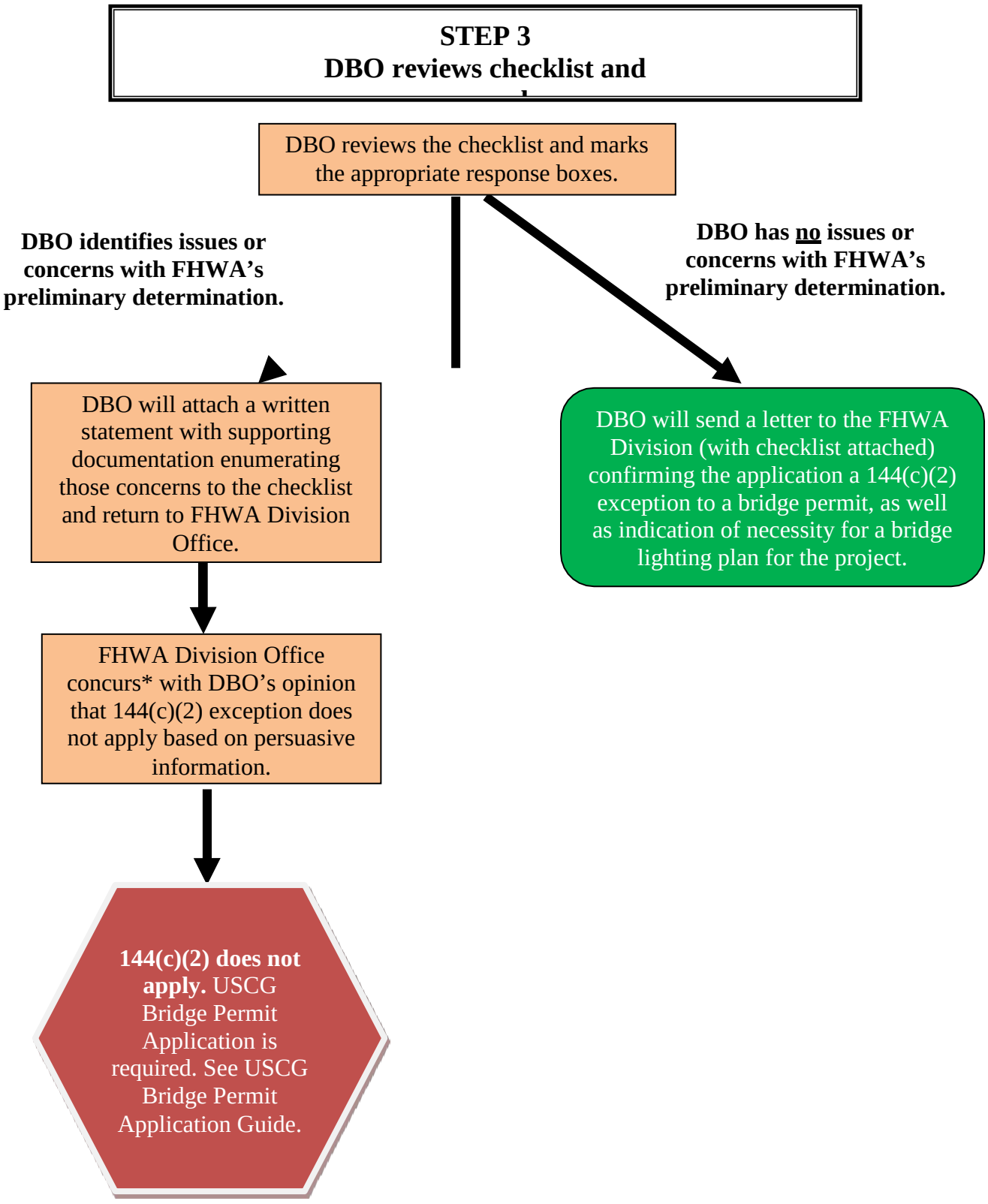
Assessment and Response Checklist for applying 23 U.S.C § 144(c)(2) exceptions to Coast Guard Bridge Permits

PROCESS FLOWCHARTS



†The test to determine navigability comes from 33 C.F.R. § 2.36. See page 6

Assessment and Response Checklist for applying 23 U.S.C § 144(c)(2) exceptions to Coast Guard Bridge Permits



* Any disagreements arising over the completion of the checklist will be handled at the lowest (staff) level possible. If the FHWA project manager and DBO cannot resolve disagreement, follow dispute resolution process in the 2014 FHWA-USCG MOA.

Navigable waters of the U.S. for Coast Guard Jurisdiction

When Coast Guard navigability determinations are made in accordance with 33 CFR 2.36, they will be maintained at each Coast Guard District office and available for public review. These determinations may be modified or reversed by Congress or a federal court with jurisdiction over the waterway at issue.

33 C.F.R. 2.36(a)

(a) Except as provided in paragraph (b) of this section, *navigable waters of the United States, navigable waters,* and *territorial waters* mean, except where Congress has designated them not to be navigable waters of the United States:

(1) Territorial seas of the United States;

(2) Internal waters of the United States that are subject to tidal influence; and

(3) Internal waters of the United States not subject to tidal influence that:

(i) Are or have been used, or are or have been susceptible for use, by themselves or in connection with other waters, as highways for substantial interstate or foreign commerce, notwithstanding natural or man-made obstructions that require portage, or

(ii) A governmental or non-governmental body, having expertise in waterway improvement, determines to be capable of improvement at a reasonable cost (a favorable balance between cost and need) to provide, by themselves or in connection with other waters, as highways for substantial interstate or foreign commerce.

Process for determining "Tidal waters" for 144(c)(2) exceptions

1) 23 U.S.C. § 144(c)(2) provides that a Coast Guard bridge permit is not required for projects that are over waters which are :

> (A) **not used and are not susceptible to use** in the natural condition of the bridge or by reasonable improvement as a means to transport interstate or foreign commerce; **and** are
> (B) not tidal; or
> (C) if tidal, used only by recreational boating, fishing, and other small vessels that are less than 21 feet in length.

2) If 23 U.S.C. § 144(c)(2)(A) criteria are not met, the exception does not apply. As such, the tidal status of a waterway has no impact on a 23 U.S.C. § 144(c)(2) exception determination.

3) To determine whether a waterway is "tidal" for the purposes of the above statute, the Coast Guard District Bridge Office with jurisdiction over the project will accept any of the below sources of information as sufficient to establish the tidal status of the reach of waterway in question. These determinations may be done as part of a 23 U.S.C. § 144(c)(2)(B) or (C) determination in consultation and concurrence with the applicant and Federal Highway Administration division office:

   (A) Data from a NOAA Tidal Datum/Buoy, U.S. Army Corps of Engineers Tide Gauge, or other Federally-maintained data collection system showing such data that quantitatively evinces tidal influence in the project area as defined in 33 CFR § 2.34, or,
   (B) A report from an official "state hydrologist" or other analogous official employed by the state government wherein the project lies, or,

(C) Physically-observable and recorded visual evidence of a "high tide line" including, but not limited to:

i. a line of oil or scum along shore objects, a more or less continuous deposit of fine shell or debris on the foreshore or berm, other physical markings or characteristics, vegetation lines, tidal gages, or other suitable means that delineate the general height reached by a rising tide. The line encompasses spring high tides and other high tides that occur with periodic frequency but does not include storm surges in which there is a departure from the normal or predicted reach of the tide due to the piling up of water against a coast by strong winds such as those accompanying a hurricane or other intense storm. (33 CFR §328.3)

4) Any disputes resulting from or related to the above determination process shall be resolved as per the Dispute Resolution section of the 2014 USCG-FHWA Memorandum of Agreement.

U.S. Department of Homeland Security
United States Coast Guard

Commander
Seventeenth Coast Guard District

P.O. Box 25517
Juneau, Alaska 99802
Staff Symbol: dpw
Phone: (907) 463-2268
Fax: (907) 463-2273
Email: James.N.Helfinstine@uscg.mil

16590
April 19, 2019

Peter Forsling
Bridge, Marine Highway, and Research Engineer
U.S. Department of Transportation
Federal Highway Administration, Alaska Division
P.O. Box 21648
Juneau, Alaska 99802

Re: Coast Guard bridge permit exemption for replacement of existing bridge across Herring Cove at Milepost 11.8 on the South Tongass Highway (Project SFHY00072).

Dear Mr. Forsling,

We concur with the FHWA determination that the Herring Cove project meets the criteria of Section 144(c) of Title 23, U.S. Code (Surface Transportation Assistance Act of 1978) and is exempt from Coast Guard Bridge Administration permit requirements. This determination is based on the navigable waterway (which is tidally influenced) being used by vessels less than 21 feet in length. Please note that exempted bridges may still be subject to the requirements of 14 U.S.C. 85, which requires the establishment, maintenance, and operation of Coast Guard required lights and signals on fixed structures, including bridges. Normally, approval of lights and other signals required under the provisions of 33 CFR 118 should be obtained prior to commencement of construction from the District Commander. Review of the material you provided, as well as our local knowledge of the waterway, indicates that lighting or marking of the structure will not be necessary to protect the navigational interest.

We were able to expedite this concurrence as a result of the excellent photos, drawings, and information provided by AKDOT&PF that clearly illustrated the characteristics of the activity on the waterway and as a result of their prompt and effective communication with our organization.

If you have any questions, please contact Clint Scott at 463-2276.

Sincerely,

J. N. HELFINSTINE
Chief, Bridge Section,
Aids to Navigation Branch
U. S. Coast Guard
By direction of the Commander

Copy: (1) AKDOT&PF, Southcoast Region

Attachment 9

Floodplains

KTN: S. Tongass – Herring Cove Bridge Improvements

Memorandum

State of Alaska
Department of Transportation & Public Facilities
Southcoast Region Design & Engineering Services
Hydraulics Section

From: **Michael A. Stevens, PE**
Regional Hydraulics Engineer

To: **Ryan A. Bare**
Environmental Impact Analyst

Date: February 27, 2019
Telephone: (907) 465-5338
Project Number: SFHWY00181
Project Name: KTN Herring Cove Bridge Replacement
Subject: Floodplain Impact Statement

Abstract

This memorandum details the expected floodplain impacts for the proposed Herring Cove Bridge Replacement project. Southcoast Region Hydraulics Section staff reviewed the project scope and performed a desktop review of available floodplain mapping, topography, and aerial imagery to identify potential floodplain impacts as a result of the project. As a result of this review, the project does have the potential to encroach on the floodplain. Longitudinal encroachments, impacts to Regulatory Floodways, fill in Waters of the United States, and significant encroachments are not anticipated. The project is anticipated to be in compliance with local floodplain ordinances and Executive Order 11988.

Background

The project scope, as provided from the Alaska Department of Transportation & Public Facilities (DOT&PF) Statewide Transportation Improvement Plan (STIP), is as follows:

> *Replace Herring Cove Bridge (No. 253) to include pedestrian facilities, improve the intersections of S. Tongass and Powerhouse Road and S. Tongass and Wood Road, resurface between the intersections of Powerhouse Rd and Wood Rd on S. Tongass, replace existing guardrail, and provide drainage improvements.*

The provided scope indicates that bridge and guardrail replacements, as well as drainage improvements are to be included as part of the project. Conversations with Bran Pollard, the Project Manager assigned to this project, indicate that drainage improvements may take the form of culvert rehabilitation or replacement. Therefore, this was assumed to be the entirety of construction-related activities for the purpose of this review. The project limits were defined by the scoping document as starting on S. Tongass Highway at Wood Road through Powerhouse Road. This document may need to be revised if further activities are added to the project scope or the extents of the project are changed.

Ketchikan Gateway Borough (KGB) is a participant in the Federal Emergency Management Agency (FEMA) National Flood Insurance Program (NFIP), however mapping for the community is fairly rudimentary. No areas within the project limits have flood mapping available. No base flood elevations or regulatory floodways have been designated for the areas within the project limits. No other sources for floodplain mapping for KGB have been identified.

Flooding sources adjacent to South Tongass Highway include Herring Cove, as well as numerous unnamed streams. Most of the project area is directly adjacent to Herring Cove, which may indicate an increased chance of being affected by the base flood event.

Floodplain Impacts

For the Herring Cove Bridge replacement project, impacts for the project are as follows:

Encroachments. The bridge replacement and culvert maintenance will necessitate encroachments to the floodplain. The Southcoast Hydraulics Section has also identified the area surrounding the Herring Cove Bridge as having the potential for flooding. As these areas may be located in the base floodplain, any additional work in these areas would therefore be considered an encroachment. Any such encroachments are anticipated to be minor, with no significant increases to the base flood elevation.

Longitudinal Encroachments. Longitudinal encroachments are typically noted only for riverine flooding sources (Herring Cove is tidally-influenced). Therefore no longitudinal encroachments are anticipated.

Project-Related Fill in Waters of the United States. As the project will involve the replacement of a bridge in tidal waters, the project will likely involve fill in Waters of the United States.

Regulatory Floodway Impacts. While KGB is a participant in the NFIP, no regulatory floodways have been defined for the project limits.

Concurrence with Local Floodplain Ordinances. DOT&PF will comply with any applicable floodplain ordinances in effect for KGB.

Compliance with Executive Order 11988. Executive Order (EO) 11988 requires each agency receiving Federal funds for construction or improvements to evaluate the potential effects of any actions taken in a floodplain, minimize potential adverse effects, and provide for beneficial floodplain uses.

DOT&PF is committed to keeping any potential increases in water surface elevation for the base flood event for any flooding sources impacted by the project under 1-ft. Furthermore, we will coordinate with other agencies and all applicable stakeholders, including (but not limited to) the Alaska Department of Fish and Game (ADFG), Alaska Department of Environmental Conservation (DEC), US Army Corps of Engineers (USACE), etc. to verify this project conforms with any applicable standards for environmental impacts.

As such, this project is anticipated to avoid long and short-term adverse impacts to the floodplain, as well as continue to provide beneficial floodplain uses. Therefore, this project is anticipated to be in compliance with EO 11988.

Definitions

The definitions used in this memorandum, unless otherwise noted, have been taken from applicable sections of the Code of Federal Regulations (CFR), including 23 CFR (Federal Highway Administration), 33 CFR (Navigation and Navigable Waters), 40 CFR (Protection of Environment), and 44 CFR (Emergency Management and Assistance). Further definitions have been obtained from various governmental agencies, including the US Environmental Protection Agency (EPA) and the US Federal Emergency Management Agency (FEMA).

Base Floodplain. The area subject to flooding by the flood or tide having a 1 percent chance of being exceeded in any given year.[1,2]

Encroachment. An action, including any highway construction, reconstruction, rehabilitation, repair, or improvement[3] within the limits of the base flood plain.[4]

Fill. Material placed in waters of the United States where the material has the effect of:

i. Replacing any portion of a water of the United States with dry land; or
ii. Changing the bottom elevation of any portion of a water of the United States.[5]

Local Floodplain Ordinance. Zoning ordinances, subdivision regulations, building codes, health regulations, special purpose ordinances (such as a flood plain ordinance, grading ordinance and erosion control ordinance) and other applications of police power. The term describes such state or local regulations, in any combination thereof, which provide standards for the purpose of flood damage prevention and reduction.[6]

Longitudinal Encroachment. An encroachment that is parallel to the direction of flow (e.g. a highway that runs along the edge of a river).[7]

Regulatory Floodway. The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height.[8]

Regulatory floodways are only defined for detailed studied streams located in FEMA National Flood Insurance Program (NFIP) participant communities. If a regulatory floodway exists for a flooding source it will be shown on the Flood Insurance Rate Map (FIRM) for the project area.

Significant Encroachment. A highway encroachment and any direct support of likely base flood-plain development that would involve one or more of the following construction-or flood-related impacts:

1. A significant potential for interruption or termination of a transportation facility which is needed for emergency vehicles or provides a community's only evacuation route.
2. A significant risk, or
3. A significant adverse impact on natural and beneficial flood-plain values.[9]

DOT&PF considers any work that increases the water surface elevation of the base floodplain by one foot or greater to constitute a significant encroachment.[10] Furthermore, any increase in the water

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[1] 23 CFR §650.105 (c)
[2] 23 CFR §650.105 (b)
[3] 23 CFR §650.105 (a)
[4] 23 CFR §650.105 (e)
[5] 33 CFR §323.2 (e)(1)
[6] 44 CFR §59.1 "Flood plain management regulations"
[7] Alaska Department of Transportation & Public Facilities, "Interim NEPA Assignment Program Guidance on Addressing Floodplain Impacts and Documenting Compliance with E.O. 11988", p. 3.
[8] 44 CFR §59.1 "Regulatory floodway"
[9] 23 CFR §650.105 (q)
[10] Alaska Department of Transportation & Public Facilities, "Interim NEPA Assignment Program Guidance on Addressing Floodplain Impacts and Documenting Compliance with E.O. 11988", p. 7.

surface elevation of the base floodplain in areas where regulatory floodways have been defined will be considered a significant encroachment.[11]

Waters of the United States. For the purposes of DOT&PF, waters of the United States is taken to mean any natural waterbody (e.g. rivers, streams, wetlands, marshes, coastal waters, etc.) whether perennial, intermittent, or ephemeral. This definition would preclude manmade flow conveyances (e.g. ditches, gutters, storm drains, etc.) *unless they are conveying a pre-existing natural stream*.

Please note that this is merely a working definition for Southcoast Region Hydraulics Section staff and not the official definition as codified by law. For this definition please refer to 44 CFR §230.3 (o). Additional guidance documents from the EPA can be found at the following URL: https://www.epa.gov/cwa-404/definition-waters-united-states-under-clean-water-act.

[11] 44 CFR §60.3 (d)(4)