

Appendix A: Planning Resources

Agency	Plan	Purpose
DOT&PF	Copper River Highway Planning and Environmental Linkage Study (2019)	A planning document that supports environmental review requirements focused on alternatives to reconstruct, repair, and replace the damaged transportation infrastructure along a segment of the CRH, from approximately MP 27 through approximate MP 51. Projects considered within the CRH PEL include restoring access across NBI #339, reestablishing access between MP 44 and 45, repairing the icebreaker at Pier 1 of the MDB, replacing culverts, and expanding and developing material sites.
DOT&PF	Statewide Long Range Transportation Plan Update – draft (2022)	A long-range plan that explores highways, aviation, transit, rail, marine, bicycle, and non-motorized transportation and freight needs statewide through 2050.
DOT&PF	Prince William Sound Transportation Plan (2001)	A multi-modal plan addressing ferry, surface transportation, ports and harbors, and aviation improvements, focused on year-round mobility within the region, including improvements to the ferry system to link communities within PWS and the rest of the state.
DOT&PF	Cordova Merle K. “Mudhole” Smith Airport Master Plan	A site-specific plan focused on short-term and long-range improvements to runway and other facilities within the airport’s existing footprint.
City of Cordova	City of Cordova Comprehensive Plan (2019)	A land use plan including land use policies, housing, and economic development and ways to maintain the area’s natural and community values. The Comp Plan recognized transportation issues such as limited access, lack of pedestrian and bike connectivity, and aging road infrastructure. Key goals included securing reliable and affordable air and ferry service, maintaining a safe and functional transportation network, and providing improved pedestrian and bike facilities.
City of Cordova	City of Cordova Historic Buildings Survey Plan and Historic Properties Roster (2020)	An inventory of historic properties based on historic themes including industry, commerce/trade, recreation and culture, transportation, and architecture. Trails, roads, objects (i.e. boats), and archaeological sites were not reviewed as part of the survey, and a recommendation was made to prepare a separate survey and inventory for the CRH.

PWS Economic Development District	Prince William Sound Comprehensive Economic Development Strategy (2021-2025)	A strategic plan focused on economic development, including 16 priority areas related to infrastructure, workforce development, and diversifying the economy.
Alaska Department of Natural Resources	Prince William Sound Area Plan (1988)	A land use plan for state-owned lands, including uplands and submerged lands. It determines land-use classifications, land disposal locations, and other guidelines for use of state land. It makes sure there will be reasonable access across state lands for resource development.
National Park Service	Alaska Federal Lands Long Range Transportation Plan	A multi-agency LRTP for Federal lands in Alaska which identifies and prioritizes transportation infrastructure and systems, focusing on connectivity of public access to and through Federal lands.
USFS	Chugach National Forest Land Management Plan (2020)	A land management plan that provides guidance for projects and decision-making.
NVE	Long Range Transportation Plan (2022)	A plan identifying the Tribe's high-priority transportation needs including access to areas for housing, subsistence, recreation, and oil spill response.



Appendix B: Public Involvement



The Cordova Times

January 2, 2020

AFFIDAVIT OF PUBLICATION

ADVERTISER: Randi Bloom
State of Alaska DOT&PF Northern Region
2301 Peger Rd
Fairbanks, AK 99709

ADS: PUBLIC MEETING: Copper River Highway Planning and Environmental Linkage Study

United States of America, State of Alaska, Third Division, Before Me, The undersigned, a notary public this day personally appeared, Vivian Kennedy, being duly sworn, according to law, says that she is the Administrative Assistant of The Cordova Times.

Published in Cordova, Alaska that the advertisement, of which the annexed is true copy, was published in said publication on December 6 and that the rate charged thereon is not in excess of the rate charged to private individuals.

STAMP



Vivian Kennedy
Administrative Assistant
The Cordova Times

Subscribed and sworn to me on
January 2, 2020



THE CUE MARK

'The Irishman': Scorsese, defaced

BY ZACHARY SNOWDON SMITH
zsmith@thecordovaitimes.com

NEW RELEASE

'The Irishman' (R)

★★★★

Dir. Martin Scorsese. 209 minutes.

Frank "The Irishman" Sheeran (Robert De Niro) is a man of few words. As a mob hitman and bodyguard to union boss Jimmy Hoffa (Al Pacino), Sheeran has an insider's perspective on the brutality and double-dealing that shaped America throughout the 20th century.

To portray a story stretching from the 1940s to the 2000s, Martin Scorsese used digital de-aging techniques to artificially shift De Niro and other actors from youth to senility. Most scenes in "The Irishman" feature at least one character whose face has been almost totally digitally replaced. Of course, computer-generated imagery can be used without dispelling a film's enchantment: few would notice, much less object to, the computer-generated hills and mountains seen throughout "Mad Max: Fury Road," or the computer-generated blood seeping from Daniel Craig's wounds in "The Girl With the Dragon Tattoo." However, being carried through an otherwise intimate and gritty drama like "The Irishman" by characters with artificial faces produces many jarring moments. Even in some wide shots, De Niro's digital face leaps out of the frame.

No one complains about Scorsese's abundant continuity errors and other technical imperfections because the reality he constructs for us is so immediate and so vivid, full of humor that makes us grin and cruelty that makes us wince. There are few directors whose work tends to be less compatible with "Avengers"-style digital shenanigans. Watching "The Irishman" is a bit like eating a meal laced with sand. Probably, minus the sand, it would have been an excellent meal, but it's difficult to know for sure.

"The Irishman" is available to stream on Netflix.

FROM THE VAULT: 1981

'Galaxy of Terror' (R)

★★★★

Dir. Bruce D. Clark. 81 minutes.

A spaceship is dispatched to answer a distress call on a distant planet. There, the crew finds a sinister alien pyramid populated by blood-drinking squids, rhinoceros-sized worms and other creepy-crawlies.

Recently remastered — for some reason — "Galaxy of Terror" occupies a strange middle ground between the atmospheric sci-fi of "The Thing" and "Dune" and the rubber-monster melodramas of the '50s. Its drably industrial spaceship interiors look like something out of a TV show, and dialogue consists mostly of bellowed exposition.

On the other hand, its interstellar setting is hauntingly bleak, portrayed convincingly through gloomy matte paintings and miniatures. Several soon-to-be-greats worked on the film, including James Cameron of "Titanic" and "Avatar" fame and Robert Englund, better known as Freddy Krueger. The raw talent of Cameron and others contributes to an unsettling atmosphere that makes "Galaxy of Terror" more involving than other schlocky killer-alien movies.

Also setting "Galaxy of Terror" apart is its sheer audacity: in one scene, a female crewmember is, shall we say, physically assaulted by a giant maggot. The filmmakers were forced to make numerous careful readjustments to the "maggot scene" in order to avoid an X rating. "Galaxy of Terror" doesn't aim for the stars, but it does make an impression.


"Galaxy of Terror" is available to stream from Amazon Prime, Google Play, Vudu and YouTube.

Top 10 Streaming


1. Rambo: Last Blood (R)
2. Ad Astra (PG-13)
3. Joan the Maid 1: The Battles (PG)
4. Abominable (PG)
5. Freaks (NR)
6. Edie (NR)
7. Daniel Isn't Real (NR)
8. Linda Ronstadt: The Sound of My Voice (PG-13)
9. Marriage Story (R)
10. A Million Little Pieces (R)



Robert De Niro in "The Irishman."



DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES NORTHERN REGION



PUBLIC MEETING

Copper River Highway Planning and Environmental Linkage Study

The Alaska Department of Transportation & Public Facilities (DOT&PF) invites you to a public meeting to discuss your ideas and options (preliminary alternatives) on what it would take to reconstruct, repair, and replace the damaged transportation infrastructure along a segment of the Copper River Highway, from approximately Milepost (MP) 27 through Abercrombie Creek, approximate MP 51.

DOT&PF's Northern Region Director, Ryan Anderson, P.E. will be hosting this discussion, along with other members of the Copper River Highway Planning and Environmental Linkage (PEL) team. We encourage your participation in what we hope to be a fun and engaging conversation.

PEL studies are a flexible approach that offers planning organizations the options to use the transportation planning process to produce decisions or analyses that can later be adopted or cited by reference into the subsequent National Environmental Policy Act (NEPA) document. A PEL study is particularly useful when there is a large study area and it's unlikely that funding will be available to address all the issues or the entire area in a single project, as is the case with this PEL study.

In order for a PEL study to be incorporated by reference into the NEPA document it must be in compliance with the ten statutory conditions listed 23 U.S. Code §168 - Integration of planning and environmental review (Section 168). One of which is to provide public notice that the resulting planning products may be adopted during a subsequent NEPA process in accordance with Section 168. Accordingly, the DOT&PF is providing public notice that the Copper River Highway PEL study may be adopted by reference during the subsequent NEPA process in accordance with Section 168.

Some of the goals the DOT&PF hopes to achieve during this meeting is to:

- Reach general consensus within the community that the PEL's draft Purpose and Need statement is accurate and complete.
- Solicit the community for their ideas (alternatives) on how to best address the project elements cited within the draft PEL, and request their participation on deciding which preliminary alternatives should be eliminated do to it being unreasonable.
- Solicit the community for their preference on which project element should be completed first and their preference in sequencing the remaining project elements

The Cordova Center
Community Room A and 2nd floor Atrium
601 First Street
Cordova Alaska
Tuesday December 17, 2019
11:00 a.m.-2:00 p.m.

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

Furthermore, the Copper River Highway PEL study is being developed in accordance with the following special purpose regulations including Sections 4(f) of the Department of Transportation Act; 106 of the National Historic Preservation Act; 7 of the Endangered Species Act, and the Executive Orders 11988 (Floodplain Management); 1990 (Wetlands Protection); 12898 (Environmental Justice); 11593 (Protection and Enhancement of the Cultural Environment); and 13112 (Invasive Species).

The Draft Copper River Highway PEL study can be reviewed through the following website: <http://aws.state.ak.us/OnlinePublicNotices/>. If you would like to be sent a paper copy of this draft documents or provide comments outside the public meeting please contact Jeff Stutzke, P.E. at the address below by January 17, 2019.

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Persons with a hearing impairment can contact the Department at our Telephone Device for the Deaf; number (907) 451-2363. Before including your address, phone number, e-mail address, or other personal identifying information in your comment please be advised that your entire comment, including your personal identifying information, may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

State of Alaska Online Public Notices-Public Meeting Announcement Copper River Highway Planning and Environmental Linkage Study

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ADA-71899 Proposal to Extend a State Airport Land Lease at Cordova Airport The Alaska Department of Transportation & Public Facilities proposes to extend Lease ADA-71899 (Lot 2, Block 103), consisting of approximately 7,500 square feet, at Cordova Airport for an addition...	12/11/2019	1/13/2020
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Public Meeting: Copper River Highway Planning and Environmental Linkage Study

State of Alaska Department of Transportation & Public Facilities

Public Meeting

Copper River Highway Planning and Environmental Linkage Study

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Persons with a hearing impairment can contact the Department at our Telephone Device for the Deaf, number (907) 451-2323. Before including your address, phone number, e-mail address, or other personal identifying information in your comment please be advised that your entire comment, including your personal identifying information, may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Figures Attached:
Draft of the Copper River Highway Planning and Environmental Linkage Study Attached

*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.



ALASKA DEPARTMENT OF TRANSPORTATION
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PUBLIC MEETING
SIGN-IN SHEET

Copper River Highway Planning and Environmental Linkage Study Program Number: NFWY00414 Date: December 17, 2019

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NAME/ COMPANY/ AFFILIATION (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE OPTIONAL
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NAME/ COMPANY/ AFFILIATION (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE OPTIONAL
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NAME/ COMPANY/ AFFILIATION (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE OPTIONAL
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NAME/ COMPANY/ AFFILIATION (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE OPTIONAL
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NAME/ COMPANY/ AFFILIATION (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE OPTIONAL
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DAVID SAIGET	POB 1093 CDU dsaget@hotmail.com			

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Notes/Comments Taken during the Public Meeting Held in Cordova, AK on December 17, 2019

(Addison) There is about \$2 million dollars that is pending to the Native Village of Eyak working in partnership with DOT to try to work on some of the washouts, but they are waiting to hear from you all and the purpose and need statement.

Sydney- Commerce is a huge thing, without access diminished revenue.
(28 min)

Stormy Haight, ADF&G- We run the Miles Sonar Camp, after the loss of the 339 bridge we were able to adapt it was a fairly reasonable spot to get across with a jet boat. So you could ferry goods as long as there was that connectivity with the other side, it seemed pretty reasonable. Weir, 44 mile washout, helicopter deployment, really increased the cost of running the project and limited the ability to improve that project. It is the main tool for managing the Copper River salmon fisheries.

Really increased the cost.

Sonar is run by commercial but is used to manage all Copper River fisheries, subsistence, ...

Four wheelers and In the past there were a couple of individuals with twelve passenger vans and trailers and we could pile everything on, and in years when there was still snow we would haul a snow machine across and use trailers. But it really provided support. Really much safer. This last season we could not have the access that we had before. Obviously we could run jet boats up from the bridge but there are lots of conditions where that is not very fun and not safe and not a good way to get really expensive equipment up to the site. So it has really limited us. This was reasonable, all we had to do was get across the river here a(339) and now pretty scuzzy and pretty challenging.

A lot of benefit to having that connectivity past the washout At 339, and not just to fish and game. A number of vendors would run people across the ferry and they would bike up to the camp ground or do tours up to the campground. There is a lot of value to have that connectivity at that washout.

To move that ROW (at mile 44-45) of the road, it has been done before. The CRH used to cross Clear Creek twice, when it was still clear. It took out three to four miles of the railroad alignment. I do not know if you are aware of that. I think that was in the seventies when that happened.

One of the big things I think of other than economic impacts is all the investment that has been made out there. All the investment that has been made to that campground, the federal money that they raised that span that made the CBW national news- that the federal government was fixing this bridge that went nowhere. So when I think of why, I think of all the investment that we have already spent

The other why is you can talk about getting across the washout, some of use are shuttling across there but remember before the washout at 339, there was in excess of 10,000 people a year visiting the campground at Childs glacier. Now in our highest season between all operators, there is not even a thousand. If you cut it down the little people that cannot make it out there any

more. The people that have money are the ones that can make it out there. I have gone from \$75 a head to \$275 because have to go all the way by boat. The grocery store clerks and the people living pay check to paycheck cannot go out to what used to be Cordova's number one recreation area.

We built two cabins up there, one on Nels Miller Slough, up the Brennerd River on Steamboat Lake. It just makes it a lot harder to access those areas, unless you have a big tired supercub. We navigated that river, at 52 mile and then ten more miles of road get us above Abercrombie and we could launch up there, and then it cut out all the dangers of can opener rocks and all that stuff in Miles Lake. Plus the rapids. Now you got to start way down at 36 and you got rapids below Childs Glacier that makes it a pretty dangerous trip to get up and down there with a boat. And it takes a lot of fuel, I used to make trips to Chitina and so I am pretty familiar what it takes to get up and down that river.

I have a question about the feasibility of doing this. Water is, that river is really powerful and anything that you do, there is no guarantee it will stick around or is your building possibility it preventing erosion. Hard case to make these kinds of investments and no guarantee that the river isn't going to.

Answer the why, Teresa Tanner USFS, you address in your purpose and need, that the system is tough on infrastructure. But with the changing weather patterns we are experiencing an increase in high water events, increased threat to any existing infrastructure and more likelihood of what is there is going to wash out, we went from 220,000 cfs as an average high, now this July we had 350,000 cfs which is about as much discharge as the Yukon and it has about twelve times the size of drainage. So speaking to, in your purpose and need, the increased threat to the infrastructure because of these increased frequencies and levels of high water events, and to public safety to some extent.

Liza with the Copper River project, I would also like to mention that there is a number of culverts that cross that are no longer being used, that are no longer contributing to fish passage, and so if we decide that we do not want to build a bridge, to work on connectivity, they are there and we will have to deal with that whether we remove them or restore them or improve them, that is going to be a need for fisheries.

If we build this is it going to last, is the department going to build a hydrologic predictive model to see if this is going to work.

(45 min)

Can we access the model? There is a website that has all the data from the last fifty years, on the hydrology at the million dollar bridge. Which is available online.

https://waterdata.usgs.gov/ak/nwis/uv/?site_no=15214000&agency_cd=USGS

I am curious about the timing of all this conversation, didn't the bridge a 339 go out in 2011,

I think it was condemned before that, so it seems odd timing that now to be finally talking about this, since we are in a state budget crises. So is all this revised conversation about this the result of the washout this summer, or because it seems like it is everything snowballing. The longer that time goes on, we are rapidly approaching the ten year mark, since this first

Walking across the bridge this past summer and looking at the icebreaker and the cracks and wondering, what happens if this bridge falls into the river. This is a huge structure. Thinking about ways that it might erode the river, and potential fish passages, one of the big whys, is for you guys just to saty off the huge disaster. So I guess my question is, where is the line? At what point would DOT go out and do an inspection and say that this thing has got to go. Before it falls in. Do you guys have a clear criteria? That would allow you to identify that point. Are there emergency funds to use?

(52 minutes)

I want to go back to Charlottes comment that everything is snowballing right now, but for the EYAK Corporation, it has been an ongoing conversation since day one especially after the transfer, the bulk of our land is past the bridge. And so that is a huge resource for us. Something we have been having an ongoing dialogue with the state. And anyone else that would listen. Maybe it just seems like it is all happening right now, but that's not the case.

Once this planning and environment linkage study gets done, will you be able to take the document and go to various funding agencies and seek funding, there is not one agency that is going to get the funding for the alternatives so getting this document done is really important.

I think the biggest thing that cranked this up was the icebreaker moving out of the way, because that is when I sent the most letters.

It seems to me that the State was doing a lot of maintenance, lot of preventative maintenance on the CRH, then they got to the point where they put in the duck bill, that is what I call them, that makes the water swirl around so it won't wash the road out. What do you call those things? (guide banks) You put one at the Copper River to protect the bridge there and then we started seeing problems before the bridge went out, at Clear Creek. Looked like the State of Alaska had the attitude that will just let it wash out and that way we can get funds to fix it. Fix it right. But then when the bridge went out, it never did get fixed at Clear Creek. You got a culvert sticking straight up in the air, and it is a fish critical area, for fish passing through there. It just seems to me that somebody dropped the ball. You know. Hindsight is 20/20. It just seems like the attitude was just let it washout. And it had to do with funding I think, I don't know. About the first bridge, when it first happened people said we have to replace that bridge, what do you mean you have to replace it, it is still there. Oh yeah but those pilings don't have the bearing they used to have. Every one of those pilings in that river the bearing would go up and down depending on the velocity of the water so why would that bridge be shot. That is what my question is.

What you are asking of the group here is what the ultimate goal is. For the community, in general. Based upon all the stakeholders that we have in Cordova, what I am hearing is to meet the end result of continuing on with village land, continue on with the stream repairs but the first step is to fix the span a 339. Or create an alternate route to get beyond 36 mile. Other than removing everything, it seems like the obvious first step is to fix the span a 339.

At a million dollars a hundred feet, you have a lot of money to remove the bridges to get rid of, economics does not play well. . You can't get rid of the Million Dollar Bridge for a million dollars a hundred feet.

The way I see it is that the Million Dollar Bridge needs to be fixed immediately, we may not have the time to fix all these other bridges, we need to get to fix that road section and get there

in the winter time, and put something in front of that pier before it is too late. We can't wait another ten years.

It is just a fact of life that in Aug of 2016, the iceberg that hit the icebreaker that sheared the icebreaker off, Had the icebreaker been in the position it is in now, and it had hit the pier, there is a good chance that the Million Dollar Bridge WOULD BE SITTING IN THE water now. That sheared off, that icebreaker is 52 feet 32 feet wide and 24 feet tall, solid concrete and it sheared it smooth. With the bottom of the river. The iceberg that hit it was twenty times the size of the icebreaker. And there is no rebar in the pier. And this is what happened to bridge 339, they knew it was scouring out, they knew it, and I think it was where the state sat back and said let's let it go and then we can get more money to fix it, or we got other priorities and they kinda let it go. Well when the million dollar bridge goes in the water, I might lose my house and my business they might lose their sonar site, the forest service might lose their campground, I know darn well that the Eyak Corporation is going to lose, excuse me, a heck of a lot of land. The bridge is taller than the river is deep there.

The fish will be able to swim around it, but it will collect debris and dam up the river and wash out around the banks.

My guess is that with the amount of ice there, if it comes down you will create a giant dam there and the river will deflect around it, and eat away at the banks and there is over a hundred years of photos of those banks that show the same banks that are there now. They have not changed at all on both sides of the river. I think that is one of the reasons that the bridge is there. The fish will find away to get around it but you are going to totally change what is there. Completely change it. It may deflect and go overland and go over beside the mountain. Who knows, I am just saying that that iceberg hit the icebreaker and sheared it off. If that icebreaker had been out of the way and that same iceberg hit the pier the million dollar bridge would be in the water.

(106 minutes)

(Stutzke) I would tend to agree with that. When that icebreaker moved, its function was no longer there so it is at risk definitely has elevated. Those are the kind of things that scary as they might be, is what we are going to put in this document and go from there. This is sort of the first step.

I miss getting out there, I agree it was one of Cordova's main tourist attractions but we been patching that road for decades. We used to have a saying that Mother Nature laughs last. We will continue to patch that road for decades. Imagine the amount of money, if you put it all together I don't think anybody would be willing to spend. We talk about why, we talk about birders, research, bridges, roads and we just lost our number one ability to get people and goods to this town. We won't have tourism, birders and campground use because there is no way for people to get into town. And we are spending this kind of money. We are going to do it forever. Until we finally say we better pull out the bridge. And that is what I would suggest. I hate to go that way, but that amount of money is absurd. People don't even want to pay for needs of the people of the state.

We pay up front or we pay all along. I mean the economic impact of removing that entire road system from the Copper River. Not even close to. You are going to pay all at once or, I don't know if the fisheries and the economic impact that the fisheries have on this state, and to this

community I think you would be hard pressed to try to say we are not willing to (a) remove what we already put in place or (b) fix it.

In light of what I just heard said, what is the worst case scenario, I didn't know one of the icebreakers had been sheared off, you talk about priorities, road versus .., we start with the bridge, so it is not feasible to fix the bridge cause mother nature is going to go under the bridge, what is the worst case scenario if something did happen and it did collapse, obviously and what if something were to happen in the middle and is there some sort of apocalyptic, if the middle span fell, and backwash all the way to, I mean what is the effect of that? Worst case.

What would we do to the water flow, would we dam it up in some fashion?

Given this is a PEL and not a NEPA, what I think you would want to recommend an action. The point on the no action, are you going to do a cost benefit analysis on it. If you have a no action would mean that you would have to go in and pull everything out.

So how much to take out the Million Dollar Bridge?

There are past studies that I have read that the analysis for 2003-2004 the take it out scenario was guessed in excess of \$200 million.

What if it falls in the water? They guesstimated \$300 million if it falls in the water. It was something like ten or twenty D-10 L to pull it out of the water.

So if it falls in the water, you got to get it out. Or you got to fix it to keep it from falling in the water.

Or be proactive and remove it.

Do you have to fix the road to get out there to do it or can you get out there over the ice? With cranes and heavy equipment to pull that out of the water. You got to fix the road to get out there to get it out of the river.

My brother in law worked for Wilson Construction and I believe it was Gene Widden, when they lifted that span, and they went across that river one morning and my brother in law was in a backhoe right above the bridge, and Gene fooled him in his D-8, and he got right out in the middle and broke through. And he dropped about three or four feet, down to another layer of ice. And the backhoe had gone across there fine. So he had to go back out there with the backhoe and pull the dozer out and luckily there is layers of ice.

Another note on what I think is really significant, it is on the Register of National Historic Places, it is a great example of Pennsylvania Truss bridge and I just think that we should be proud of it, I would really hate to see it fall in the water. And even if it does have to be removed, we would have to think of some way to preserve a piece of it, here in town somehow.

The other thing that you have to think about is if the pier one does collapse, and only span one and two fall you still gotta worry about span three and four for later. That makes it an additional step. Because then you have even a harder time accessing it. So it is kind of a snowballing thing here. I hope this isn't another thing here that we discuss to death for another ten years and then it falls in just like bridge 339 and we will be sitting here in 2029 saying hey, we got a plan.

I got a question on 339, on some of the assumptions. It's been there for a fair number of winters, that channel can neck down to a fairly narrow channel, and all the way on the far east side and leave the 339 span stranded, and you can drive out beyond it so I think there is the potential for work to have access along the side of that bridge and potentially work with a crane. I think if you look at a winter option you could substantially reduce the cost. When you are talking about the bridge not being wide enough to let a crane of a certain size, in a lot of winters that water level is going up and you can access a lot of that. Having spent time up there in the winter, there are options in the winter that would not be available in the summer, with high flow going through there.

Up until five years ago we had twenty time a winter, winds over 100 mph, in the last five years we haven't had a hundred mile an hour wind out there. I don't think we have had a sixty mile an hour wind out there in the last five years. That high water, 350000 feet per second, that was the third highest ever recorded. And that was the first super high water during the summer time that was not as the result of a rain storm. It was totally because of heat and so those were unique things. This year though we are seeing high winds up there, meaning 30, 40 miles an hour. So you might get windows in there when you can do lots of construction in the winter time. You don't have the 40 times a hundred miles an hour winds.

There was a guy come down working on the approaches, at 39 mile, he was from Sutton and he was renting my duplex and I said you better come down and take a look at this before you make a plan to work in the middle of the winter. In the Copper River, and he says I've been to the Arctic I been making ice roads, I worked all over Alaska in the harshest conditions in the world. He ended up going bankrupt, he got out there and he told me it's a piece of cake and the next thing I know was trying to get a dozer over here from Valdez because the road filled up with silt behind his grader, anyhow it cause him to go broke. He was from Sutton, an elderly guy and his wife. But I told him even before he got started there you are out of your mind, but he was bull headed and he ended up having to finish the job in the summer.

Do you guys remember 25 or 30 years ago one of the bridges beyond 339 added a couple hundred feet to each side of it. They were out there in the winter, remember they had dozers out there and channelized the river right down under the existing bridge and they were able to get there an added several hundred feet to the bridge.

They repaired the Million Dollar Bridge with those oscillator pilings and they drilled four at least in winter and I think those were six footers (NO,, they are eight footers) eight footers, which is what is proposed on those and I think that is the best plan, use those eight footers and keep the distance, put those pilings in, in the winter. Then you could come back in the summer and leap frog along on top of those things. Makes sense.

When they fixed the Million Dollar Bridge, the road was still good and you could driver there. Yes, they drove every day from town at Davis Bacon wages.

You could do that with 339, you could drive there every day, oscillate those pilings in, you build that bridge and then and then you are on your way. Once that bridge is in, you got it. You armor the road and you are good to go.

But in 2003, 2004 and 2005 we lifted the Million Dollar Bridge, and during that time we were fifty miles out of town and every time we had to come to town we would caravan behind the plow, that is not a critical thing. We had thousands and thousands of gallons of fuel stored out there not a half a mile from the river, not a quarter of a mile. So that seemed to work out ok, meaning that the technology is there. But maybe you work with the engineering schools and get some creative things like don't try to do it all at once. Try to be creative and try to put in the pilings this year and bid out putting in the bridge spans next year. Different things like that, instead of trying to make one contractor rich all at once.

Do you have visualization of these riprap platforms? That you mention in alternative #3. I was just wondering, this is now owned by the state (the Million Dollar Bridge) and it is the state's responsibility, but I look at they had a hurricane down in New Orleans, and it flooded the town and all the town stuff was owned by individuals but the federal government came in there and fixed the dike the federal government seemed to pay for everything and we are sitting here looking at the same kind of disaster coming down, so s to speak, even though the states got a permanent fund, maybe since this is water related maybe there is something we can get funded by the corps of engineers because this is a disaster absolutely a disaster waiting to happen,

The lead paint on there is twenty percent lead, you have that in your little report there, twenty percent lead. We got a twenty million dollar fishery and everybody is going to love knowing that across the nation that there is a chance of lead being in those fish. I am saying be creative about this funding because I think this is going to come down before we get this figured out. There is other funding sources that are but there, Corp of Engineers pre disaster FEMA, a lot of opportunities. First thing is getting this document and getting recommendations, getting project

(1:36 minutes)

If it falls in you are talking 200 to 300 million dollars. And you got to fix the bridge at 337 to spend that 200 million.

How much of your budget that goes to say, Parks Highway, Richardson Highway, of that is federal money. (90%)

This is no longer the same (as other highways) because this is no longer a federal road. Where this comes from is that when we were applying for the BUILD Grant, this is no longer a federal road until Trump changed it to where local communities could get BUILD Grant money. That is kinda what I am talking about. Because of its designation it is no longer a federal road, that you aren't eligible for a lot of funds because it is no longer a federal road.

Looking at the end point, when you are done with this PEL are you going into engineering design? And continue it? Or is it going to sit for a while? The reason I ask is that it seems to be the only way that this will be done, is with a major federal initiative. Infrastructure initiative. Seems like in the past, it comes out and the caveat is it has to be shovel ready and a PEL analysis wouldn't be shovel ready. But you need to have it to final design. At that point it would be available for a shovel ready congressional initiative.

(Addison) The money and the federalization of the PEL, that I mentioned earlier, what I think would be really great we have \$2 million and how that should be spent. It was originally proposed for the mile 44 washout, but from this discussion it might be spent differently. The federal grant is open to changing the scope. So this is an opportunity for you guys to make a

statement, and we can take that to Western Federal Lands, but there is \$2 million earmarked pending this meeting. Western Federal Lands is just waiting for comments from this meeting today to allocate the funds for this grant.

How about, just for bouncing it around, you got \$2.8 million for the washout at 44, you could get a pretty nice pioneer road going around that, but why don't we make a DE minimum road because I think a 4wheeler trail would help me, going to help you, will help the village and will help a lot of us, I am talking a 4wheeler trail, not a road, and then spend the rest of that, maybe \$2.6 million because it only costs \$100,000 to make the trail, and spend it trying to get it to shovel ready. Trying to get everything designed and looked at in advance. Maybe do the piling first, I went through the BUILD Grant with bridge 339, and there are creative ways to do these things and take that money and spend it to where we are trying to get to the main issues, as opposed to fixing something that benefits a few as opposed to something that benefits a whole slug of people. If we look at this from the bigger picture.

One of the things that is not addressed in this is the fish culverts. The life span of what is existing and then the capacity for passing water with the changes in migration from west to east across that delta. One of the things to talk about in the construction is are you going to have another blowout. The existing culverts, there are a couple of them that are and I think that needs spoken to in the PEL, and also part of the analysis is what you address first. If you actually do get money to get some construction on the ground.

With regards to a pioneer road going around 44 mile washout, I think there needs to be a lot of dialogue between the state and the EYAK Corporation because right now I think that is one they would have a lot of heartburn over. Without having some sort of trading land or compensation something around that aspect of it. I can't speak for the corporation myself but that is my take of the temperature.

Jeff- We can't do it alone, we need this collaboration.

The integrity of fish passage, looking at sequencing, looking at whether the road will have another blowout and not even exists in a year.



Public Meeting Comment Sheet



Copper River Highway Planning and Environmental Linkage Study
Program Number: NFHWY00414

The Cordova Center – Community Room A and 2nd Floor Atrium
December 17, 2019

We welcome your input and ideas, thank you for taking the time to be involved.

COMMENTS:

Do you agree that the Purpose and Need statement, presented in the Draft Copper River Highway Planning and Environmental Linkage (PEL) Study, dated December 17, 2019, is accurate and complete?

Yes No

If not, what revisions to the Purpose and Need statement do you suggest? _____

Do you think the boundary of the Draft PEL Study Area should be revised?

Yes No

If yes, what revisions to the boundary do you suggest? _____

Within the Draft PEL and under the heading of "Preliminary Alternatives to Reestablish Access Across NBI #339 and its Associated Washout", which of the eight preliminary alternative is your preference at this time? 1 2 3 4 5 6 7 8

Do you have other suggested alternatives that the DOT&PF should consider in order to reestablish access across NBI #339 and its associated washout? _____

Within the Draft PEL and under the heading of "Preliminary Alternatives to Reconstruct or Realign the CRH at the MP 44-45 Washout", which of the five preliminary alternative is your preference at this time?

- ① 2 3 4 5

Do you have other suggested alternatives that the DOT&PF should consider in order to reestablish access across the MP 44-45 washout? _____

Within the Draft PEL and under the heading of "Preliminary Alternatives to Repair the Million Dollar Bridge", which of the nine preliminary alternative is your preference at this time?

- ① 2 3 4 5 6 7 8 9

Do you have other suggested alternatives that the DOT&PF should consider in order to repair the Million Dollar Bridge? _____

If funding was to become available, which of the project elements, listed in the Draft PEL, would you like to see constructed first and what is your preference in sequencing the remaining project elements; i.e. reestablish access across NBI #339 and its associated washout, reestablish access across the MP 44-45 washout, or repair the Million Dollar Bridge? _____

#1 Bridge 339

#2 MP 44-45

#3 Million Dollar Bridge

Do you have other suggested project elements or preliminarily alternatives that the DOT&PF should consider? _____

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*Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment, including your personal identifying information, may be made publicly available at any time. While you can ask us in your comment to withhold your personal information from public review, we cannot guarantee that we will be able to do so.

For more information or to submit your comments at a later date (please no later than January 17, 2020), contact Jeff Stutzke, P.E., Engineering Manager; Alaska Department of Transportation & Public Facilities; 2301 Peger Road, Fairbanks, AK, 99709; Phone: (907) 451-5389; Fax: (907) 451-5126, or Email: jeff.stutzke@alaska.gov. For text telephone (TDD), please call (907) 451-2363



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I THINK THE BRIDGE REPAIR IS MOST IMPORTANT
IF IT CAN BE DONE BEFORE THE OTHER TWO

If funding was to become available, which of the project elements, listed in the Draft PEL, would you like to see constructed first and what is your preference in sequencing the remaining project elements; i.e. reestablish access across NBI #339 and its associated washout, reestablish access across the MP 44-45 washout, or repair the Million Dollar Bridge? _____

Do you have other suggested project elements or preliminarily alternatives that the DOT&PF should consider? _____

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- Access to public/private land that is difficult to access without Highway
- Access to public land for low-income people. Access now requires equipment or chartering with someone.
- Transportation for future resource development?

Do you think the boundary of the Draft PEL Study Area should be revised?

Yes No

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Do you have other suggested alternatives that the DOT&PF should consider in order to reestablish access across NBI #339 and its associated washout? No, I feel like Alternative 4 and 8 are the only viable options.

Within the Draft PEL and under the heading of "Preliminary Alternatives to Reconstruct or Realign the CRH at the MP 44-45 Washout", which of the five preliminary alternative is your preference at this time?

- 1 2 3 4 5

Do you have other suggested alternatives that the DOT&PF should consider in order to reestablish access across the MP 44-45 washout? _____

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- 1 2 3 4 5 6 7 8 9

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Reestablish access across #339 and work your way out to end of road. Get design complete so that if infrastructure funding is available, project can begin.

Do you have other suggested project elements or preliminarily alternatives that the DOT&PF should consider? _____

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Address maintaining/replacing infrastructure in terms of climate forcing - beyond historical averages, we are seeing & can expect to see greater amplitude, in high flow events and channel migrations.

Do you think the boundary of the Draft PEL Study Area should be revised?

Yes No

If yes, what revisions to the boundary do you suggest? _____

Within the Draft PEL and under the heading of "Preliminary Alternatives to Reestablish Access Across NBI #339 and its Associated Washout", which of the eight preliminary alternative is your preference at this time?

1 2 3 ~~4~~ ~~5~~ ~~6~~ 7 ~~8~~ X = oppose

Do you have other suggested alternatives that the DOT&PF should consider in order to reestablish access across NBI #339 and its associated washout? _____

*Where is #7 addressed?? not on pp 10-12 or anywhere else.
#3 - consider winter work such that such closely spaced spans is not required
ADD #9 for bridge removals without replacement*

Within the Draft PEL and under the heading of "Preliminary Alternatives to Reconstruct or Realign the CRH at the MP 44-45 Washout", which of the five preliminary alternative is your preference at this time?
X 2 3 4 5

Do you have other suggested alternatives that the DOT&PF should consider in order to reestablish access across the MP 44-45 washout?
Unless culvert replacements are also addressed, I am opposed to road realignment/reconstruction

Within the Draft PEL and under the heading of "Preliminary Alternatives to Repair the Million Dollar Bridge", which of the nine preliminary alternative is your preference at this time?
1 2 3 4 5 6 7 8 9

Do you have other suggested alternatives that the DOT&PF should consider in order to repair the Million Dollar Bridge?
Add #10 - remove without replacement

If funding was to become available, which of the project elements, listed in the Draft PEL, would you like to see constructed first and what is your preference in sequencing the remaining project elements; i.e. reestablish access across NBI #339 and its associated washout, reestablish access across the MP 44-45 washout, or repair the Million Dollar Bridge?

Do you have other suggested project elements or preliminarily alternatives that the DOT&PF should consider?

Add Alternatives for culverts: remove w/out replacement; Alt 1: convey 100 yr flood event stands
Culverts: address the condition of the culverts separate from fish passage -> real concern for culvert integrity at a couple of stream crossings, i.e. culvert "blowing out"

Name: _____
Mailing Address*: _____
E-Mail Address*: _____, Cordova, AK resident
Telephone Number: _____ 19 Dec 2019

*Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment, including your personal identifying information, may be made publicly available at any time. While you can ask us in your comment to withhold your personal information from public review, we cannot guarantee that we will be able to do so.

For more information or to submit your comments at a later date (please no later than January 17, 2020), contact Jeff Stutzke, P.E., Engineering Manager; Alaska Department of Transportation & Public Facilities; 2301 Peger Road, Fairbanks, AK, 99709; Phone: (907) 451-5389; Fax: (907) 451-5126, or Email: jeff.stutzke@alaska.gov. For text telephone (TDD), please call (907) 451-2363



January 17, 2020

Jeff Stutzke, P.E., Engineering Manager
Alaska Department of Transportation & Public Facilities
2301 Peger Road, Fairbanks, AK 99709
Submitted Via Email

RE: Copper River Highway Planning and Environmental Linkage Study

Dear Mr. Stutzke:

Chugach Alaska Corporation (Chugach) is the Alaska Native Regional Corporation for the Chugach Region established pursuant to the Alaska Native Claims Settlement Act of 1971, as amended, 43 U.S.C. § 1601, et seq. ("ANCSA"). Chugach owns or has valid selection rights to over 928,000 acres of full fee estate and subsurface estate within the Chugach Region. Included are approximately 183,000 acres of land beyond Copper River Highway Bridge 339.

For projects within the scope of the PEL study, Chugach supports the following alternatives:

- Preliminary Alternatives to Reestablish Access Across NBI #339 and its Associated Washout
 - Alternative 1
- Preliminary Alternatives to Reconstruct or Realign the CRH at the MP 44-45 Washout
 - Alternative 1
- Preliminary Alternatives to Repair the Million Dollar Bridge
 - Alternative 1
- Preliminary Alternatives to Repair the Culverts
 - Alternative 1
- Preliminary Alternatives to Expand or Develop New Materials Sites
 - Chugach assures the State that our material pits and potential quarry sites will be available to provide materials needed for this project.
- Preliminary Alternatives for the Logistics Required to Get Heavy Equipment, Service Equipment, Construction Materials, and Personnel to the Respective Project Sites
 - Alternative 2

The Copper River Highway and Bridge Reconstruction project is very important to Chugach to access its lands beyond Bridge 339. The lands Chugach owns beyond this PEL Study are valuable in subsistence resources, minerals and world class recreation opportunities. We believe this project will help provide access to our lands and help fulfill the promise of utilization of ANCSA lands for the Corporation and also access to U.S. Forest Service lands.

Chugach fully supports repairing bridges, roads and culverts to regain access to our lands. We appreciate State allowing Chugach the opportunity to provide input on this essential infrastructure study.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Phillips", with a long horizontal flourish extending to the right.

David Phillips
Director, Lands

CITY OF CORDOVA



To Whom It May Concern,

The Planning Commission would like to thank the Alaska Department of Transportation and Public Facilities for holding a public meeting in Cordova concerning the draft Copper River Highway Planning and Environmental Linkage Study. It is important that such planning documents are produced with public participation from those that are affected.

Following the public meeting, the Planning Commission discussed the PEL at our Regular Meeting. While not unanimous, there was concern about the highway falling into further disrepair. The City of Cordova recently adopted a Comprehensive Plan which mentions the highway explicitly under the Quality of Life section. Under the strategy to "Expand and improve Cordova's indoor and outdoor recreation opportunities," there is an action item to "Advocate for restoring access to Child's Glacier and the Million Dollar Bridge.

Thanks again for your time,

A handwritten signature in black ink, appearing to read "Tom McGann". The signature is fluid and cursive, with a long horizontal stroke at the end.

Tom McGann
Planning Commission Chair

The Eyak Corporation
615 E. 82nd Ave, Suite 300
Anchorage, AK 99518
Phone: (907) 334-6971
Fax: (907) 334-6973



January 17, 2020

Jeff Stutzke, P.E., Engineering Manager
Alaska Department of Transportation & Public Facilities
2301 Peger Road, Fairbanks, AK 99709

VIA ELECTRONIC MAIL

Re: Draft Copper River Highway PEL study

Dear Mr. Stutzke:

The Eyak Corporation (Eyak) is the Alaska Native Village Corporation for the Eastern Prince William Sound, Cordova and Copper River area established pursuant to the Alaska Native Claims Settlement Act. We have 570 shareholders, with approximately 100 living in Cordova. We submit the following comments to the Alaska Department of Transportation & Public Facilities Draft Copper River Highway PEL study.

Eyak owns or has valid selection rights to over 90,000 acres of surface estate within the boundaries of the Chugach National Forest. As a for profit corporation, we have an obligation to our shareholders to pursue economic opportunities on those lands. Access to our land relies on reconstruction, repair, and replacement to transportation infrastructure along a segment of the Copper River Highway (CRH), from approximately Milepost (MP) 27 through approximate MP 51.

For projects within the scope of the PEL study, The Eyak Corporation supports the following alternatives:

- Preliminary Alternatives to Reestablish Access Across NBI #339 and its Associated Washout
 - Alternative 1
- Preliminary Alternatives to Reconstruct or Realign the CRH at the MP 44-45 Washout
 - Alternative 1
- Preliminary Alternatives to Repair the Million Dollar Bridge
 - Alternative 1
- Preliminary Alternatives to Repair the Culverts
 - Alternative 1
- Preliminary Alternatives to Expand or Develop New Materials Sites

THE EYAK CORPORATION

Page 2

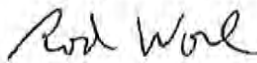
- The Eyak Corporation feels strongly that the preferred alternative is to use the material pits owned by TEC (surface) and the Chugach Alaska Corporation (subsurface)
- Preliminary Alternatives for the Logistics Required to Get Heavy Equipment, Service Equipment, Construction Materials, and Personnel to the Respective Project Sites
 - Alternative 2
 - As a point of clarification, The Eyak Corporation owns the property on which the Childs Glacier lodge is located.

The PEL study states on page 13 (paragraph 5). "In September 2019, Red Plains Professional, Inc. (Red Plains), under contract by TEC, estimated the construction cost of Alternative 2 would be \$2,547,000." The sentence should read, "In September 2019, Red Plains Professional, Inc. (Red Plains), under contract by Native Village of Eyak, estimated the construction cost of Alternative 2 would be \$2,547,000."

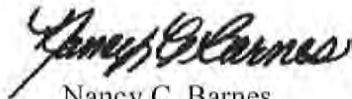
In addition, the legal name of the regional Alaska Native Corporation is Chugach Alaska Corporation.

The Eyak Corporation fully supports repairing bridges, roads and culverts to regain access to our lands. Thank you for the opportunity to comment.

Sincerely,
The Eyak Corporation



Rod Worl
Chief Executive Officer



Nancy C. Barnes
President



Martin Parsons
Board Chairman

From: [Stutzke, Jeff P \(DOT\)](#)
To: [Kirsten Nelson](#)
Cc: [Kulash, William M \(DOT\)](#)
Subject: RE: Copper River Highway
Date: Tuesday, December 31, 2019 2:18:49 PM
Attachments: [PublicMeetingCmtSheet_CRH Draft PEL study 12-17-19.pdf](#)

Ms. Nelson,

Thank you for your comments and we appreciate your interest in the Copper River Highway Planning and Environmental Linkage(PEL) study. The DOT&PF recognizes the significance of the Copper River fishery throughout its entire watershed and agree that the residents of Chitina and surrounding areas are stakeholders, as this fishery is extremely important to subsistence use and for commerce throughout the region and beyond.

At this time, the DOT&PF is not planning on holding another public meeting similar to the one that was held in Cordova, although that could change upon expressed interest from upstream communities. DOT&PF's goals for the Cordova meeting were, through the public involvement process, to:

- Reach general consensus within the community that the PEL's draft Purpose and Need statement is accurate and complete.
- Solicit the community for their ideas (alternatives) on how to best address the project elements cited within the Draft PEL, and request their participation on deciding which preliminarily alternatives presented in this document should be eliminated do to it being unreasonable.
- Solicit the community for their preference on which project element should be completed first and their preference in sequencing the remaining project elements.

Once the above objectives have been met the DOT&PF will be able to focus on the specifics of what's being proposed, in terms of engineering designs, constructability, costs, and associated environmental impacts that may occur if they are constructed. As part of this process, the DOT&PF will be initiating consultation with interested state, local, tribal, and federal agencies, as well as the public, to ensure there would not be an adverse impact to the human or natural environment. As such, there will more opportunities for public involvement and this later involvement might be more productive to upstream communities because we can focus our discussions on what we are actually considering versus furthering discussions on alternatives that should be eliminated do to them being unreasonable.

With this in mind, we request your comments on the Draft Copper River Highway PEL study if you have the time. The Draft PEL study and its associated figures can be accessed through the following link:
<https://aws.state.ak.us/OnlinePublicNotices/Notices/View.aspx?id=196387> .

I've also attached a public comment sheet which was provided at the Cordova meeting, it was intended to make the PEL comment process a little easier because there is so much information to go through.

Thanks again for your help,

Jeff Stutzke, P.E.
907-451-5389

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

From: Kirsten Nelson <kirsten_nelson@hotmail.com>
Sent: Sunday, December 29, 2019 9:37 AM
To: Stutzke, Jeff P (DOT) <jeff.stutzke@alaska.gov>
Subject: Copper River Highway

Dear Mr. Stutzke,

I read with interest that there had been a public meeting regarding the Copper River Highway. The meeting was held in Cordova. Will you be holding a similar meeting in Chitina? Obviously, residents of Chitina and surrounding areas

are stakeholders in this discussion as well.

I look forward to your reply. My best wishes as this project moves forward.

Sincerely,

Kirsten Nelson
PO Box 18
Chitina, Alaska 99566
(907)414-1688
Mile 11.3 McCarthy Road

From: [Stutzke, Jeff P \(DOT\)](#)
To: [Marie, Megan E \(DFG\)](#); [Kulash, William M \(DOT\)](#)
Cc: [Haught, Stormy B \(DFG\)](#); [Botz, Jeremy C \(DFG\)](#); [Baumer, Jay A \(DFG\)](#); [O'Doherty, Gillian M \(DFG\)](#); [Adelfio, Luca A -FS](#); [Tanner, Theresa - FS](#)
Subject: RE: DOT&PF is hosting a public meeting in Cordova on December 17, 2019, to discuss the CRH PEL study
Date: Monday, December 23, 2019 12:04:35 PM

Thank you Megan. Meeting went well I think, had a good turn-out. Many good comments and ideas were discussed during the meeting that will be brought into the document. Glad that Stormy was there as he had some great input. We will be going thru all the comments thru the Jan. 17th deadline, we have quite a few. Thank you for the updated info and comments, much appreciated. Some of the information in the draft was based on what was available thru this first go-round. Further collaboration with ADF&G and other agencies will take place once we have gone thru all the comments and include follow-up documentation.... right now scheduled in February....before the final PEL is completed. Discussion for the removal or blocking of culverts before the 339 washout and will be included in the culvert alternatives. I will definitely contact you and all included here and keep you updated or if there are questions. Likewise, if any additional thoughts, comments or questions, please do not hesitate to send to me or Bill. Thanks again Megan and have a great Christmas everybody.

-Jeff

From: Marie, Megan E (DFG) <megan.marie@alaska.gov>
Sent: Friday, December 20, 2019 4:00 PM
To: Kulash, William M (DOT) <william.kulash@alaska.gov>; Stutzke, Jeff P (DOT) <jeff.stutzke@alaska.gov>
Cc: Haught, Stormy B (DFG) <stormy.haught@alaska.gov>; Botz, Jeremy C (DFG) <jeremy.botz@alaska.gov>; Baumer, Jay A (DFG) <jay.baumer@alaska.gov>; O'Doherty, Gillian M (DFG) <gillian.odoherty@alaska.gov>; Adelfio, Luca A -FS <luca.adelfio@usda.gov>; Tanner, Theresa - FS <theresa.tanner@usda.gov>
Subject: RE: DOT&PF is hosting a public meeting in Cordova on December 17, 2019, to discuss the CRH PEL study

Bill and Jeff,

I hope the public meeting was informative and look forward to hearing about the feedback from the community on the alternatives proposed in the PEL. I finally was able to review the whole document this week and wanted to provide some comments on the section on the culverts and a note for the Affected Environment analysis.

Culvert Repair Alternatives

There is a large file on the past proposals to improve the section between MP38-43 with a grade raise and the plan was to block most of the culverts along this section. I've attached an email string from 2011 that clarifies our position on fish passage in this section during this last go round with ADOT&PF before the road washed out. I can dig up older memos, etc. but it didn't seem necessary at this time.

The only alternatives listed in the PEL are to replace the undersized and damaged culverts with new structures or to leave everything as-is. We'd like to see a third alternative added that blocks most of the culverts as agreed upon before the washout at bridge #339. Given the dynamic nature of flows in this section, it is unlikely that structures providing fish passage at important migratory times of the year would be a feasible option for replacement at most crossing sites in this section of road and ADF&G would object to the installation of new crossing structures that do not pass fish at most flows (current condition).

Culvert Inventory/Assessment

The PEL cites culvert condition and fish passage assessments from ADF&G surveys completed in 2002. It is likely that many of the culverts categorized as "grey" in 2002 are now "red" given the lack of maintenance in this section and the changes in flow since 2002. We suggest using more recent survey information (USFS visual survey from 2017 attached) in any final environmental assessments to more accurately represent the current conditions.

Affected Environment

The Biological Resources section includes a description of fish habitat in the project area and potentially affected by project alternatives. Clear Creek is excluded from this list, but runs parallel to the highway in the MP 43-38 area, and habitat in this system is currently affected by flow from the highway culverts. Changes to the drainage patterns or improvements/road work in this area would likely impact Clear Creek (not necessarily in a negative way), and as such it should be included in the Affected Environment section. Clear Creek is listed in the AWC as providing habitat for coho, pink, sockeye, and Chinook salmon as well as cutthroat trout, steelhead trout, and Dolly Varden.

I look forward to hearing more about efforts to address the highway condition from MP 36-51. Please contact me with any questions about the comments above or to discuss project alternatives.

Thanks,

Megan Marie

Alaska Department of Fish & Game
Habitat Section
Office: (907) 267-2446

<'(((>< <'(((>< <'(((><

www.adfg.alaska.gov/habitat

From: Kulash, William M (DOT) <william.kulash@alaska.gov>

Sent: Thursday, December 12, 2019 2:21 PM

To: Haught, Stormy B (DFG) <stormy.haught@alaska.gov>

Cc: Marie, Megan E (DFG) <megan.marie@alaska.gov>; Stutzke, Jeff P (DOT) <jeff.stutzke@alaska.gov>

Subject: DOT&PF is hosting a public meeting in Cordova on December 17, 2019, to discuss the CRH PEL study

Hello Stormy,

As you may be aware, the DOT&PF will be hosting a public meeting in Cordova on December 17, 2019 to discuss the Copper River Highway Planning and Environmental Linkage (PEL) Study. We have reserved Community Room A and the lower atrium (2nd floor) of the Cordova Center from 11:00 am through 2:00 pm for this referenced meeting.

Attached is the Draft Copper River Highway PEL study that the DOT&PF intends to present at this meeting.

DOT&PF's goals for this public meeting are, through the public involvement process, to:

- Reach general consensus within the community that the PEL's draft Purpose and Need statement is accurate and complete, or; if it's determined the Purpose and Need statement needs refinement then it's DOT&PF's objective to edit this statement until general consensus is achieved.
- Solicit the community for their ideas (alternatives) on how to best address the project elements cited within the draft PEL, and request their participation on deciding which preliminarily alternatives should be eliminated do to it being unreasonable.
- Solicit the community for their preference on which project element should be completed first and their preference in sequencing the remaining project elements.

A 30 day public comment period will be part of this process; the comment period will end on January 17, 2020.

DOT&PF presenters at this public meeting will be:

Ryan Anderson, P.E., Northern Region Director;

Jeff Stutzke, P.E., Northern Region Hydraulics Engineer and the Copper River Highway PEL Engineering Manager, and;

Myself, Bill Kulash, Northern Region Environmental Impact Analyst III

We are providing refreshments (cookies, fruit, and sandwiches) since it being held during lunch time.

Once we have reduced the preliminarily alternatives for each respective project element listed in the PEL we will initiate consultation with state, federal, and tribes; as we want these consultations to be focused on what we are actually proposing, versus spending time discussing alternatives that would be dismissed. The ADF&G will play a huge role in these consultations.

I hope to see you there and please bring along some friends, also feel free to distribute the attached documents.

Bill Kulash

William M. Kulash

Environmental Impact Analyst III

Office phone (907) 451-5292

Fax (907) 451-5126

Alaska Department of Transportation and Public Facilities

Division of Design and Engineering Services

2301 Peger Road, MS-2550-07

Fairbanks, Alaska 99709

From: [Marie, Megan E \(DFG\)](#)
To: [Kulash, William M \(DOT\)](#); [Stutzke, Jeff P \(DOT\)](#)
Cc: [Haught, Stormy B \(DFG\)](#); [Botz, Jeremy C \(DFG\)](#); [Baumer, Jay A \(DFG\)](#); [O'Doherty, Gillian M \(DFG\)](#); [Adelfio, Luca A -FS](#); [Tanner, Theresa - FS](#)
Subject: RE: DOT&PF is hosting a public meeting in Cordova on December 17, 2019, to discuss the CRH PEL study
Date: Friday, December 20, 2019 4:00:11 PM
Attachments: [Draft Copper River Highway PEL Document 12-17-19.pdf](#)
[CRH PEL Figures 1-7.pdf](#)
[July2017 east CRH culverts condition.pdf](#)
[RE CRH MP 38-43 Project.msg](#)

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Thanks,

Megan Marie

Alaska Department of Fish & Game
Habitat Section
Office: (907) 267-2446

<'(((>< <'(((>< <'(((><
www.adfg.alaska.gov/habitat

From: Kulash, William M (DOT) <william.kulash@alaska.gov>
Sent: Thursday, December 12, 2019 2:21 PM
To: Haught, Stormy B (DFG) <stormy.haught@alaska.gov>
Cc: Marie, Megan E (DFG) <megan.marie@alaska.gov>; Stutzke, Jeff P (DOT) <jeff.stutzke@alaska.gov>
Subject: DOT&PF is hosting a public meeting in Cordova on December 17, 2019, to discuss the CRH PEL study

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Jeff Stutzke, P.E., Northern Region Hydraulics Engineer and the Copper River Highway PEL

Engineering Manager, and;
Myself, Bill Kulash, Northern Region Environmental Impact Analyst III

We are providing refreshments (cookies, fruit, and sandwiches) since it being held during lunch time.

Once we have reduced the preliminary alternatives for each respective project element listed in the PEL we will initiate consultation with state, federal, and tribes; as we want these consultations to be focused on what we are actually proposing, versus spending time discussing alternatives that would be dismissed. The ADF&G will play a huge role in these consultations.

I hope to see you there and please bring along some friends, also feel free to distribute the attached documents.

Bill Kulash

William M. Kulash
Environmental Impact Analyst III
Office phone (907) 451-5292
Fax (907) 451-5126
Alaska Department of Transportation and Public Facilities
Division of Design and Engineering Services
2301 Peger Road, MS-2550-07
Fairbanks, Alaska 99709

From: [Kulash, William M \(DOT\)](#)
To: [Jack and Cherrie STEVENSON](#)
Cc: [Anderson, Ryan \(DOT\)](#); [Stutzke, Jeff P \(DOT\)](#)
Subject: RE: Help save the CRH
Date: Tuesday, January 14, 2020 10:31:00 AM

Good morning Jack and Cherrie,

Thank you for your comments, they will be included in the Copper River Highway PEL study and will be used to help strengthen this document. We also thank you for your offer to help see the project succeed. The DOT&PF recognizes you're your knowledge and insight about this area and we are in agreement with your assessment.

Best regards,

Bill Kulash

From: Jack and Cherrie STEVENSON <jack_cherrie66@hotmail.com>
Sent: Tuesday, January 14, 2020 10:12 AM
To: Kulash, William M (DOT) <william.kulash@alaska.gov>
Subject: Help save the CRH

Hi William

We are writing this letter to support building a new access road at mile 44 on the Copper River Highway - Mile 44 Federal Lands Access Program (FLAP). We are the owners and operators of the Riverside Inn & Child's Glacier Tours in Cordova, AK. After bridge 339 on the Copper River Highway washed out in late 2011, we developed our operation to provide access to public land at the Child's Glacier Recreation Site and the Million Dollar Bridge. This area has a long and important history in the local community and is a beloved site for locals and tourists alike. For the past 7 years, we have had the privilege of providing transportation and logistical support for numerous user groups using vehicles located beyond bridge 339 on the Copper River Highway, and the recent washout at mile 44 threatens to end that access. Without a continuous roadway from bridge 339 to the Childs Glacier Recreation Site the only options to access this area are by helicopter, small fixed wing aircraft, or by navigating dangerous rapids by boat.

Each year, we bring an average of 700 tourists to view the beautiful Child's and Miles glaciers, enjoy the Childs Glacier Recreation Site, and explore the area. These tourists bring valuable money into our local economy through purchasing transportation, lodging, food, and souvenirs. The pictures and stories they share with their friends and families increase interest and help bring more tourist revenue to our small town. This public land is one of the most unique and beautiful places Cordova has to offer and has a long history of use by the local community as well. Our operation has allowed locals and their friends and families to continue to access this area and pursue all sorts of activities: hiking, cycling, boating, fishing, OHV operation, camping, gatherings, and even weddings.

We also help educational and media groups access this public land. We bring out school groups from both our local community and elsewhere in the United States, as well as media groups such as local news and special interest reporters. At the Childs Glacier Recreation Site, they learn firsthand about wilderness, glaciers, hydrology, and wildlife. The Alaska Department of Fish & Game (ADF&G) provides interpretive presentations on the Miles Lake sonar project and the importance of salmon to ecosystems and economies.

Our operation serves an important role in providing safe and economic options for transport for several government and tribal entities as well. ADF&G uses our service to supply the Miles Lake sonar project located at the site. We assist the Native Village of Eyak with similar support for their Chinook salmon mark-recapture project located further upriver. We provide transportation of equipment and personnel for the U.S. Forest Service so they can maintain the recreation site, assess hazards, and clear trails. The U.S. Geological Service uses our service to access remote data collection stations and assess river conditions. We transport Alaska Department of Transportation personnel so they can assess road conditions and perform safety inspections of the Million Dollar Bridge. These operations are made safer and more affordable using our vehicles and road access than they would be with alternative methods.

We hope this letter has demonstrated what a special and valuable place the Childs Glacier Recreation Site and associated public lands are. We care deeply about this area and believe strongly in the value of its continued access. We are willing to offer what help we can to see this project be a success.

. I worked for the DOT for 32 years and every year we had to repair some area between 36mile and 42 mile, it was always a challenge but some how we always got it done. I am sure some folks would like to see the bridge 336 fixed and then move on to 44 mi but they need to be realistic .If we can not fund the AMHS and many other State project we surely cannot fix a road to nowhere .I worked with Goodfellow construction building the road and installing the bridges between 33mi and 39 and I have also worked on repairing many of them due to the movement of the Copper river. We could spent 70 million and fix 336 bridge and then a couple years later the river could reroute and move to destroy another bridge or area of the road. No fix will be permanent since the river will always be shifting .The ice breaker will have to be fixed in the winter and I believe that equipment could be moved out there while the river is low,or another option is to reroute the river like we did when they replaced the bridges for 36 to 39,they just sent all the water down to 27/28 mi while the work was being done and then opened it back up when the job was finished. We would enjoy taking folks out to again if everyone could agree on the reroute and get things moving again. The Childs Glacier and Million Dollar Bridge is one of the best attractions Cordova has to offer for tourism and definitely gives a boost to the economy, it would be a shame to have this historical monument which the State of Alaska has invested so much into go to disrepair.

Thank you for your time,
Jack & Cherrie Stevenson
Riverside Inn & Airboat Tours LLC

From: [Marie, Megan E \(DFG\)](#)
To: [Johnson, Russell M \(DOT\)](#); [Mason, Sara E \(DOT\)](#)
Cc: [Oswald, Steven Carl \(DOT\)](#); [Kristin Smith](#)
Subject: RE: CRH MP 38-43 Project
Date: Thursday, May 19, 2011 3:00:00 PM

Hello all,

Just a quick clarification on this project. The statement below that "ADF&G were questioning why the culverts are being replaced" is incorrect. ADF&G has supported the removal/blockage of the cross drainage culverts on this section of road with the exception of the twin 12 foot pipes at MP40. Our reason for requesting these culverts remain in place is only partially for fish passage since the culverts are and will remain a velocity barrier at most flows. The primary reason for retaining flow through these culverts is the uncertainty related to potential changes in flow in downstream habitat both in Clear Creek and in other locations within the Copper River Delta Critical Habitat Area.

We are looking forward to working with ADOT&PF on this project and please feel free to contact me with any questions. My apologies for any miscommunication on this subject. Have a great summer!

Megan Marie
ADF&G Habitat
(907) 267-2446

From: Johnson, Russell M (DOT)
Sent: Thursday, May 19, 2011 12:03 PM
To: Mason, Sara E (DOT)
Cc: Marie, Megan E (DFG); Oswald, Steven Carl (DOT)
Subject: RE: CRH MP 38-43 Project

We are removing all culverts except the 2 existing 12 foot multiplates will remain "as-is". No culverts will be replaced.

The multiplates will not be removed or blocked per ADF&G's (Megan Marie) request on October 19, 2010 (see the attached e-mail). The reasoning Megan gave to keep the multiplates is because ADF&G's concern about keeping the culverts for fish passage.

Russ Johnson
AK DOT&PF
451-5059

From: Mason, Sara E (DOT)
Sent: Thursday, May 19, 2011 11:45 AM
To: Johnson, Russell M (DOT)
Subject: CRH MP 38-43 Project

Russ,

I recently received an inquiry about the CRH 38-43 project. Copper River Watershed Project (CRWP) and ADF&G were questioning why the culverts are being replaced, rather than being removed and

allowing the roadway to act as a dike. The dike option is apparently also the preference of M&O (Robert Dunning) in Valdez.

Is there an explanation that I can give them as to why culverts are better suited for this project? I assumed there was a good reason; I just don't know it.

Thanks!

Sara E. Mason
Southern Area Planner
Northern Region Planning Division
Alaska Department of Transportation &
Public Facilities
(907) 451-2375
sara.mason@alaska.gov
<http://dot.alaska.gov/nreg/planning/>

CRH TMP Public Involvement Efforts

DOT&PF used a variety of strategic tools to reach stakeholders in meaningful ways in support of the CRH MP development process.

Stakeholder Advisory Committee (SAC) Meeting - January 26, 2022: An advisory committee comprised representing key stakeholder constituencies met prior to the in-person public meeting to propose a vision statement for the Copper River Highway, identify existing conditions, identify project needs, and consider project review criteria.

A second SAC meeting was held June 6, 2022 to review evaluation criteria, followed by a meeting on January 9, 2023 to review the online ranking process.

A final SAC meeting will be held virtually in July 2023 to review the draft CRH TMP.



SAC Meeting, January 2022



Copper River Highway Transportation Master Plan
Stakeholder Advisory Committee Meeting
January 26, 2022
11:00 a.m. – 1:00 p.m.
Cordova Center

Join Zoom Meeting:

<https://us06web.zoom.us/j/88647021839?pwd=K2t3eWhyZVhFVTg2SzhTSmtTSTVnZz09>

Meeting Purpose: Solicit ideas on the long-term vision (25 years) for the Copper River Highway. Discuss transportation issues and concerns along the Copper River Highway, and review project evaluation and public involvement approach with the

1. Welcome – April Woolery, DOT&PF
2. Introductions and Agenda – Julie Jessen, CRW
3. Project Overview – Adison Spafford, CRW
4. Current Conditions – All
5. Future Needs – All

Break for Box Lunch

6. Vision and Goals – All
7. Project Prioritization Process – Adison Spafford, CRW
8. Public Involvement Approach – Adison Spafford, CRW
9. Wrap Up and Next Steps – Julie Jessen
 - a. Next Advisory Committee meeting – June 2022.

A Public Open House will be held at the Cordova Center, 5:00 – 7:00 p.m. on January 26, with a brief presentation at 5:30.



Alaska Department of Transportation and Public Facilities
Copper River Highway Transportation Master Plan
January 26, 2022 Advisory Committee Meeting*

Name	Business or Organization	City (if not Cordova)	Email address	*Gender (M, F, X)	*Race (W, AN/NA, B, H, A, PI, O)
William M. Kulash	DOT, PF	Fairbanks, AK	William.Kulash@alaska.gov		
JULIE JESSEN	CRW	ANC, AK	JJESSEN@CRWENG.COM	M F	W W
JEFF STUTZKE	DOT & PF	Fairbanks, AK	jeff.stutzke@alaska.gov	M	W
April Woolery	DOT + PF	Fairbanks, AK	april.woolery@alaska.gov	F	W
Adison Spafford	CRW ENG	ANC, AK	aspafford@crweng.com	F	W
Michelle Harrison	CRW ENG	ANC AK	mharrison@crweng.com	F	W
Lisa Dochen	Copper River Watershed Project	CDV.	lisa@copperriver.org	F	W
Robert Dunning (Zoom)	DOT + PF				

* This information is voluntary and is used to ensure fair and equal representation by the public in projects administered by DOT&PF. Race: (White, Alaska Native/Native American, Black, Hispanic, Asian, Pacific Islander, Other)

Title VI of The Civil Rights Act of 1964: It is the policy of the Alaska Department of Transportation and Public Facilities (ADOT&PF), in accordance with 49 CFR Part 21 (Department of Transportation Regulations for the Implementation of Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (P.L. 100.259)m and 23 CFR Part 200 (Title VI Program and Related Statutes-Implementation and Review Procedures, Executive Order 12250, 23 USC 324 (Prohibition of Discrimination on the Basis of Sex), Title VIII of the Civil Rights Act of 1964m 23 USC 109(h), DOT Order 1050.2, the Civil Rights Restoration Act of 1987m and Executive Order 12898- Environmental Justice, that no person in the State of Alaska shall, on the grounds of race, color, sex, or national origin, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination under any program or activity regardless of whether the Department receives federal assistance from the US Department of Transportation, including the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Americans with Disabilities Act: It is the policy of the Alaska Department of Transportation & Public Facilities (ADOT&PF) that no qualified individual with a disability shall, solely on the basis of his or her disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any of its programs, services, or activities as provided by Section 504 of the Rehabilitation Act of 1973and the Americans with Disabilities Act of 1990 (ADA). ADOT&PF further assures that every effort will be made to provide nondiscrimination in all of its programs and activities regardless of the funding source, including FTA, FAA, FHWA, and state funds.



Alaska Department of Transportation and Public Facilities
Copper River Highway Transportation Master Plan
January 26, 2022 Advisory Committee Meeting*

Name	Business or Organization	City (if not Cordova)	Email address	*Gender (M, F, X)	*Race (W, AN/NA, B, H, A, PI, O)
Jeremy Kotz	ADFG				
DAVID Phillips	Chuyachuk AK Corp				
Judy Chapman	DOT+PF				
Megan Marie	ADFG				
Tyler Quiring	HIVE				
Brennan Cain	Eyck Corp				

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Alaska Department of Transportation and Public Facilities
Copper River Highway Transportation Master Plan
January 26, 2022 Advisory Committee Meeting*

Name	Business or Organization	City (if not Cordova)	Email address	*Gender (M, F, X)	*Race (W, AN/NA, B, H, A, PI, O)
Robert Mattison	DOT M+O	Cordova		M	
LUKE BORER	CHILD'S GLACIER LODGE	Cordova	NATIVE@CTCAK.NET	M	AN
Kevin Johnson	City of Cordova	Cordova	Planning@CityofCordova.net	M	W
Kristin Carpenter	PWBEDD		executivedirector@pusedel.org	F	W

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Copper River Highway Transportation Master Plan


Stakeholder Advisory Committee Meeting

January 26, 2022

1

Purpose of Meeting




- DOT&PF wants to work with the community to develop a vision for the Copper River Highway Corridor.
- DOT&PF wants to work with the community to identify issues within the corridor.
- A Master Plan will help the DOT&PF as well as the City and Tribal government secure funding from various sources.

Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

2

What is the Copper River Highway Transportation Master Plan?



- Takes a high-level view of the corridor with a **25-year timeframe**.
- Looks at **multiple modes of transportation**, as well as potential land use changes and economic benefits.
- Identifies **future projects** based on economic, community, land use and other long-term goals.
- **Prioritizes potential projects** using goal-driven criteria.
- Coordinates planning document with the Copper River Highway Planning and Environmental Linkage Study.
- Identifies **potential funding** sources for prioritized projects.

Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

3

Why is the Copper River Highway Transportation Master Plan Important?




- Creates a vision for future use of the CRH.
- Identifies transportation issues and concerns along the CRH.
- Identifies transportation issues and priorities from the community's perspective.
- Supports long-range planning and land use decisions based on community values.
- Identifies potential funding sources and partners.

Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

4

What is the Planning Process for a Master Plan?




- Review existing planning documents and other projects within the CRH study area.
- Document existing conditions.
- Conduct public outreach.
- Develop a vision.
- Develop alternatives.
- Document transportation needs and issues within the study area.
- Evaluate projects based on criteria developed by the planning team.
- Prioritize and recommend projects based on public input and scoring from the evaluation exercise.
- Prepare planning level costs estimates for the recommended projects.
- Prepare a final plan for DOT&PF and the community.

Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

5

Where We Are in the Planning Process



Progress to-date

1. Existing community and transportation plans reviewed.
2. Project criteria developed.
3. Existing corridor conditions documented.

Next Steps


1. Finalize a vision for the CRH.
2. Conduct needs analysis based on public input and existing conditions of CRH.
3. Finalize project evaluation criteria.
4. Continue public outreach.
5. Recommend alternatives for CRH.
6. Recommend top transportation projects for the CRH.
7. Develop cost estimates for the projects identified.
8. Draft final plan.

Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

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Copper River Highway Transportation Master Plan Schedule and Next Steps

Copper River Highway Transportation Master Plan Schedule																
	2021				2022											
	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Documentation of Existing Conditions Summary	X	X	X	X												
Advisory Committee Meeting #1					X											
Community Meeting #1					X											
Needs Analysis Summary						X	X	X	X							
Advisory Committee Meeting #2										X						
Community Meeting #2											X	X				
Needs Analysis and Alternatives Recommendations												X	X			
DRAFT Report													X			
Advisory Committee Meeting #3														X		
Draft Final Report															X	X
Final Report Submitted to DOT&PF for Approval																X

 Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan


7

How to Provide Input and Stay Involved!

- Complete the comment form.
- Meet with one of the planning team members to provide your input on the vision of the CRH and identify transportation issues along the corridor.
- Take the survey: <https://arcgis/1CrI4b0>
- Visit DOT&PF's Facebook Page.
- Sign up for our newsletter – email JJessen@crweng.com.

Alaska Department of Transportation and Public Facilities
 Judy Chapman
 907-451-5150
judy.chapman@alaska.gov

CRW Engineering
 Addison Spafford, Planner
 907-562-3252
aspafford@crweng.com

 Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

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Copper River Highway Transportation Master Plan
Stakeholder Advisory Committee Meeting
January 26, 2022
11:00 a.m. – 1:00 p.m.
Cordova Center

Attendees:

DOT&PF: Judy Chapman (via Zoom), Jeff Stutzke, William Woolery, April Wooley

CRW: Adison Spafford, Julie Jessen, Michelle Harrison

Advisory Committee – In Person: Lisa Docken, Copper River Watershed; Kevin Johnson, City of Cordova; Kristen Carpenter, Prince William Sound Economic Development District; Luke Borer, Child Glacier Lodge

Advisory Committee – via Zoom: Robert Dunning, DOT&PF M&O; Robert Mattson, DOT&PF Airport M&O; Jeremy Botz, ADF&G; Megan Marie, ADF&G; Tyler Quiring, Native Village of Eyak; David Phillips, Chugach Alaska Corporation; Brennan Cain, Eyak Corp; Ricky Gease, DNR State Parks

April Wooley, DOT&PF, welcomed the group and gave a brief background on the Copper River Highway (CRH) Transportation Master Plan purpose. The Stakeholder Advisory Committee (SAC) will help DOT&PF identify a long-term vision (25 years) for the CRH Corridor, from MP 0 (Ferry Terminal) to MP 51 (Million Dollar Bridge -MDB). The meeting today is to discuss transportation issues and concerns along the CRH and develop a vision for the CRH corridor as part of the master planning effort. The final planning document will help DOT&PF as well as the City, Tribal government, and other entities secure funding from various sources.

The master plan will include a review of existing planning documents, document existing conditions, reflect public outreach, develop alternatives based on a broad vision for the corridor, document needs, evaluate potential projects, and prioritize and recommend projects based on public input.

While the ferry terminal, Alaska Marine Highway System, and airport are not specifically part of the Master Plan, DOT&PF is looking at ways to improve the nexus between transportation modes and access to facilities.

Adison Spafford, CRW, gave a project overview. During review of the current Planning and Environmental Linkages (PEL) study for a portion of the CRH, Western Federal Lands and the Federal Highway Administration (FHWA) requested a broader master plan to address the long-term vision of the CRH corridor from MP 0 to MP 51.

The goal is to secure funding for prioritized projects. The plan will also help identify alternatives for the corridor, and specific transpiration projects. The plan is scheduled for completion by December 2022.

The plan can include recreation needs such as bike trails, pull outs, etc. and DOT&PF is looking to agencies and other entities to provide input on planned or current projects within the corridor that might influence long-term use of the highway.

While it is not a requirement for the plan to be updated, best practices have master plans updated every five years.

Ricky Gease, Alaska State Parks, suggested possible funding opportunities for recreation improvements through the Land Water Conservation Fund (LWCF), which has a 50/50 match program through the National Park Service (NPS), and Recreational Trails Program (RTP), a Federal-Aid assistance program through the federal highways, which are open to government agencies, Tribes, and nonprofit agencies.

The group identified current conditions to help frame where we want to be in the future. Imminent projects include:

- Copper River Watershed
 - Eyak Lake weir replacement at MP 5
 - CRH MP 3 Culvert Preplacement
 - CRH MP X Culvert Preplacement
 - CRH MP 1 Culvert Preplacement
- City of Cordova
 - Ped and bike path to connect from Orca Inlet to the CRH and the airport
- Prince William Sound Economic Development District
 - Tourism Marketing
- DOT&PF
 - Ongoing Regional Drainage Improvement projects (river encroachments, Odiak Slough (deep culvert), Eyak Lake weir, recently completed Orca Road, Power Creek, 2nd Ave Upgrades)
 - 21.5 CRH culvert replacement (fish pass culvert)
 - Bridge improvements may be slated with coming funding
 - Whitshed Road pedestrian improvement
 - Cordova 2nd St
 - City Stairs
 - Airport Master Plan
 - RF Building Replacement (PFAS issues)
 - Oniak

- Child Glacier Lodge
 - New methods (variable river access) to get boats in the water at MP 36 (River channel is changing and impeding access)
- Chugach Alaska Corporation
 - Has several materials sites along corridor
- Native Village of Eyak
 - Eyak River Recreation Area rehab with other agencies to replace the boat launch near MP 5.5 of CRH

The group listed qualities of the current corridor and how it is used by the community:

- Main Artery
- Rustic
- Scenic
- Barrier – (Speaking for the fish)
- Tank Trail
- Subsistence Access
- Historic
- Local Recreation
- Traditional Use
- Economic Driver
 - Tourism
 - Airport Access
 - Fish Processing
 - Abundant and Rich Traditional area for Eyak People

Following lunch, the group looked toward future-state issues, including economic drivers that might influence corridor use 10, 15, 25 years from now:

- Quality of life
 - Bike Trail to Airport
- More people
- More non- motorized opportunities
- More motorized opportunities
- Changing river – Glacier retreat will change conditions
- More tourism
- Changes to fisheries – size could change
- More sport fishing
- Continued need for fish passage - to protect resource
- More housing is needed
- Development occurs
 - In town – Limited space, not much easily useable land available
 - Utilities - expand to encourage development – possible toward airport
- Connect CRH to the rest of the state

The group then described how CRH will be in 2047:

- World Famous
- Multi-use
- Fish Friendly
- Paved to Child's Glacier

- Diverse
- Maintains traditions
- Scenic
- Above water
- Main drag
- Various recreational opportunities – Motor and Non
- Harvesting
- Enjoying
- Sustaining

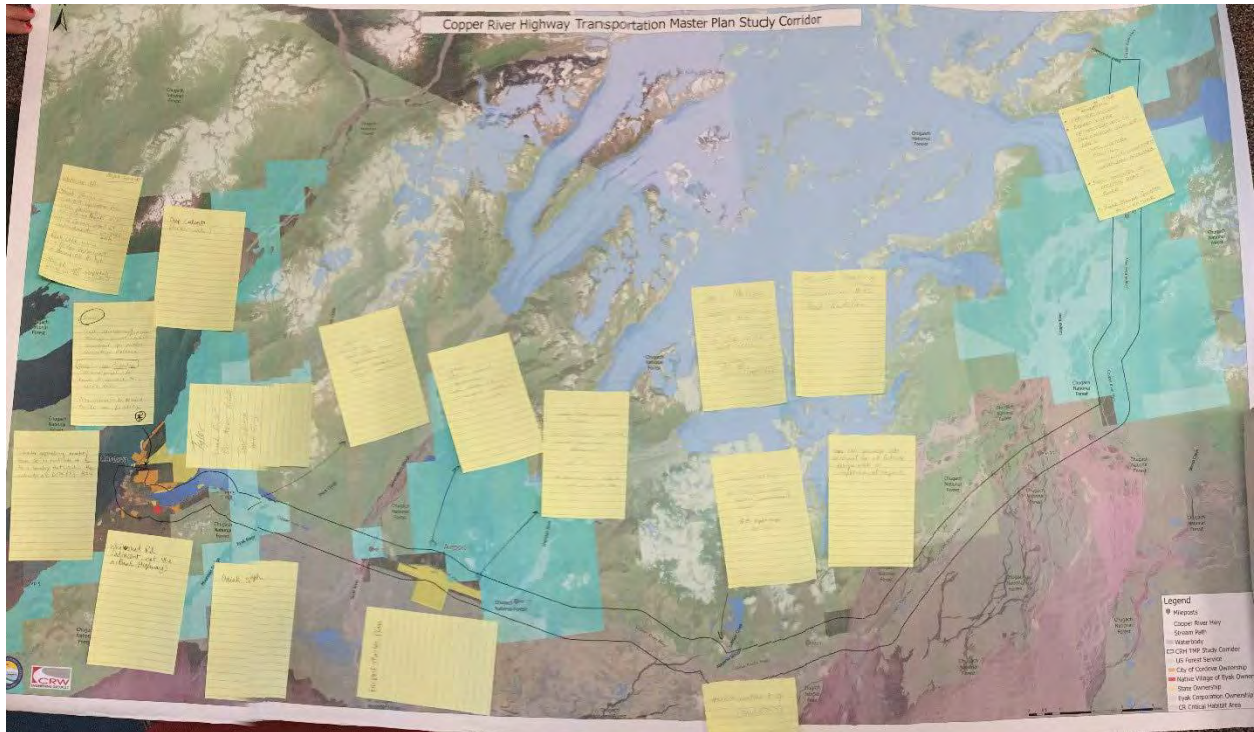
When asked to describe projects the group would like to see in the future, they suggested:

- Remove Fish Pass Barriers – update fish pass culverts
- Utilities to the airport
- Bike Path – Ferry Terminal to Airport
- Complete repairs and paved highway to repaired MDB
- Maintainable
- Funded
- Allows for habitat connectivity – Sediment transport, moose, fish, birds, hydrology
- Maintains safe access to hunting, fishing, wildlife viewing
- Provides access to Childs Glacier and MDB
- Protects existing investments

The group was provided copies of the CRH Transportation Master Plan Public Involvement Plan and requested to provide comments to Adison Spafford

The group was invited to attend the public open house later in the day and encourage people to attend. The next SAC meeting will be in June to discuss the draft project review criteria and plan vision statement.

January 2022 SAC Project Identification Mapping Exercise:








Copper River Highway Transportation Master Plan
Stakeholder Advisory Committee Meeting
June 6, 2022
10:00 a.m.

Join Zoom Meeting:

<https://us06web.zoom.us/j/88000035133?pwd=cWNvQmRHMFBVaStJQldjNW9kWGh6QT09>


Meeting Purpose: Review proposed Vision Statement, review and amend list of projects identified to date, and confirm draft evaluation criteria.

1. Welcome, Introductions, and Agenda – Julie Jessen, CRW
2. Project Update – Adison Spafford, CRW
3. Confirm Vision Statement - All
4. Project List to Date – Adison Spafford, All
5. Criteria and Project Evaluation Process – Adison Spafford, All
6. Wrap Up and Next Steps – Julie Jessen
 - a. Next Advisory Committee and public meetings – Fall 2022

Copper River Highway Transportation Master Plan (CRH TMP)
Stakeholder Advisory Committee Meeting #2
 June 6, 2022
 Virtual

1



Meeting Agenda

Meeting Purpose: Review proposed Vision Statement, review and amend list of projects identified to date, and confirm draft evaluation criteria.

1. Welcome and Introductions
2. Project Update
3. Confirm Vision Statement
4. Project List to Date Criteria and Project Evaluation Process
5. Wrap Up and Next Steps

Department of Transportation and Public Facilities
 Copper River Highway Transportation Master Plan


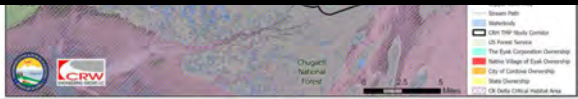
2

Project Update




Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

3





Legend:


- Stream Path
- Watershed
- CRH TMP Study Corridor
- US Forest Service
- The Cook Inlet Corporation Ownership
- Native Village of Eek Ownership
- City of Cordova Ownership
- State Ownership
- CRW
- 2012 US Study Corridor Initial Area

4

Purpose of the CRH TMP




- Address Access
- Show Vision
- Identify Partnership Opportunities
- Identify Funding



Department of Transportation and Public Facilities
 Copper River Highway Transportation Master Plan

5



Planning Process

- Review existing planning documents and other projects within the CRH study area.
- Document existing conditions.
- Conduct public outreach.
- Develop a vision.
- Develop alternatives.
- Document transportation needs and issues within the study area.
- Evaluate projects based on criteria developed by the planning team.
- Prioritize and recommend projects based on public input and scoring from the evaluation exercise.
- Prepare planning level costs estimates for the recommended projects.
- Prepare a final plan for DOT&PF and the community.

Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

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Draft Vision Statement



Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

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Draft Vision Statement

The Copper River Highway will be a safe, reliable, multi-modal transportation corridor that provides access to recreational, economic, and cultural activities for community members and visitors alike while sustaining the area's scenic, cultural, and ecological attributes.

Developed by CRH Stakeholders and Cordova Residents

Department of Transportation and Public Facilities
Copper River Highway Transportation Master Plan

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What is the Copper River Highway Transportation Master Plan?

- Takes a high-level view of the corridor with a **25-year timeframe**.
- Looks at **multiple modes of transportation**, as well as potential land use changes and economic benefits.
- Identifies **future projects** based on economic, community, land use and other long-term goals.
- **Prioritizes potential projects** using goal-driven criteria.
- Coordinates planning document with the draft Copper River Highway Planning and Environmental Linkage Study (2019).
- Identifies **potential funding sources and project partners** for prioritized projects.

Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

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Projects Heard to Date



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What we have heard to date

Planning and Environmental Linkage (PEL)

- **Bridge 339** - Reestablish public access across NBI #339 and its associated washout (~MP 36)
- **MP 44-45** - Reestablish public access across a segment of the CRH that has been completely eroded away by the Copper River
- **Million Dollar Bridge** - Repair or replace the icebreaker at Pier 1 of the Million Dollar Bridge and complete necessary repairs identified through future engineering studies
- **Culvert Replacement** - Replace 25 culverts that are not in compliance with the Memorandum of Agreement between ADF&G and DOT&PF for the design, permitting, and construction of fish passage culverts
- **Material Site Development** - Expand or develop new material sites, including a hard rock material site near MP 44. Determine the logistics that will be required to get the heavy equipment needed to construct the projects to their respective sites, including development of project staging area(s).

Department of Transportation and Public Facilities
Copper River Highway Transportation Master Plan

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What we have heard to date

Stakeholder Advisory Committee

- Remove fish pass barriers/replace culverts
- Link utilities from city to airport
- Add bike path between ferry terminal and airport
- Complete all CRH road improvements to Million Dollar Bridge
- Pave CRH to Million Dollar Bridge
- Develop projects that allow for habitat connectivity
- Maintain safe access to hunting, fishing, wildlife viewing, and subsistence areas
- Provide access to Childs Glacier
- Protect existing investments





Department of Transportation and Public Facilities
Copper River Highway Transportation Master Plan

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What we have heard to date



Community Meeting

- In-town safety improvements
- Improve parking (various locations)
- Culvert replacements and drainage improvements (various locations)
- Expand trail access
- Expand bike and pedestrian facilities
- Build runway at Million Dollar Bridge
- Restore access to 50 Mile
- Connect to the Richardson Highway
- Re-route CRH




Department of Transportation and Public Facilities
Copper River Highway Transportation Master Plan

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What we have heard to-date



**Community Meetings
Outside City – MP 5/6-51**

1. Reroute the CRH.
2. Design and Construct all Projects Identified in the PEL.
3. Wrong Way Creek Parking Lot.
4. Eyak River Bridge Replacement – Narrow and lots of motorized traffic. Safety concerns.
5. MP 7 – Parking area like Sand Trail. Cars Park along this stretch of highway, causing major safety concern issues.
6. Runway at Million Dollar Bridge.
7. Access to 50 mile and Forest Service Recreational Area.
8. Connect the CRH to the Richardson Highway.




Department of Transportation and Public Facilities
Copper River Highway Transportation Master Plan

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What we have heard to-date




**Community Meetings
Outside City – MP 5/6-51**

1. Culvert Replacement MP 1-5 (same concerns within the City).
2. Mile Loop Road – Culvert Replacement- Culvert that doesn't run all the time. Flooding is occurring and causing major issues with water in the neighborhood and road.
3. Highway Paving – Severe cracking, specifically at MP 6.
4. MP 16 – Potential Parking lot.
5. MP 20 – Road needs to be raised about 4 feet.
6. Haystack Trail Access – Needs expansion.
7. Bike and Pedestrian Facilities – Along the CRH, at least to the airport.

Department of Transportation and Public Facilities
Copper River Highway Transportation Master Plan


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What we have heard to date




Youth Engagement –Cordova Highschool

- Add trailheads and outhouses
- Fix all bridges to access Miles Glacier
- Repair 42 Mile Road
- Add turnarounds spots for vehicles with trailers
- Add parking lot and outhouse at 52 Mile
- Clear brush
- Build boat launch at 27 Mile
- Add multi-use corridor (both sides of CRH)
 - ATV/snowmachine trail
 - Snowshoe/cross country skiing trail



Department of Transportation and Public Facilities
Copper River Highway Transportation Master Plan

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Where We Are in the Planning Process

Progress to-date


1. Existing community and transportation plans reviewed.
2. Project criteria developed.
3. Existing corridor conditions documented.
4. Stakeholder and community meeting held on January 25.
5. Vision statement drafted.
6. Needs list developed.

Next Steps

1. Conduct needs analysis based on public input and existing conditions of CRH.
2. Finalize project evaluation criteria.
3. Continue public outreach.
4. Recommend alternatives for CRH.
5. Recommend top transportation projects for the CRH.
6. Develop cost estimates for the projects identified.
7. Draft final plan.

Department of Transportation and Public Facilities
Copper River Highway Transportation Master Plan

17

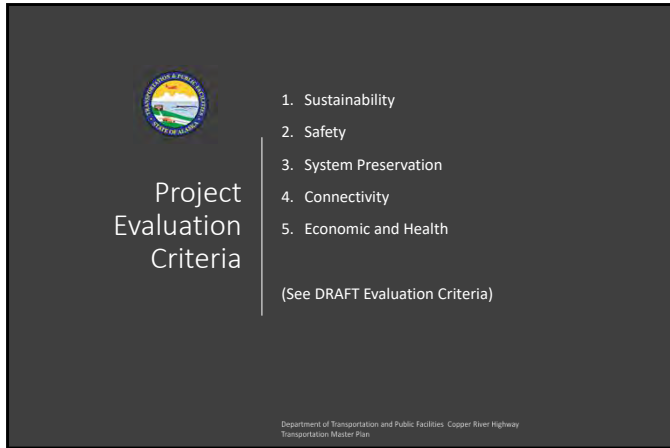


Proposed Evaluation Criteria



Department of Transportation and Public Facilities
Copper River Highway Transportation Master Plan

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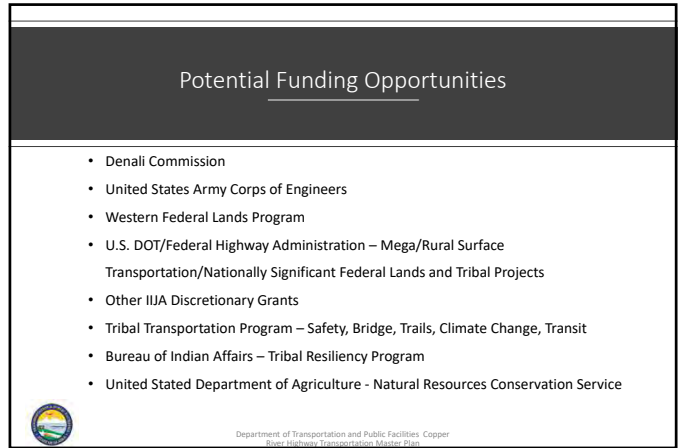
Project Evaluation Criteria

1. Sustainability
2. Safety
3. System Preservation
4. Connectivity
5. Economic and Health

(See DRAFT Evaluation Criteria)

Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

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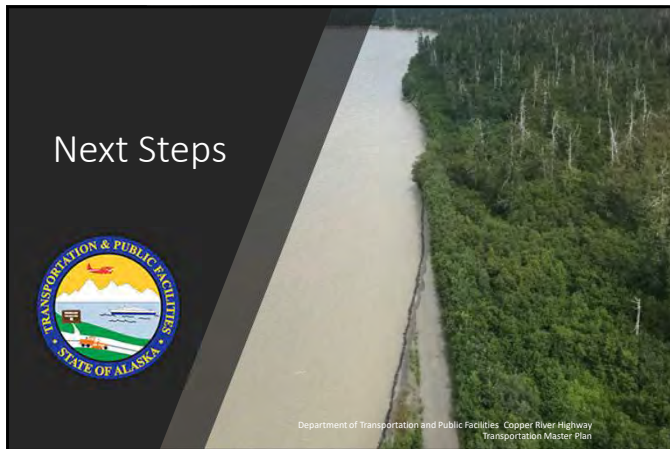


Potential Funding Opportunities

- Denali Commission
- United States Army Corps of Engineers
- Western Federal Lands Program
- U.S. DOT/Federal Highway Administration – Mega/Rural Surface Transportation/Nationally Significant Federal Lands and Tribal Projects
- Other IJA Discretionary Grants
- Tribal Transportation Program – Safety, Bridge, Trails, Climate Change, Transit
- Bureau of Indian Affairs – Tribal Resiliency Program
- United States Department of Agriculture - Natural Resources Conservation Service

Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

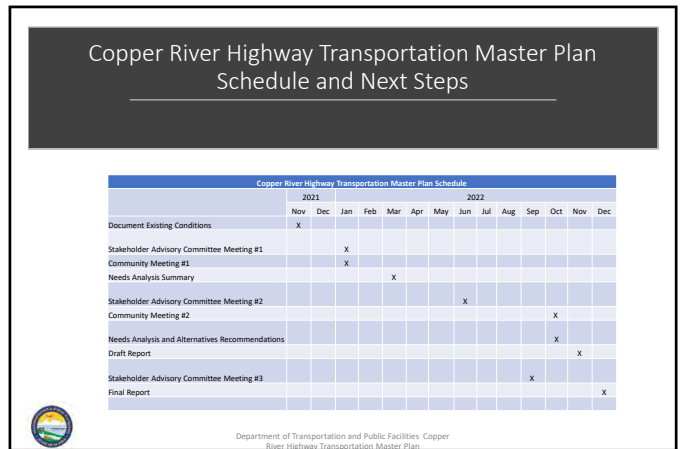
20



Next Steps

Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

21

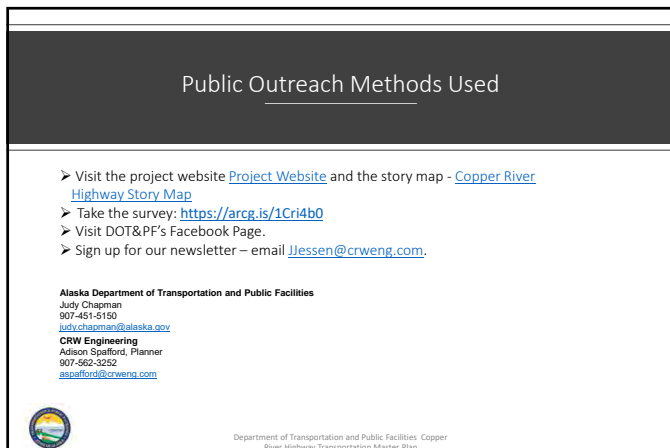


Copper River Highway Transportation Master Plan Schedule and Next Steps

	2021					2022								
	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Document Existing Conditions	X													
Stakeholder Advisory Committee Meeting #1			X											
Community Meeting #1		X												
Needs Analysis Summary				X										
Stakeholder Advisory Committee Meeting #2							X							
Community Meeting #2												X		
Needs Analysis and Alternatives Recommendations												X		
Draft Report													X	
Stakeholder Advisory Committee Meeting #3											X			
Final Report														X

Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

22



Public Outreach Methods Used

- Visit the project website [Project Website](#) and the story map - [Copper River Highway Story Map](#)
- Take the survey: <https://arcgis/1CrI4b0>
- Visit DOT&PF's Facebook Page.
- Sign up for our newsletter – email J.Jessen@crweng.com.

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 Judy Chapman
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 Adison Spafford, Planner
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Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

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Copper River Highway Transportation Master Plan Stakeholder Advisory Committee (SAC) Meeting June 6, 2022 (Zoom)

Meeting Purpose: Review proposed Vision Statement, review and amend list of projects identified to date, and confirm draft evaluation criteria.

Attendees:

DOT&PF: Judy Chapman (via Zoom), William Kulash, April Wooley

CRW: Adison Spafford, Julie Jessen

Advisory Committee: Kate Morse, Copper River Watershed; Kevin Johnson, City of Cordova; Robert Dunning, DOT&PFM&O; Megan Marie, ADF&G; David Phillips, Chugach Alaska Corporation; Ricky Gease, DNR State Parks; Scott Newlun, Cordova Electric Cooperative

Following introductions, Adison Spafford (CRW) reviewed the purpose of the Copper River Highway Master Plan (CRH MP) and the master plan process. Ideas for projects within the corridor are still encouraged and the public is invited to submit suggestions through August 31 through the [online survey](#).

A draft corridor vision statement, which incorporated thoughts heard at the January SAC and public meetings, was shared: *The Copper River Highway will be a safe, reliable, multi-modal transportation corridor that provides access to recreational, economic, and cultural activities for community members and visitors alike while sustaining the area's scenic, cultural, and ecological attributes.* The SAC recommended adding a statement regarding access to Alaska Native Land and Housing. CRW will work with DOT&PF and revise the vision statement per the SAC's comments.

Next, the group reviewed a list of projects heard to date. CRW will work with SAC members to add information/descriptions for each of the projects to facilitate evaluation and ranking.

The majority of the meeting focused on draft project evaluation criteria, which the SAC will use to review projects at the group's next meeting. Ideally, the draft CRH MP will include the top five short-

term and top five long-term projects to be implemented. Goal areas included Sustainability, Safety, System Preservation, Connectivity, and Health and Economy, to which the group added “Other”.

Additional comments included:

- Move G2.3 supports resiliency to Goal 1 Sustainability and expand definition beyond responding to natural disasters
- Move G4.4 Improves multi-modal transportation safety to Goal 2 Safety
- Amend G5.1 to Supports connectivity of fish and wildlife habitat
- Amend G5.2 to include access to cultural and historic sites
- Add Maintains established ROW to Goal 3 System Preservation

In the Other goal category, the group suggested adding the following based on the proposed vision statement:

- (Project) Has community support
- Partnership potential (similar to G1.2)
- Protects scenic qualities
- Minimizes impact to minority and disadvantaged populations (environmental justice/equity)
- Future expandability (e.g., allow space for future projects – sequence the projects)

The next SAC meeting will be held in Cordova in September, and the group will receive a packet of projects to review based on the updated evaluation criteria. SAC members will be asked to send their reviews to CRW in advance of the meeting and CRW will compile rankings for discussion.

A public meeting on the draft plan, including a list of projects and ranking, will be held in October.

Copper River Highway Transportation Master Plan - Project Ranking Matrix					
	Criteria	Reference Information	Rank ability of each criteria to meet Goal 0 = Not applicable 1 = Low 2 = Moderate 3 = High	Reference Information	Rank ability of each criteria to meet Goal 0 = Not applicable 1 = Low 2 = Moderate 3 = High
		Project 1 (name)	Project 1 (name)	Project 2 (name)	Project 2 (name)
Goal 1 - Sustainability					
G1.1	Reduces long-term O&M costs				
G1.2	Has potential to leverage multiple funding sources/partnerships				
G1.3	Long term cost benefit				
G1.4	Limited long-term environmental/human impact				
G1.5	Supports long-term economic development				
G1.6	Within DOT&PF ROW				
Goal 2 - Safety					
G2.1	Addresses critical need with immediate health and safety consequences				
G2.2	Improves long-term health and safety through improved transportation conditions				
G2.3	Supports resiliency (move to sustainability)				
G2.4	Meets FHWA/FAA health and safety design criteria				
G2.5	Provides safe multi-modal transportation access options				
Goal 3 - System Preservation					
G3.1	Improves existing system or facility				
G3.2	Supports preventative maintenance				
G3.3	Supports other state/federal investments	Add maintains established ROW (eliminates or reduces encroachments)			
Goal 4 - Connectivity					
G4.1	Improves access to existing intermodal facilities				
G4.2	Creates new infrastructure in support of other transportation systems or land uses				
G4.3	Supports multi-modal transportation options				
G4.4	improves multi-modal transportation safety (move to safety)				
Goal 5 - Economic and Environmental Health					
G5.1	Supports connectivity of fish and wildlife habitat				
G5.2	Improves access to recreational and subsistence opportunities (cultural and historic sites)				
G5.3	Improves quality of life (dust control, improved access to basic health and sanitation facilities)				
G5.4	Creates opportunities for economic development				
G5.5	Identified in existing plans (City of Cordova Comprehensive Plan, Statewide Long Range Transportation Plan, PWS Transportation Plan, PEL)				
Other					

Public Meetings: The goal of the meetings/open houses was to facilitate communication between the DOT&PF and the broader community of Cordova. Public open houses were held at key phases of project development as structured, open forums for the community and general public. Meetings were advertised at least two weeks in advance in the Cordova Times, post card mailing (for Meeting #1), and via the project newsletter to encourage public awareness and participation.

Public Meeting #1

January 26, 2022 – Cordova Center

A post card was sent to approximately 770 residents, landowners, business owners, elected officials, and others. Advertisements ran in the Cordova Times, Cordova’s weekly newspaper, on January 14 and January 21, 2021. Twenty-five people provided information on the sign-in sheet.

The project team also met with youth from the Cordova High School on February 9, 2022 to identify current conditions and future needs along the highway corridor.

A second public open house will be held in August 2023 to review the draft plan.



January 26, 2022 Public Meeting

Alaska Department of Transportation and Public Facilities

Copper River Highway Transportation Master Plan

What does the future of the Copper River Highway corridor look like?

DOT&PF is launching the Copper River Highway Transportation Master Plan to help the department envision the future of the entire highway corridor, from the ferry terminal to the Million Dollar Bridge. The study will focus on roadway, aviation, riverine, recreational, and other surface improvements. Share your thoughts at the Copper River Highway Transportation Master Plan kickoff and open house!

Open House

Wednesday, January 26, 2022
Cordova Center, 601 First Street
Community Room A

Open House - 5:00 - 7:00 p.m.
Presentation - 5:30 p.m.



DOT&PF operates all programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. See DOT&PF's full Title VI Nondiscrimination Policy here: dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: dot.alaska.gov/cvlrts/titlevi.shtml.



Alaska Department of Transportation
and Public Facilities - Northern Region
2301 Peger Road
Fairbanks, AK 99709

Address Block

**Copper River Highway
Transportation Master Plan
Public Open House
January 26, 2022**

Alaska Department of Transportation and Public Facilities

Copper River Highway Transportation Master Plan

What does the future of the Copper River Highway corridor look like?

DOT&PF is launching the Copper River Highway Transportation Master Plan to help the department envision the future of the entire highway corridor, from the ferry terminal to the Million Dollar Bridge. The study will focus on roadway, aviation, riverine, recreational, and other surface improvements. Share your thoughts at the Copper River Highway Transportation Master Plan kickoff and open house!

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Alaska Department of Transportation and Public Facilities
 Copper River Highway Transportation Master Plan
 January 26, 2022 Public Open House*

Name	Business or Organization	City (if not Cordova)	Email address	*Gender (M, F, X)	*Race (W, AN/NA, B, H, A, PI, O)
Kerry Reed	Dineen Services		Utopia-Reed1@hotmail.com	M	O
Donald J. Tall	Eagle Contracting		ecc1@ctc.ak	M	W
am tan					
Don Scuse	North Star Lumber		North Star Lumber C.C.T. net	M	W
Jeff Bailey	FISHING		jieffish@gmail.com	M	W
Helen Howarth	City of Cordova		citymanager@cityofcordova.net	F	W
MARK HALL	PLAN CORONA		MJHALL105@gmail.com	M	W

* This information is voluntary and is used to ensure fair and equal representation by the public in projects administered by DOT&PF. Race: (White, Alaska Native/Native American, Black, Hispanic, Asian, Pacific Islander, Other)

Title VI of The Civil Rights Act of 1964: It is the policy of the Alaska Department of Transportation and Public Facilities (ADOT&PF), in accordance with 49 CFR Part 21 (Department of Transportation Regulations for the Implementation of Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (P.L. 100.259)m and 23 CFR Part 200 (Title VI Program and Related Statutes-Implementation and Review Procedures, Executive Order 12250, 23 USC 324 (Prohibition of Discrimination on the Basis of Sex), Title VIII of the Civil Rights Act of 1964m 23 USC 109(h), DOT Order 1050.2, the Civil Rights Restoration Act of 1987m and Executive Order 12898- Environmental Justice, that no person in the State of Alaska shall, on the grounds of race, color, sex, or national origin, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination under any program or activity regardless of whether the Department receives federal assistance from the US Department of Transportation, including the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Americans with Disabilities Act: It is the policy of the Alaska Department of Transportation & Public Facilities (ADOT&PF) that no qualified individual with a disability shall, solely on the basis of his or her disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any of its programs, services, or activities as provided by Section 504 of the Rehabilitation Act of 1973and the Americans with Disabilities Act of 1990 (ADA). ADOT&PF further assures that every effort will be made to provide nondiscrimination in all of its programs and activities regardless of the funding source, including FTA, FAA, FHWA, and state funds.



Alaska Department of Transportation and Public Facilities
 Copper River Highway Transportation Master Plan
 January 26, 2022 Public Open House*

Name	Business or Organization	City (if not Cordova)	Email address	*Gender (M, F, X)	*Race (W, AN/NA, B, H, A, PI, O)
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William Kulash	DOT + PF	Fairbanks, AK	William.Kulash@alaska.gov	M	W
Sharon McCalvy		Cordova, AK	slmecalvy@gmail.com	F	W
IRA GRINDLE		Cdv	igrindle@CTRAK.NET	M	
Ralph Bullis	Feather Productions		electron3@gci.net	M	W
Barb Hanson		Cdv	blhanson@aksonet	F	
Sean O'Brien	NVE	CDV	Sean.O'Brien@eyck-nsu.gov	M	AN

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Alaska Department of Transportation and Public Facilities
 Copper River Highway Transportation Master Plan
 January 26, 2022 Public Open House*

Name	Business or Organization	City (if not Cordova)	Email address	*Gender (M, F, X)	*Race (W, AN/NA, B, H, A, PI, O)
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Nancy Bird			nbird5800@gmail.com	F	W
Tina Hammer					
Lindsey Hammer	PWSEDD		programmanager@pwsedd.org		
JOHN BAENEN	WILSON CONST.		WILSONC1@AK.NET		
Zachary Smith	Forbes		snowdonsmith@protonmail.com	M	W

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Alaska Department of Transportation and Public Facilities
 Copper River Highway Transportation Master Plan
 January 26, 2022 Public Open House*

Name	Business or Organization	City (if not Cordova)	Email address	*Gender (M, F, X)	*Race (W, AN/NA, B, H, A, PI, O)
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Kirsti Jurian	CRWP		Kirsti@copperriver.org		
Leif Stavig			ljstavig@gmail.com	M	W
Denna Stavig			denna.stavig@gmail.com		

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Copper River Highway Transportation Master Plan


Public Open House

January 26, 2022

1

Purpose of Meeting



- DOT&PF wants to work with the community to develop a vision for the Copper River Highway Corridor.
- DOT&PF wants to work with the community to identify issues within the corridor.
- A Master Plan will help the DOT&PF as well as the City and Tribal government secure funding from various sources.

Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

2

What is the Copper River Highway Transportation Master Plan?

- Takes a high-level view of the corridor with a **25-year timeframe**.
- Looks at **multiple modes of transportation**, as well as potential land use changes and economic benefits.
- Identifies **future projects** based on economic, community, land use and other long-term goals.
- **Prioritizes potential projects** using goal-driven criteria.
- Coordinates planning document with the Copper River Highway Planning and Environmental Linkage Study.
- Identifies **potential funding** sources for prioritized projects.

Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

3

Why is the Copper River Highway Transportation Master Plan Important?

- Creates a vision for future use of the CRH.
- Identifies transportation issues and concerns along the CRH.
- Identifies transportation issues and priorities from the community's perspective.
- Supports long-range planning and land use decisions based on community values.
- Identifies potential funding sources and partners.

Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

4

What is the Planning Process for a Master Plan?

- Review existing planning documents and other projects within the CRH study area.
- Document existing conditions.
- Conduct public outreach.
- Develop a vision.
- Develop alternatives.
- Document transportation needs and issues within the study area.
- Evaluate projects based on criteria developed by the planning team.
- Prioritize and recommend projects based on public input and scoring from the evaluation exercise.
- Prepare planning level costs estimates for the recommended projects.
- Prepare a final plan for DOT&PF and the community.

Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

5

Where We Are in the Planning Process

Progress to-date

1. Existing community and transportation plans reviewed.
2. Project criteria developed.
3. Existing corridor conditions documented.

Next Steps

1. Finalize a vision for the CRH.
2. Conduct needs analysis based on public input and existing conditions of CRH.
3. Finalize project evaluation criteria.
4. Continue public outreach.
5. Recommend alternatives for CRH.
6. Recommend top transportation projects for the CRH.
7. Develop cost estimates for the projects identified.
8. Draft final plan.

Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

6

Copper River Highway Transportation Master Plan Schedule and Next Steps

Copper River Highway Transportation Master Plan Schedule																
	2021				2022											
	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Documentation of Existing Conditions Summary	X	X	X	X												
Advisory Committee Meeting #1					X											
Community Meeting #1					X											
Needs Analysis Summary						X	X	X	X							
Advisory Committee Meeting #2										X						
Community Meeting #2											X	X				
Needs Analysis and Alternatives Recommendations												X	X			
DRAFT Report													X			
Advisory Committee Meeting #3														X		
Draft Final Report															X	X
Final Report Submitted to DOT&PF for Approval																X

Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

7

How to Provide Input and Stay Involved!

- Complete the comment form.
- Meet with one of the planning team members to provide your input on the vision of the CRH and identify transportation issues along the corridor.
- Take the survey: <https://arcg.is/1Cri4b0>
- Visit DOT&PF's Facebook Page.
- Sign up for our newsletter – email JJessen@crweng.com.

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 Judy Chapman
 907-451-5150
judy.chapman@alaska.gov

CRW Engineering
 Addison Spafford, Planner
 907-562-3252
aspafford@crweng.com

Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

8



Copper River Highway Transportation Master Plan
Comment Form
January 26, 2022

My proposed Vision Statement for the Copper River Highway Corridor

In the future, I would like to see... Road fixed to Million
Dollar Bridge / Campground

My suggested Goals for the Copper River Highway Corridor

For Connectivity: _____

For Recreation: More FS Camp & Picnic Grounds

For Economic Development: _____

For Our Community: _____

Other Goal: _____

Here are project ideas that support my vision and goals for the corridor:

- _____
- Runway at Million Dollar Bridge
- _____

Please write additional comments or suggestions on the reverse side of this sheet.

Name: Ralph Bullis



Copper River Highway Transportation Master Plan
Comment Form
January 26, 2022

My proposed Vision Statement for the Copper River Highway Corridor

In the future, I would like to see... Access to fifty mile
and the forest service Recreation area

My suggested Goals for the Copper River Highway Corridor

For Connectivity: _____

For Recreation: _____

For Economic Development: would help conduct with
income for forest

For Our Community: _____

Other Goal: just be nice to go for a drive
again

Here are project ideas that support my vision and goals for the corridor:

- _____
- _____
- _____

Please write additional comments or suggestions on the reverse side of this sheet.

Name: Don Scutt



Copper River Highway Transportation Master Plan
Comment Form
January 26, 2022

My proposed Vision Statement for the Copper River Highway Corridor

In the future, I would like to see... ~~the~~ Silver Salmon
Stacked at clear creek on
CRH

My suggested Goals for the Copper River Highway Corridor

For Connectivity: _____

For Recreation: _____

For Economic Development: _____

For Our Community: _____

Other Goal: _____

Here are project ideas that support my vision and goals for the corridor:

- _____
- _____
- _____

Please write additional comments or suggestions on the reverse side of this sheet.

Name: Ralph Bullis



Copper River Highway Transportation Master Plan
Comment Form
January 26, 2022

My proposed Vision Statement for the Copper River Highway Corridor

In the future, I would like to see... _____

My suggested Goals for the Copper River Highway Corridor

For Connectivity: _____

For Recreation: _____

For Economic Development: *Connect the highway to the Richardson Hwy - Haul ~~area~~ freight and get out to visit family more often*

For Our Community: _____

Other Goal: _____




Here are project ideas that support my vision and goals for the corridor:

- _____
- _____
- _____


Please write additional comments or suggestions on the reverse side of this sheet.

Name: _____

Copper River Highway Transportation Master Plan
 Youth Engagement
 Mr. Sorenson's Class
 February 9, 2022
 2:45-3:30pm

1



Agenda


1. What is Planning? What is the Process? Why is it important?
2. Copper River Highway Transportation Master Plan Overview.
3. Purpose of Engagement Today.
4. Assignment Overview.

Department of Transportation and Public Facilities, Copper River Highway Transportation Master Plan

2


What is the Planning Process for a Transportation Master Plan?

1. Identify a problem.
2. Begin the planning process. Set goals with what the planning team is trying to accomplish.
3. Gather data. Review existing planning documents and other projects currently happening within the study area. Conduct public outreach.
4. Document existing conditions and transportation needs and issues within the study area.
5. Evaluate projects based on criteria developed by the planning team.
6. Prioritize and recommend projects based on public input and scoring from the evaluation exercise.
7. Prepare planning level costs estimates for the recommended projects.
8. Prepare a final plan for DOT&PF and the community.



Department of Transportation and Public Facilities
 Copper River Highway Transportation Master Plan

3




What is the Copper River Highway Transportation Master Plan?

- A high-level transportation corridor study, typically with a **25-year timeframe**.
- Develops a long-term vision for the CRH.
- Looks at **multiple modes of transportation**, as well as potential land use changes and economic benefits.
- Identifies **future projects** based on economic, community, land use and other long-term goals.
- **Prioritizes potential projects** using goal-driven criteria.
- Coordinating planning document with the Copper River Highway Planning and Environmental Linkage Study.
- Identifies **potential funding sources** for prioritized projects.

Department of Transportation and Public Facilities, Copper River Highway Transportation Master Plan

4

Purpose of Youth Engagement



- The DOT&PF is working on a Transportation Master Plan for the Copper River Highway.
- The Copper River Highway (CRH) has transportation issues.
- You are the future leaders of Cordova.
- DOT&PF wants to work with the community (youth and elders) to develop a vision for the CRH.
- A Master Plan may help the DOT&PF as well as the City and Tribal government secure funding from various sources.

Department of Transportation and Public Facilities, Copper River Highway Transportation Master Plan

5

How to Provide Input and Stay Involved!

- Complete the comment form.
 1. Vision – Please provide a few words regarding how you vision the Copper River Highway in 25 years.
 2. Transportation Projects – Please provide ideas for transportation improvements along the CRH i.e., bike paths, turn outs, lighting etc.
 3. Maps – Please mark up the project maps. Add transportation concerns or issues, as well as transportation improvement ideas to the map.
- Sign up for our newsletter – email jjessen@crweng.com

Alaska Department of Transportation and Public Facilities
 Judy Chapman
 907-451-5150
judy.chapman@alaska.gov

CRW Engineering
 Adison Spafford, Planner
 907-562-3252
aspa@crweng.com

Department of Transportation and Public Facilities, Copper River Highway Transportation Master Plan

6

E-Newsletters: Electronic newsletters, sent via e-mail, offered an opportunity to provide updates on the project's progress. Hardcopy versions of the newsletter were mailed upon request to individuals without e-mail access. The E-newsletters notified recipients about upcoming public comment opportunities and provided project updates and information.



Alaska Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan *Envisioning the future for the Copper River Highway corridor*

The Copper River Highway Corridor

The Alaska Department of Transportation and Public Facilities (DOT&PF) is responsible for designing, constructing and maintaining the Copper River Highway for safe and efficient travel. DOT&PF is currently looking at ways to reconstruct, repair, and replaced damaged bridges and culverts between Milepost (MP) 27 and Abercrombie Creek at MP 51...but what else needs to be done?

DOT&PF is launching the Copper River Highway Transportation Master Plan to help the department envision the future of the entire highway corridor, from the ferry terminal to the Million Dollar Bridge. The study will focus on roadway, aviation, riverine, recreational, and other surface improvements.

Here's how you can help:

- Tell us your vision for the highway. How does it serve the community of Cordova in 2047 and beyond?
- What needs can the highway corridor address (e.g., support economic development, improve access to outdoor recreation and subsistence activities, etc.)?
- What projects could help meet those needs?
- Attend the public open house on January 26, 2022 at the Cordova Center.
- Submit your comments Online (link to GIS map survey).

DOT&PF will use this information to develop a long-term strategy for the highway corridor, prioritize projects, and identify potential funding partnerships. A draft Copper River Highway Transportation Master Plan will be available for review and additional comments in Spring 2022.

Get Involved!

What does the future of the Copper River Highway Study Corridor look like? Share your thoughts at the Copper River Highway Transportation Master Plan project kickoff and open house!

Public Open House

When:

Wednesday, January 26, 2022

Where:

Cordova Center
601 First Street
Community Room A

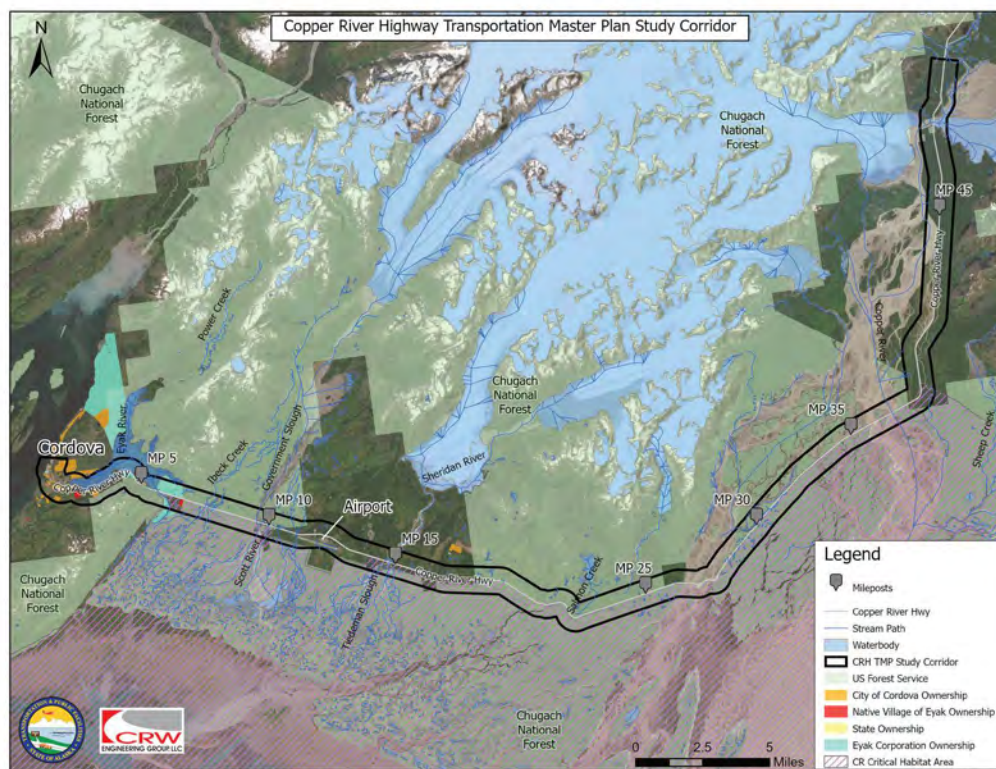
Schedule:

Open House - 5:00 - 7:00 p.m.

Presentation - 5:30 p.m.

Copper River Highway Study Corridor Fast Facts

- The Copper River Highway starts at Ferry Terminal Road (MP 0) and ends just past the Million Dollar Bridge (MP 51).
- The highway is classified as a Major Collector roadway up to the Steven Green Bridge (#339) at MP 36, which means it supports moderate traffic capacity with a maximum speed of 55 mph. Between MP 36 and 51, the highway does not have a classified service level.
- DOT&PF's right-of-way extends 150 feet from the highway's center line. Uses of the right-of-way include foot paths, bike paths, frontage roads, pullouts, parking areas, placement of utilities, and other public uses as DOT&PF deems necessary for the welfare of the public.
- The Copper River Highway is a designated Alaska Scenic Byway, which makes it eligible for grant funding to promote the highway's special qualities.



Questions? Comments? Let us know your vision for the Copper River Highway!

DOT&PF Project Manager: Judy Chapman - judy.chapman@alaska.gov

CRW Public Involvement: Julie Jessen - jjessen@crweng.com



The Alaska Department of Transportation and Public Facilities designs, constructs, operates, and maintains the state's transportation infrastructure systems, buildings, and other facilities used by Alaskans and visitors. These include more than 5,600 miles of paved and gravel highways; more than 300 aviation facilities, including 237 airports; 21 harbors; and a ferry system covering 3,500 nautical miles serving 35 coastal communities.

DOT&PF operates all programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: dot.alaska.gov/cvlrts/titlevi.shtml.



The Copper River Highway Corridor

DOT&PF is preparing a Copper River Highway (CRH) Transportation Master Plan to help the department envision the future of the highway corridor from milepost (MP) 0 at the ferry terminal to MP 51 at Abercrombie Creek. The plan focuses on roadway, aviation, riverine, recreational, and other surface improvements. Once complete, DOT&PF, the City of Cordova, the Native Village of Eyak, and others can use the plan to secure funding for projects important to the community.

Where we are now:

Thanks to all who showed up for our January 26, 2022 public open house! We received great input on potential improvements, how people use the highway corridor today, and how they want the corridor to function in the future. We heard about the highway's scenic and historic value, its role in supporting Cordova's economy, and the importance of accessing recreational and other infrastructure past Bridge #339, which is currently closed due to structural issues.

Based on community input, DOT&PF is proposing the following draft CRH vision statement:

The Copper River Highway will be a safe, reliable, multi-modal transportation corridor that provides access to recreational, economic, and cultural activities for community members and visitors alike while sustaining the area's scenic, cultural, and ecological attributes.

The planning team will use this vision to document transportation issues and needs, prioritize community-identified projects, and identify potential alternatives and funding sources.

We want to hear from you!

- Visit the CRH Master Plan web page at <https://dot.alaska.gov/nreg/copperriverhighway/>
- Submit your project ideas Online at <https://arcg.is/1i8GHDO>.
- Sign up for future plan updates and meeting announcements by e-mailing jjessen@crweng.com.

Next Steps:

DOT&PF, advised by a local Stakeholder Advisory Committee, will use this information to begin prioritizing critical projects. The ranking criteria and project list will be shared with the community in the draft Copper River Highway Transportation Master Plan later this year.

Submit your project ideas today!
<https://arcg.is/1!8GHD0>

Address Block

Alaska Department of Transportation
and Public Facilities - Northern Region
2301 Peger Road
Fairbanks, AK 99709



Copper River Highway Study Corridor Fast Facts

- The Copper River Highway starts at Ferry Terminal Road (MP 0) and ends just past the Million Dollar Bridge at Abercrombie Creek (MP 51).
- Uses within DOT&PF's right-of-way include foot paths, bike paths, frontage roads, pullouts, parking areas, placement of utilities, and other public uses as DOT&PF deems necessary for the welfare of the public.
- The Copper River Highway is a designated Alaska Scenic Byway, which makes it eligible for grant funding to promote the highway's special qualities.

Questions? Comments? Tell us how the Copper River Highway corridor can meet Cordova's needs now...and 25 years from now!

DOT&PF Project Manager: Judy Chapman - judy.chapman@alaska.gov

CRW Public Involvement: Julie Jessen - jjessen@crweng.com



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Online Survey: DOT&PF utilized an online survey to gather input from individuals who were not able to attend the public open house. The survey was designed to gauge opinions on issues specific to the corridor and included an open-ended comment section to gather other information that might reflect on the planning process.

2. Select Location

Specify the location for this entry by clicking/tapping the map or by using one of the following options.

Latitude: 60.72536, Longitude: -144.96007



3. Complete Form

Add this information to the map.

[Submit Comment](#) [View Submissions](#)

Survey Details

The Survey ran from Jan. 2022 to Aug. 31, 2022.
85 responses were received and categorized by Improvement category

Categories:
 New Recreation Infrastructure
 New Access Points
 Commercial Development
 Bike/Pedestrian Pathways
 Fish/Wildlife Passage
 Maintenance Needs
 And Other Infrastructure Improvements

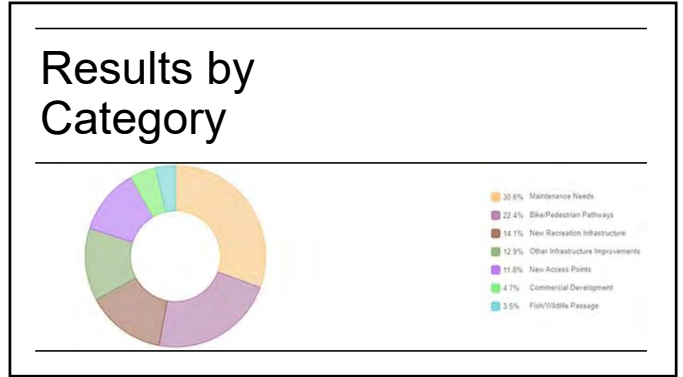
1. Enter information

What type of improvements would you like within the CRP corridor? required

Select...

Comments

1



2



3

Observations

Maintenance is the largest category, followed by Bike/Pedestrian Pathways

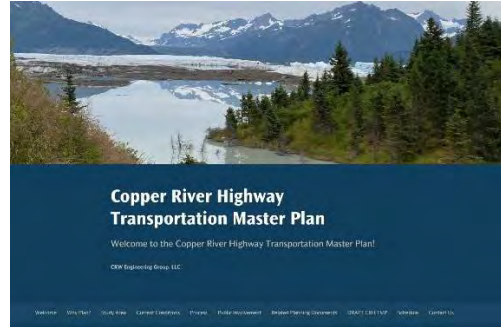
Many comments also recognize the shifting nature of these river channels and warn against major investment in infrastructure without proper controls

Some of the most common comments included fixing bridges/washouts, snow removal, and trail access

Access to both recreation and traditional subsistence areas are priorities

4

Project Web Site/Facebook GIS mapping, surveys, and graphics will be prepared and provided for all meetings and made available via the DOT&PF project website and Facebook throughout the planning process.





TRIP REPORT

Project: 30121.00 Copper River Highway Master Plan
Purpose: Public Open House #2
Date: Wednesday, September 27 – Thursday, September 28, 2023
People Traveling: Noah Irby, CRW
Meg O’Mullane, CRW
Jeff Stutzke, DOT&PF
William Kulash, DOT&PF
Kaitlin Williams, DOT&PF
Brett Nelson, DOT&PF
Location: Cordova, Alaska
Reporter: Noah Irby

Trip Timeline

Wednesday, Sep 27, 2023

Noah Irby and Meg O’Mullane arrived at Anchorage International Airport (ANC) in early afternoon in separate vehicles, checked baggage and equipment, and departed on Alaska Airlines flight 66 by 1:45pm. DOT&PF staff were on the same flight. Flight 66 landed at Merle K. (Mudhole) Smith Airport (CDV) at approximately 2:45pm. Weather conditions were sunny and warm with slight wind.

Upon arrival and collecting their baggage, Noah and Meg met with Brett Nelson and William Kulash on the walk to Chinook Auto Rentals and discussed open house setup and preparatory work briefly and then were introduced to the rest of the DOT team; both parties agreed to check into their accommodations, then meet at the Cordova Center at 4:00pm to begin setup for the open house. The CRW team obtained their rental car and drove to *The Reluctant Fisherman Inn* to check-in and drop off some luggage. Following this, the team walked to the Cordova Center and met DOT&PF there by 4:00pm. Preparation for the open house took until approximately 4:45-5:00pm, and consisted of setting up chairs, setting up posters and comment forms at various stations, setting up light refreshments, setting up the background slides, and discussing open house parameters and strategy amongst the team.

The open house proceeded as scheduled from 5:00pm to 7:00pm. Members of the public filtered in and out throughout this duration. Generally, a member from CRW greeted guests as they arrived and explained the purpose of the public open house, offered refreshments and

copies of plan materials, and directed them to sign in and proceed into the open house. DOT&PF and the remaining CRW Team Member then discussed the plan components and planning process, and addressed any questions or concerns in more detail as people had a chance to settle in. Largely, group conversations between multiple members of the public and CRW/DOT&PF were held, and issues or questions were discussed in an open format. A full summary of open house notes are included as an attachment to this trip report.

Open house attendance was somewhat lower than expected. A total of 13 people signed in via the sign-in sheet (including most of the project team), but there were approximately 5 additional guests who contributed towards conversation but did not sign in. It was noted anecdotally by multiple members of the public that this was the first nice weather day in several weeks, and that this open house was surely competing against nature for attendance.

At the conclusion of the open house, the team put away all the materials and cleared the meeting area, returned to the hotel, then concluded the work day at approximately 7:30pm..

Thursday, Sep 28, 2023

Both DOT&PF and CRW elected to spend the time preceding the afternoon flight back to Anchorage driving the length of the accessible Copper River Highway and taking photos and documentation for the Master Plan/PEL/Marketing Materials. Noah Irby and Meg O'Mullane checked out of the hotel and began their drive at approximately 8:00 am. They stopped at various points along the highway documenting typical culvert conditions, typical road shoulder conditions, typical bridge conditions, the Ibeck Creek Area, and other details. Following this, around noon, the CRW team went back to town to fill up the rental car and then returned to CDV to drop off the car and board Alaska Airlines flight 61 back to ANC. The plane departed at 1:38pm and arrived at ANC at 2:30pm. Noah and Meg collected their luggage, and then returned to CRW to put away meeting materials.

Public Open House:

Results

See attachments to this trip report for scanned copies of sign-in sheets and open house materials, including full open house notes.

Generally, the master plan and alternatives were received well, especially with regard to projects 1, 2, and 3 (Improve Parking at Ibeck Creek, Multi-use Pathway to Connect Cordova Ferry Terminal to Merle K (Mudhole) Smith Airport, and Replace Bridges NBI #339 and NBI #340 with a new single span bridge). Open House participants were also in favor of projects 4 and 5

but expressed skepticism towards these projects chance of being fully funded. Open House participants offered multiple suggestions or information on project feasibility and considerations – see attached open house notes for details.

The open house was advertised in the preceding weeks through multiple vectors. These included a post card mailer to the project mailing list and a print advertisement in the Cordova Times in the week before the event. Additionally, an email blast was sent to the project email list, and the Cordova Chamber of Commerce sent an email out to its mailing list. The Stakeholder Advisory committee was also informed of the planned open house details in advance of advertising.

Paper comment forms were printed and set up at one of the tables. Additionally, a QR code linking to an online Survey123 app was provided for the option to enter comments digitally. The online survey was launched September 15, 2023 and is open until October 14, 2023. The QR code and a hyperlink were included on all advertising materials. No open house participants elected to submit paper comment forms at the time of the open house, but a few did submit comments digitally, and that option remains open until the close of the survey.

Attachments

Contents:

Pre-Trip Field Plan
Email/Flyer Notice
Post Card
Print Advertisement
Welcome Sign
Sign-In Sheets
Open House Notes
Public Comment Form QR Code
Public Comment Form Online Template
Record of Public Comments Submitted
Top 5 Alternatives Poster
Top 5 Alternatives Poster w/ Meeting Markups
Open House background powerpoint slides
Thank You Notice
Open House and Site Visit Photos

Field Plan: CRH MP Public Open House 2

Dates: Wednesday September 27 – Thursday September 28

Travel Team: Noah Irby (CRW), Meg O'Mullane (CRW)

Also coming: Jeff Stutzke, Brett Nelson, William Kulash, Kaitlin Williams (DOT)

COVID Requirements: None

Travel Details: Departing ANC-CDV 1:45pm-2:38pm. Returning CDV-ANC 1:38pm-2:30pm

Regular Scheduled Flights: Yes

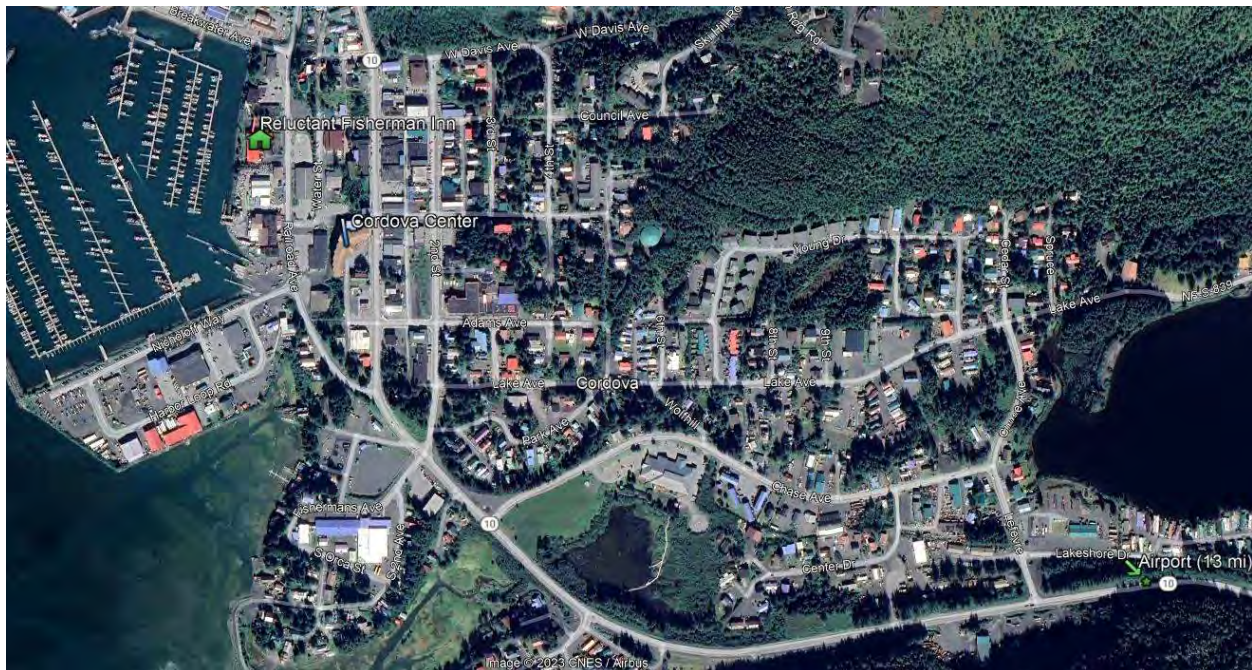
Community Transportation: Rental Car from Chinook Auto Rental under Noah's name (at airport).

Lodging: The Reluctant Fisherman Inn, 407 Railroad Ave, Cordova, AK 99574. (907) 424-3272

Meeting Venue: The Cordova Center, Atrium A and B, 601 First St, Cordova, AK 99574. 907-424-6665

Estimated Weather Conditions: No severe conditions anticipated, temp in 40's and 50's, partly cloudy, light winds

Scope of Work: Prep for and Conduct Public Open House at the Cordova Center Wednesday Evening. Interface and answer questions from the public, facilitate sign-ins, comment forms, and general discussion. Then, time permitting, Thursday AM drive the accessible portions of the Copper River Highway and get additional documentation and photos of project sites and features.



Schedule:

Wednesday 9/27

Noah to pack public meeting materials and load into truck in AM, drive to the airport and check-in. Meg to take a separate vehicle and meet there. Depart from Anchorage International Airport on Alaska Airlines flight 66 at 1:45pm. Arrive at Cordova's Merle K (Mudhole) Smith Airport at 2:38pm. Gather checked baggage and collect rental car from Chinook Auto Rental. Drive to hotel, check-in, and drop off luggage. Drive to Cordova Center and begin setting up meeting materials and displays. Coordinate meeting details/strategy with DOT. Public Open House from 5:00pm to 7:00pm, center is booked till 8:00pm. Conduct Open House, discussing planning effort with members of the public, facilitating sign-ins, directing to comment forms, take notes and pictures. Begin clearing up at 7:00pm. Pack materials into car and drive back to hotel for the night.

Thursday 9/28

Check-Out/Leave hotel early AM and drive through accessible portions of Copper River Highway documenting site conditions for typical crossings, Ibeck Creek Parking Area, potential Access/Road Width issues, culverts, and notable bridge deficiencies. Arrive back to airport in time to return car and check-in for Alaska Airlines flight 61. Depart from Merle K (Mudhole) Smith Airport at 1:38pm. Arrive at Anchorage International Airport at 2:30pm. Collect bags and return to CRW to offload meeting materials. Begin working on trip report.

Contacts:	Contact #:
<i>CRW</i>	Phone numbers removed for publication of this document
Front Desk	
Matt Edge	
Noah Irby	
Meg O'Mullane	
Priscilla Gillow	
<i>DOT Contacts</i>	
Jeff Stutzke (DOT Hydraulics Engineer)	
Brett Nelson (DOT Project Manager/Planning Chief)	
William Kulash (Bill) (DOT Environmental Impact Analyst – Writing the PEL)	
<i>Cordova Center (Venue)</i> (Megan Anderson, Events Coordinator)	
<i>Cordova Services</i>	
Cordova Police Department	
Volunteer Fire Dept	
Cordova Community Medical Center	
The Reluctant Fisherman Inn	
Chinook Auto Rental	

Packing List:

- 1x Identification and personal effects (Both)**
 - 1x Personal bag with clothing, toiletries, etc (optionally, food) for 1n/1d (Both)**
 - 1x Laptop with additional graphics for projector (Noah)**
 - 1x Cooler/Bag with meeting snacks (cookies etc.) (Noah)**
 - 1x Field Notebook + Pen (Both)**
 - 2x High-Vis Vests (Noah)**
- (Cont. Next Page)**

Printed Materials and misc. supplies:

- 1x Hard-Case Poster Bag (Noah)**
 - 1x Welcome Poster**
 - 1x Top 5 Alternatives Poster**
- 1x Bag for other Printed Materials/supplies (Noah)**
 - 2x Trip Plan (this document)**
 - 25x BW Stapled Plan Copies (no appendices)**
 - 2x BW Bound Plan Copies (w/ appendices)**
 - 1x Color Bound Plan Copy (w/ appendices)**
 - 1x Thank you Poster (laminated)**
 - 1x QR Code Comment Form sheet (laminated)**
 - 1x Criteria Sheet (laminated)**
 - 10x Sign-In Sheet**
 - 70x Paper Comment Form sheet**
 - 1x Rolled Scroll Map (Version of Top 5 poster)**
 - 10x Name Tag Stickers for CRW and DOT**
 - 20x ballpoint pens**
 - 2x Big Sharpies**
 - 1x Extra Notebook**
 - 1x Clipboard**

Alaska Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

The Copper River Highway Transportation Master Plan is almost complete! Join DOT&PF and CRW Engineering Group Inc. to discuss and review this planning document and its implications on roadway, aviation, riverine, recreational, and other surface improvements. Light refreshments provided.

Submit comments in person or via our online platform:

<https://arcg.is/GC1za>



The draft plan is available for review in its entirety at:

<https://dot.alaska.gov/nreg/copperriverhighway/>

Open House

Wednesday, September 27, 2023

Cordova Center, 601 First Street
Community Room A

5:00 p.m - 7:00 p.m.



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Cordova Center, 601 First Street
Community Room A
5:00 p.m - 7:00 p.m.



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Alaska Department of Transportation
and Public Facilities - Northern Region
2301 Peger Road
Fairbanks, AK 99709

Address Block

**Copper River Highway
Transportation Master Plan
Public Open House
September 27, 2023**

[Print Advertisement](#)

Alaska Department of Transportation and Public Facilities

Copper River Highway Transportation Master Plan

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Submit comments in person or via our online platform:

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Welcome Sign

Welcome! Please sign in.

Copper River Highway Transportation Master Plan

Open House

September 27, 2023

The purpose of tonight's meeting is to discuss and review the draft Master Plan and to offer the public an additional avenue to submit comments and ask questions.





Alaska Department of Transportation and Public Facilities
 Copper River Highway Transportation Master Plan
 September 27, 2023 Public Open House*

Name	Business or Organization	City (if not Cordova)	Email address	*Gender (M, F, X)	*Race (W, AN/NA, B, H, A, PI, O)
Noah Irby	CRW Engineering Group	Anchorage	noah.irby@crweng.com	M	
Meg O'Mullane	CRW Engineering	Anchorage	momullane@crweng.com	F	W
Bill Kulash	DOT & PF	Fairbanks	William.Kulash@alaska.gov	M	
Wendy Ranney	Orca Adventure Lodge City Council Member	W Cordova	orcacannery@gmail.com	F	W
JEFF STUTZKE	AK DOT: PF	FBKS	Jeff.Stutzke@alaska.gov	M	W
Ralph Bullis			rbullis888@gmail.com	M	W
Martha Cochran	Copper River Apbs.			F	
MARK HALL	PLANNING COMMISSION				

* This information is voluntary and is used to ensure fair and equal representation by the public in projects administered by DOT&PF. Race: (White, Alaska Native/Native American, Black, Hispanic, Asian, Pacific Islander, Other)

Title VI of The Civil Rights Act of 1964: It is the policy of the Alaska Department of Transportation and Public Facilities (ADOT&PF), in accordance with 49 CFR Part 21 (Department of Transportation Regulations for the Implementation of Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (P.L. 100.259)m and 23 CFR Part 200 (Title VI Program and Related Statutes-Implementation and Review Procedures, Executive Order 12250, 23 USC 324 (Prohibition of Discrimination on the Basis of Sex), Title VIII of the Civil Rights Act of 1964m 23 USC 109(h), DOT Order 1050.2, the Civil Rights Restoration Act of 1987m and Executive Order 12898-Environmental Justice, that no person in the State of Alaska shall, on the grounds of race, color, sex, or national origin, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination under any program or activity regardless of whether the Department receives federal assistance from the US Department of Transportation, including the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Americans with Disabilities Act: It is the policy of the Alaska Department of Transportation & Public Facilities (ADOT&PF) that no qualified individual with a disability shall, solely on the basis of his or her disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any of its programs, services, or activities as provided by Section 504 of the Rehabilitation Act of 1973and the Americans with Disabilities Act of 1990 (ADA). ADOT&PF further assures that every effort will be made to provide nondiscrimination in all of its programs and activities regardless of the funding source, including FTA, FAA, FHWA, and state funds.



Alaska Department of Transportation and Public Facilities
 Copper River Highway Transportation Master Plan
 September 27, 2023 Public Open House*

Name	Business or Organization	City (if not Cordova)	Email address	*Gender (M, F, X)	*Race (W, AN/NA, B, H, A, PI, O)
Clifford Olsen		CDV			
Steve Ranny		Cordova	windsram@yahoo.com	M	W
Mary Anne Bishop	PWS Audubon Society	Cordova	Dbishopmary@yahoo.com		
Kristin Carpenter	PWSEDD	Cordova	executivedirector@pwsedd.org	F	W
Brett Nelson	DOT+PF	Fbks	brett.nelson@alaska.gov	m	W

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Copper River Highway Transportation Master Plan

Public Open House

September 27, 2023

5:00 p.m. – 7:00 p.m.

Cordova Center

Feedback from the public:

- A group of community members said that paving the road to the landfill (just past the airport) would be great for the community. Currently the road is only paved to the airport.
- A few community members said that at the Ibeck Creek fishing area the area between the two bridges (348 and 349) is the first choice for people parking. They felt that this section should be priority to have parking.
- A few community members mentioned that there had been an old study/plan/design (?) into putting in a bike path from downtown to Eyak River, but the plans never went forward. This may have been the [2019 Cordova Comprehensive Plan](#) that proposed a strategy to 'Provide an Efficient network of travel route options for pedestrians and bicycles' on Page 42, including:
 - 'Improved pedestrian connectivity between South Fill and the junior/senior high school'
 - 'Improved route from the elementary school to Vina Young Subdivision'
 - Creating paths 'including along Whitshed Road and the road to the airport'
- Suggestion that a multi-use pathway should commence beyond the Ferry Terminal at the fish cleaning station north of Hippie Cove to the new Prince William Sound Science Center. Our current draft just has the bike path to the ferry terminal. ([Here](#)¹ is the masterplan for the Science Center at Hippie Cove done by Agnew Beck).
- Suggestion that a multiuse pathway within the first 6 miles of the Copper River Highway is priority over going all the way to the airport. This is because children could then ride their bikes safely to travel to school and to friends' houses. Currently the only option for bike riding is on the narrow shoulder of the 55MPH road in the area near Lake Eyak, which is not safe for children (or adults).
- There was mention of the Cordova Trail and Covered Spaces project in Cordova, an effort to link rotundas and covered areas together with pathways. The project's website is [here](#)².
- There was discussion of the controversial Shepherd Point Road project that is currently under construction. The road will go to Nelson Bay, 7 miles directly north of Cordova.
- Some community members expressed desire for easier access to the campground close to the Million Dollar bridge. They also noted that provided bridge 339 was replaced and the highway

¹<https://pwssc.org/wp-content/uploads/2019/11/Hippie-Cove-PWSSC-Master-Plan.pdf>

² <https://visitcordovaalaska.org/cordovacoveredoutdoorspacesproject.html>

was routed around the washed out area that there would be no other significant access issues to accessing this recreational resource.

- One community member expressed that the plan should discuss more about previous efforts to maintain/restore the MDB, and the issues it's had in the past.
- One community member expressed that the plan should discuss in greater detail the ecologic impact on culvert replacement/removal with regard to salmon populations.



PUBLIC COMMENT FORM

Online Survey

Open 9/15/2023 - 10/13/2023



Copper River Highway Transportation Master Plan

Public Comment Form - Open 9/15/2023 to 10/13/2023

Master Plan Draft Available for review at:
<https://dot.alaska.gov/nreg/copperriverhighway/>

Name (Optional)

Organization (Optional)

Comments

Submit

Powered by [ArcGIS Survey123](#)

SAC and Public Comments received between publication of Draft TMP to Finalization of CRH TMP

Comments/edits	From	Organization	Response
1: phased approach to replacing culverts should use CRWP tier, not just ADFG Red classification. The CRWP priority builds on the State's Red/Gray/Green scale, and adds a habitat component, so that it helps to call out the worst functioning culverts on the best habitat. When looking at tier 1 and 2 with CRWP's additional habitat data, there are 10 highest priority culverts, not 35 red culverts and 27 gray....although I'm not sure how many of those 10 are already on your list, so I suspect it could be even smaller—This will make phase 1 a digestible price tag vs. starting with a \$52 million price tag. I don't necessarily propose blocking any of these culverts. so that kind of cost estimate doesn't need to be included here.	Kate Morse	Copper River Watershed Project	We have now prioritized the projects using the CRWP tier. There are no Tier I projects, there are 8 Tier II culverts (\$16.2m to replace) and 2 Tier III culverts (\$3.9m to replace).
2: There are additional culverts that are located on the far side of the bridge 339 (MP 39-42), and these are the ones where I'd like to see a consideration that (1) it might not be possible to get the \$ to "fix" and "re-connect" this stretch of the road and (2) instead of fixing, blocking them or blowing them out to let the river take back its drainage would be my preference.	Kate Morse	Copper River Watershed Project	We've added a footnote earlier in the document that conveys that for the purposes of creating an estimate for this alternative, that we are assuming a full replacement is needed. However, based on the shifting hydrology and local conditions, re-establishing full fish passage may not be possible without bridges, and that in design it may be pertinent to look at alternative solutions.
p. 144, several line items should read "pier" (not "peir" or "perir)	Kristin Carpenter	Prince William Sound Economic Development District	Thank you, I have corrected the spelling errors.
p. 161, should read "McKinley" Lake (not McKinney)	Kristin Carpenter	Prince William Sound Economic Development District	Fixed, thank you
p. 161, All Project Suggestions: #24, could a note be added to indicate that this has already happened? The RAF did get funding through the USFS's Secure Rural Schools program to make landing strip improvements (unless this project is referring to further improvements)	Kristin Carpenter	Prince William Sound Economic Development District	Added footnote for this, thank you for pointing this out
p. 161: possible to combine #1 and #6? And it looks like there are a few others that are very similar and could be combined. I realize that you're trying to display them in order of ranking, but if there are some that are essentially the same, seems like it would help focus the discussion to consolidate the list.	Kristin Carpenter	Prince William Sound Economic Development District	This project list was compiled from a larger list of ~80 initially, then expressly approved by DOT and evaluated as worded by the SAC. It's not possible to combine them at this stage after the evaluation. Though, looking at it now, it's somewhat confusing to have both. My understanding at the time of paring the list down was that project #6 specified a bike path from MP 0 to MP 13, and project #1 only specified a bike path from the Ferry terminal to the highway, although admittedly that's not clear from the wording. As far as others that are similar, it's the same - these were combined and then approved as worded by the DOT. Then evaluated as worded by the SAC. It's not possible to change them now after scoring has been completed, though I agree with you if we were able to condense these more to focus discussion that would probably have been helpful.
Make some mention of lighting with regards potential projects; Noah, this community presentation is the best way to communicate the opportunities and advances in highway and area lighting, hosted in Cordova this spring. I am working with ADOT&PF traffic section to get approval for upgrading one ADOT ROW intersection in Cordova and a City street intersection, and host a community and lighting industry cadre to evaluate and assess the pilot lighting in Cordova the week of October 1st. Cordova Community Lighting Presentation Link: https://www.youtube.com/watch?v=yEYUbfu2JAK&t=2962s	Clay Koplin	Cordova Electric Cooperative	Lighting is definitely something for consideration during the design phase, especially with regard to the multi-use pathway alternative and the existing efforts within Cordova, but specifically addressing lighting design is not pertinent to the scope of our worded alternatives. I did add language though that any developments on project 2 should be designed with consideration to existing transportation safety initiatives within Cordova, including lighting initiatives and any covered spaces projects.
Use "before-and-after" picture of culvert within CRH rather than from somewhere else	Kristin Carpenter	Prince William Sound Economic Development District	Updated report photo for culvert within CRH corridor
"I don't have any project-specific comments to add, anyway. I mostly wanted to say how useful I think the document will be in pursuing funding for the top ranked projects, and to say "thank you" to ADOT for including the detail (as much as you can at this point) on estimated project costs. The material you've put together and the thinking about how some projects could be coordinated (i.e. bike path in segments, or bike path from 0 to proposed Ibeck Creek parking area) is very helpful in giving shape to what we as residents could be advocating for. The structure of the project nomination and evaluation process is very helpful for outlining an objective project evaluation process. And I think that this process highlights a great opportunity to correct the fish passage barriers that the highway has created (filling it in basically created a giant dike across the delta, altered all the original hydrology), so thank you for making sure that got included in this planning process and for the cost estimates to replace key culverts."	Kristin Carpenter	Prince William Sound Economic Development District	Thank you for your comments.
Pg. 14, bullet #5. The culverts referenced as inadequate for fish passage are generally also undersized and do not provide the necessary hydraulic capacity to convey flood flows and associated sediment and debris. This contributes to maintenance costs and replacement benefits more than just the fish!	Megan Marie	Alaska Department of Fish and Game	Expanded on bullet 5 to include this language

Page 22, introductory paragraph. The second sentence incorrectly states that the road is closed at Flag Point (MP27). The road is maintained and open to the washout at Bridge 339.	Megan Marie	Alaska Department of Fish and Game	Removed this sentence to clear up ambiguity
Project #4. The last sentence on page 24 states that nine culverts between MP 39 and 42 will be replaced with "fish friendly" culverts. As mentioned in our stakeholder meeting, it is unlikely that fish passage across the road corridor can be restored using culverts given the current flow and gradient moving across the ROW. Bridges would likely be the only way to restore upstream fish passage at these sites. We have discussed this section of roadway with ADOT&PF prior to the washout at bridge 339 and determined the best course of action for fish passage would be to block these culverts and maintain fish passage south of MP 39 at existing crossing sites. It may be beneficial to avoid stating that the project will deliver something that is unlikely to succeed (fish passage across this section of highway) and instead mention that the issue of fish passage will be addressed as project alternatives are developed.	Megan Marie	Alaska Department of Fish and Game	We've added a footnote that better reflects alternate possibilities, and you're correct that whether the culvert will adequately address fish passage is replaced is a consideration for further in development/design.
Project #5. The scope of fish passage improvements should use CRWP priority designation in lieu of the ADF&G designation (red, gray, green, black) to determine how many culverts are problematic and which are priorities for replacement. The ADF&G designation is based solely on culvert condition, and defining the project scope to focus on a specific designation will result in a less efficient use of funds to produce the greatest beneficial impact for fish passage. The ADF&G mapper and associated database can lag behind replacement, so it is important to cross reference the data provided by Kate about recent culvert replacements that have not yet been updated by ADF&G. Prioritizations can be developed based on input to the ADF&G database, but for the CRH we already have a robust prioritization tool created by CRWP. The CRWP priority designation includes ecological conditions present at the site to determine which replacements can have the most benefit and will be a more effective way to frame the scope of work for this project.	Megan Marie	Alaska Department of Fish and Game	Noted and edited Project #5 to reflect this direction. Thank you.
I've been connecting with others in our organization and an additional point that has come up is the uncertainty for Sheridan River bridge. There has been significant changes in the erosion going on upstream of the bridge, and with the river being forced through a small bridge and peak flow yet to come, there are real concerns for the long-term safety of this bridge....and if something happens here, anything about the 36 mile bridge or beyond is not longer on the table.	Kate Morse	Copper River Watershed Project	Added a callout on page 14, in the bulleted list, that this area should receive additional hydraulic analysis and that it likely has insufficient capacity for peak flows.
Without re-opening the draft report, I think this project is covered under broad goals to maintain existing infrastructure, but this is an expensive piece of infrastructure that is going to continue to be pushed to it's limited and impact surrounding infrastructure as the river rages. The attached files will be incorporated into our organizations comments that I'll finalize and submit next week. could be worth specifically calling out this bridge somewhere....	Kate Morse	Copper River Watershed Project	Added a callout on page 14, in the bulleted list, that this area should receive additional hydraulic analysis and that it likely has insufficient capacity for peak flows.
The bike path and pedestrian travel corridor from the ferry terminal to the 13 mile airport is a huge need. The ability to move safely out the length of the CRH should be a high priority. The area around Ibek creek is also a danger even with the slower speed limit and added parking something that is off of the main travel path would be ideal.	Wendy Ranney	Orca Adventure Lodge	Added some additional language in Projects 1 and 2 to reflect these priorities
We would like to see the road from the airport to the City land fill paved to make transport on the city equipment less damaging.	Wendy Ranney	Cordova City Council	Unfortunately, this isn't an access issue that is relevant to any of the top 5 alternatives, however, we've included language earlier in the plan addressing existing maintenance efforts, and specifically mentioned that the community has desire to pave out to the landfill
Final comment, sorry, if the problem with the million dollar bridge is repair or remove then why don't we designate the bridge on the historic register then it only involves removing the cement bridges to the end	Wendy Ranney	Cordova City Council	This would be a great item for the city to consider. Though it's not within the scope of this TMP, the TMP demonstrates that access to the MDB is a priority and could be justification for grants or funding towards this end.
Paving the road to the landfill (just past the airport) would be great for the community	Multiple community members at public open house	Open House	Unfortunately, this isn't an access issue that is relevant to any of the top 5 alternatives, however, we've included language earlier in the plan addressing existing maintenance efforts, and specifically mentioned that the community has desire to pave out to the landfill
Parking at Ibeck Creek is most congested in the area between the two bridges (348&349) and should be the priority for parking improvements	Multiple community members at public open house	Open House	The proposed parking improvements include expanded gravel pullouts on both sides of the road between the bridges, and an expanded pullout just beyond NBI #349 is also proposed. Congestion along specific parking areas should be a consideration for design (ie No Parking signs, better lighting, better parking enforcement, etc.) and we've added some language in this alternative to reflect these priorities
There may have been an old study/plan/design(?) into putting a bike path from downtown to Eyak River, but the plans never went forward. (2019 Cordova Comprehensive Plan?)	Multiple community members at public open house	Open House	This plan is referenced in Appendix A, and should certainly be a consideration if the bike path project moves into design
Suggestion that a multi-use pathway should commence beyond the Ferry Terminal to the fish cleaning station north of Hippy Cove to the new PWS Science Center.	A community member at public open house	Open House	Unfortunately, this extends over 0.5 miles out of the Master Plan Project Corridor and cannot be considered as part of this effort. However, that doesn't necessarily exclude the possibility of including this as part of the proposed design when the community begins to seek funding for a multi-use pathway.
Suggestion that a multi-use pathway within the first 6 miles of the CRH is priority over going all the way to the airport. This is because children could then ride their bikes safely to travel to school and friends houses. Currently the only option for bike riding is on the narrow shoulder of the 55mph road in the area near Lake Eyak, which is not safe for children (or adults).	A community member at public open house	Open House	This is important to point out and highlight, thank you! I've added language to the plan for this project that references access to the Cordova School as a particular priority.
Review Cordova Trail and Covered Spaces project with consideration to these alternatives https://visitcordovaalaska.org/cordovacoveredoutdoorspacesproject.html	A community member at public open house	Open House	Added language within bike path project that consideration should be given to existing transportation safety efforts including this project
Review what's going on with Shepherd Point Road project that is currently under construction with consideration to these alternatives	A community member at public open house	Open House	This project is outside of the CRH Project Corridor, and unfortunately there is not a lot to comment on with respect to this plan. The project is referenced though within the plan on page 6 as an existing development within the community.

The campground by the MDB is of high recreational value and there is desire for easier access	Multiple community members at public open house	Open House	Added language within project 4 to suggest that access to recreational resources is of high value.
The plan should discuss in more detail about previous efforts to maintain/restore the MDB and the issue's it's had in the past	A community member at public open house	Open House	This is discussed in project area/history
The plan should discuss in greater detail the ecologic impact of culvert replacement/removal with regard to salmon populations	A community member at public open house	Open House	Mentioned as part of footnote on pg 24 that specific impacts to salmon population and other ecological concerns should be further addressed as project alternatives are developed
Add note somewhere in plan on RAF Project 24, that it has now received funding	A member of the SAC	SAC	We have added a footnote conveying this information to appendix D.
Add more full information on evaluation and scoring in Appendix D for each project, including each of the projects evaluated, categories, full scores, etc.	A member of the SAC	SAC	Appendix D expanded
Consider implications of the possibility that highway remains unaccessible past 339 with respect to the alternatives	A member of the SAC	SAC	It's difficult to go into specifics on this item because 2 of the alternatives are entirely contained within the already accessible area, and the other three are either directly related to or rely extensively on this access being established. So the real implication as it relates to our alternatives is just that the projects relying on that access will not be possible to complete. That being said, the TMP discusses existing conditions in detail, and the current existing condition is that the highway is not accessible beyond NBI #339. In other words, there's not much to say that has not already been said in the plan. Re-establishing access beyond NBI #339 will certainly have far reaching implications, which we have commented on in detail, but the possibility of not establishing access beyond NBI #339 is antithetical to the goals of the community and DOT&PF as established in this document and the PEL. In other words, this TMP does not consider a "No Action" alternative, since the purpose of the plan is to guide future decisions and develop recommendations based on community vision and input. The vast majority of community members and stakeholders support establishing access beyond NBI #339.
Revise language in culvert project to better reflect the end goal of improving fish passage across the hwy corridor, rather than just replacing culverts for replacements sake. (IE sometimes blocking the culvert rather than removing/replacing is better)	A member of the SAC	SAC	We revised some language to better reflect this goal, although for the purposes of creating an estimate, it is assumed that faulty culverts are to be replaced, but we noted that alternatives to replacement should be considered as a design element.
To whom it may concern, As a proud and dedicated resident of Cordova, with a rich family heritage in Cordova spanning four generations, I am writing to passionately implore you to place urgent priority on the restoration of the esteemed Copper River Highway. There are two critical areas that require immediate attention: the washout at mile marker 44 and the bridge at mile marker 36. These issues must be addressed promptly to ensure the safety and convenience of all who rely on this vital roadway. Moreover, it is crucial that substantial surface improvements be made along the entire stretch of the highway. Pavement to milepost 17, an urgent requirement for a supplementary budget to facilitate the necessary grading and removal of overgrown brush along all sections of the road past milepost 12. Only through these measures can we guarantee a smoother and safer travel experience for all motorists. While addressing these immediate concerns, I would also like to express my full support for a more comprehensive project that connects the Copper River Highway to Chitina. However, it is essential to ensure that adequate maintenance funds are allocated to keep the road functional and accessible during the harsh winter months. By doing so, we can create a reliable transportation network that benefits both residents and visitors throughout the year. Thank you sincerely for considering these pressing matters, and I trust that you will make the right decisions to preserve the integrity and functionality of this crucial highway and the delicate ecosystem that it transects.	Kenneth B Jones	Samani Fisheries LLC	Thank you for your comments.
I hope this message finds you well. My name is Olivia Carroll, and I've lived in Cordova for almost my whole life. I wanted to take a moment to express my heartfelt gratitude for your efforts in spearheading the Million Dollar Bridge and road project in our community. I cannot tell you enough how much this means to me and the profound impact it will have on our beloved town. Growing up, my family and I would frequently visit Child's Glacier and spend time watching the glacier calve along with multiple other people- it was a community tradition. The natural beauty and splendor of this area have a special place in the hearts of Cordova. The development of the Million Dollar Bridge and road not only fills me with excitement but also carries incredible potential for our local economy. The prospect of increased tourism and opportunities for research, among other benefits, makes me even more hopeful for Cordova's future. I'm also happy to see that you guys are working with the Native Village of Eyak. It's important to acknowledge and respect native voices and allow the space for them to advocate for the welfare of native peoples and land. This collaboration exemplifies your commitment to inclusivity and community cohesion. Thank you. As you create the plans and continue work on them for this transformative project, I'd like to kindly urge you to ensure that the ecosystems that sustain our community receive the utmost care and consideration. Cordova relies heavily on a healthy and thriving ecosystem, and it is vital that we preserve and protect the environment that is so integral to our way of life. Once again, thank you for your dedication and hard work in making the Million Dollar Bridge and road project a reality. I am so excited about the positive changes it will bring to Cordova, and I have high hopes for the future! Thank you so much!	Olivia Carroll	A Community Member	Thank you for your comments.



COPPER RIVER WATERSHED PROJECT

≈Upriver and down, salmon are common ground≈

October 12, 2023

Copper River Highway Master Plan Comments

Submitted by: Copper River Watershed Project

**Contact: Lisa Docken, Executive Director (lisa@copperriver.org) or
Kate Morse, Program Director (kate@copperriver.org)**

The Copper River Watershed Project is a nonprofit working to restore the natural hydrology of the Copper River watershed, including the Copper River Delta at the mouth of the river, for the benefit of fish passage and habitat quality, while maintaining access to important recreational and subsistence resources and experiences. We appreciate the opportunity for our Program Director to serve on the steering committee, and reiterate the feedback she provided during those meetings regarding:

1. Project 5: We suggest that you use the ranking tiers CRWP and our partners developed that provide greater detail on fish habitat priorities over the Red/Gray/Green ranking used by the State of AK. Our ranking incorporates additional data regarding habitat quality and quantity, helping to identify the highest priority projects that will benefit the fishery resources of the region and be most effective with limited restoration dollars.
2. Project 4: We request the inclusion of alternatives that consider that it is not possible to reconnect the Copper River Highway past bridge 339, and that removing or blocking the failed culverts between MP 39-42 would be strategies to remove barriers to fish passage. It doesn't seem likely that a culvert could be designed to accommodate the flows at these crossings. Bridges would be required and are significantly more costly to build.

Sheridan River

As a result of internal discussions since Kate's last steering committee meeting, CRWP staff have identified Sheridan Glacier drainage, in particular Sheridan River bridge, as an additional area of concern that has not yet been discussed. Sheridan River is a large glacial river system that will naturally form multiple channels as it flows back and forth across its floodplain. Natural changes in flow regimes have been impacted by the installation of the Copper River Highway. The entire Sheridan glacial system has been narrowed by a single bridge spanning 165 feet. This restriction is creating a pinch point accelerating significant land loss upstream, particularly in recent years, as the river is forced to meander to dissipate its energy during high water events, including glacial outburst floods. It is obvious that inclement weather and excessive precipitation events are becoming much more frequent and extreme, threatening the integrity of the Copper River Highway and severely impacting the river's equilibrium.

Please see Image 1 below with a blue line-this is land lost to erosion associated with the energy dissipation upstream, threatening to take out a Forest Service road and erode away Eyak Corporation lands. In contrast to the Sheridan system meeting the Copper River highway, the comparable Scott River has 4 large bridges, the largest bridge being ~400 feet long, to accommodate its flows and maintain its natural channelization. Given the significant land loss occurring along the banks of the East side of the river system threatening the Forest Service Road 220 easement and the downstream threat to the bridge system that could impact access to the Federal airport and the remainder of the entire Copper River delta, we feel that this crossing should become a priority in the Copper River Highway Master Plan.

Board of Directors

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This bridge also maintains access to Cordova’s landfill, so if it were to fail, solid waste management would be a significant concern to the community.

Two places that these concerns could be listed include on pg. 6 under the “river and natural systems continue to shape the community” and/or on pages 13-14 where there is a list under “Significant portions of the highway are threatened by fluvial erosion, the most notable examples include:”

However, even by adding this concern to these sections, the top 5 projects outlined in the report don’t capture this site or expenses associated with this crossing. Unfortunately it is unlikely the average citizen understands what’s going on in Sheridan Glacier drainage. Community members are aware of road-topping events, but they are not unusual during major rain events. What is harder to understand is the connection between the bridge crossing and the significant upstream erosion/loss of land adjacent to the USFS Road 220 and what continued restriction of the river can do to other infrastructure in the area. This is definitely a maintenance concern, and perhaps casting for ideas for the highway master plan led people to think about improvements and not necessary requests for maintenance of existing infrastructure. However, given the vulnerability of the existing infrastructure, perhaps the plan could call out the importance of maintaining what infrastructure currently exists, and recognize some areas of concern, which to our knowledge would largely be this segment of road with minimal drainage for a major glacial system. The first 13 miles are mostly bridged so there not the same concerns, and the remaining part of the highway is where culverts are already called out in the plan due to fish passage concerns. There do not seem to be additional points on the CRH where bridges are at risk like Sheridan Bridge is at risk.

Thanks for your consideration of these comments and we welcome additional communication if you have questions regarding any of our comments.



Image 1: An aerial image illustrating channel constriction. Blue line is the new path carved by the river in the last 2 years.



Image 2: Drone imagery showing the undersized bridge in the distance.



Image 3: Drone imagery showing land loss in a 2022 event. Blue line roughly denotes land loss during heavy fall rains in 2023.



Image 4: Approach to the east side of the bridge, water being impounded on the north side with no drainage points.



Image 5: "French mattress", Bridge approach from the west side. Loses road topping during high water events as river overtops the road.



Above, Maxar (WV02) image captured on Aug 23, 2010. Below, Maxar (GEO01) image captured on May 17, 2022. Data from ESRI World Imagery Wayback.



Copper River Highway Master Plan - Top 5 Alternatives

Project #1: Improve Parking at Ibeck Creek

Project #2: Multi-use Pathway to Connect Cordova Ferry Terminal to Airport

Project #3: Replace Bridges NBI #339 and NBI #340 with a New Single Span Bridge

Project #4: Reinstate Access to Subsistence and Recreational Areas Past MP 51

Project #5: Replace Failing Culverts and Culverts Inhibiting Fish Passage



Failing Culverts replaced/removed throughout project Corridor




Part 12-17 mile (sand fill)

Additional Parking Areas at Ibeck Creek



Replace NBI #339/#340





Planning Process

- Review existing planning documents and other projects within the CRH study area.
- Document existing conditions.
- Conduct public outreach.
- Develop a vision.
- Develop alternatives.
- Document transportation needs and issues within the study area.
- Evaluate projects based on criteria developed by the planning team.
- Prioritize and recommend projects based on public input and scoring from the evaluation exercise.
- Prepare planning level costs estimates for the recommended projects.
- Prepare a final plan for DOT&PF and the community.

Department of Transportation and Public Facilities Copper River Highway
Transportation Master Plan

1




Vision Statement

The Copper River Highway will be a safe, reliable, multi-modal transportation corridor that provides access to recreational, economic, and cultural activities for community members and visitors alike while sustaining the area's scenic, cultural, and ecological attributes.



Department of Transportation and Public Facilities Copper River Highway
Transportation Master Plan

2



What is the Copper River Highway Transportation Master Plan?

- Takes a high-level view of the corridor with a **25-year timeframe**.
- Looks at **multiple modes of transportation**, as well as potential land use changes and economic benefits.
- Identifies **future projects** based on economic, community, land use and other long-term goals.
- **Prioritizes potential projects** using goal-driven criteria.
- Coordinates planning document with the draft Copper River Highway Planning and Environmental Linkage Study (2019).
- Identifies **potential funding sources** and **project partners** for prioritized projects.

Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

3



Project Goals

1. Sustainability
 - Supports fiscal responsibility
2. Safety
 - Improves safety, security, and access
3. System Preservation
 - Preserves and maintains the existing transportation system
4. Connectivity
 - Improves intermodal connections
5. Economic and Environmental Health
 - Supports economic, environmental, and social well-being
6. Other Factors
 - Has community support
 - Protects scenic qualities
 - minimizes impacts on minority and disadvantaged populations
 - potential for future expandability.

Department of Transportation and Public Facilities Copper River Highway Transportation Master Plan

4

Thank you!

A special thanks to our Stakeholder Advisory Committee and all residents of Cordova, Eyak, and the Copper River Region.

The Stakeholder Advisory Committee invited participants from:

Native Village of Eyak

City of Cordova

United States Forest Service

Alaska Department of Fish and Game

Alaska Department of Natural Resources, Division of Mining, Land, and Water

Copper River Watershed Project

Chugach Alaska Native Corporation

The Eyak Corporation

Prince William Sound Economic Development District

Cordova Chamber of Commerce

Local Businesses

University of Alaska Land Management

Recreation Users

City Elected Officials