

Appendix A
Comprehensive List of Identified Needs, Opportunities, and
Issues in the Study Corridor

Approximate McCarthy Road milepost (MP) ^a , if applicable (if a range, then the western MP)	Approximate MP range (if applicable)	Comment Topic	Comment/Description (comments submitted by the public, stakeholders, agencies, and others outside of the PEL study team are generally verbatim)	Source ^b
0.1		Safety: road design/traffic	The Chitina tunnel may need to be widened with continued increases in traffic.	M&O
0.1		Road condition/maintenance (drainage); safety (road design)	Rock cut needs to be widened. Road sinking/sluffing off. Narrow road (needs to be widened). High cutbank.	M&O
0.1		Road character	Keep the one lane road cut, the remains of the old RR tunnel. It adds character and history to the road.	Public
0.7		Road condition/maintenance (drainage); safety (road design)	Water drainage issues, lack of ditch, and/or plugged ditch. Narrow road (needs to be widened). High cut bank. Steep banks (dropoff).	M&O
1	1.0 to 1.1	Safety (road design)	Rock slide area. People fishing park in this location. Edge of road is being eroded away towards the Copper River. High cutbank. Steep banks (dropoffs).	M&O
1.1		Environmental considerations (trash); Visitor amenities; environmental impacts	This area is full of dipnetters in summer. Putting in an outhouse and possibly trash cans would help prevent human waste and trash from polluting the river.	Public
1.1		Safety (road design/traffic/congestion)	Widen the road to allow for better parking for the dip netters. This narrow area before then bridge gets clogged with cars, people and gear. Dipnetters park along the side of the road and there is pedestrian traffic including kids in the road during the height of the salmon season.	Public
1.2		Bridge condition	Copper River Bridge. DOT&PF bridge design indicated seismic concerns that are planned to be addressed within the next few years. Other issues: Need for slope stability; need for possible future bridge abutment work; need to address erosion occurring on downslope of the road. Pedestrian travel occurs on bridge. Existing riprap armoring has been observed to be in fair condition with minor repairs needed.	Site Visit; N&O Report
1.2		Visitor experience (signage)	Opportunity to create an "entrance statement" (e.g., install "Welcome to McCarthy Road sign")	Site Visit; Public
1.4		Environmental considerations (trash)	Will the State of Alaska Department of Transportation and Public Facilities be providing trash dumpster services again? in the summer? a pay system run by a local business like at Long Rifle?	Public
2		Safety: road design; hazard (landslide)	This section of road needs to be fixed with widening, safe barriers and mitigate the avalanche of mud, dirt, rocks and trees onto the road.	Public
1.5	1.5 to 2.7	Hazard (landslide) [safety/access]	Numerous issues. Water drainage issues, lack of ditch, and/or plugged ditch. Road sinking/sluffing off. Narrow road (needs to be widened). High cutbank. Steep banks (dropoff). Cracks on road and/or severe road damage. Water on road and/or nowhere for water to go. Rock slide area and/or rocks on road. Alluvial rock flow (displaced rock), and/or mud slide. Section identified by DOT&PF M&O with the most issues in this corridor segment.	M&O
2	1.5 to 3	Hazard (landslide) [safety/access]	Kotsina bluffs. Constant slope failures along roadway. This issue is a high priority. Permafrost exists uphill of the McCarthy Road. It is thawing more & more. Lots of snow and rain is causing the road to shed. The bluffs are shedding debris from over saturation of unconsolidated material. Water is flowing out of the bluff; it is not just runoff. Unsafe landslide conditions exist along this section and need continued maintenance and attention to keep it safe for all travelers. Bluff area one of two locations on the McCarthy Road at significant risk of failure. This section should be evaluated for relocation or significant improvements. The instability is significant in this area and more significant improvements would help. Very narrow, sluffing from hillside. One of two places where the road is in danger of a complete failure that could shut down all access for weeks to months. High priority for investment in resiliency. Kotsina bluff erosion is an eminent threat of road closure.	Site Visit; Public
2	2 to 17	Road condition/maintenance	The end of the Kotsina bluffs to Kuskulana River has wetlands which contribute to frost heaving. High float on that stretch means it can't be bladed routinely like the rest of the road. the "high float" hard surface that DOT put in, from the Kotsina Bluffs to the Kuskulana Bridge have been in poor condition from the beginning. With in a year there were terrible potholes, frost heaves, and those problems persist. Keep the road gravel. Along the Kotsina-Kuskulana section, the pseudo-pavement installed some years ago has been terrible. Massive dangerous potholes and, it appears, lots of maintenance required. Doesn't appear that it suited anybodys needs: travelers or DOT's.	Public
3.4		Safety: road design; road condition/maintenance (general)	Sluffing towards Chitina River (200 feet long, one-half driving lane). Road sinking and/or sluffing off. Narrow road (needs to be widened). Steep banks (dropoff).	M&O
3.5		Safety (sight distance)	Poor sightlines.	Public
3.6		Safety (sight distance)	Poor sightlines.	Public
3.7	3.7 to 3.8	Road condition/maintenance (drainage); safety (road design)	Water Drainage Issues, Lack of Ditch, and/or Plugged Ditch. Culvert Issues (Install New and/or Replace Damaged Culvert). High Cutbank.	M&O
4.0	4 to 6 vicinity	Hazard (landslide)	Road dips with cracking and has potential for landslide.	Site Visit
4.4		Safety (sight distance)	Poor sightlines.	Public
4.5		Safety (sight distance)	Poor sightlines.	Public
5		Hazard (landslide)	Chitina bluffs have presented an increase in slide activity in recent years. Mile 5 area	Public
5.0	5 or 5.1	Visitor experience (waysides, pullouts)	Expand and create a real turnout here for viewing, picnic tables and maybe the outhouses. Views above the Chitina River.	Public
5.1		Road condition/maintenance; hazards (rockslides and/or mud slides)	Road Sinking and/or Sluffing Off. Rock Slide Area and/or rocks on road.	M&O
5.7	5.7 to 6.0	Road condition/maintenance (drainage, general)	Water Drainage Issues, Lack of Ditch, and/or Plugged Ditch. Road Sinking and/or Sluffing Off.	M&O
6.2	6.2 to 7.0	Road condition/maintenance (drainage, general)	Water Drainage Issues, Lack of Ditch, and/or Plugged Ditch. Culvert Issues (Install New and/or Replace Damaged Culvert). Road Sinking and/or Sluffing Off.	M&O
7.1		Road condition/maintenance	Road Sinking and/or Sluffing Off.	M&O
7.7		Safety (road design)	Dirt cutbank. Narrow Road (Needs to be Widened). High Cutbank.	M&O
7.8	7.8 to 7.9	Road condition/maintenance	Road Sinking and/or Sluffing Off.	M&O
8.2		Road condition/maintenance	Road Sinking and/or Sluffing Off.	M&O
8.8		Road condition/maintenance (drainage)	Water Drainage Issues, Lack of Ditch, and/or Plugged Ditch.	M&O
9.2		Road condition/maintenance (drainage, general)	Water Drainage Issues, Lack of Ditch, and/or Plugged Ditch. Road Sinking and/or Sluffing Off.	M&O
9.4	9.4 to 9.6	Road condition/maintenance (drainage); safety (road design)	No room for snow removal. Water Drainage Issues, Lack of Ditch, and/or Plugged Ditch. High Cutbank.	M&O
10.0	10 to 10.2	Road condition/maintenance (drainage)	Water Drainage Issues, Lack of Ditch, and/or Plugged Ditch. Water on Road and/or Nowhere For Water to Go.	M&O
10.3		Recreation opportunity (lake access)	Access to Strelna Lake	Public
10.5	10.5 to 10.6	Road condition/maintenance (drainage)	Hole in culvert. No drainage in dip. Water Drainage Issues, Lack of Ditch, and/or Plugged Ditch. Culvert Issues (Install New and/or Replace Damaged Culvert). Water on Road and/or Nowhere For Water to Go.	M&O
10.6	10.6 to 10.7	Road condition/maintenance (drainage)	No drainage and no where to put water. Water Drainage Issues, Lack of Ditch, and/or Plugged Ditch. Water on Road and/or Nowhere For Water to Go.	M&O
11		Recreation opportunity (lake access)	Access to Silver and Van Lakes. It would be nice to have a public boat ramp at Silver Lake, there is public access to the lake, but it ends with an abrupt edge that does not allow any boat launch	Public
11		Road condition/maintenance (drainage, general)	next to pond. Water Drainage Issues, Lack of Ditch, and/or Plugged Ditch. Water Crossing Posts (Old Railroad Bridge) and/or Railroad Ties.	M&O

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11.2	11.2 to 11.3	Road condition/maintenance (drainage); safety (road design)	Dirt cutbank. No room for snow removal. Water Drainage Issues, Lack of Ditch, and/or Plugged Ditch. Narrow Road (Needs to be Widened). High Cutbank.	M&O
11	11.3 to 12	Road condition/maintenance (drainage, general)	bad dips. Water Drainage Issues, Lack of Ditch, and/or Plugged Ditch. Water Crossing Posts (Old Railroad Bridge) and/or Railroad Ties.	M&O
12.1	12.1 to 12.5	Road condition/maintenance (drainage, general); safety (road design)	Water Drainage Issues, Lack of Ditch, and/or Plugged Ditch. Narrow Road (Needs to be Widened). Water Crossing Posts (Old Railroad Bridge) and/or Railroad Ties.	M&O
12.3		Recreation opportunity, access	Access to Sculpin Lake	Public
12.6		Road condition/maintenance (drainage); safety (road design)	Saturated road bed. Water Drainage Issues, Lack of Ditch, and/or Plugged Ditch. Cracks on road and/or severe road damage.	M&O
12.9	12.9 to 14	Road condition/maintenance (drainage); safety (road design)	Water Drainage Issues, Lack of Ditch, and/or Plugged Ditch. Cracks on road and/or severe road damage.	M&O
13.4		Safety (road design)	High Cutbank.	M&O
14.5		Visitor experience (pullouts); environmental considerations (trash)	Improve and create a better parking area here. Outhouses and trash bins are really needed when people park here and go up the road to Nugget Creek Trail.	Public
14.8		Road condition (culvert)	Culvert: Strelna Creek. (ADF&G ID 20101840). Copper River Watershed Project indicates this is a large upland tributary to the Kuskulana River. CRWP identifies this culvert replacement as an opportunity to improve fish passage and/or habitat, even though it was replaced in 2013. CRWP assigns an identity number to this culvert as Mc17. CRWP notes: Culvert replaced in 2013, larger culvert installed though still undersized for system. High velocity through pipe. Large upland tributary to the Kuskulana River. Major bank collapse 300' US of xing.	PAC (CRWP)
14.8		Road condition/maintenance (drainage); safety (road design)	Just past Strelna Creek: Water Drainage Issues, Lack of Ditch, and/or Plugged Ditch. High Cutbanks. Cracks on road and/or severe road damage.	M&O
15		Road condition/maintenance (drainage)	Water Drainage Issues, Lack of Ditch, and/or Plugged Ditch. Water on Road and/or Nowhere For Water to Go.	M&O
15.1	15.1 to 16	Road condition/maintenance (drainage, general); safety (road design)	Water Drainage Issues, Lack of Ditch, and/or Plugged Ditch. Road Sinking and/or Sluffing Off. High Cutbank. Water on Road and/or Nowhere For Water to Go. Water Crossing Posts (Old Railroad Bridge) and/or Railroad Ties	M&O
16.2		Road condition/maintenance (drainage); safety (road design)	Water Drainage Issues, Lack of Ditch, and/or Plugged Ditch. High Cutbank.	M&O
16.5		Road condition/maintenance (drainage, general)	Road sinking/sluffing off. Water on Road and/or Nowhere For Water to Go.	M&O
16.7		Road condition/maintenance (drainage); safety (road design)	Water Drainage Issues, Lack of Ditch, and/or Plugged Ditch. High Cutbank.	M&O
16.8	16.8 to 17.1	Road condition/maintenance (drainage); safety (road design); hazard	Water Drainage Issues, Lack of Ditch, and/or Plugged Ditch. Cracks on road and/or severe road damage. Water on road and/or nowhere for water to go. Rock slide area and/or rocks on road. Alluvial rock flow (displaced rock), and/or mud slide.	M&O
17		Recreation opportunity (trails)	New potential trail: The ridge line on the west side of the Kuskulana River has potential for a good hiking trail, and there already is parking and an outhouse at the bridge.	Public
17		Safety (pullouts)	Improve the turnout so that multiple cars can stop to take pictures without having someone almost or have hit them in this area.	Public
17		Bridge condition	Kuskulana bridge is not pedestrian friendly, with a narrow width (one-car width bridge). Bridge is fracture critical (e.g., not redundant).	Site Visit
17		Road character, road design	Keep the Kuskulana Bridge as a one lane bridge. The history of the RR corridor is important. The bridge is beautiful and amazing. People can wait a few minutes for their turn to cross.	Public
17.4		Road condition/maintenance (drainage)	Water Drainage Issues, Lack of Ditch, and/or Plugged Ditch. Water on road and/or nowhere for water to go.	M&O
18		Road condition/maintenance (drainage, general); safety (road design)	Water Drainage Issues, Lack of Ditch, and/or Plugged Ditch. High Cutbank.	M&O
18.7	18.7 to 20.5	Road condition/maintenance (drainage); safety (road design)	Water drainage issues, lack of ditch, and/or plugged ditch. Culvert Issues (Install New and/or Replace Damaged Culvert). Cracks on road and/or severe road damage. Water Crossing Posts (Old Railroad Bridge) and/or Railroad Ties.	M&O
20.5		Road condition/maintenance (drainage)	Water drainage issues, lack of ditch, and/or plugged ditch.	M&O
20.6	20.6 to 20.9	Road condition/maintenance (drainage, general); safety (road design)	Water drainage issues, lack of ditch, and/or plugged ditch. High Cutbank. Water Crossing Posts (Old Railroad Bridge) and/or Railroad Ties.	M&O
21	21 to 21.2	Road condition/maintenance (drainage); safety (road design)	Water drainage issues, lack of ditch, and/or plugged ditch. High Cutbank. Cracks on road and/or severe road damage.	M&O
21.7	21.7 to 22.6	Road condition/maintenance (drainage, general); safety (road design)	Water drainage issues, lack of ditch, and/or plugged ditch. Road sinking/sluffing off. Cracks on road and/or severe road damage. Water on road and/or nowhere for water to go.	M&O
22.7		Road condition/maintenance (drainage)	new culvert needed. Water drainage issues, lack of ditch, and/or plugged ditch. Culvert Issues (Install New and/or Replace Damaged Culvert).	M&O
23.1		Road condition/maintenance (drainage)	Water drainage issues, lack of ditch, and/or plugged ditch.	M&O
23.3	23.2 to 23.5	Road condition/maintenance (drainage)	Water drainage issues, lack of ditch, and/or plugged ditch.	M&O
23.55	23.55 to 23.7	Road condition/maintenance (drainage); safety (road design)	new culvert needed. Water drainage issues, lack of ditch, and/or plugged ditch. Culvert Issues (Install New and/or Replace Damaged Culvert). Steep banks (dropoff). Water on road and/or nowhere for water to go.	M&O
24.1	24.1 to 24.5	Road condition/maintenance (drainage, winter)	Water drainage issues, lack of ditch, and/or plugged ditch. Road sinking/sluffing off. Glacier Area.	M&O
24.55		Road condition/maintenance (drainage, general)	Water pumping out in road at double turnouts. Water on road and/or nowhere for water to go. Sink Hole and/or Soft Spot.	M&O
24.6	24.6 to 24.7	Road condition/maintenance (drainage, general); safety (road design)	Dirt banks. Ties showing. Water pumping out in road at double turnouts. High Cutbank. Water Crossing Posts (Old Railroad Bridge) and/or Railroad Ties.	M&O
24.6		Road condition (culvert)	Culvert: Chokosna Lake outlet. (ADF&G ID 20101839). Copper River Watershed Project identifies this culvert replacement as an opportunity to improve fish passage and/or habitat. CRWP assigns an identity number to this culvert as Mc16. CRWP identifies this as a Chokosna River Tributary. CRWP notes: Culvert has been re-positioned since ADFG 2010 surveys, perched the outlet and added grates to the US side, possibly to mitigate road drainage effects from beaver activity. Sm wetland/bog area with entrenched channel, floating mat. Ponding on US side, stagnant.	PAC (CRWP)
24.9		Road condition/maintenance (drainage)	Damaged culvert needs replaced & ditched. Water drainage issues, lack of ditch, and/or plugged ditch. Culvert Issues (Install New and/or Replace Damaged Culvert).	M&O
25	25 to 25.8	Road condition/maintenance (drainage)	New culvert needed. Water drainage issues, lack of ditch, and/or plugged ditch. Culvert Issues (Install New and/or Replace Damaged Culvert).	M&O

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25.8		Road condition (culvert)	Culvert: Chokosna River Tributary. (ADF&G ID 20101838). Copper River Watershed Project identifies this culvert replacement as an opportunity to improve fish passage and/or habitat. CRWP assigns an identity number to this culvert as Mc15. CRWP notes: New culvert at time of survey. Expansive wetland/beaver complex US of crossing with interconnecting deep entrenched channels with increasing gravels the furthur US. Crossing is 1.5 miles US of confluence with Chokosna River. Adult and juvenile coho are abundant in the area.	PAC (CRWP)
26.1	26.1 to 26.3	Road condition/maintenance (drainage)	Water drainage issues, lack of ditch, and/or plugged ditch.	M&O
26.8		Bridge condition	Chokosna River bridge: The bridge abutments are armored with moderately sized riprap, and the river show signs of potential migration outside its existing banks. The western bank upstream from the bridge has been armored with moderately sized riprap but shows signs of erosion.	N&O Report
27		Safety (road design)	soft shoulder. Steep Banks (Dropoff).	M&O
27		Road condition/maintenance (winter)	winter glaciation	Public
27	27 to 47?	Road condition/maintenance (drainage, winter)	Road section starting west of Chokosna Lake to Long lake bluff would have reduced wintertime road glacier challenges with more culverting and better drainage. Please add mile 27 to hazardous winter travel. Need for additional culverts and drainage improvements between Miles 29 and 40.	Public
27.2	27.2 to 27.4	Road condition/maintenance; safety (road design)	High Cutbank. Steep Banks (Dropoff). Water Crossing Posts (Old Railroad Bridge) and/or Railroad Ties.	M&O
27.2		Road condition (culvert)	Chokosna River Tributary culvert. (ADF&G ID 20101836). The roadway side slopes on either side are not armored with riprap, and there are signs of erosion around the culvert. There is a significant change in streambed elevation from the inlet end to the outlet end of the culvert affecting stream bed stability. Head cutting and channel over-widening is occurring upstream and downstream of this crossing. Copper River Watershed Project identifies this culvert replacement as an opportunity to improve fish passage and/or habitat. CRWP assigns an identity number to this culvert as Mc13. CRWP notes: Recent culvert replacement at time of survey. Oversteepened riffle at inlet over road material. Ponding on US side of culvert. Springs present US. Decent fish hab US with long grvl riffle sections, undercut banks and pools. Sections of chnl sprawl DS may be a barrier to fish migration during low flows.	PAC (CRWP)
27.2		Road condition (culvert)	Chokosna River Tributary culvert. (ADF&G ID 20101835). Copper River Watershed Project identifies this culvert replacement as an opportunity to improve fish passage and/or habitat. CRWP assigns an identity number to this culvert as Mc12. CRWP notes: Recent culvert replacement at time of survey. Oversteepened riffle at inlet and sedimentation at outlet. Sm entrenched muskeg chnl US, marginal habitat. Confluence with Mc13 0.3 mi DS.	PAC (CRWP)
27.4		Road condition (culvert)	Chokosna River Tributary culvert. (ADF&G ID 20101834). Copper River Watershed Project identifies this culvert replacement as an opportunity to improve fish passage and/or habitat. CRWP assigns an identity number to this culvert as Mc11. CRWP notes: Significant change in streambed elevation from inlet to outlet affecting stream bed stability. Head-cutting and channel over-widening is occurring US and DS of the crossing. Channel stability increases ~50 m DS of the crossing, and offers good habitat for spawning and rearing. DS OHW is 6.5'.	PAC (CRWP)
27.7		Road condition/maintenance (drainage, winter)	Ice dam area. Water drainage issues, lack of ditch, and/or plugged ditch.	M&O
28	28 to 28.6	Road condition/maintenance (drainage, general)	Water drainage issues, lack of ditch, and/or plugged ditch. Water Crossing Posts (Old Railroad Bridge) and/or Railroad Ties. Sink Hole and/or Soft Spot.	M&O
28.5		Recreation opportunity (Trails); funding	We also have a comment on a separate topic, which is: recreation. We have explored the woods around our neighborhood extensively. Many years ago, we discovered that there is an abandoned campground on the west bank of the Gilahina River a half mile or so to the south of the bridge and wayside where the road crosses the Gilahina. There is an abandoned 4wd road between the wayside and the abandoned campground. The Park Service has decided to prevent use of this road by placing bollards at the beginning of the 4wd road, but one can still hike to the former campground. From there, we discovered that climbing the ridge to the west of the Gilahina, one comes upon a well travelled game trail that leads south along the ridge to the spot where the Gilahina and Chokosna rivers flow together. At that point, both rivers are in deep, steep sided canyons, and the the point of land at the fork of the Y between the two canyons affords a spectacular view of both. We would occasionally hike there over the years because it is an enjoyable, but not strenuous, hike and it ends with a great view. Then, a number of years ago, we noticed that this route was marked with flagging. From the flagging, we were able to tell that the Park Service had planned to improve this hike from a game trail to a developed trail. We were pleased to see this, because we thought if would be a great recreational addition along the McCarthy Road corridor. But then, over the succeeding years, we were disappointed to see that nothing more was done, and the flagging was gradually deteriorating. At one point, I called the Park Service, and was told that a trail had been planned, but that there was no funding to build it. Once again, this is a problem that will take money to fix, but in our opinion, it would be well worth the expense. As for the campground, we have no idea why the Park Service blocked it off, so there may be a good reason for that. But if not, it would be a pleasant place for travelers to camp.	Public
28.6		Road condition/maintenance (drainage); safety (road design)	Water drainage issues, lack of ditch, and/or plugged ditch. High Cutbank.	M&O
29		Safety (narrow bridge, steep grade)	Gilahina Bridge. Single lane bridge with blind approach on east side. Need for improved sight lines and evaluate bridge replacement. Additionally, road grade immediately east of the bridge is quite steep. Coming down the hill into the left turn into the bridge is very dangerous if one is going too fast as there is no room for error. Sliding off the road here is an issue. I'd suggest a sign at top of the hill.	Public
29		Bridge condition, road design	Gilahina Bridge needs to be replaced. This is one of several locations where the road is located outside of the road ROW. Scour occurs at abutments. Debris gets into girders. New bridge with higher clearance above the creek is needed. Of all the vehicular bridges in the corridor, this one has the highest load restriction. The replacement bridge could easily be a single span.	Site Visit; M&O
29		Hazard (historic trestle)	Historic railroad trestle near Gilahina bridge is dilapidated and will eventually fall; it is a safety hazard and could potentially impact a re-routed alignment/bridge if not mitigated. Portions of the trestle might still have some integrity. Some preservation could occur as mitigation when the bridge is replaced.	Site Visit
29.1	29.1 to 29.3	Road condition/maintenance (drainage)	Water drainage issues, lack of ditch, and/or plugged ditch. Water on road and/or nowhere for water to go. Road sinking/sluffing off.	M&O
29.5	29.5 to 33	Road condition/maintenance (drainage, general, winter)	Water drainage issues, lack of ditch, and/or plugged ditch. Culvert Issues (Install New and/or Replace Damaged Culvert). Glacier Area. Water Crossing Posts (Old Railroad Bridge) and/or Railroad Ties.	M&O
33.3	33.3 to 33.6	Road condition/maintenance (drainage, winter)	Water drainage issues, lack of ditch, and/or plugged ditch. Glacier Area.	M&O
33.6	33.6 to 39.3	Road condition/maintenance (drainage, general)	Water drainage issues, lack of ditch, and/or plugged ditch. Water Crossing Posts (Old Railroad Bridge) and/or Railroad Ties.	M&O
34.3	34.3 to 34.8	Road condition/maintenance (winter)	Glacier Area.	M&O
34.5		Hazard (landslides)	Debris flow/landslide occurrence (sufficient to close the road)	Site Visit
34.8		Recreation opportunity (trailhead)	Crystalline Hills Trailhead (between MP 34 and 35) is popular with the public and is one location that could use trailhead enhancements. Community members would like to see trailhead improvements.	Site Visit

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35		Hazard (landslides, drainage)	In the over thirty years that we have been at mile 35, there was never a landslide in our neighborhood until the year before last. Our driveway is on the south side of the road, and the year before last, a landslide, which came down from the Crystalline Hills, came across the road and blocked it, and then ran across our driveway, blocking it as well. In response, DOT built a large berm on the north side of the road, and this berm very effectively blocked another landslide which occurred the following year. Unfortunately, it was not long enough, and that landslide went around the two ends of the berm, and blocked the road in two places — one to the east of our driveway, and one to the west. I personally had to rescue folks who got stuck in the slide to the east by pulling them out with a piece of equipment. In addition, the landslide and water that ran across the road to the west of the berm remained a problem for us. Although the landslide did not block our driveway, the water that accompanied it flowed to the southeast after it crossed the road and ended up running across our driveway and washing it out. So at minimum, the berm needs to be longer. To control the water problem, bigger ditches and/or a settling pond may also be needed. There has been a similar problem at Lynx Creek, and DOT appears to have remedied the problem with a combination of berms and large ditches/excavations, as well as a much larger culvert. They also installed a much larger culvert at Crystal Creek, and it appears to have improved the situation there.	Public
35.7		Road condition/maintenance (drainage)	Water on road and/or nowhere for water to go.	M&O
36.1	36.1 to 36.2	Road condition/maintenance (winter)	Glacier Area.	M&O
36.4	36.4 to 36.6	Road condition/maintenance (winter)	Glacier Area.	M&O
36.4		Environmental considerations	A spring to access drinking water in the area. Please don't mess with it. There are not many places can pull off the road and access spring water. And.. it may not last anyway - as things shift. I'm not suggesting it get commercialized, but is special.	Public
37.2		Road condition/maintenance (drainage)	New culvert needed. Culvert Issues (Install New and/or Replace Damaged Culvert).	M&O
38.2		Road maintenance/safety (brush clearing)	brush the road cyclically to keep sight lines open, particularly on curves.	Public
38.5	38.5 to 38.6	Road condition/maintenance (winter)	Glacier Area.	M&O
40.2		Road condition (culvert)	Ruth Creek cross culvert. (ADF&G Fish Passage Site 20101833). This crossing has been recommended for an upsized pipe culvert by the DOT&PF maintenance staff. It has also been observed to include horizontal channel migration in the past and includes the potential for future horizontal migration. ADF&G scoping comments to WFL (Dec 2023) identified this culvert as a fish passage barrier, requesting it be upgraded as part of any improvement project. Copper River Watershed Project assigns an identity number to this culvert as Mc10. CRWP notes: Intermittant flashy mountain stream. 4-5% grad chnl down to valley floor through a beaver pond complex, and then into Crystal Creek. No water at time of inspection.	PAC (CRWP); Agencies
40.3	40.3 to 40.7	Road condition/maintenance (drainage)	Water drainage issues, lack of ditch, and/or plugged ditch.	M&O
40.8	40.8 to 41.1	Safety (road design)	Uphill embankment. Narrow road (needs to be widened). High cutbank. Steep banks (droppoff).	M&O
41.2		Road condition (culvert)	Culvert: (ADF&G Fish Passage Site 20101832). Crystal Creek Culvert was replaced in 2022; however Copper River Watershed Project indicates there are numerous erosion issues. Copper River Watershed Project identifies this location as an opportunity for fish passage and/or habitat improvement. CRWP assigns this culvert an identity number of Mc09. ADF&G scoping comments to WFL (Dec 2023) identified this culvert at Crystal Creek (AWC Stream #212-20-10080-2300-3421-4021) as a fish passage barrier, requesting it be upgraded as part of any improvement project. CRWP notes: Culvert replacement in 2022. Substrate in pipe not washed in properly and eroding and washing out DS, baffles in pipe already becoming exposed. Actively headcutting DS of outlet with channel sprawl. Unstable channel from impacts of old culverts. The crossing is at the transition of channel types. DS is a fast moving moderate gradient stream, bedrock controlled, with some pool development and undercut banks. Beaver/wetland complex US of xing with established sinuous deep entrenched chnl connecting dammed ponded areas. Culvert gradient matches DS stream gradient	PAC (CRWP); Agencies
41.4		Safety (road design)	Dirt bank south side. Narrow road (needs to be widened). High cutbank.	M&O
41.5	41.5 to 43	Road condition/maintenance (drainage, general); safety (road design)	Dirt bank south side. Water drainage issues, lack of ditch, and/or plugged ditch. Narrow road (needs to be widened). High cutbank. Sink Hole and/or Soft Spot.	M&O
43.0	43 to 44	Road condition/maintenance (drainage, general); safety (road design); hazard	Water drainage issues, lack of ditch, and/or plugged ditch. High cutbank. Steep Banks (Dropoff). Rock slide area and/or rocks on road. Alluvial rock flow (displaced rock), and/or mud slide.	M&O
43.3		Road condition/maintenance (drainage)	Water on road and/or nowhere for water to go.	M&O
44		Road condition (drainage/mud); hazard (avalanche, bluffs)	The bluffs before the Lakina River present both mud and avalanche challenges.	Public
44	44 to 48.5	Road design	Relocate the road around Long Lake to a much safer re-alignment away from Long Lake (Mile 44.0 - 48.5) and after realignment convert two miles of the McCarthy Road (Miles 46.5 - 48.5) to a public trail. This proposal has support of the WSENP, ADOT&PF, Copper River Watershed Project, Alaska Department of Fish and Game, the RPO, and local residents. The proposal addresses public safety which is a major concern on this section of road. The relocation will provide a much safer route for all people who use the road to access WSENP, McCarthy and Kennicott, and the people who live around Long Lake. Some of the potential benefits of this proposal include, increased recreational opportunity for WSENP, McCarthy, Kennicott, and local residents, protects the critical Copper River spawning habitat in Long Lake, provides a wildfire break for local safety, converts 2 miles of road to a public trail, and continues to provide road access to local residents, and public access to Long Lake.	Public
44.2		Access: private vs public	Mark the boundary of river and uplands with signs so that people infringe on the upland owners in this area.	Public
45.2	45.2 to 47.8	Road condition/maintenance (drainage, general); safety (road design); hazard	Water drainage issues, lack of ditch, and/or plugged ditch. Culvert Issues (Install New and/or Replace Damaged Culvert). Narrow road (needs to be widened). High cutbank. Steep banks (droppoff).	M&O
45.2		Safety (road design)	Owners have built right out to the edge of the road with vehicles parked everywhere. I've had them throw rocks at my trailer because there was dust and I was only doing 15MPH. There should be a ROW enforced there.	Public
45.3		Road condition (culvert)	Culvert: Long Lake outlet. (ADF&G Fish Passage Site 20101831). Copper River Watershed Project identifies this location as an opportunity for fish passage and/or habitat improvement. CRWP assigns this culvert an identity number of Mc08. CRWP notes: Main outlet of Long Lake. Fish weir located US of xing for enumeration of adult sockeyes. Fish passage may not be an issue yet culverts are splitting flow and are poorly aligned.	PAC (CRWP)
45.5	45.5 to 47.5	Road condition/maintenance (winter)	The Long Lake corridor presents significant challenges during winter travel especially as winter progresses and snow accumulates. The area around Long Lake is also very hazardous, it's narrow and slopes off toward the lake, it also forms some of the worst glaciers. Long Lake glaciation is a hazard. At MP 47.5: Dangerous road "glaciers" always develop here in the winter. There was already at least one roll-off here this winter by a (sober) local. Winter access is greatly impaired by this freezing seep. Winter travel presents a significant challenge as winter progresses and snow accumulates.	Public
45.5	45.5 to 47.5	Safety (speed), road condition	Entire section along Long Lake could be improved. The road doesn't need to be moved, just visibility and roadbed improved. Focus on safety, and keeping speeds slow. This has become a residential area where children often bike and play. Tourists need to slow down.	Public
45.5	45.5 to 47.5	Environmental considerations	Long Lake is very important Salmon Spawning habitat. What ever happens to the road to address safety concerns, needs to take into consideration the salmon habitat. Constant exhaust dangerous to fish environment. Could the road be moved? There is a late salmon run and an oversized culvert at the lake outlet.	Public; Site Visit

Approximate McCarthy Road milepost (MP) ^{a)} , if applicable (if a range, then the western MP)	Approximate MP range (if applicable)	Comment Topic	Comment/Description (comments submitted by the public, stakeholders, agencies, and others outside of the PEL study team are generally verbatim)	Source ^{b)}
45.5	45.5 to 47.5	Safety (road design)	Long Lake section needs to be widened, improve sight lines, and regraded. Sections of the road bed slope downhill towards the lake and have been the location of several vehicle accidents. The road is very narrow here and people speed by. It puts the community and the fish population at risk. The road has also sloughed off into the lake. Could the road be moved around the backside of the lake?	Public
47.4	47.4 or 47.5	Recreation opportunity (lake access)	Create a dedicated visitor access to Long Lake, not just the local parking along the road edge. This could be a great spot for other people to access Long Lake.	Public
47.5		Safety (speed), road condition	Dangerous curve and dip in the road. Tourists often speed through here. Several people have crashed.	Public
47.9		Road condition (culvert)	Culvert: Long Lake Tributary. (ADF&G Fish Passage Site 20101830). Copper River Watershed Project identifies this location as an opportunity for fish passage and/or habitat improvement. CRWP assigns this culvert an identity number of Mc07. ADF&G has identified the culvert at Long Lake Creek (Stream No. 212-20-10080-2300-3421-4062) at MP 47.9 of the McCarthy Road as a high priority for replacement. The 5-ft diameter culvert (#20101830) was damaged during high flows in Summer 2023 and can no longer pass fish. Long Lake Creek is documented in the AWC for coho and sockeye salmon on both sides of the McCarthy Road in this location. Replacement of this culvert will restore connectivity and improve access to habitat for anadromous and resident fish species. The culvert should be replaced with a 5-ft or larger culvert. (Habitat Region 3 culvert priority list – Fall 2023). CRWP notes: Entrenched muskeg channel and beaver ponds US. Low width to depth ratio. Flows into Long Lake 0.3 mi DS of culvert, 2+ feet undercut banks.	PAC (CRWP); Agencies
47.9		Safety (crashes); road condition/maintenance	Soft shoulders cause rollovers yearly, curves, dips, blind corners with brush overhanging the road way, can be helped with better maintenance	Public
48.0	48 to 50.2	Road condition/maintenance (drainage, general); safety (road design)	Water drainage issues, lack of ditch, and/or plugged ditch. High cutbank. Water Crossing Posts (Old Railroad Bridge) and/or Railroad Ties.	M&O
49.2	49.2 and 49.4	Road maintenance/safety (brush clearing)	Blind corner with poor sight lines. High risk of encountering oncoming traffic on the wrong side of the road.	Public
49.6		Road condition (culvert)	ADF&G scoping comments to WFL (Dec 2023) identified this culvert (Long Lake Creek/Tributary) as a fish passage barrier, requesting it be upgraded as part of any improvement project (ADF&G Fish Passage Site 20101829). Copper River Watershed Project indicates this is a tributary of Long Lake; it assigns an identity number to this culvert as Mc06. CRWP notes: Beaver complex and ponds DS and connects to Mc7. 3-4' deep entrenched channel connecting ponds. Sprawled wetland complex US. Loses channel confinement ~500 ft US. US connectivity needs to be explored.	PAC (CRWP); Agencies
50.0		Road condition	Chronically bad stretch of road surface.	Public
50.4		Road condition (drainage)	Drainage issues and beaver abatement needed.	Public
50.4		Road condition (culvert)	ADF&G scoping comments to WFL (Dec 2023) identified this culvert (unnamed) as a fish passage barrier, requesting it be upgraded as part of any improvement project (ADF&G Fish Passage Site 20101828). Copper River Watershed assigns an identity number to this culvert as Mc05. CRWP notes: Wetland/beaver complex. Pond US of crossing. Channel sprawl DS into interconnecting ponds. Culvert joints parting at outlet. Additional CRWP notes: Mc05 is a small wetland channel offering habitat for juvenile Dolly Varden and possibly juvenile salmonids but need to investigate connectivity to mainstem habitats. High velocities in pipe and perched outlet makes it a partial barrier to fish and pipe is in critical condition. Culvert should be replaced with a larger stream simulation culvert.	PAC (CRWP); Agencies
50.5		Safety (road design)	Improve area near road junction.	Public
50.5		Visitor experience (waysides, pullouts)	The best view of Mt Blackburn and Castle Peak from the McCarthy Road. (Weather permitting) SPECTACULAR! I agree that a turnout for photos of Mt Blackburn and The Castle would be a nice addition to the road trip. The view of Mt Blackburn is first class and if possible a turnout for photos would be a very nice upgrade.	Public
50.5	50.5 to 50.7	Road condition/maintenance (drainage, general); safety (road design)	Both sides of road. High cutbank. Water on road and/or nowhere for water to go. Water Crossing Posts (Old Railroad Bridge) and/or Railroad Ties.	M&O
50.6		Road condition/maintenance (safety)	Historic railroad trestle pilings chronically exposed in the road bed and provide a hazard to vehicles.	Public
51.0	51 to 52.5	Road condition/maintenance (drainage); safety (road design)	Water on road and/or nowhere for water to go. High Cutbank.	M&O
51.8		Road condition/maintenance	The upstream beavers need to be "relocated". (But DOT knows this.)	Public
51.9		Road condition (culvert)	ADF&G scoping comments to WFL (Dec 2023) identified this culvert (unnamed) as a fish passage barrier, requesting it be upgraded as part of any improvement project (ADF&G Fish Passage Site 20101827). Copper River Watershed Project indicates this is a tributary of Tractor Creek; it assigns an identity number to this culvert as Mc04. CRWP notes: Entrenched wetland chnl US. Heavily willowed fast moving channel with undercut banks DS. Flows into Tractor Creek. Minimal water and possible high gradient DS may be barrier to fish passage. Possible habitat for resident fish US of xing. Beaver grates on the inlet. Additional CRWP notes for Mc03 and Mc04: Tractor Creek crosses the road at Mc03 and a tributary to Tractor Creek at Mc04. No fish were observed here but lack of presence could be contributed to poor pipe conditions. These wetland habitats can be vital juvenile habitat for resident fish. These pipes should be replaced with better stream simulation pipes to maintain connectivity between habitat types.	PAC (CRWP); Agencies
52.7	52.7 to 52.8	Road condition/maintenance (drainage); safety (road design)	Water on road and/or nowhere for water to go. High Cutbank.	M&O
53.0	53 to 54.1	Road condition/maintenance (drainage, general); safety (road design)	Water on road and/or nowhere for water to go. Narrow road (needs to be widened). High cutbank. Steep banks (dropoff).	M&O
53.5		Road condition (culvert)	ADF&G scoping comments to WFL (Dec 2023) identified this culvert (at Tractor Creek) as a fish passage barrier, requesting it be upgraded as part of any improvement project (ADF&G Fish Passage Site 20101826). Copper River Watershed Project assigns an identity number to this culvert as Mc03. CRWP notes: Oversteepened riffle at inlet and step pools in pipe. Clear water mountain stream, evidence of high flashy flows with overflow pipe in place. Minimal water during low flow regimes. Heavily willowed DS and larger substrate. US, a heavily willowed sm entrenched chnl through muskeg with large undercut banks and deep pools. Stream goes subsurface in many locations the furthur US from xing. Additional CRWP notes for Mc03 and Mc04: Tractor Creek crosses the road at Mc03 and a tributary to Tractor Creek at Mc04. No fish were observed here but lack of presence could be contributed to poor pipe conditions. These wetland habitats can be vital juvenile habitat for resident fish. These pipes should be replaced with better stream simulation pipes to maintain connectivity between habitat types.	PAC (CRWP); Agencies
54.2	54.2 to 58.5	Road condition/maintenance (drainage, general); safety (road design)	Water on road and/or nowhere for water to go. High cutbank. Steep banks (dropoff). Water on road and/or nowhere for water to go. Water Crossing Posts (Old Railroad Bridge) and/or Railroad Ties.	M&O
54.5	54.5 to 54.8	Road condition/maintenance (winter)	Glacier Area.	M&O
54.8		Access, safety	Helping Sage Subdivision owners develop an access road (Wisdom Way) or at least a parking area would help prevent dangerous parking along the road and illegal overnight parking at the Mile 55 wayside, which makes visitors think it's ok.	Public
54.9		Access, safety	I am a landowner in the Sage Subdivision. My neighbors and I are interested in development of right of ways to our properties via Wisdom Way and Wise Woman Way. This would allow us access to our properties and to not illegally park at the 55 mile wayside	Public

Approximate McCarthy Road milepost (MP) ^a , if applicable (if a range, then the western MP)	Approximate MP range (if applicable)	Comment Topic	Comment/Description (comments submitted by the public, stakeholders, agencies, and others outside of the PEL study team are generally verbatim)	Source ^b
55		Access: additional road access	I would like to see access/ road developed around MP 55 to and thru the sage subdivision, utilizing the already existing platted right of ways via Wisdom Way connecting to Wisewoman Way all the way to eastern border of subdivision (which now has a road on that side but only allows access for the border lots). Currently, unless residents own along the east border of it, there is very limited access. The right of ways are very primitive and largely amount to nothing more than a grown over trail, with a short exception on the western border. All 24 lots sold in that subdivision and without adequate access and parking, that area will have a jam of cars parking on the already narrow McCarthy road.	Public
55.0		Access: additional road access	As a resident/ cabin owner of the Sage Subdivision at MP 55, I would like to see an access road put in for the subdivision. Specifically accessing from the west side via a currently partially built right of way at Wisdom Way thru to wisewoman to east .	Public
55.1		Road condition	MP55 to ~MP58 roadbed needs more gravel, ditching, and major brushing to improve safety and maintainability.	Public
55.5		Safety (road design)	Steep banks (Dropoff)	M&O
56.1		Safety (road design)	Dangerous dip in road bed with poor sight lines.	Public
56.2		Road condition/maintenance (drainage); Road condition (culvert)	Swift Creek; repair culvert. Culvert Issues (Install New and/or Replace Damaged Culvert). The cross culvert appears to be in great condition. Riprap armoring is not present on the roadway side slopes around the culvert inlet or outlet. Roadway side slopes are in danger of erosion around the culvert inlet and outlet. ADF&G scoping comments to WFL (Dec 2023) identified this culvert as a fish passage barrier, requesting it be upgraded as part of any improvement project (ADF&G Fish Passage Site 20101825). Copper River Watershed Project assigns an identity number to this culvert as Mc02. CRWP notes: Fast moving clear mtn stream. Oversteepened riffle at inlet and extremely perched outlet. High gradient immediately DS of outlet and turbulent flows. Little channel complexity US. High density and diversity of aquatic invertebrates. Ken 3 located DS. Additional CRWP notes for Mc01 and Mc02: Although stream gradients are excessive to support anadromous fish, some resident fish may use these habitats. These culverts are in critical condition and complete barriers to aquatic organisms due to perch height. A large elevation change between the inlet and outlet provides challenges to construct without a perch. Scouring on the outlet side due to perch height will continue to increase elevation change, and decrease slope stability leading to further road maintenance issues at these sites.	M&O; PAC (CRWP) ; Agencies
56.4		Safety (road design)	This area of the road should be re-routed to avoid constant permafrost slides which create road closures	Public
57.2		Road condition (culvert)	Culvert: Tributary to Swift Creek. ADF&G scoping comments to WFL (Dec 2023) identified this culvert as a fish passage barrier, requesting it be upgraded as part of any improvement project (ADF&G Fish Passage Site 20101824). Copper River Watershed Project assigns an identity number to this culvert as Mc01. CRWP notes: Small mountain runoff stream, minimal chnl definement. Accumulation of fines near inlet. Minimal water during low flow regimes. Culvert set high relative to streambed elevation. Additional CRWP notes for Mc01 and Mc02: Although stream gradients are excessive to support anadromous fish, some resident fish may use these habitats. These culverts are in critical condition and complete barriers to aquatic organisms due to perch height. A large elevation change between the inlet and outlet provides challenges to construct without a perch. Scouring on the outlet side due to perch height will continue to increase elevation change, and decrease slope stability leading to further road maintenance issues at these sites.	PAC (CRWP); Agencies
57.4		Safety (road design)	Narrow road (needs to be widened). High cutbank. Steep banks (dropoff).	M&O
57.4		road condition	Yes this section of road needs to be improved for every reason their is safety being the top reason.	Public
57.5		road condition	Approximate location. For motorcycles, large gravel fill is as dangerous as marbles. D1 is very safe and packs well for all vehicles. In general maintenance has been done well. Thank you.	Public
57.5	57.6	Hazard (landslide)	Bluff area one of two locations on the McCarthy Road at significant risk of failure. This section should be evaluated for relocation or significant improvements. Slides around 57.6 mile are more frequent as permafrost melts. From the air, the bluffs appear to have quite a bit of material that would like to come down. One of two places where the road is in danger of a complete failure that could shut down all access for weeks to months. High priority for investment in resiliency. Consistent maintenance is needed in this section due to unsafe landslide conditions.	Public
57.5	57.5 to 57.8	Road condition/maintenance (drainage); safety (road design); hazard	Narrow road (needs to be widened). High cutbank. Steep banks (dropoff). Glacier Area. Alluvial rock flow (displaced rock), and/or mud slide. Rockslide area and/or rocks on road. Sink hole and/or soft spot. Water on road and/or nowhere to go. Road sinking/sluffing.	M&O; Core Project Team
58.0		Road condition/maintenance (general); safety (road design)	Road sinking/sluffing off. Narrow road (needs to be widened).	M&O
58.2		Safety (road design)	Narrow road (needs to be widened). Cracks on road and/or severe road damage.	M&O
58.4		Road condition/maintenance (drainage); safety (road design)	Dirt banks both sides of road. Water drainage issues, lack of ditch, and/or plugged ditch. High Cutbank.	M&O
58.5		Access, parking	Facilitate parking and transition to the pedestrian bridge	Public
58.5		Visitor experience (signage)	Consider making a more prominent sign for the West Kennicott Glacier Trail. I've talked to multiple people who don't see the trailhead because it's hidden by parked vehicles and go on private property to access the trail, which is not ideal.	Public
59.3		Bridge condition/maintenance	Kennicott River Bridge (west). Scour issue upstream. River is hydrodynamic upstream and to the west side; possible solution is to armor to protect. Bridge deck is an issue (maintenance problem). Erosion is observed to exist on the right bank where there now exists large riprap to protect the bank. M&O crews have recommended the need for more erosion protection on the northeast northwest riverbank	Site Visit; N&O Report
59.3		Access: Kennicott River bridge (no public vehicle bridge)	I am strongly opposed to any change in the vehicular access across the Kennicott River. This should remain a footbridge. There is neither the administrative budget/structure nor infrastructure in place to accommodate vehicular traffic from visitors. Additionally the limited access into McCarthy/Kennecott is arguably part of the unique "draw" to visitors and an important component of the character of the community.	Public
59.3		Access: Kennicott River bridge (public vehicle bridge)	If the state is going to pay for the road with public funds all the way to Kennicott then the public needs to be able to access all the way to Kennicott. Doesn't seem right to have private usage when public money is used.	Public
59.3		Access: Kennicott River bridge options	The public has to deal with the private bridge owners when developing their properties. Bridge passes at \$550 annually are too much. The community needs to be able to control our own access. This bridge causes business opportunities to all be controlled by one family and that has allowed them to all become wealthy while others can't compete with them. The state is promoting monopolies	Public
59.3		Access: Kennicott River bridge (no public vehicle bridge)	Adequate infrastructure for uncontrolled access to McCarthy and Kennecott by non-resident vehicles does not exist. A public vehicle bridge would cause significant vehicle congestion and parking problems negatively impacting private lands. I do NOT support a public road into Kennicott or McCarthy. The infrastructure (roads and parking) in town could not support increased traffic, wear and tear. Additionally, more private vehicle traffic and parking in town would create too many safety concerns as well as degrade the character of the community. The Rowland Bridge has been a great compromise to the community, allowing local access of goods, services and emergency response, without allowing all the thousands of summer visitor vehicles to drive/park all over McCarthy and Kennecott. I love the combination of the private service bridge and public pedestrian/ATV bridge. It's an absolutely elegant scenario that protects most of what makes McCarthy loveable by all. Do not try to establish an open, public vehicle bridge. I think a public vehicle bridge is a terrible idea because there is nowhere for visitors to park on the McCarthy side and it would ruin the rustic, remote nature of the community. I do wish the Rowlands didn't charge so much for bridge keys though.	Public
59.3		Access: Kennicott River bridge options (transfer/shuttle)	Make it easier for elderly to get where they are going. They shouldn't have to drag luggage through gravel and over a bridge. Offer this as a service.	Public

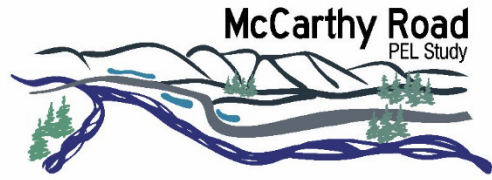
Approximate McCarthy Road milepost (MP) ^a , if applicable (if a range, then the western MP)	Approximate MP range (if applicable)	Comment Topic	Comment/Description (comments submitted by the public, stakeholders, agencies, and others outside of the PEL study team are generally verbatim)	Source ^b
59.3		Safety (signage)	Conflict of user groups on bridge. Adding a sign asking ATV users to yield to pedestrians/bikers when crossing the public bridge would increase safety.	Public
59.3		Access, parking	The Kennicott River Footbridge allows for economic opportunities on the West side of the river (parking) and east (shuttles) as well as creating a destination with lower traffic, pedestrian friendly atmosphere that visitors are drawn to.	Public
59.3		Bridge condition	The ongoing erosion of the west bank of the Kennicott during the annual joklaups means the footbridge's days are decidedly numbered. Action to extend the west end of the bridge must be taken if pedestrians and ATVs will continue to use the current bridge. The river keeps cutting away at the west end embankment of the foot bridge. This needs to be addressed prior to this planning process. It has the potential to be washed out every summer with the floods. Don't wait for an emergency fix, protect it now. Address the erosion at the west embankment.	Public
59.3		Access: Kennicott River bridge (public vehicle bridge)	We need a community bridge to that the cost of business goes down for businesses on this side. Right now, we are all charged different rates and small excavator businesses aren't allowed to compete w/ the Rowland business. Limiting businesses is bad!	Public
59.4		Access: Kennicott River bridge options	Look at the number of cabin that have gone up in the past 15 yrs, we need a long-term approach to access with safe bridges that can handle an emergency. Growth isn't slowing, it's increasing. So is tourism. The State wants to sell more land.	Public
59.4		Recreation opportunity; safety: recreation, trails, pedestrian	Provide a separate bike/walking trail along the corridor from the river to road junction for McCarthy? separate the walkers/bikes/dogs from the vehicle traffic	Public
59.5		Right-of-way (ROW)	the process between NPS and DOT needs to be fast tracked to provide DOT with the necessary permissions, ownership etc to work on the road next to the swimming hole. This is one of several locations where the road is located outside of the road ROW.	Public; Site Visit
59.5		Parking	Parking is needed in the vicinity of the swimming hole	Site Visit
59.5		Road condition/maintenance (drainage)	Culvert issue. There is a damaged culvert in the vehicle bypass that goes around the ped bridge. It needs replacing, but the original installation of that culvert inadvertently created an impoundment that now fills up with Clear Creek spring water. Would like to retain swimming hole if/when culvert is replaced.	Site Visit
59.5		Road condition (culvert)	Culvert: Swimming Hole. (ADF&G Fish Passage Site 20103766). ADF&G scoping comments to WFL (Dec 2023) identified this culvert as a fish passage barrier, requesting it be upgraded as part of any improvement project. Copper River Watershed identifies this culvert replacement as an opportunity to improve fish passage and/or habitat. CRWP assigns an identity number to this culvert as Ken2. CRWP notes: Interconnected pools in large side channel proximal to Kennicott Glacier Lake. Crushed pipe, hardly conveying water. Abundant juvenile coho salmon. CRWP additional notes: A severely crushed and failed culvert at Ken2 crosses off channel habitat which provides refugia for juvenile Coho Salmon and Dolly Varden in the locally known swimming hole. Fish get stranded in the upstream pond until higher flows allow them to move downstream. This culvert needs to be replaced to allow fish movement during all flow regimes as well as protect the road and eliminate road flooding problems.	PAC (CRWP); Agencies
59.5		Recreation opportunity; Road condition/maintenance; Community asset (swimming hole)	Road bed at the "Swimming Hole" need significant maintenance. However, it is important that any maintenance work be done in a manner to maintain the character and recreational opportunities of the swimming hole itself. Location of the swimming hole. The road needs upgrading here (more gravel and better culverts) but it should consciously be done in a way that maintains and improves the recreational character of the swimming hole and surrounding area (outhouses, veg, et). The culvert by the swimming hole, which is the area of road near the 2nd DOT bridge in McCarthy. Some locals want a non functioning culvert here so the "swimming hole" remains. Others want it drained and for proper fish passage to happen.	Public
59.6		Environmental considerations	Public water source for McCarthy residents. Drinking Water Source utilized by local community and visitors.	Public
59.6		Recreation opportunity	There is an NPS interpretive plan for this area in the vicinity of the existing outhouse; it has been approved conceptually but not funded. A trailhead is anticipated and the area could be considered in the future as a community "recreation hub." There is a conceptual trailhead that would be located north of the outhouse/ wayside.	Site Visit
59.6		Road design/access/safety (pullouts)	create a one vehicle pull out near the water source of clear creek for access to the locals water supply, so vehicles don't block the road way.	Public
59.7		Access	The roads in McCarthy are owned by the public. Public access shall be maintained. This road is a public thoroughfare and meant for use for all landowners in McCarthy. No one can claim rights to it as private. The roads of McCarthy, including that roadway which McCarthy Lodge LLC purports to own and is actively and deceptively trying to obtain, are public.	Public
59.7		Access, parking, Kennicott River bridge (no public vehicle bridge)	Ownership of the roads within the McCarthy Townsite is currently under litigation. There is no way for parking to be adequately managed in McCarthy at this time. Construction of a state vehicle bridge would immediately create a major parking problem.	Public
59.7		Road condition; environmental considerations	Would dust abatement be feasible along this section from the river to McCarthy? Or is that problematic with the Clear Creek Water source?	Public
59.8		Road condition (culvert)	Culvert: Clear Creek. (ADF&G Fish Passage Site 20103765). ADF&G scoping comments to WFL (Dec 2023) identified this culvert as a fish passage barrier, requesting it be upgraded as part of any improvement project. Copper River Watershed identifies this culvert replacement as an opportunity to improve fish passage and/or habitat. CRWP assigns an identity number to this culvert as Ken1. CRWP notes: Spring fed system, off channel habitat of the Kennicott River. Minimal habitat US. Beaver conflicts, as they tend to plug the pipe and flood the road. Community drinking waters. Better habitat downstream and defined channels. CRWP additional notes: Ken1 provides access to a network of spring fed habitat. There are beaver conflicts in area with dams being built inside the pipe leading to road flooding. Vehicles driving through these waters lead to water quality degradation impacting both community drinking water as well as fish habitat. Recommend utilizing beaver mitigation techniques to keep them from building dams in the culvert. Presently there are no fish passage concerns here other than lack of substrate in the pipe. This system provides critical overwintering and drought refugia for juvenile fish and should be monitored to ensure access.	PAC (CRWP); Agencies
59.9	59.9 to 64	Road condition/maintenance (dust, potholes)	Dust abatement and pothole management from McCarthy to Kennicott.	Public; Site Visit
60	60 to 64	Parking	Parking is needed in McCarthy, Kennicott, and in-between. At the end of the public road ROW, consider the historic avalanche path in light of a potential parking location and/or shuttle bus turnaround.	Public; Site Visit
60		Visitor experience	Old dyke to protect old railbed from glacier runoff. I think not interpreting/keeping some of the road's history as a railbed is a loss - as you can still see it today - is part of the mxy rd story. This spot is one.	Public
60		Other infrastructure: school	Build a school in McCarthy-Kennicott area. There are over 16 children, school aged. Combat the religious zealots and the clan of bible bangers.	Public
60	60 to 64	Road condition/maintenance (drainage); hazards (landslides, avalanches)	There continues to be standing water and drainage issues. Avalanches are a concern along this stretch of road. There is evidence of recurrent historic slides; sluffing/landslides could get worse. Surface water on roadway: most seasons there is moisture on the roadway. The road base is failing due to excess water. Water has caused slope failures and landslides in the area. Specific landslide area with substantial road issues: standing water, sinkholes, possibility of additional slumping, etc.	Site Visit
60.0	60 to 64	Access, parking, Kennicott River bridge (no public vehicle bridge)	Very concerned if unlimited vehicle access is allowed across Kennicott River, up to Kennicott mill site. There is no parking in Kennicott and the road between McCarthy and Kennicott is one lane with pullouts and multiple areas of unsafe steep shoulders.	Public
61.1	60 to 64	Road condition/maintenance (drainage, brush clearing)	This whole stretch from here to the gate at Kennicott needs more gravel, some new culverts, lots of ditching, and major brushing for access, safety, and maintainability. DOT has done well working with the poor, or nonexistent, material on this road.	Public
61.7		Funding	McCarthy gets Community Grant Monies from the State and a portion of that could be used in a joint effort with DOT to do roadwork repairs. The grant monies are allowed for public road maintenance per grant doc. We have \$170,000 saved for who knows what.	Public
63		Visitor experience (signage)	Request AK DOT&PF place a sign at the end of the McCarthy Road at the south end of the Kennecott subdivision and National Historic Landmark stating the "State Road Ends Here".	Public

Approximate McCarthy Road milepost (MP) ^(a) , if applicable (if a range, then the western MP)	Approximate MP range (if applicable)	Comment Topic	Comment/Description (comments submitted by the public, stakeholders, agencies, and others outside of the PEL study team are generally verbatim)	Source ^(b)
63		Visitor experience (signage)	Request NPS place a sign at the end of the McCarthy Road at the south end of the Kennecott subdivision and National Historic Landmark stating "No Visitor Parking within the Kennecott subdivision and NHL"	Public
63.2		road condition/maintenance	This section of road is not maintained and there are issues as to who in fact owns the road. All I know is the road from McCarthy to Kennicott Shuttle turnaround is horribly maintained. My business spends a lot each year on damage caused by the road	Public
63.2		access	At the vehicle turnaround there are two possible ROWs. The State's 100ft or the lot owners 40 ft. There are large rocks right in that ROW that force vehicles onto NPS land and we are asked to pay user fees for our shuttles. Rocks should be removed.	Public
63.2		access	Vehicle shuttle turnaround is within the Kennecott Subdivisions and is not part of the State of AK/DOT roadways. ROW are 40 ft.	Public
64.0		Safety (road design)	At the end of the public ROW and beginning of the Kennicott Subdivision, the roadway narrows to 40 feet.	Site Visit
64.0		Access, parking	NPS has 14 million acres and they are the ones who want to invite tourists here. They need to develop parking in Kennicott and quit trying to tell people who have been driving here for 30 years that we suddenly can't.	Public
Corridor		Economic development; road design; road maintenance	The McCarthy road's poor condition, poor design (old railroad!), and lack of maintenance is a safety issue, a major barrier to economic growth, a barrier to creating a healthy year-round regional human population, and inhibits access to America's largest national park. The PEL study area has economically disadvantaged communities that lack basic infrastructure (school, water and sewer, electric utility) largely due to the lack of reliable overland access on the McCarthy road. This area and road have been left out and neglected by AKDOT and federal funding agencies for too long. The road should be *completely redesigned* with the goal of maintaining a two-way, year-round road where vehicles can safely travel an average of 65 MPH from Chitna to McCarthy and cyclists can safely travel alongside vehicles. AKDOT should prioritize completing the design and pre-construction planning, and dedicate full-time staff to secure federal funding for improvements.	Public
Corridor		Road maintenance/safety (signage)	Replace missing and damaged mile markers.	Public
Corridor		Access; road design	Eliminate access to the MXY Road and make it a biking, hiking trail only. Allow fly-in only to MXY for all of the pilots and their private airstrips. The Greenies will also be happy.	Public
Corridor		Other infrastructure: railroad	Alaska Railroad should build a railroad with flagstop services along the McCarthy Road.	Public
Corridor		Safety (services: emergency response)	Support for emergency response, search, and rescue. This is a remote area. Increased traffic will result in increased traffic accidents, injuries, and fatalities. There needs to be support for local emergency response, first responders for traffic accidents and search and rescue efforts. Response times to this area for accidents and injuries must be addressed in the plan. Emergency response capacity is not currently adequate to manage local needs.	Public
Corridor		Road character	I appreciate the comprehensive, visual, and collaborative approach that you're taking on this important issue. The MXY road to me, represents a passage and gateway into the wild place. From the very first narrow cut through the bluff leaving Chitina, to each crossing of rivers and creeks, to the eventual halt at the Kennicott River, I have always, and will always, love the drive.	Public
Corridor		Visitor experience (waysides)	I also think it's a loss not to be highlighting more of the history related to the historic railway route (there is lots of evidence along the corridor that I don't see an effort to retain historic pieces to be able to tell that story in future).	Public
Corridor		Safety (services: trooper patrolling)	We need the troopers out here even if only once or twice a year to write some tickets and get the word out that the road is patrolled. No one is afraid of getting a ticket. I've driven this since 1980 and am very concerned every time the road is graded.	Public
Corridor		Road condition/maintenance	Pave the road to McCarthy. We have the largest national park in the country and almost no way to access it. McCarthy/Kennicott stands out as a great tourist attraction which will enrich and revitalize all communities in the area that have been struggling since the oil boom days have waned. Pave it. I personally like the chip seal on the first 16 miles-do more sections like that.	Public
Corridor		Road maintenance (winter)	Road improvements and regular road maintenance to the extent that drivers can expect to travel at the posted speed limit for the entirety of the 60 mile road. At present it is difficult to estimate travel time between Chitina and McCarthy due to varying surface conditions. It can take anywhere from 2 hours at the speed limit to 4+ depending on the state of the road. This makes it hard for businesses to accurately plan for the arrival of their supplies, guests etc. and even creates safety issues for people who break down along the way and are not considered overdue for long periods. As a resident and as a business owner, I hope to see the road in this condition all year-round. If this type of road maintenance were to continue 12 months of the year, a boom for winter tourism (which is a big need in our state currently) and year-round residency is certain.	Public
Corridor		Road condition/maintenance	Use proper gravel for repairs. Last year maintenance used dirt! The mud section was very, very dangerous for motorcycles. Had any cars or trucks been approaching from the other direction, any of us 6 riders would have been run over. All of us struggled.	Public
Corridor		Road condition/maintenance (dust)	Another problem is dust on the gravel portion. With a low traffic load, cars can space themselves so that they are far enough apart that nobody is driving in a dust cloud generated by the car in front of him or her. With current traffic loads, especially on holiday weekends in the summer, wide spacing between cars becomes difficult. In addition to being unpleasant, driving in a dust cloud is dangerous because of poor visibility and the danger of hitting the car in front, or an oncoming car that is going in the other direction. In an attempt to control the dust, DOT has spread calcium chloride on the road, but this has not been a totally satisfactory solution. For one thing, the use of the calcium chloride has been sporadic at best. Secondly, since it does retain moisture, if there is precipitation, the road remains muddy for longer than if there were no chemicals on it. And thirdly, one wonders at the wisdom of broadcasting these chemicals into the environment. However, as summer time, traffic has increased, so have the number of folks driving too fast, creating washboards, kicking up dust in the dry months, and leaving me longing for days when people slowed down to pass one another, waving, and even stopping to chat.	Public
Corridor		Road maintenance/safety (brush clearing)	The second trend we have seen is that weather patterns along the road are changing. There is less stability in the weather, and more likelihood of a storm that drops extreme amounts of precipitation and/or is accompanied by very high winds. Due perhaps to increased precipitation, we notice that areas which used to be relatively open are now growing up in willows and alders. This additional brush reduces visibility around the many blind corners, so brush needs to be cut more often as a safety measure. But in the past, the outfits that have been contracted to cut the brush do that, mostly with a hydro ax, but they leave the slash where it falls. This builds up and creates a fuel load that becomes a hazard for forest fires. The entire road needs annual brush clearing on both sides of the road.	Public
Corridor		Recreation opportunity (trail)	The McCarthy Road Scenic Corridor Plan (NPS, DNR, and DOT&PF 1997) recommended a multi-use trail that paralleled the roadway between Chitina and McCarthy. There is interest in conducting an alternative analysis to evaluate pedestrian access improvements along the entire study corridor to improve the experience and safety for road users.	N&O Report
Various		Pedestrian accommodation	Except for the Kennicott River bridge crossings (West and East channel), none of the road bridges along the study corridor have a dedicated space for pedestrians. Several of the bridges do not meet pedestrian barrier safety requirements.	N&O Report

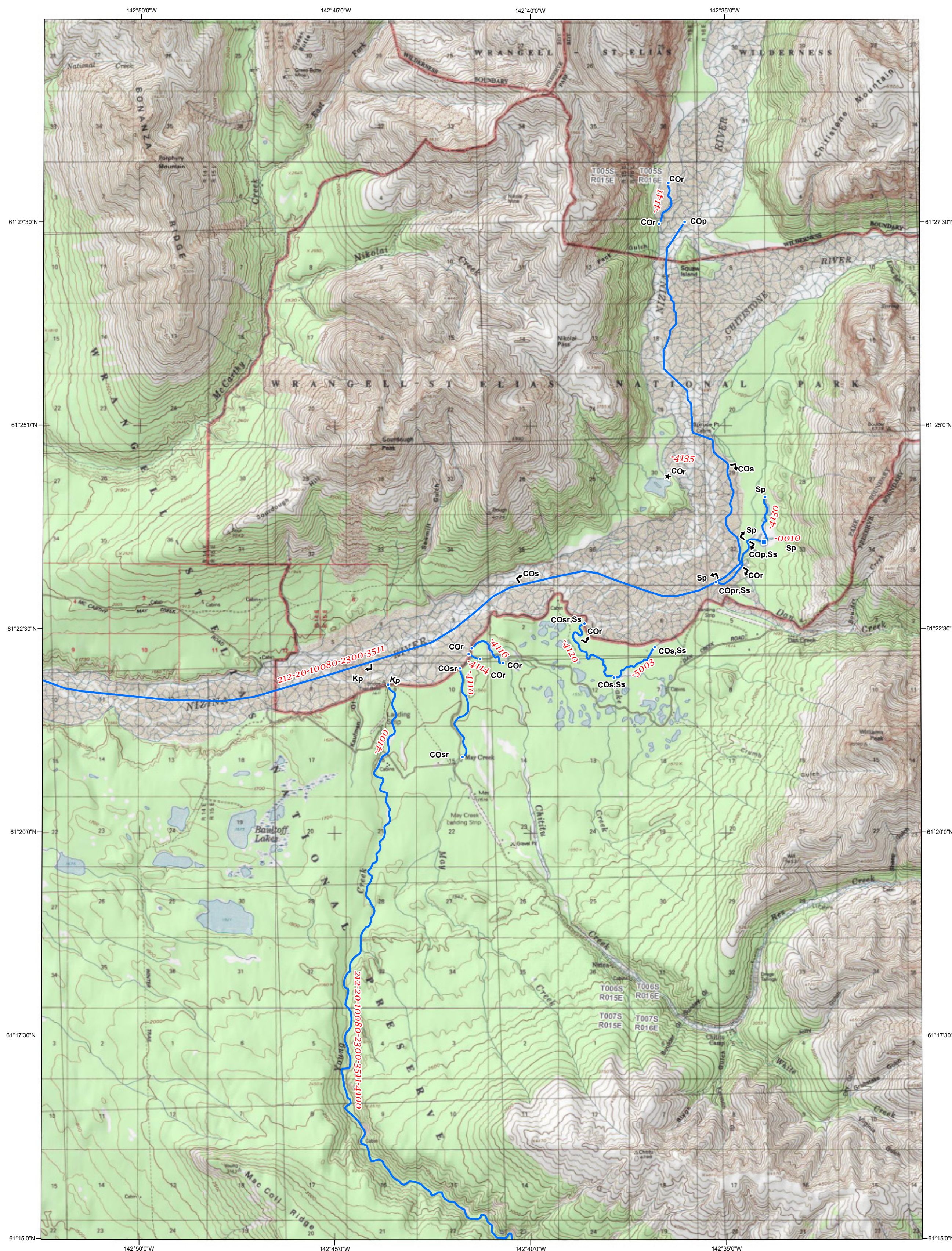
Acronyms: ADF&G = Alaska Department of Fish & Game; CRWP = Copper River Watershed Project; DOT&PF = Alaska Department of Transportation and Public Facilities; N&O Report = PEL Study Needs & Opportunities Assessment Report; PAC = Project Advisory Committee.
Note: Some acronyms originating in submitted comments have not been spelled out nor has spelling or typos been corrected.

^(a) Mileposts are approximate. Mileposts were either identified by the PEL study team or by the public or stakeholders when they submitted their comment during the first phase of the PEL study.

^(b) Sources include: public; PAC; agencies; a site visit conducted by the PEL study team; N&O Report; the PEL study core project team, which includes Western Federal Lands Highway Administration, National Park Service, and DOT&PF; and DOT&PF maintenance staff.



Appendix B
Anadromous Waters Catalog Data Maps

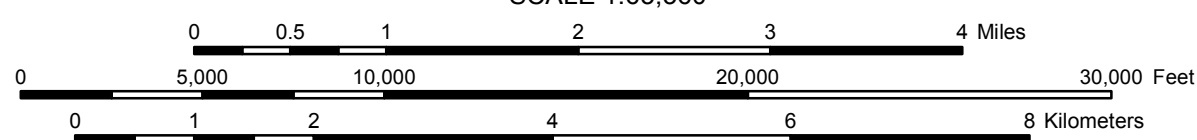


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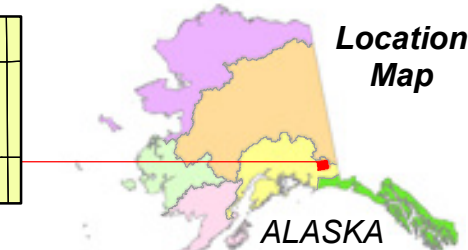
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SCALE 1:63,360



Universal Transverse Mercator projection, Zone 7, 1983 North American datum.

MCC C-6	MCC C-5	MCC C-4
MCC B-6	MCC B-5	MCC B-4
MCC A-6	MCC A-5	MCC A-4



- Lower/Upper Point of Stream
- ↑ Midstream Species Begin/End Point
- ★ Short Stream (Under 660 feet)
- Lake
- ▲ Barrier
- Anadromous Streams
- Anadromous Areas
- AWC Stat Area
- Regional Boundary

SPECIES CODES	
AC	Arctic char
AL	Arctic lamprey
AW	Arctic cisco
BC	broad whitefish
BW	Bering cisco
CT	cutthroat trout
DV	Dolly Varden
GS	green sturgeon
HW	humpback whitefish
LC	least cisco
LP	lamprey, undifferentiated
LV	river lamprey
OL	longfin smelt
OM	rainbow smelt
OU	eulachon
PC	Pacific lamprey
SF	inconnu (sheefish)
SH	steelhead trout
SM	smelt, undifferentiated
ST	sturgeon, undifferentiated
W	whitefish, undifferentiated
WS	white sturgeon

LIFESTAGE CODES	
p	Present
m	Migration
r	Rearing
s	Spawning



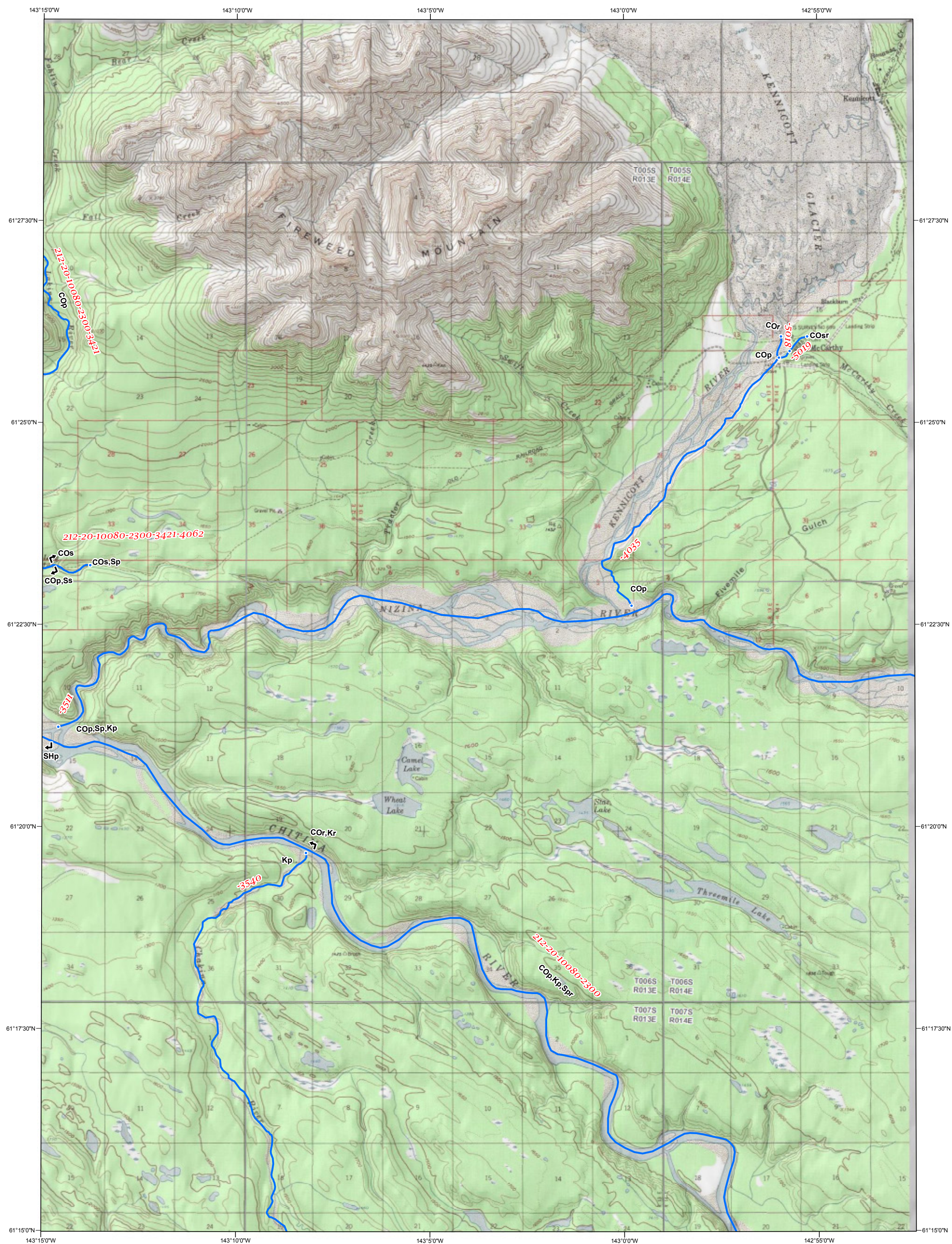
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Quad No. 056 (MCC)

Mc Carthy B-5

Revision Date 3/5/2014

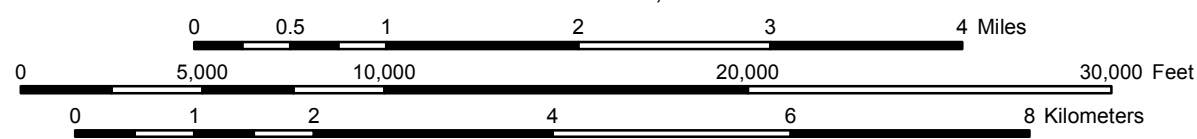


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SCALE 1:63,360



Universal Transverse Mercator projection, Zone 7, 1983 North American datum.

MCC C-7	MCC C-6	MCC C-5
MCC B-7	MCC B-6	MCC B-5
MCC A-7	MCC A-6	MCC A-5



- Lower/Upper Point of Stream
- ⤴ Midstream Species Begin/End Point
- ★ Short Stream (Under 660 feet)
- Lake
- ▲ Barrier
- Anadromous Streams
- Anadromous Areas
- AWC Stat Area
- Regional Boundary

Waters Important to Anadromous Fish are listed pursuant to AS 16.05.871. Specified species distribution and life functions reflect known data. Actual distribution and use may extend beyond specified limits. Migration upstream and/or downstream is assumed for specified stream reaches.

SPECIES CODES		LIFESTAGE CODES	
AC	Arctic char	p	Present
AL	Arctic lamprey	m	Migration
AW	Arctic cisco	r	Rearing
K	chinook salmon (king)	s	Spawning
P	pink salmon		
S	sockeye salmon		
AC	Arctic char	LV	river lamprey
AL	Arctic lamprey	OL	longfin smelt
AW	Arctic cisco	OM	rainbow smelt
BC	broad whitefish	OU	eulachon
BW	Bering cisco	PC	Pacific lamprey
CT	cutthroat trout	SF	inconnu (sheefish)
DV	Dolly Varden	SH	steelhead trout
GS	green sturgeon	SM	smelt, undifferentiated
HW	humpback whitefish	ST	sturgeon, undifferentiated
LC	least cisco	W	whitefish, undifferentiated
LP	lamprey, undifferentiated	WS	white sturgeon



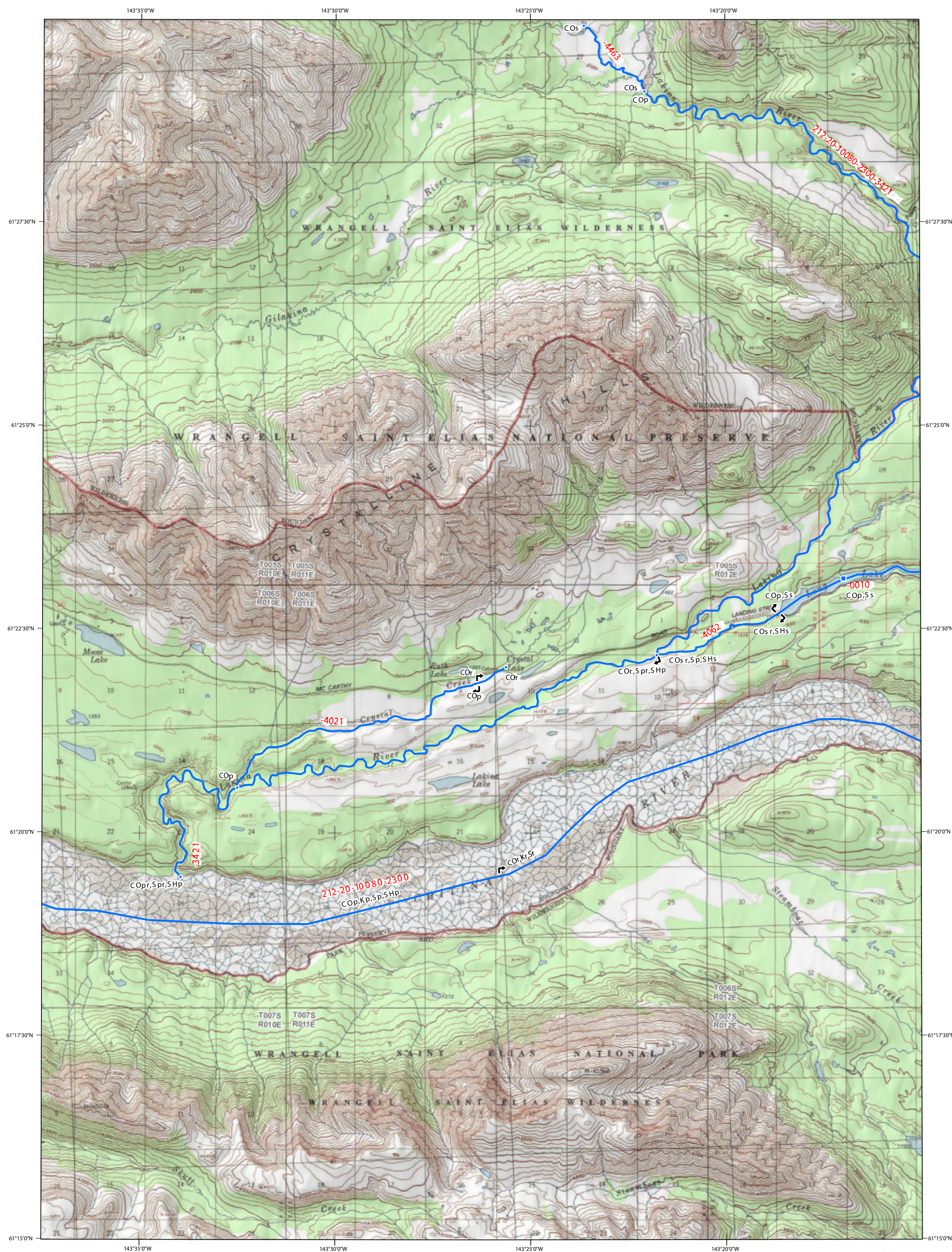
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Anadromous Waters Atlas

Quad No. 056 (MCC)

McCarthy B-6

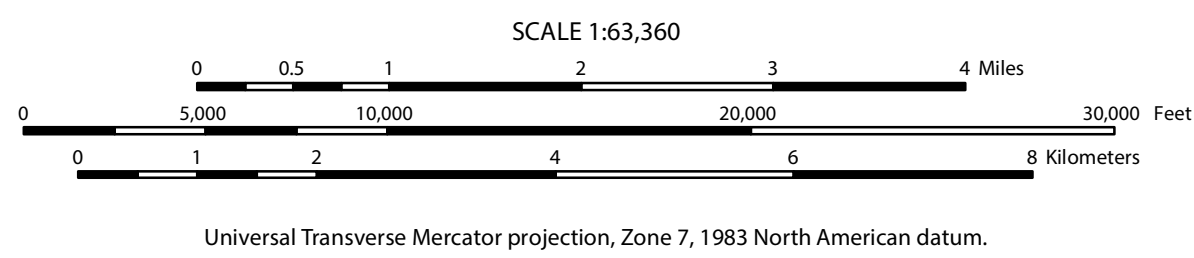
Revision Date 11/9/2015



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MCC C-8	MCC C-7	MCC C-6
MCC B-8	MCC B-7	MCC B-6
MCC A-8	MCC A-7	MCC A-6



- Lower/Upper Point of Stream
- ⬆ Midstream Species Begin/End Point
- ★ Short Stream (Under 660 feet)
- Lake
- ▲ Barrier
- Anadromous Streams
- Anadromous Areas
- AWC Stat Area
- Regional Boundary

SPECIES CODES	
CO	coho salmon
CH	chum salmon
K	chinook salmon (king)
P	pink salmon
S	sockeye salmon
AC	Arctic char
AL	Arctic lamprey
AW	Arctic cisco
BC	broad whitefish
BW	Bering cisco
CT	cutthroat trout
DV	Dolly Varden
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OU	eulachon
PC	Pacific lamprey
SF	inconnu (sheefish)
SH	steelhead trout
SM	smelt, undifferentiated
ST	sturgeon, undifferentiated
W	whitefish, undifferentiated
WS	white sturgeon

LIFESTAGE CODES	
p	Present
m	Migration
r	Rearing
s	Spawning



Anadromous Waters Atlas

Quad No. 056 (MCC)

Mc Carthy B-7

Revision Date 12/9/2013

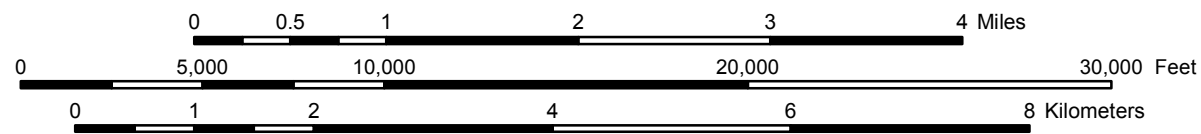


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SCALE 1:63,360



Universal Transverse Mercator projection, Zone 7, 1983 North American datum.

VAL C-1	MCC C-8	MCC C-7
VAL B-1	MCC B-8	MCC B-7
VAL A-1	MCC A-8	MCC A-7



- Lower/Upper Point of Stream
- ↑ Midstream Species Begin/End Point
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K	chinook salmon (king)	r	Rearing
S	pink salmon	s	Spawning
P	sockeye salmon		
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GW	humpback whitefish	ST	sturgeon, undifferentiated
HC	least cisco	W	whitefish, undifferentiated
LP	lamprey, undifferentiated	WS	white sturgeon



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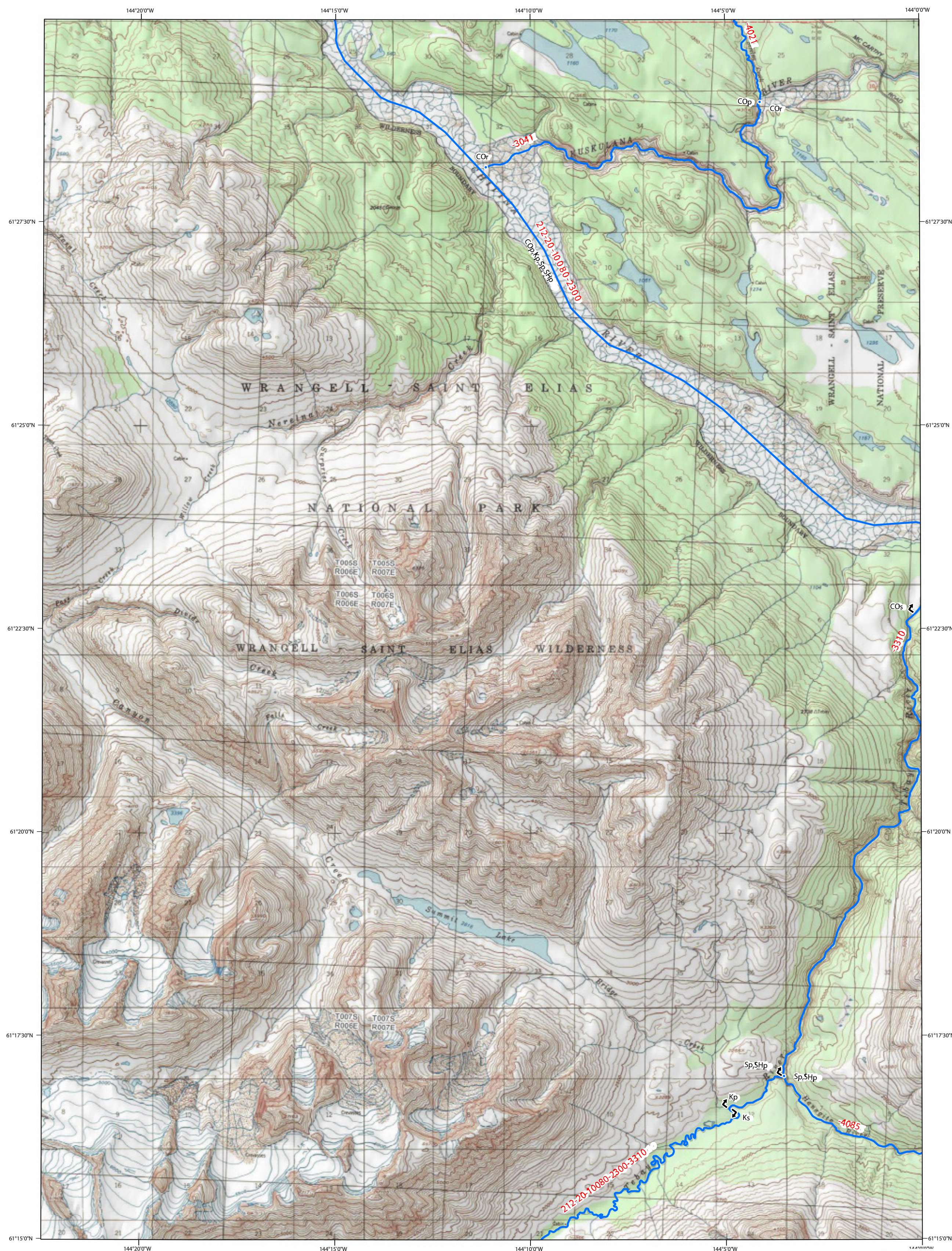
Anadromous Waters Atlas

Quad No. 056 (MCC)

McCarthy

B-8

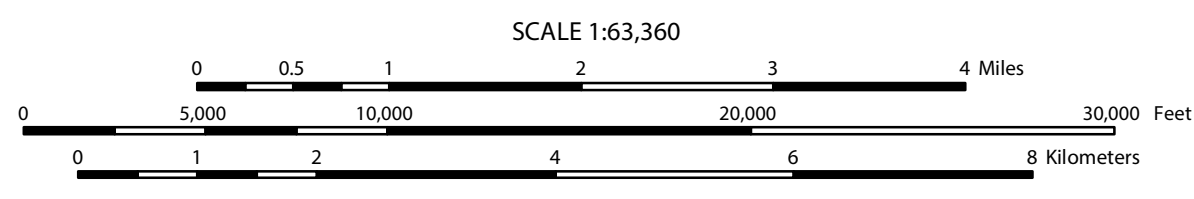
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VAL C-2	VAL C-1	MCC C-8
VAL B-2	VAL B-1	MCC B-8
VAL A-2	VAL A-1	MCC A-8



Universal Transverse Mercator projection, Zone 6, 1983 North American datum.

- Lower/Upper Point of Stream
- ⬆ Midstream Species Begin/End Point
- ★ Short Stream (Under 660 feet)
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WS	white sturgeon

LIFESTAGE CODES	
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r	Rearing
s	Spawning



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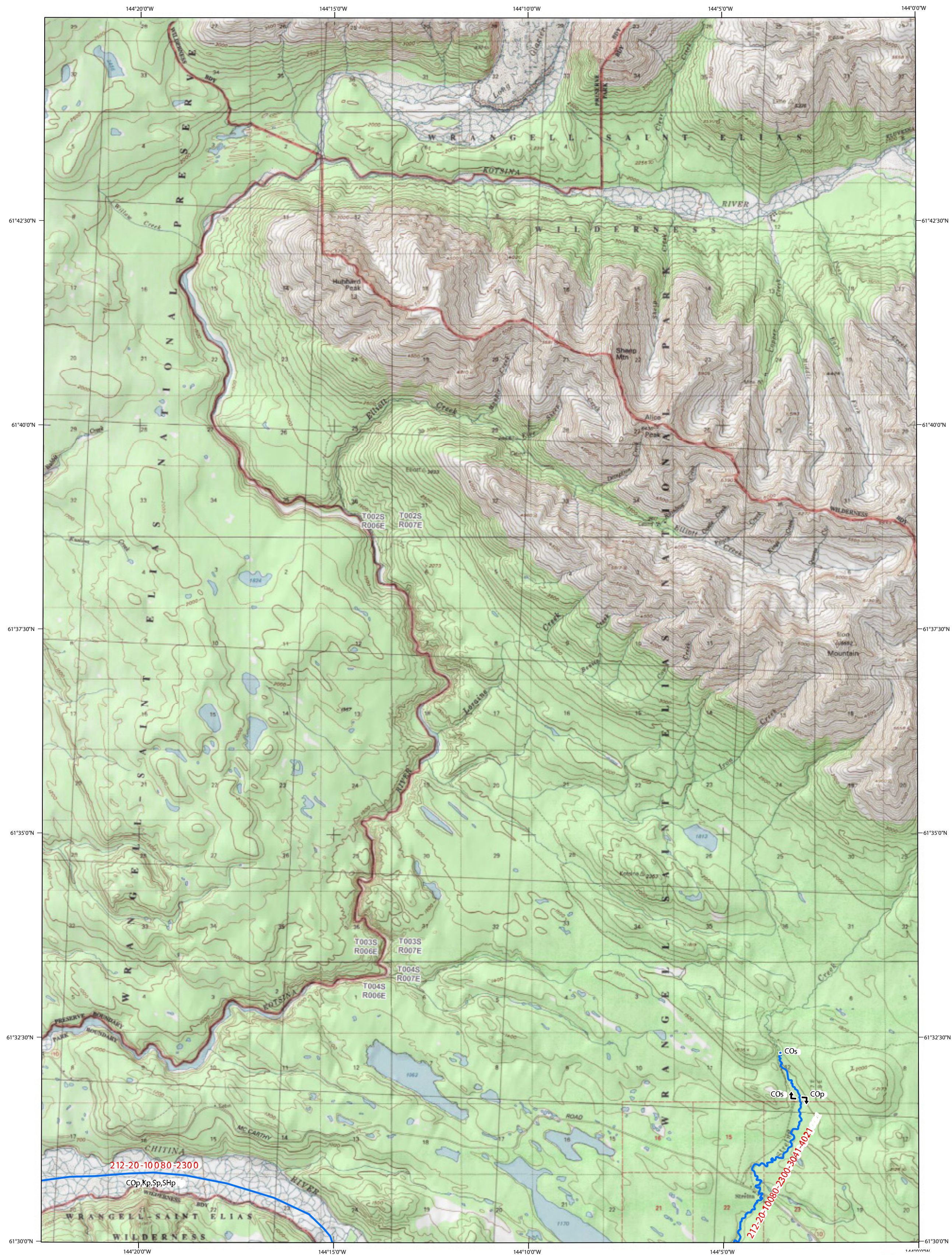
Anadromous Waters Atlas

Quad No. 057 (VAL)

Valdez B-1

Revision Date 12/10/2013

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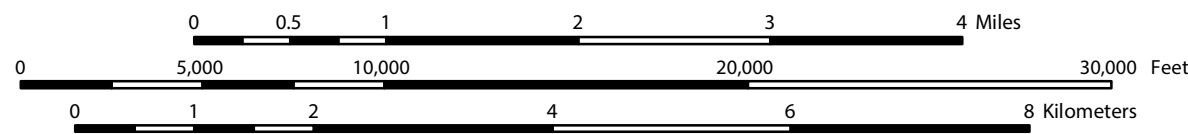


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SCALE 1:63,360



Universal Transverse Mercator projection, Zone 6, 1983 North American datum.

VAL D-2	VAL D-1	MCC D-8
VAL C-2	VAL C-1	MCC C-8
VAL B-2	VAL B-1	MCC B-8



Location Map

ALASKA

- Lower/Upper Point of Stream
- ⬆ Midstream Species Begin/End Point
- ★ Short Stream (Under 660 feet)
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- ▲ Barrier
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- Anadromous Areas
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ST	sturgeon, undifferentiated		
W	whitefish, undifferentiated		
WS	white sturgeon		



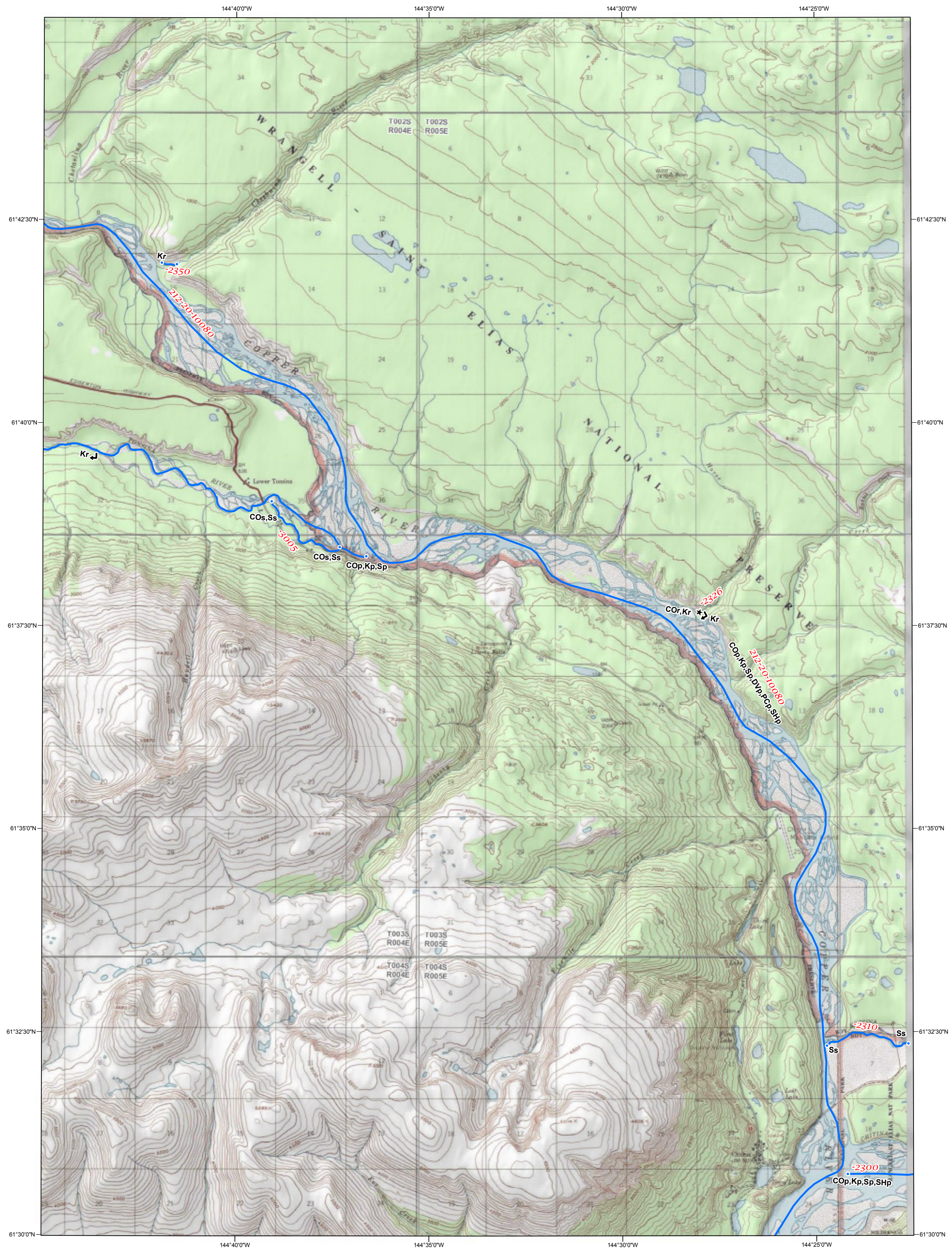
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Anadromous Waters Atlas

Quad No. 057 (VAL)

Valdez C-1

Revision Date 12/9/2013

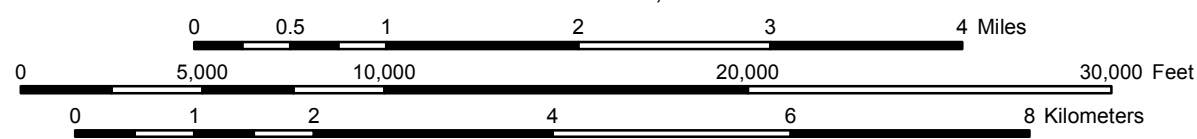


Base map created with TOPOI, ©2006 National Geographic Maps. All Rights Reserved.

The geographical base map data are based on USGS topographic maps, USGS elevation data, and the USGS Geographic Names Information System. Please consider carefully the fact that the geographic data may not be adequate for purposes requiring precision in depiction of geographic features, exact measurement of direction or distance, or for similar purposes including but not limited to navigation, tracking, or emergency response.

Access this map on the web at <http://www.adfg.alaska.gov/sf/SARR/AWC/index.cfm?ADFG=maps.maps>

SCALE 1:63,360



Universal Transverse Mercator projection, Zone 6, 1983 North American datum.

VAL D-3	VAL D-2	VAL D-1
VAL C-3	VAL C-2	VAL C-1
VAL B-3	VAL B-2	VAL B-1



Location Map

ALASKA

- Lower/Upper Point of Stream
- ⌋ Midstream Species Begin/End Point
- ★ Short Stream (Under 660 feet)
- Lake
- ▲ Barrier
- Anadromous Streams
- Anadromous Areas
- AWC Stat Area
- Regional Boundary

Waters Important to Anadromous Fish are listed pursuant to AS 16.05.871. Specified species distribution and life functions reflect known data. Actual distribution and use may extend beyond specified limits. Migration upstream and/or downstream is assumed for specified stream reaches.

SPECIES CODES

- CO coho salmon
- CH chum salmon
- K chinook salmon (king)
- P pink salmon
- S sockeye salmon

LIFESTAGE CODES

- p Present
- m Migration
- r Rearing
- s Spawning

- AC Arctic char
- AL Arctic lamprey
- AW Arctic cisco
- BC broad whitefish
- BW Bering cisco
- CT cutthroat trout
- DV Dolly Varden
- GS green sturgeon
- HW humpback whitefish
- LC least cisco
- LP lamprey, undifferentiated

- LV river lamprey
- OL longfin smelt
- OM rainbow smelt
- OU eulachon
- PC Pacific lamprey
- SF inconnu (sheefish)
- SH steelhead trout
- SM smelt, undifferentiated
- ST sturgeon, undifferentiated
- W whitefish, undifferentiated
- WS white sturgeon



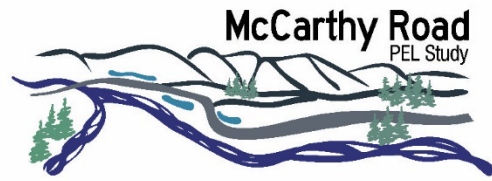
Produced By
State of Alaska
Department of
Fish and Game

Anadromous Waters Atlas

Quad No. 057 (VAL)

**Valdez
C-2**

Revision Date 11/9/2015



Appendix C
Stream Gage Data, Hydrological Features Mapbook, and
Significant Crossing Hydrologic Analysis

IMPORTANT [Legacy real-time page](#)



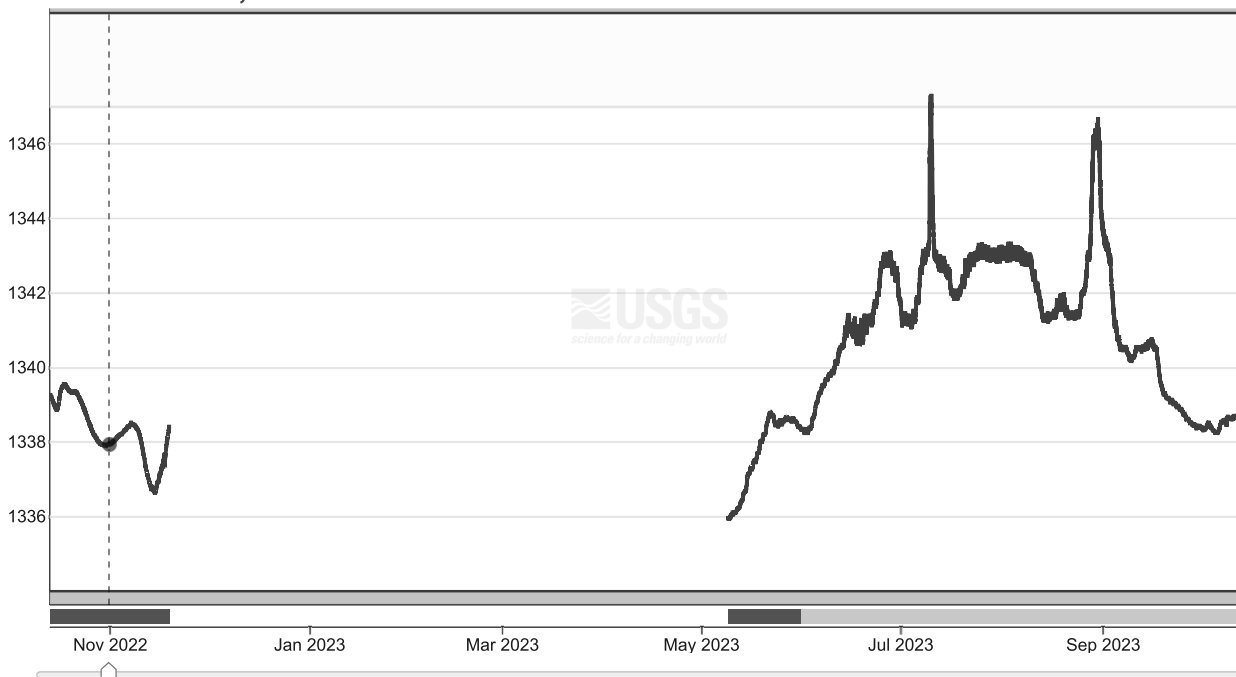
7 days 30 days 1 year

WF Kennicott R at Mccarthy AK - 15209700

October 13, 2022 - October 13, 2023

Gage height, feet

1337.94 ft - Oct 31, 2022 03:15:00 PM AKDT



IMPORTANT Data may be [provisional](#)

Show legend ▼

	Value	Status
<input checked="" type="radio"/> Latest	1338.76	Provisional
Oct 13, 2023 10:15:00 AM AKDT		
<input checked="" type="radio"/> Selected	1337.94	Approved
Oct 31, 2022 03:15:00 PM AKDT		
<input type="radio"/> Compare		

Add last year's data to graph

Median

No median data for this data type

Hide graph details ^

Statistics are not available at this monitoring location for the data type: Gage height, ft

Hide statistics ^

Change time span

Subscribe to WaterAlert

View related graphs

Download data

View data records

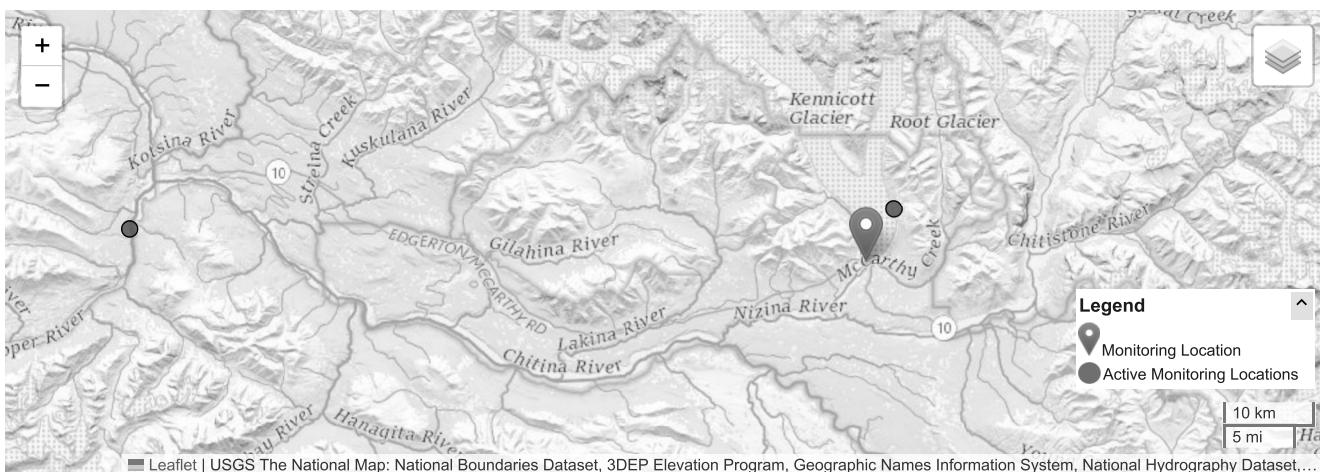
Select data to graph

<input checked="" type="radio"/> Gage height, feet	2016-05-27 to 2023-10-13	^
<input type="checkbox"/> Select data to graph on second y-axis		
<input type="radio"/> Discharge, cubic feet per second	1994-05-20 to 2023-10-13	▼

<input type="radio"/> Specific conductance, water, unfiltered, microsiemens per centimeter at 25 degrees Celsius	2020-05-23 to 2023-05-31	▼
<input type="radio"/> Temperature, air, degrees Celsius	2023-06-15 to 2023-10-13	▼
<input type="radio"/> Temperature, air, degrees Fahrenheit (calculated)	2023-06-15 to 2023-10-13	▼
<input type="radio"/> Temperature, water, degrees Celsius	2020-05-16 to 2023-10-13	▼
<input type="radio"/> Temperature, water, degrees Fahrenheit (calculated)	2020-05-16 to 2023-10-13	▼
<input type="radio"/> Turbidity, water, unfiltered, monochrome near infra-red LED light, 780-900 nm, detection angle 90 +/-2.5 degrees, formazin nephelometric units (FNU)	2020-05-28 to 2023-08-29	▼

Monitoring camera

There are no cameras currently available at this monitoring location.



Interested in understanding how to access the upstream/downstream data? [Learn about the Network-Linked Data Index \(NLDI\)](#)

Summary of available field and laboratory sample data

Summary of all available data

Location metadata

Operated in cooperation with:



Questions or Comments

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IMPORTANT [Legacy real-time page](#)

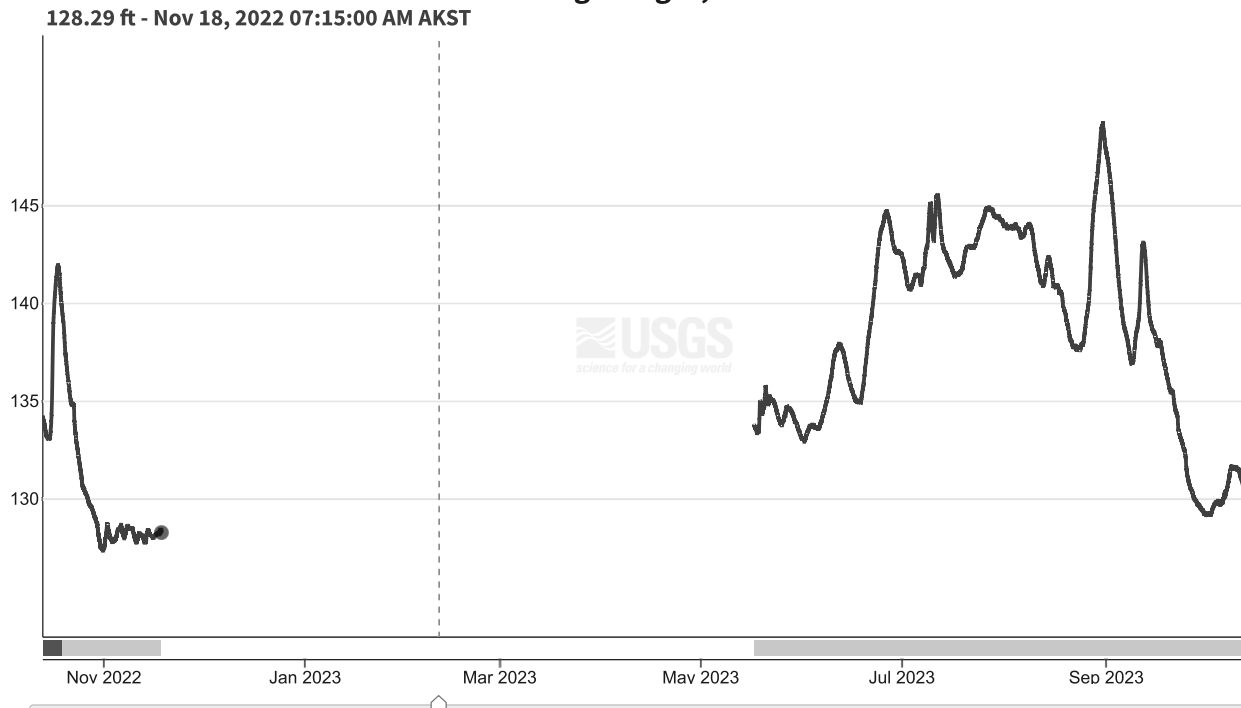


7 days 30 days 1 year

Copper R at Million Dollar Bridge NR Cordova AK - 15214000

October 13, 2022 - October 13, 2023

Gage height, feet



IMPORTANT Data may be provisional

Show legend

	Questions or Comments	Status
<ul style="list-style-type: none"> ● Latest ● Selected ● Compare 		Provisional
<ul style="list-style-type: none"> ● Add last year's data to graph ● Median 	128.29	Provisional

Statistics are not available at this monitoring location for the data type: Gage height, ft

Hide graph details

Hide statistics

Change time span

Subscribe to WaterAlert

View related graphs

Download data

View data records

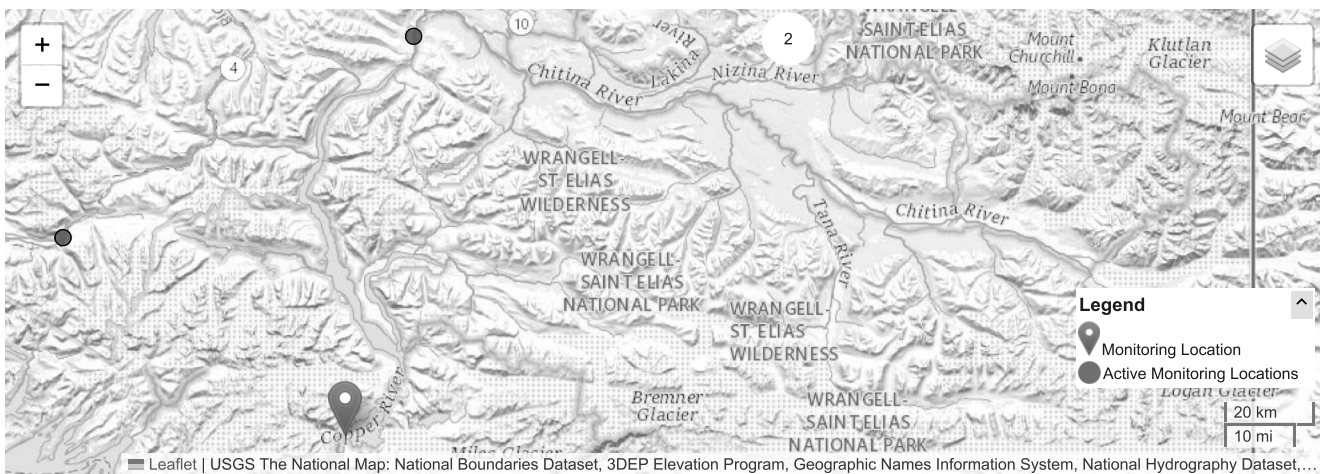
Select data to graph

- Gage height, feet 2009-05-20 to 2023-10-13
- Discharge, cubic feet per second 1989-06-22 to 2023-10-13

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<input type="radio"/> Wind direction, degrees clockwise from true north	2023-06-15 to 2023-10-13	▼
<input type="radio"/> Wind speed, miles per hour	2023-06-15 to 2023-10-13	▼

Monitoring camera

There are no cameras currently available at this monitoring location.



Interested in understanding how to access the upstream/downstream data? [Learn about the Network-Linked Data Index \(NLDI\)](#)

Summary of available field and laboratory sample data

Summary of all available data

Location metadata

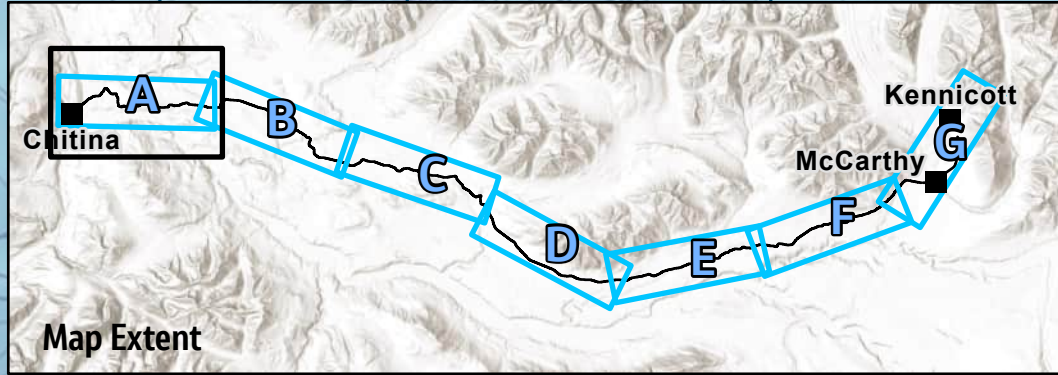
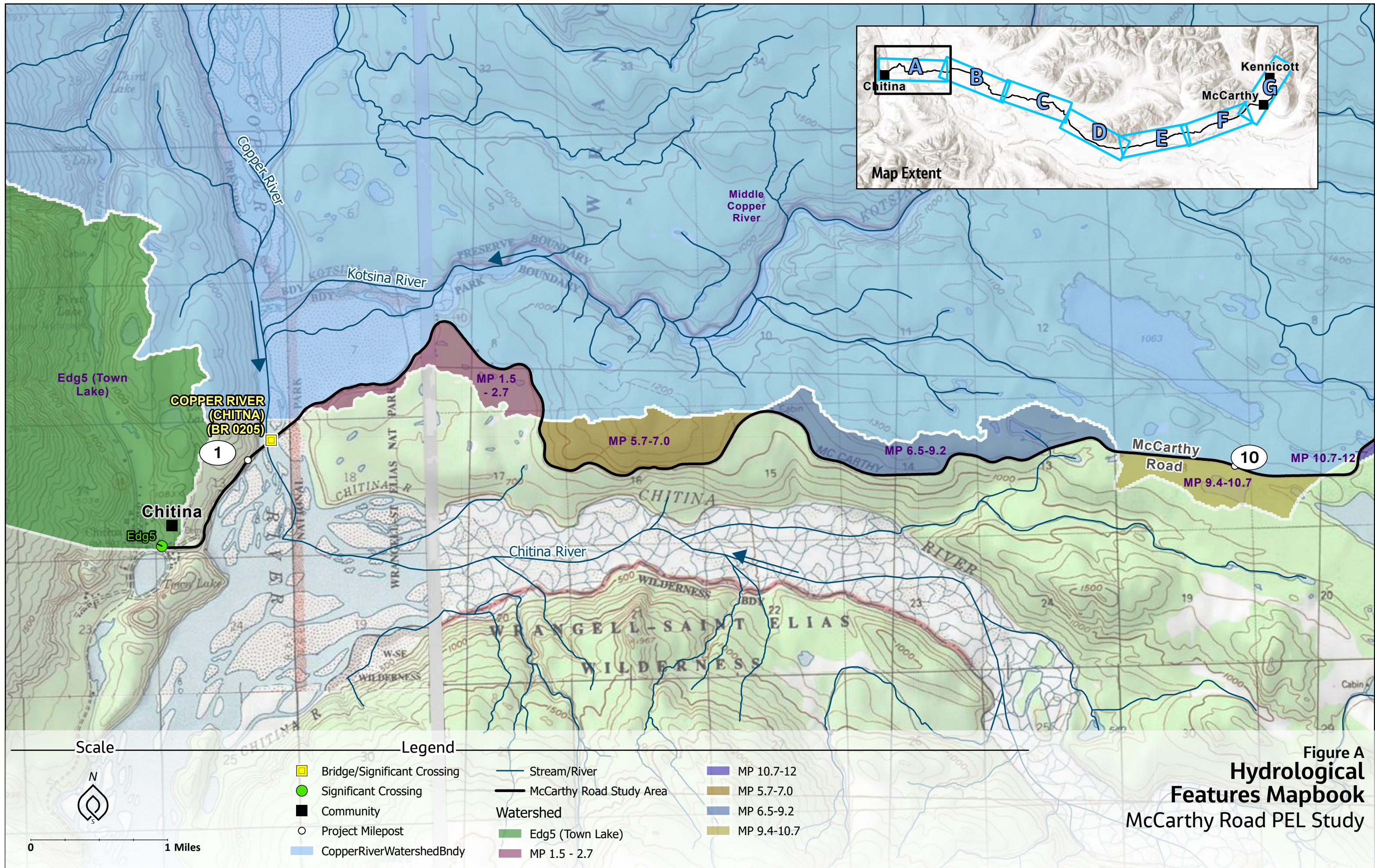
Operated in cooperation with:



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Scale



0 1 Miles

Legend

- | | | |
|-----------------------------|--------------------------|-------------|
| Bridge/Significant Crossing | Stream/River | MP 10.7-12 |
| Significant Crossing | McCarthy Road Study Area | MP 5.7-7.0 |
| Community | Watershed | MP 6.5-9.2 |
| Project Milepost | Edg5 (Town Lake) | MP 9.4-10.7 |
| CopperRiverWatershedBdy | MP 1.5 - 2.7 | |

Figure A
**Hydrological
 Features Mapbook**
 McCarthy Road PEL Study

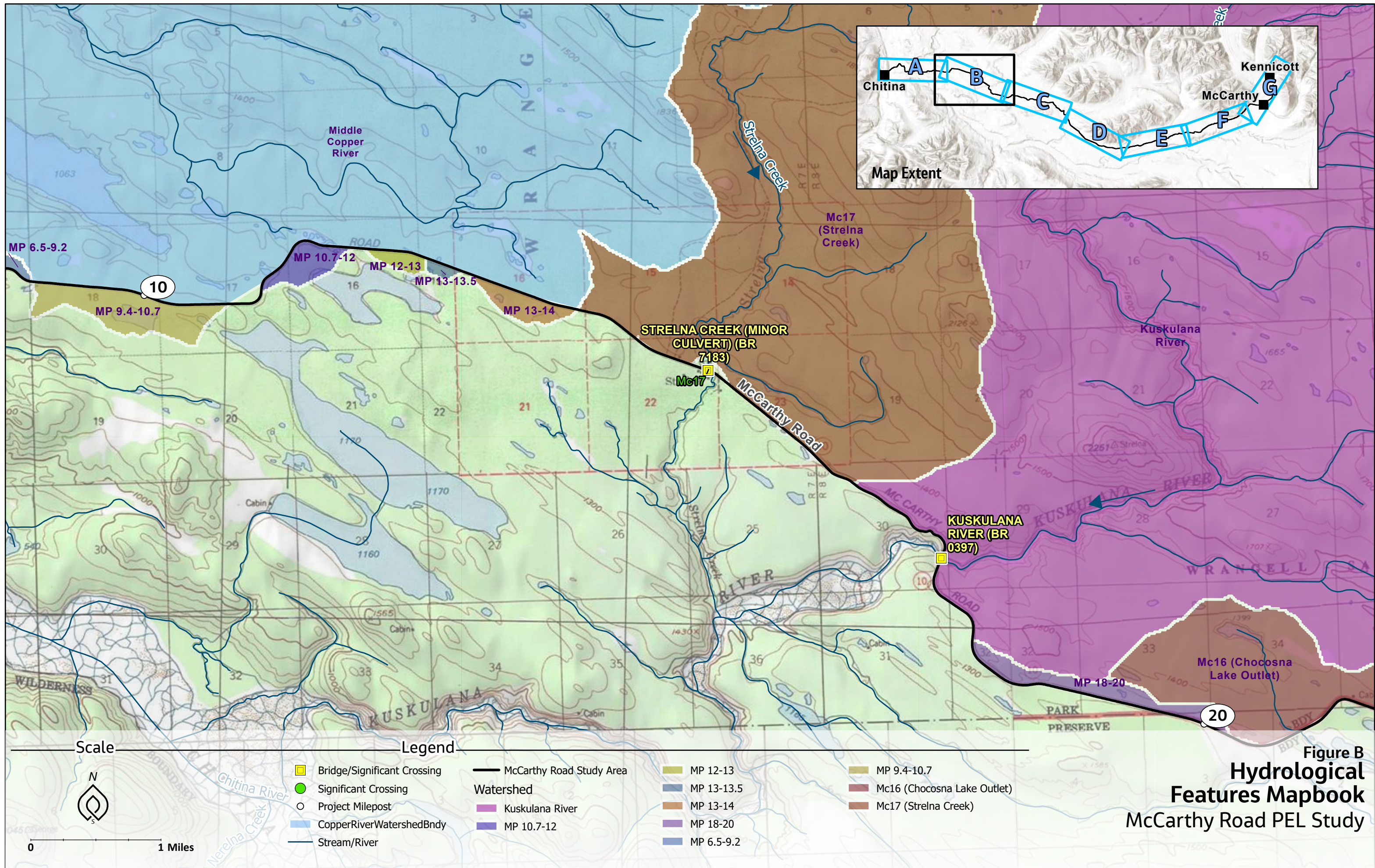
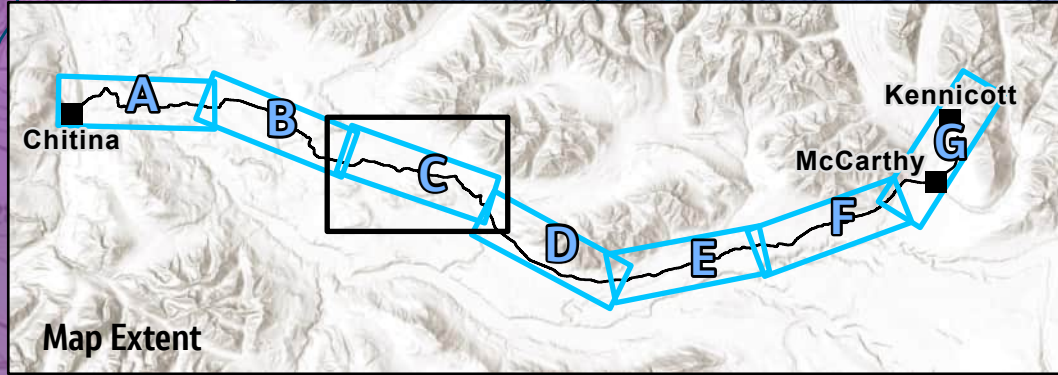
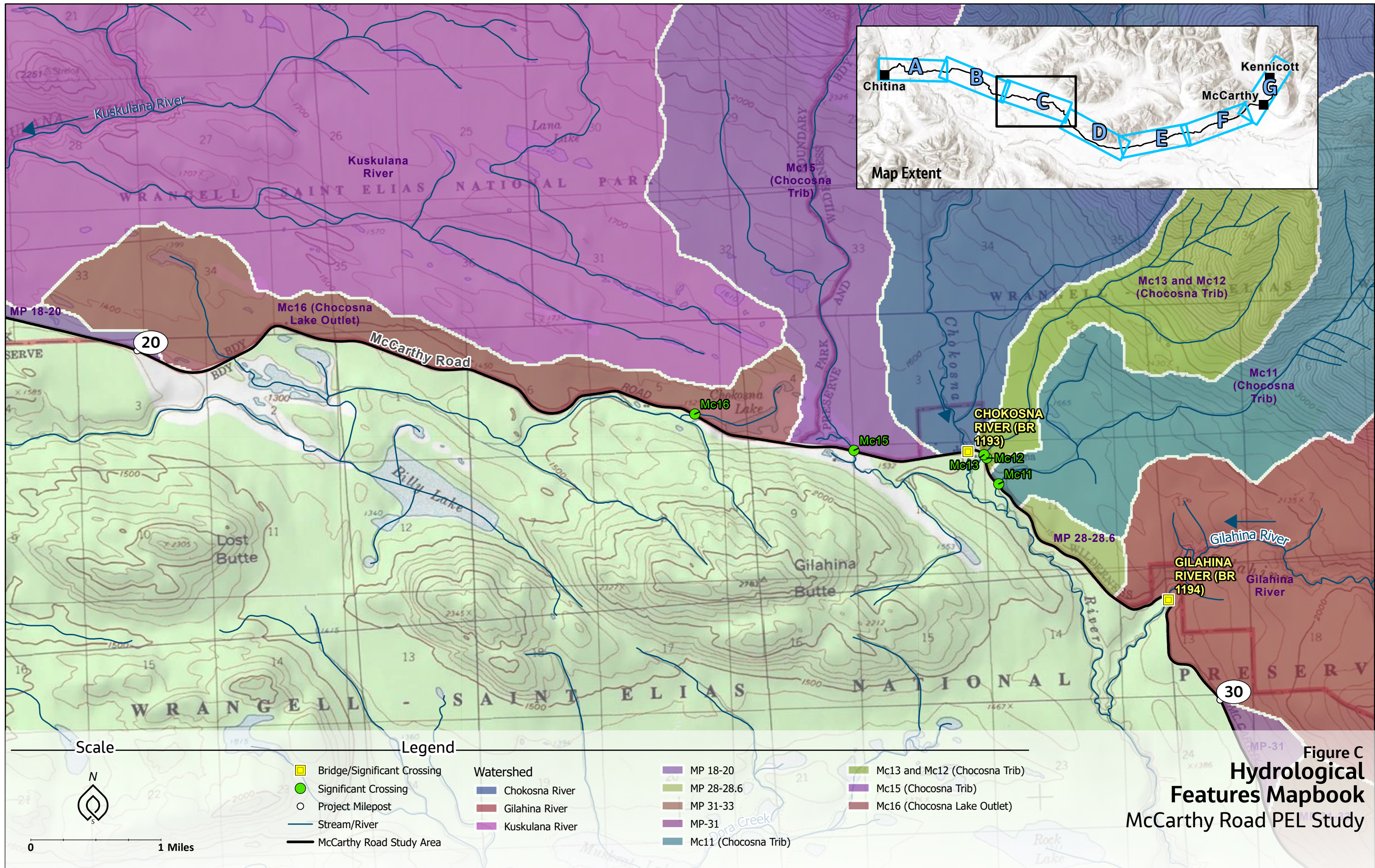


Figure B
Hydrological
Features Mapbook
 McCarthy Road PEL Study



Scale

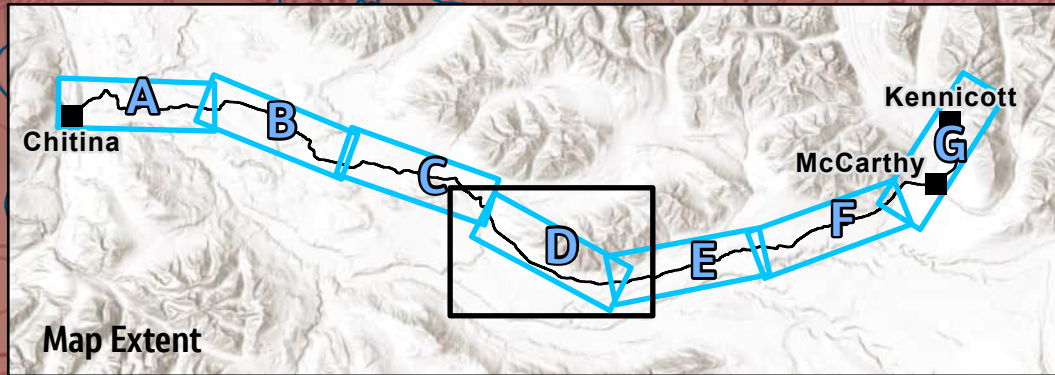
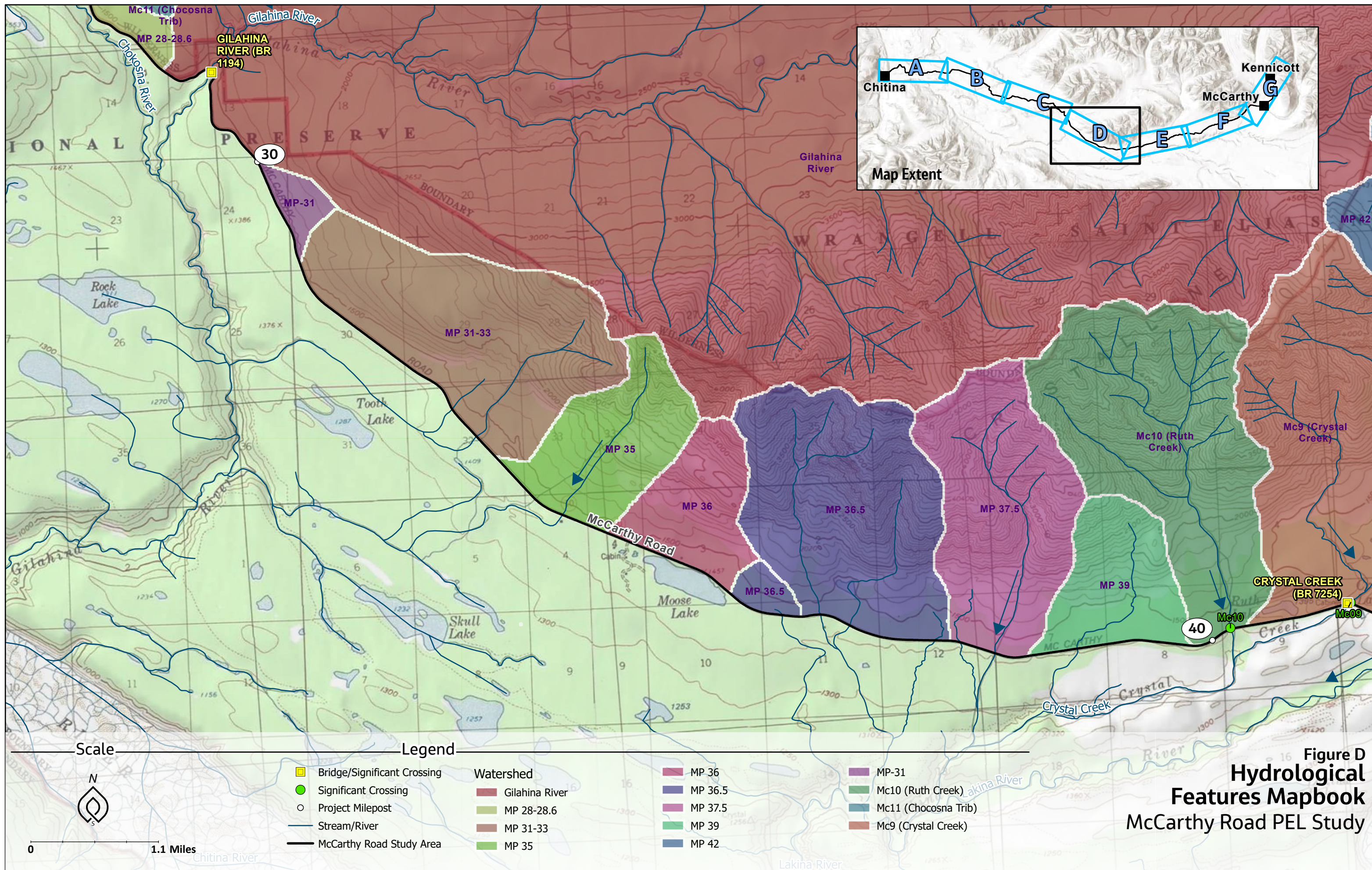


0 1 Miles

Legend

- | | | | |
|-----------------------------|-----------------|------------|-------------------------------|
| Bridge/Significant Crossing | Watershed | MP 18-20 | Mc13 and Mc12 (Chocosna Trib) |
| Significant Crossing | Chocosna River | MP 28-28.6 | Mc15 (Chocosna Trib) |
| Project Milepost | Gilahina River | MP 31-33 | Mc16 (Chocosna Lake Outlet) |
| Stream/River | Kuskulana River | MP 30 | Mc11 (Chocosna Trib) |
| McCarthy Road Study Area | | | |

Figure C
**Hydrological
 Features Mapbook**
 McCarthy Road PEL Study



Scale



0 1.1 Miles

Legend

- Bridge/Significant Crossing
- Significant Crossing
- Project Milepost
- Stream/River
- McCarthy Road Study Area

- Watershed
- Gilahina River
 - MP 28-28.6
 - MP 31-33
 - MP 35

- MP 36
- MP 36.5
- MP 37.5
- MP 39
- MP 42

- MP-31
- Mc10 (Ruth Creek)
- Mc11 (Chocosna Trib)
- Mc9 (Crystal Creek)

Figure D
**Hydrological
 Features Mapbook**
 McCarthy Road PEL Study

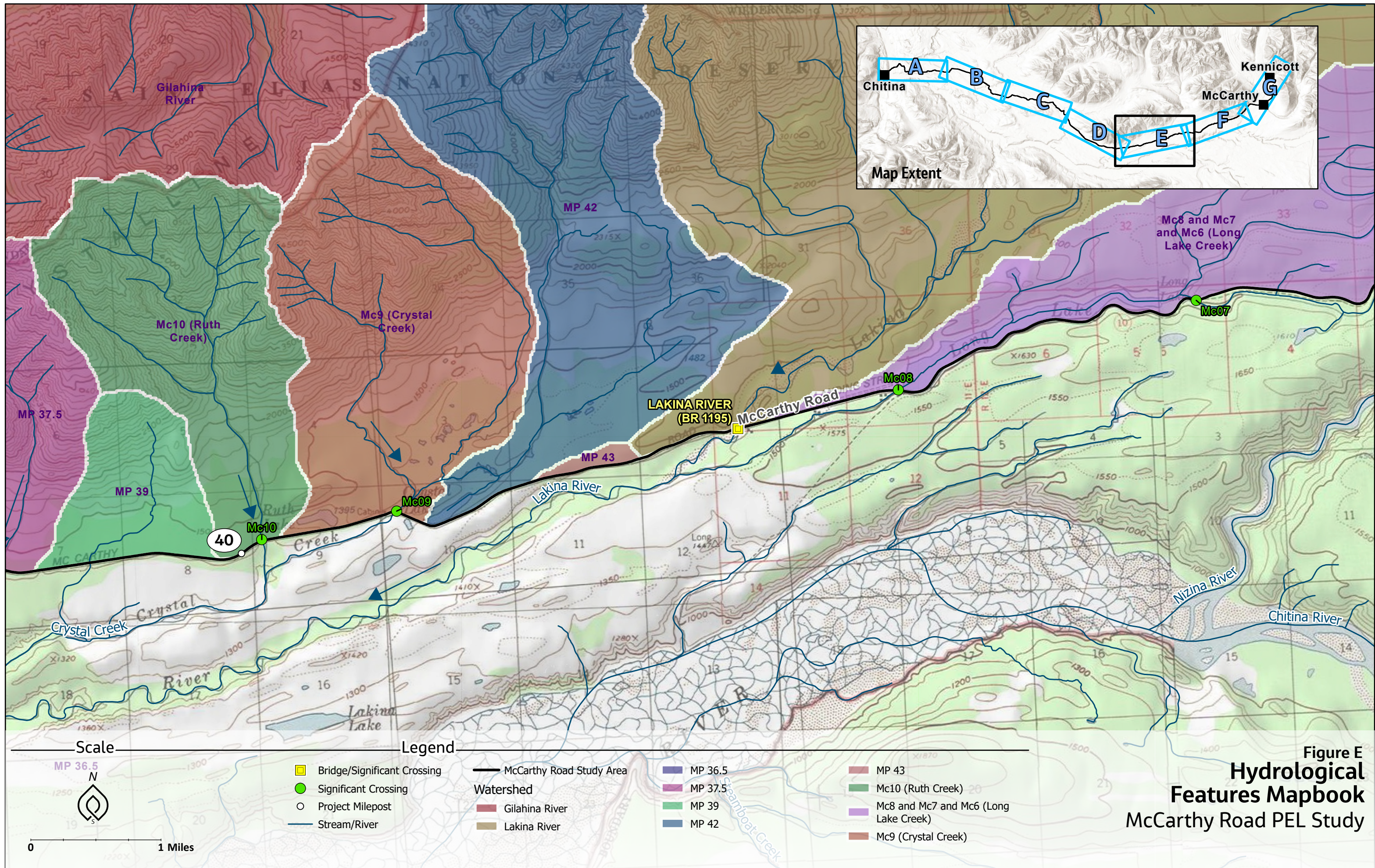
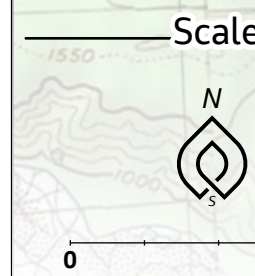
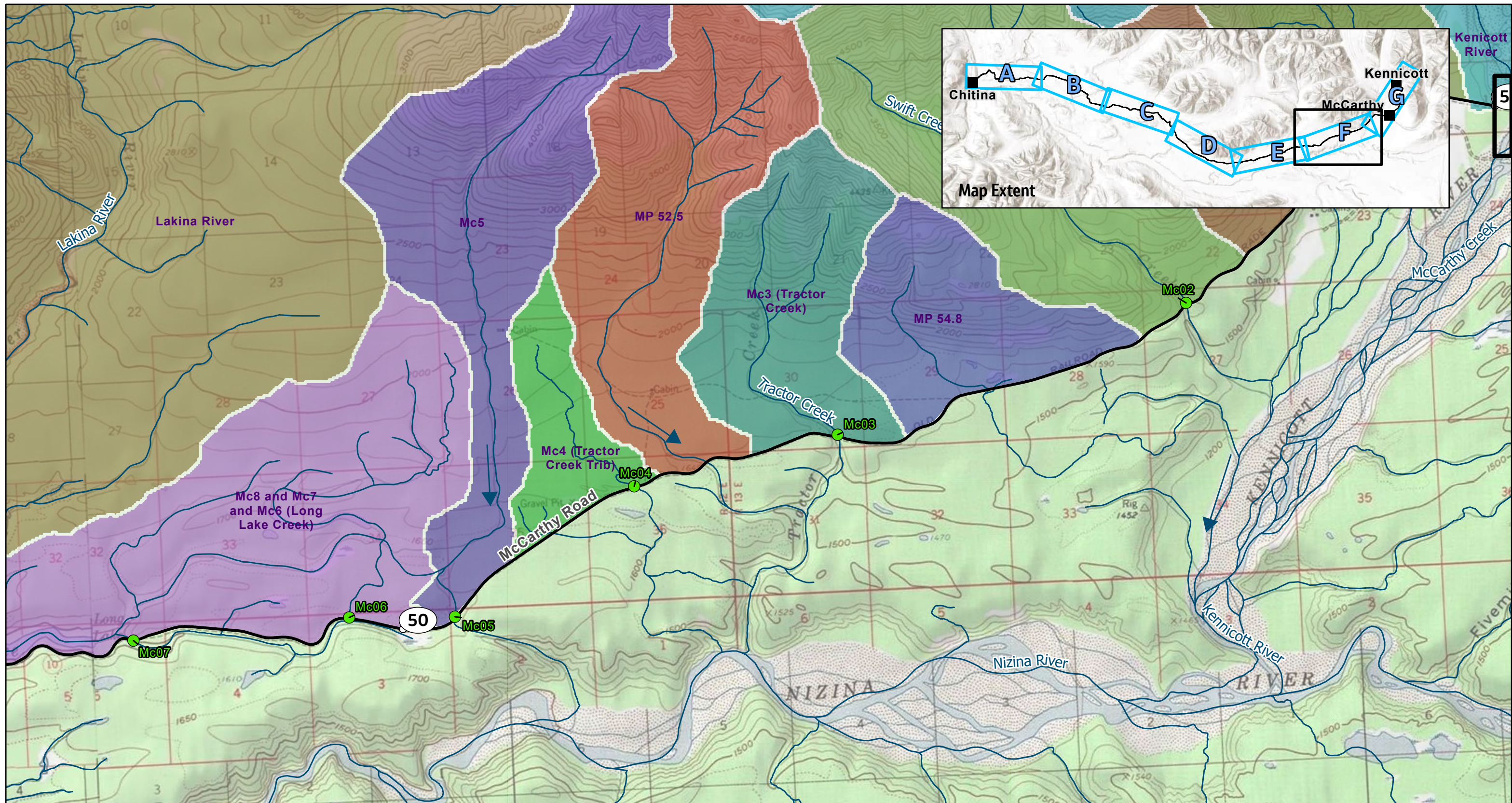


Figure E
Hydrological Features Mapbook
 McCarthy Road PEL Study



Legend	
●	Significant Crossing
○	Project Milepost
—	Stream/River
	McCarthy Road Study Area
Watershed	
—	Kenicott River
—	Lakina River
—	MP 52.5
—	MP 54.8
—	MP 58.3
—	Mc1 (Farm Creek)
—	Mc2 (Swift Creek)
—	Mc3 (Tractor Creek)
—	Mc4 (Tractor Creek Trib)
—	Mc5
—	Mc8 and Mc7 and Mc6 (Long Lake Creek)

Figure F
Hydrological
Features Mapbook
 McCarthy Road PEL Study

Regression Estimate

Drainage Area Exponent (50-year) **0.743**

Crossing Name	Drainage Area (sqmi)	Mean Annual Precipitation (mm)	Mean Annual Precipitation (in)	Q (reg) (cfs)
Kuskulana River	174.54	87151.13	34.31	6578.16
Edg5 (Town Lake)	5.70	58685.88	23.10	379.21
Gilahina River	115.80	81706.99	32.17	4609.69
Mc17 (Strelina Creek)	22.96	62886.37	24.76	1127.17
Chokosna River	28.26	75955.06	29.90	1526.24
Mc15 (Chocosna Trib)	4.99	50012.85	19.69	303.07
Mc11 (Chocosna Trib)	3.96	68779.51	27.08	327.47
Mc13 and Mc12 (Chocosna Trib)	1.95	59939.33	23.60	174.06
Lakina River	39.16	68098.15	26.81	1784.71
MP 42	5.59	65794.11	25.90	408.93
MP 31-33	2.34	41743.17	16.43	149.44
Mc10 (Ruth Creek)	2.80	67191.10	26.45	248.42
Mc9 (Crystal Creek)	3.65	56883.31	22.40	265.60
Mc8 and Mc7 and Mc6 (Long Lake Creek)	4.02	48396.14	19.05	251.43
MP 37.5	1.90	63529.19	25.01	178.12
MP 36.5	2.35	56653.06	22.30	190.85
Mc2 (Swift Creek)	3.62	73558.75	28.96	323.08
Mc5	2.78	67128.21	26.43	246.99
Mc1 (Farm Creek)	1.27	66042.49	26.00	136.55
MP 52.5	2.63	70769.65	27.86	247.46
MP 58.3	1.10	61161.10	24.08	115.20
Mc3 (Tractor Creek)	1.65	61401.31	24.17	156.37
MP 1.5 - 2.7	0.26	29217.39	11.50	22.15
MP 2.7-7.0	0.39	30481.04	12.00	30.76
MP 7.0-9.2	0.47	33322.83	13.12	37.97
MP 9.4-10.7	0.27	36977.53	14.56	27.66
MP 12-13	0.04	37741.00	14.86	6.98
MP 10.7-12	0.10	37590.00	14.80	13.31
MP 13-13.5	0.02	37825.00	14.89	3.99
MP 13-14	0.09	37845.40	14.90	12.69
Mc16 (Chocosna Lake Outlet)	1.93	33969.72	13.37	110.14
MP 28-28.6	0.20	33599.31	13.23	20.01
MP-31	0.18	36111.00	14.22	19.88
MP 35	1.08	45314.16	17.84	89.79
MP 36	0.78	44727.83	17.61	69.90
MP 36.5	0.14	40604.00	15.99	17.63
MP 39	0.90	45908.88	18.07	79.26
MP 43	0.07	40611.00	15.99	10.61
Mc4 (Tractor Creek Trib)	0.70	51687.61	20.35	71.90
MP 54.8	1.29	58911.83	23.19	126.32
MP 18-20	0.19	34627.67	13.63	20.14

50-year Event Regression Equation
 $8.79 * (DRNAREA)^{0.743} (PRECPRI500)^{0.787}$
 Crystal Creek superceeded by ADOT&PF Design Plans (0850029/NFHWWY00538)

Estimate for Ungauged Site near a Streamgauge

Mean Annual Precipitation	45	From SIR20165024 Table 1
Drainage Area Exponent (50-year)	0.743	From regression equations.
Drainage Area Copper River	20,770	sqmi From streamgauge
Gauged Q50 Copper River	290,000	cfs From streamgauge

	Drainage Area (sqmi)	Area Ratio (must be between 0.5 and 1.5)	*Qu	**Q (reg)	Delta Area	***Q (u) (wtd)	50-Year Peak Flow Rate (CFS)
Copper River	9549.42	0.46	162804.18	159290.54	11220.58	159007.84	159007.84

*From SIR20165024 Equation 12
 **50-year Event Regression Equation: $8.79 * (DRNAREA)^{0.743} (PRECPRI500)^{0.787}$
 ***From SIR20165024 Equation 13

Source: United States Geological Survey (USGS). 2016. *Estimating Flood Magnitude and Frequency at Gaged and Ungaged Sites on Streams in Alaska and the Conterminous Basins in Canada, Based on Data Through Water Year 2012*. Scientific Investigations Report 2016-5024.

Gauged Sites

	Drainage Area (sqmi)	Q (LP10)	Q (reg)	Q (wtd)	50-Year Peak Flow Rate (CFS)
Kenicott River	176.15	6220.00	3370.00	5400.00	6220.00

Data from SIR20165024 Table 4.

Regression Estimate

Drainage Area Exponent (100-year) **0.732**

Crossing Name	Drainage Area (sqmi)	Mean Annual Precipitation (mm)	Mean Annual Precipitation (in)	Q (reg) (cfs)
Kuskulana River	174.54	87151.13	34.31	7430.96
Edg5 (Town Lake)	5.70	58685.88	23.10	607.19
Gilahina River	115.80	81706.99	32.17	5503.24
Mc17 (Strelina Creek)	22.96	62886.37	24.76	1683.26
Chokosna River	28.26	75955.06	29.90	1960.00
Mc15 (Chocosna Trib)	4.99	50012.85	19.69	551.16
Mc11 (Chocosna Trib)	3.96	68779.51	27.08	464.65
Mc13 and Mc12 (Chocosna Trib)	1.95	59939.33	23.60	277.35
Lakina River	39.16	68098.15	26.81	2488.66
MP 42	5.59	65794.11	25.90	598.56
MP 31-33	2.34	41743.17	16.43	315.95
Mc10 (Ruth Creek)	2.80	67191.10	26.45	360.39
Mc9 (Crystal Creek)	3.65	56883.31	22.40	437.99
Mc8 and Mc7 and Mc6 (Long Lake Creek)	4.02	48396.14	19.05	470.35
MP 37.5	1.90	63529.19	25.01	271.21
MP 36.5	2.35	56653.06	22.30	317.26
Mc2 (Swift Creek)	3.62	73558.75	28.96	435.23
Mc5	2.78	67128.21	26.43	358.60
Mc1 (Farm Creek)	1.27	66042.49	26.00	202.56
MP 52.5	2.63	70769.65	27.86	344.86
MP 58.3	1.10	61161.10	24.08	181.83
Mc3 (Tractor Creek)	1.65	61401.31	24.17	244.95
MP 1.5 - 2.7	0.26	29217.39	11.50	63.53
MP 2.7-7.0	0.39	30481.04	12.00	84.96
MP 7.0-9.2	0.47	33322.83	13.12	97.56
MP 9.4-10.7	0.27	36977.53	14.56	65.87
MP 12-13	0.04	37741.00	14.86	16.69
MP 10.7-12	0.10	37590.00	14.80	31.63
MP 13-13.5	0.02	37825.00	14.89	9.61
MP 13-14	0.09	37845.40	14.90	30.02
Mc16 (Chocosna Lake Outlet)	1.93	33969.72	13.37	274.44
MP 28-28.6	0.20	33599.31	13.23	51.57
MP-31	0.18	36111.00	14.22	48.44
MP 35	1.08	45314.16	17.84	179.47
MP 36	0.78	44727.83	17.61	141.67
MP 36.5	0.14	40604.00	15.99	39.31
MP 39	0.90	45908.88	18.07	157.13
MP 43	0.07	40611.00	15.99	23.83
Mc4 (Tractor Creek Trib)	0.70	51687.61	20.35	130.20
MP 54.8	1.29	58911.83	23.19	204.97
MP 18-20	0.19	34627.67	13.63	50.71

100-year Event Regression Equation
 $11.4 * (DRNAREA)^{0.732} (PRECPRIISO)^{0.764}$

Crystal Creek superceeded by ADOT&PF Design Plans (0850029/NFHWY00538)

Estimate for Ungaged Site near a Streamgauge

Mean Annual Precipitation	45	From SIR20165024 Table 1
Drainage Area Exponent (100-year)	0.732	From regression equations.
Drainage Area Copper River	20,770	sqmi From streamgauge
Gauged Q100 Copper River	320,000	cfs From streamgauge

	Drainage Area (sqmi)	Area Ratio (must be between 0.5 and 1.5)	Q (u)g	Q (u) (reg)	Delta Area	Q (u) (wtd)	100-Year Peak Flow Rate (CFS)
Copper River	9549.42	0.5	181188.07	171120.62	11220.58	180482.05	180482.05

*From SIR20165024 Equation 12

**100-year Event Regression Equation: $11.4 * (DRNAREA)^{0.732} (PRECPRIISO)^{0.764}$

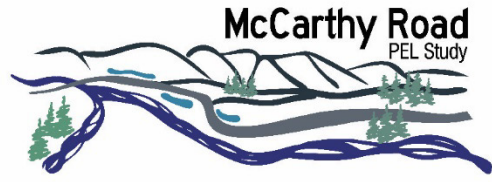
***From SIR20165024 Equation 13

Source: United States Geological Survey (USGS). 2016. *Estimating Flood Magnitude and Frequency at Gaged and Ungaged Sites on Streams in Alaska and the Conterminous Basins in*

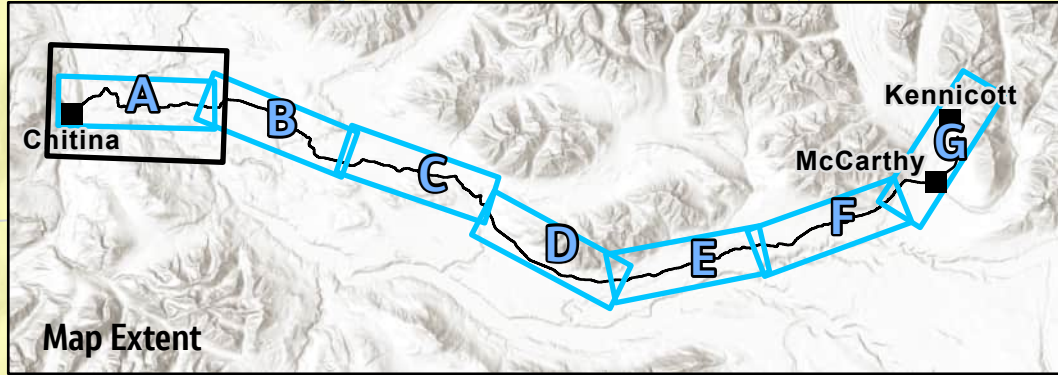
Gauged Sites

	Drainage Area (sqmi)	Q (LPIII)	Q (reg)	Q (wtd)	100-Year Peak Flow Rate (CFS)
Kenicott River	176.15	7690.00	3830.00	6290.00	7690.00

Data from SIR20165024 Table 4.



Appendix D
Environmental Features Mapbook



Scale

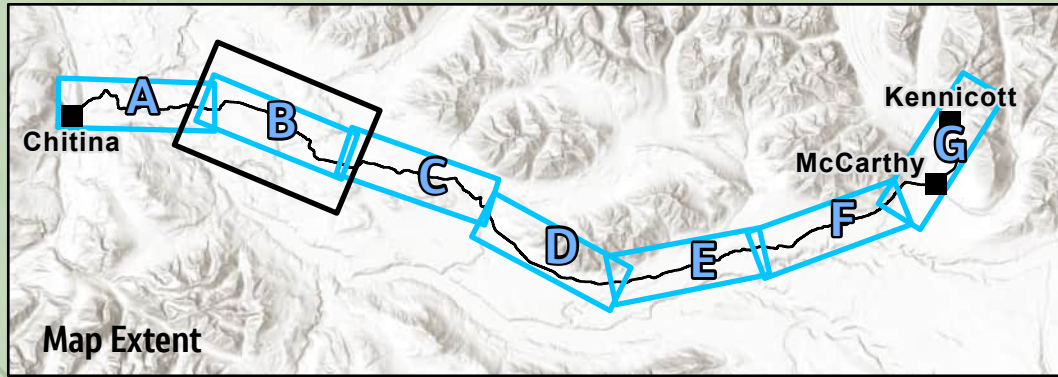
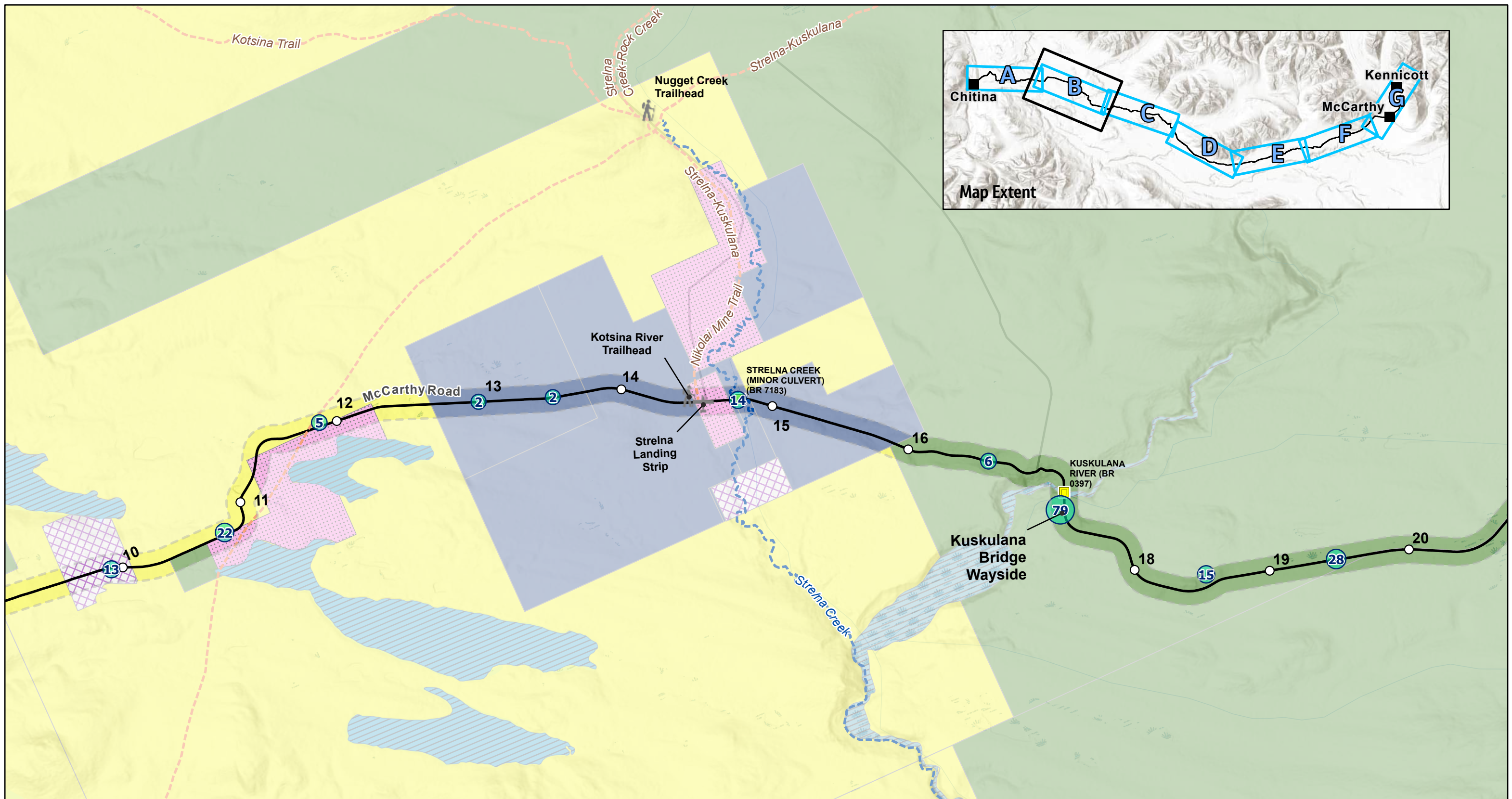


0 1 Miles

Legend

- | | | | | |
|---|---|--------------------|--|-----------------------|
| AKEPIC Invasive Plant (Aggregated Counts) | Communities | Boat Launch | Roads | National Park Service |
| Bridge | Milepost | Primitive Camping | Land Ownership | Private |
| Active ADEC Contaminated Site | Cleanup Complete ADEC Contaminated Site | Anadromous Streams | Alaska Native Allotment | State |
| | | Trail | Alaska Native Lands Patented or Interim Conveyed | Undetermined (Water) |
| | | McCarthy Road | Bureau of Land Management | 500ft Buffer |

Figure A
Environmental Features
Mapbook
 McCarthy Road PEL Study



Scale

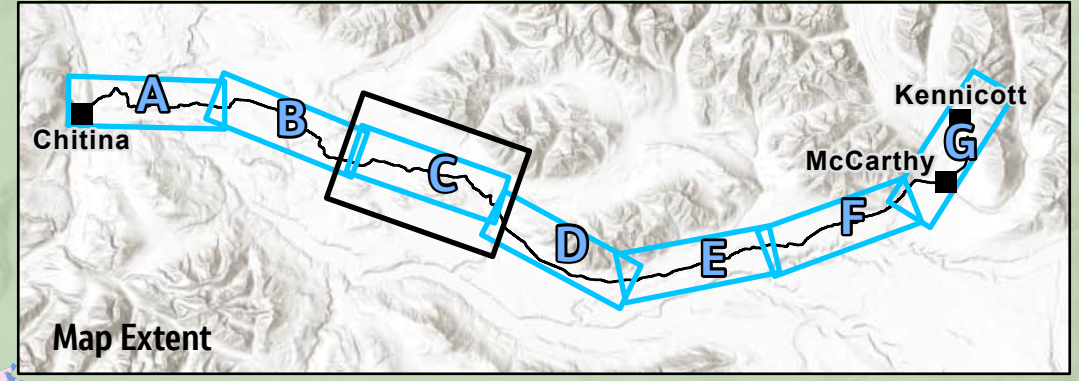
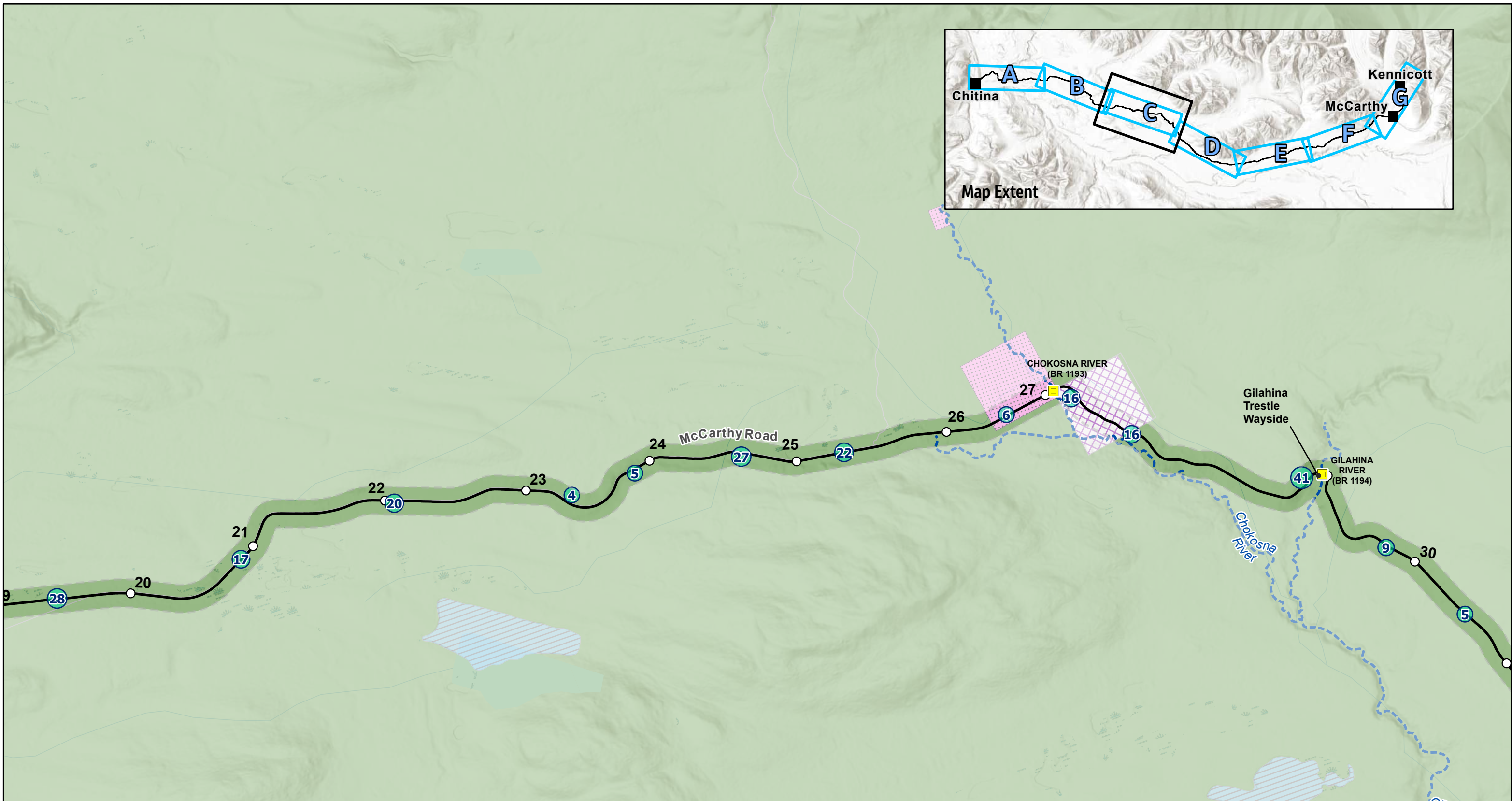


0 1 Miles

Legend

- | | | | | |
|---|--------------------|--------------------|--|----------------------|
| AKEPIC Invasive Plant (Aggregated Counts) | Bridge | Anadromous Streams | Land Ownership | Private |
| Milepost | Landing / Airstrip | Trail | Alaska Native Allotment | State |
| Trailhead | McCarthy Road | Roads | Alaska Native Lands Patented or Interim Conveyed | Undetermined (Water) |
| | | | National Park Service | 500ft Buffer |

Figure B
Environmental Features
Mapbook
 McCarthy Road PEL Study



Scale

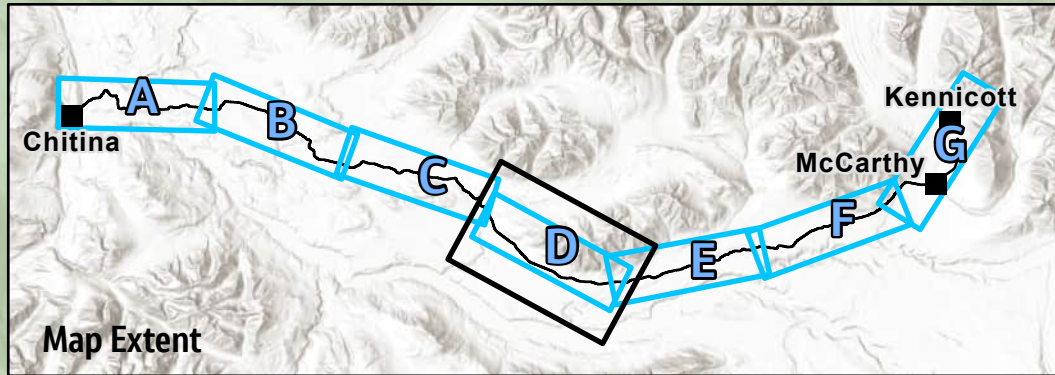
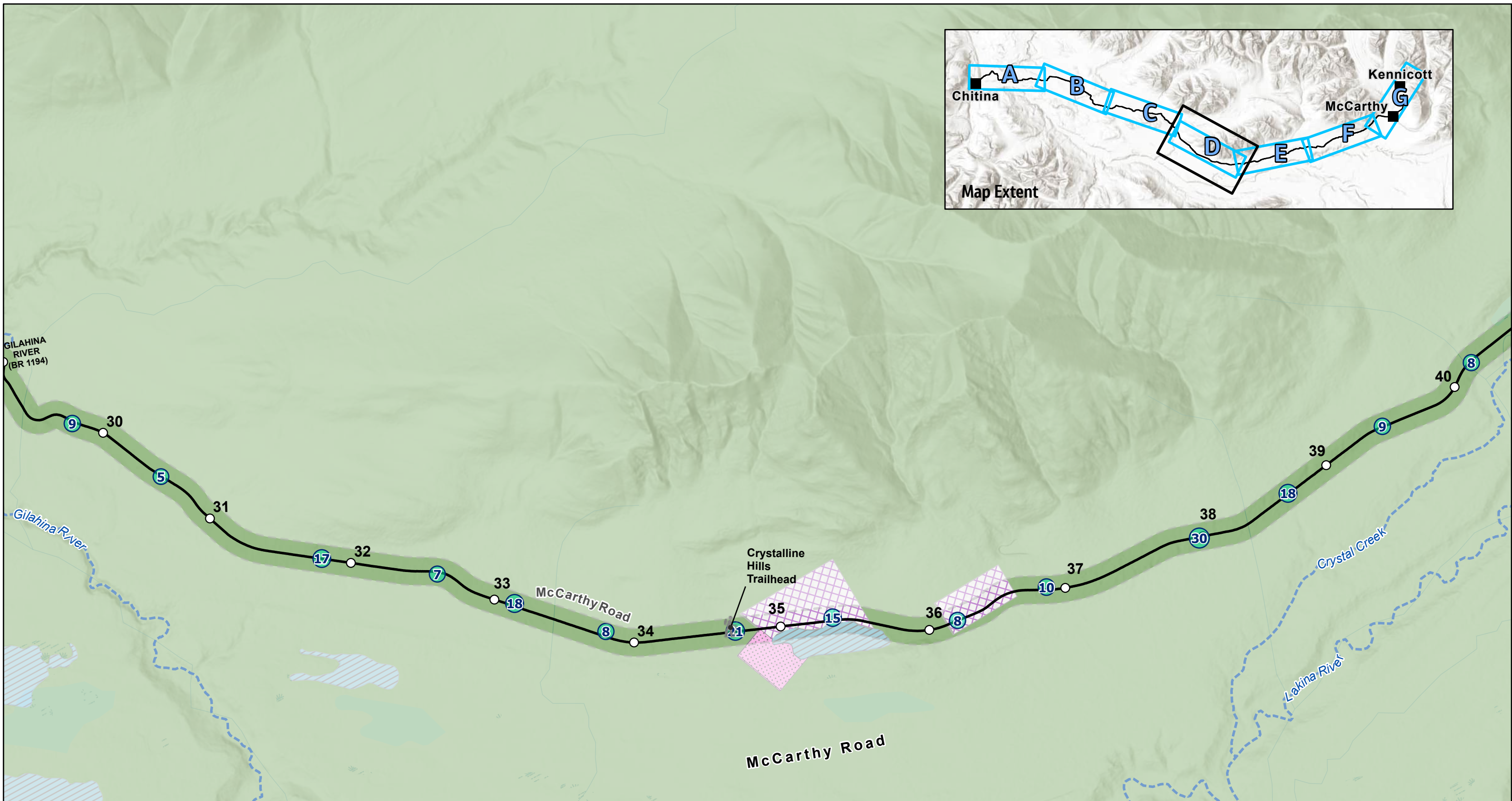


0 1 Miles

Legend

- | | | | |
|---|--------------------|-------------------------|----------------------|
| AKEPIC Invasive Plant (Aggregated Counts) | Bridge | Roads | Private |
| Milepost | Anadromous Streams | Land Ownership | Undetermined (Water) |
| McCarthy Road | | Alaska Native Allotment | 500ft Buffer |
| | | National Park Service | |

Figure C
Environmental Features
Mapbook
 McCarthy Road PEL Study



Scale

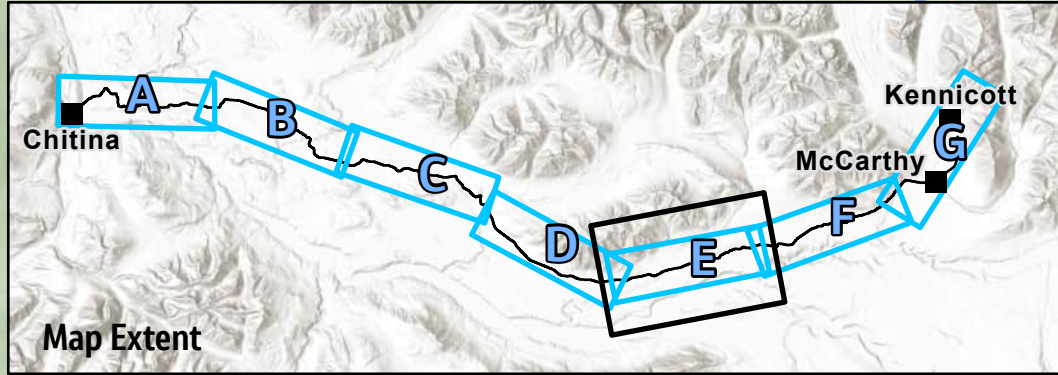
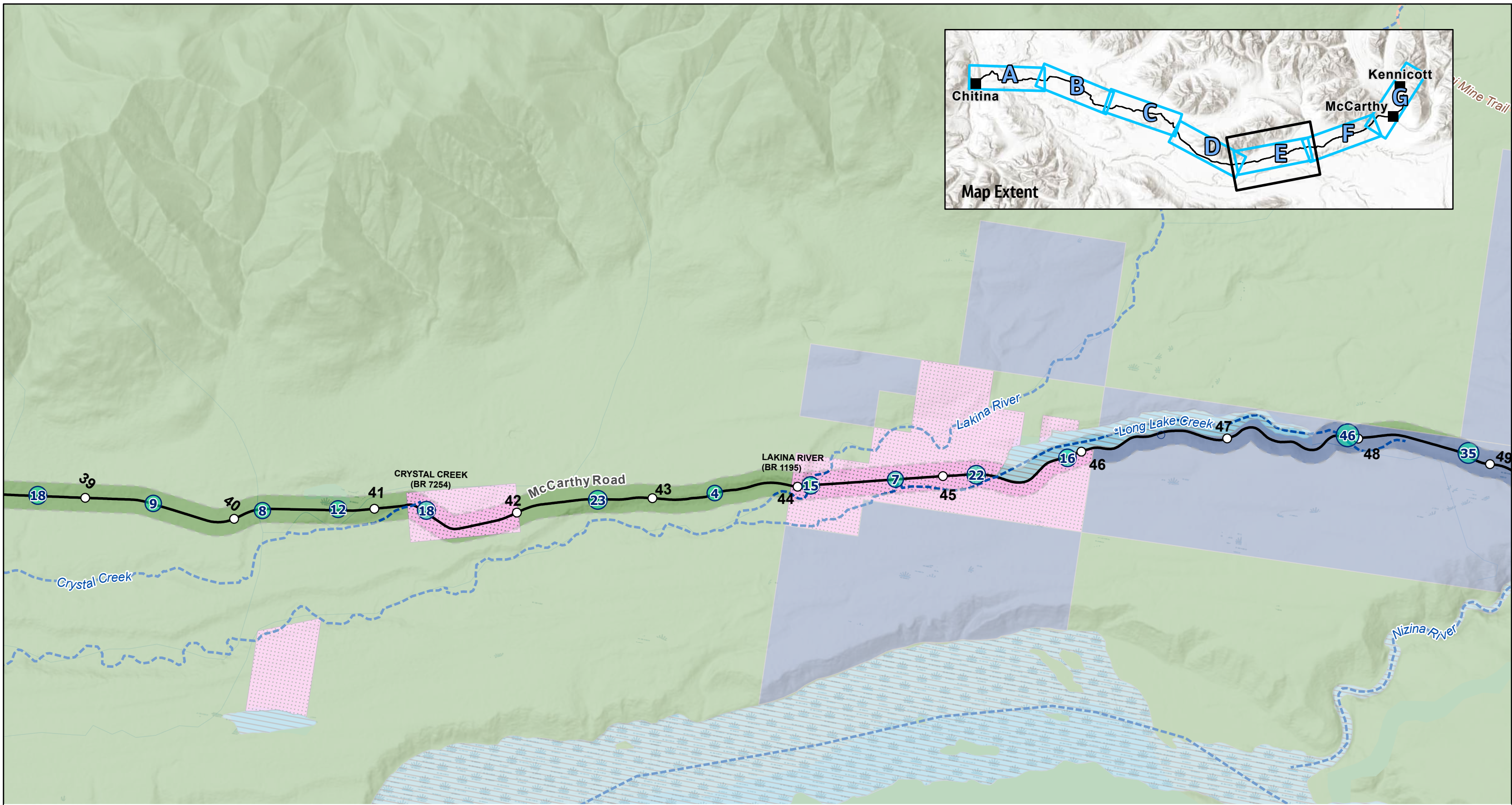


0 1 Miles

Legend

- | | | | |
|---|-----------------------|-------------------------|-----------------------|
| AKEPIC Invasive Plant (Aggregated Counts) | Milepost | McCarthy Road | National Park Service |
| Trailhead | Roads | Private | Undetermined (Water) |
| Anadromous Streams | Land Ownership | Alaska Native Allotment | 500ft Buffer |

Figure D
Environmental Features
Mapbook
 McCarthy Road PEL Study



Scale

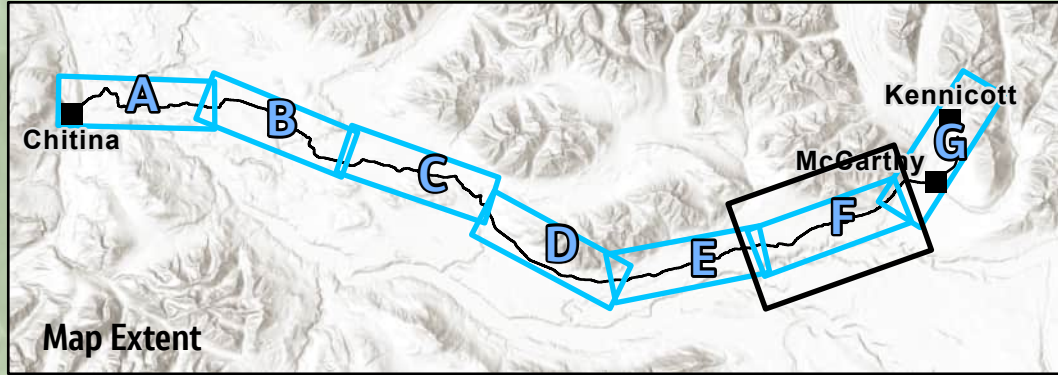
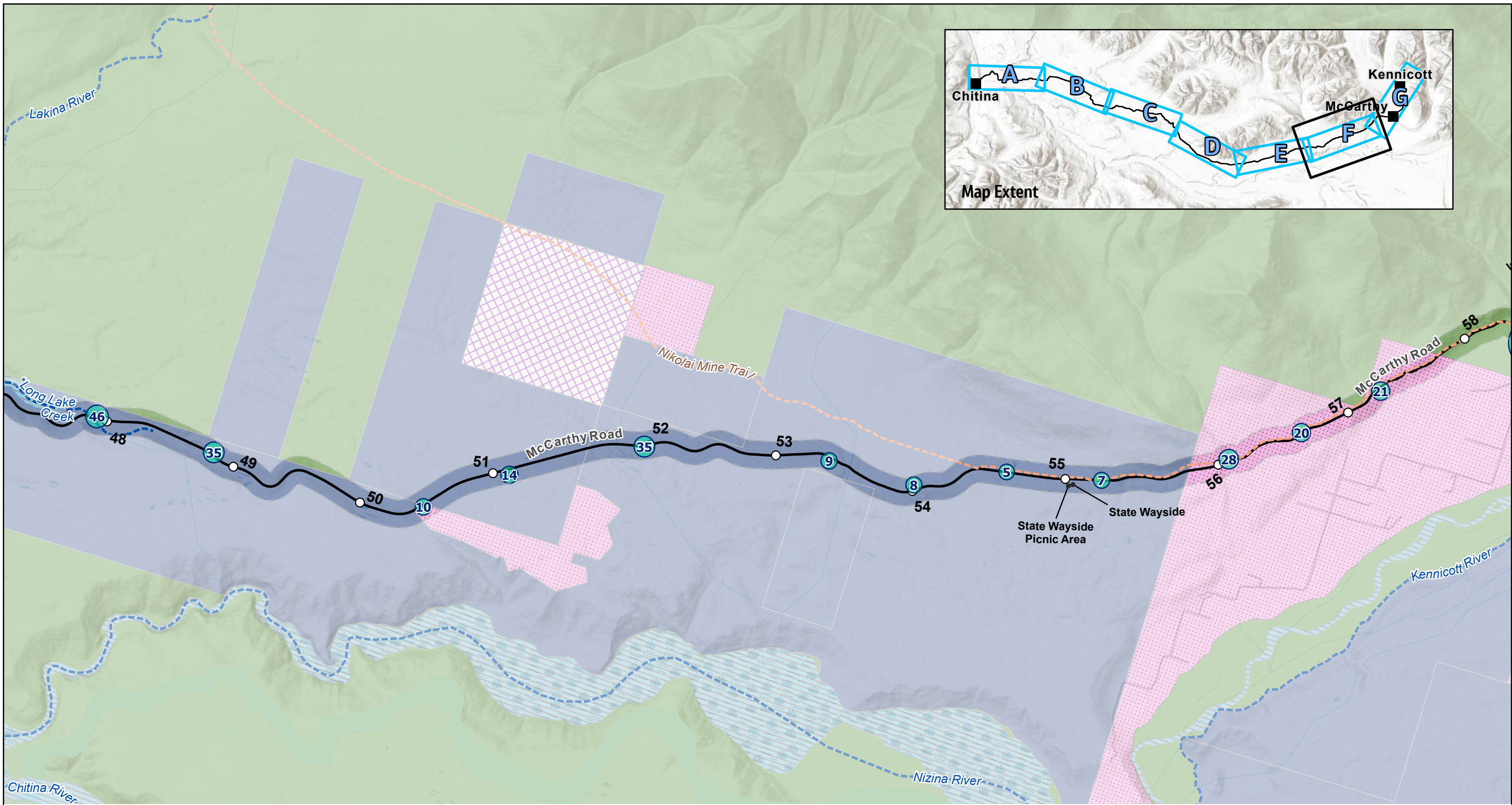


0 1 Miles

Legend

- | | | | |
|---|--------------------|-----------------------|----------------------|
| AKEPIC Invasive Plant (Aggregated Counts) | Bridge | McCarthy Road | Private |
| Milepost | Anadromous Streams | Roads | State |
| Trail | | Land Ownership | Undetermined (Water) |
| | | National Park Service | 500ft Buffer |

Figure E
Environmental Features
Mapbook
 McCarthy Road PEL Study



Scale

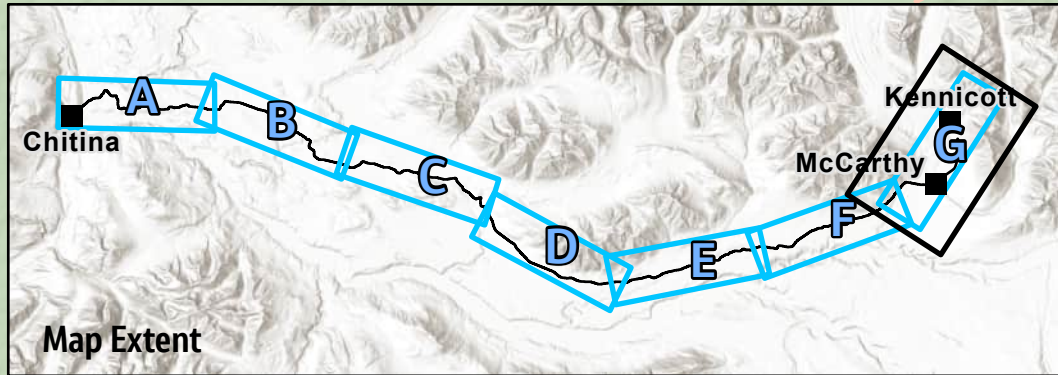
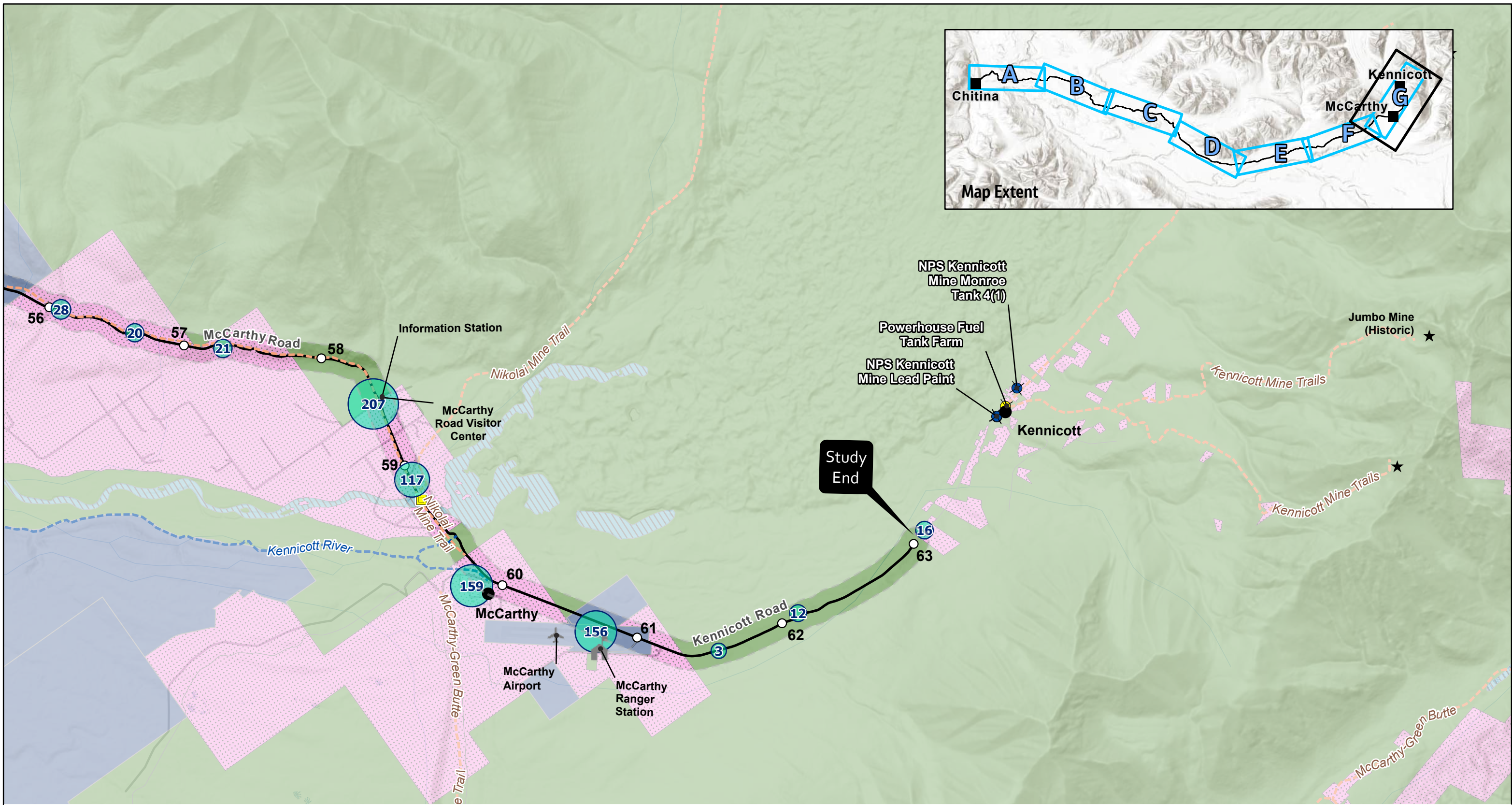


0 1 Miles

Legend

- | | | | |
|---|----------|-------------------------|----------------------|
| AKEPIC Invasive Plant (Aggregated Counts) | Milepost | Roads | Private |
| Anadromous Streams | Trail | Land Ownership | State |
| McCarthy Road | | Alaska Native Allotment | Undetermined (Water) |
| | | National Park Service | 500ft Buffer |

Figure F
Environmental Features
Mapbook
 McCarthy Road PEL Study



Scale

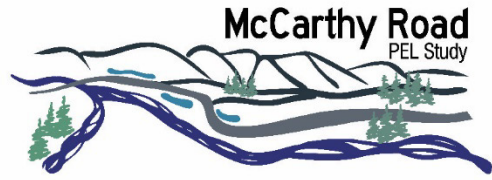


0 1 Miles

Legend

- | | | | | |
|---|--------------------|--------------------|-----------------------|----------------------|
| AKEPIC Invasive Plant (Aggregated Counts) | Communities | Airport | Trail | Private |
| Bridge | Milepost | Historic Feature | McCarthy Road | State |
| Active ADEC Contaminated Site | Ranger Station | Ranger Station | Roads | Undetermined (Water) |
| Cleanup Complete ADEC Contaminated Site | Anadromous Streams | Anadromous Streams | National Park Service | 500ft Buffer |

Figure G
Environmental Features
Mapbook
 McCarthy Road PEL Study



Appendix E
Public Meeting 1 Summary



Subject: Public Meeting #1 (Identifying Needs and Opportunities): Online Open House Summary

Project Name: McCarthy Road Planning and Environmental Linkages (PEL) Study

Notes Prepared by: Kim Wetzels, Jacobs

Location: Online

Dates: November 29, 2023, through January 10, 2024

1. Public Meeting #1 Summary Overview

The McCarthy Road Planning & Environmental Linkages (PEL) Study began in 2023. The team leading the PEL Study consists of the Federal Highway Administration Western Federal Lands (WLF) Highway Division, Alaska Department of Transportation & Public Facilities (DOT&PF), and the National Park Service (NPS). As part of the first phase of the PEL study (Identifying Needs and Opportunities phase), the team hosted a public online open house that began in November 2023. Prior to the online open house, the team hosted the first Project Advisory Committee (PAC) meeting on November 16, 2023, and launched a project website.

This document summarizes the first Online Open House (Public Meeting 1). This is the first of three public meetings planned for the PEL study.

The team held an [Online Open House](#) that ran from November 29, 2023, to January 10, 2024. The purpose of the meeting was to inform the public about the scope and purpose of the PEL study and to seek input on existing corridor conditions, needs, opportunities, and a draft corridor vision, purpose statement and goals. The meeting extended beyond a common month-long duration to accommodate additional time through the holidays.

The online open house was set up using ESRI StoryMaps software, which weaves project narrative with multimedia content that includes maps, photos, and comment fields. This format was used so that public comment could be solicited in multiple ways. The format included an interactive mapping tool that allowed visitors to explore geospatial data and attribute comments to specific locations along the McCarthy Road study corridor. The online open house also contained a link to a poll containing eight questions intended to solicit more detailed input.

This summary includes the following:

- Section 1 provides a summary overview.
- Section 2 summarizes the attendance and overall results of comment submissions.
- Section 3 lists the poll responses (verbatim).
- Section 4 summarizes the outreach tools and techniques used to reach the public.
- Section 5 briefly summarizes the main themes of the public comments submitted.
- Attachment A contains the public comments received (verbatim).
- Attachment B contains screenshots of the main project website.
- Attachment C contains screenshots of the online open house website.
- Attachment D contains samples of the advertising and social media content.



2. Attendance and Participation

The public accessed the online open house through a link on the top of the main project website (www.McCarthyRoadPEL.com), which will remain accessible throughout the duration of the PEL study process. During the online open house period, there were:

- 770 unique visitors to the project website
- 325 views of the online open house by 203 unique visitors
- 2 minutes 51 seconds was the average engagement time with the online open house

The public will be able to submit comments and add their names to the mailing list from the main project website at any time during the PEL study process. While public comment was intended to be solicited through the online open house site, some members of the public submitted comments through the general comment form on the main project website.

The quantity of public comments submitted during the online open house was high considering the remoteness of the study corridor and low number of year-round populations and road traffic volumes. Several hundred comment submissions were received between November 29, 2023, and January 10, 2024. Of these, the most common way comments were submitted was via the online mapping tool on the online open house. A summary of how comments were received is included in the following list.

- 156 comments were submitted using the mapping tool on the online open house
- 66 people took an additional poll from the online open house
- 39 people submitted comments via the online open house comment form
- 21 people submitted substantive comments via the project website
- A handful of emails or letters were sent directly to the PEL study team

An additional 64 people were added to the study mailing list.

3. Corridor Vision, Purpose Statement and Goals Poll

One of the interactive portions of the online open house was a poll that contained several questions intended to solicit more detailed responses. Sixty-six people took the poll, spending on average almost 12 minutes to complete.

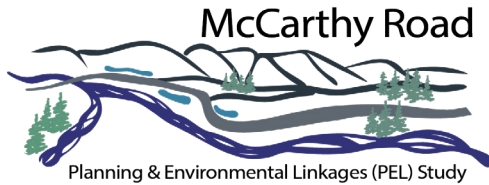
Question 1: What is your connection to the McCarthy Road Corridor? (choose all that apply)

This poll question was intended to understand the respondent's connection to the road corridor. Top responses came from corridor year-round residents and property owners. While the 'choose all that apply function' was disabled, the responses still provide context. Responses to this question included the following:

- Property owner in the corridor (26 responses)
- Live year-round (20 responses)
- Live seasonally (16 responses)
- Live or work in Copper Valley area (e.g., from Glennallen to Valdez) (6 responses)
- Visit frequently for recreation (6 responses)
- Visit frequently to hunt, fish, pick berries (3 responses)
- Work in the corridor (8 responses)



- A unique stretch of road that leads to the biggest national park. scenery. unique driving experience, arriving at a place where not all cars are allowed, a place with special character and unique situation in all of the USA.
- That it's not paved and it's natural beauty
- The wildness, beauty and history of the corridor.
- it's ties to history
- natural resources and history
- I love the beautiful landscape, and the remote location of the road.
- The historic Trestles and Bridges of the Copper River & Northwestern Railway. I think about what a classy train ride it would have been from Kennecott to the nearest ice-free port (Cordova).
- The existing routing
- Slows people down, community values
- It is a filter so that McCarthy isn't overrun like a lot of tourist destinations in the state are. The road insures that growth of tourism doesn't overwhelm the infrastructure in McCarthy.
- Views, conditions control the amount of traffic the Kennicott Valley has to deal with
- There are some beautiful views. The McCarthy culture makes me confident that if I get into trouble on the road, someone will help me soon. I like that locals wave to each other on the road. There's usually not much traffic so I can focus on the view and avoiding potholes.
- Remote living/remoteness (4 responses)
- Access to McCarthy/Kennicott (4 responses)
- Reliable "pioneer" road, feels off-the-grid", limited public access after Kennicott River.
- The remote, rural feel of the road, not as a highway per say, but as a corridor where the wilderness comes right up to the edge of the road.
- intentional use only. Wild area, limited access
- Long undeveloped stretches of wilderness with sparse development.
- I love that it is not a paved highway and provides a slower route to enjoy the surrounding public lands.
- Beautiful views, unique access to Kennecott/McCarthy, the footbridge, it's a natural buffer, neighbors, access to remote lands,
- Wilderness setting, few improvements, views, slow traffic, opportunity for nature observation
- Scenic views, gravel road surface and sense of freedom/remoteness, wildlife encounters (I've seen wolf, bison, coyote, bear, fox, lynx, porcupines, lots of birds, moose, etc.)
- Feelings of a wilderness experience.
- Its wild, rural character
- The wilderness character - because it's a gravel road w/variable conditions, it requires users to maintain low speeds, which both allows for greater appreciation of surrounding wilderness and makes the road safer (as evidenced by the low number of traffic accidents reported). Paving the road would be a bad idea, not only because it would likely lead to greater wildlife mortality, but also more vehicle accidents/property loss/human casualties.
- I really appreciate that it's a more difficult road to travel, and therefore does not open floodgates to masses of people. It's a road to an incredibly special place, and a big part of that is in how remote it is and that it's not developed and overrun



McCarthy Road PEL Study
Public Meeting #1 Summary
November 29, 2023 to January 10, 2024

- Vehicle access into an historic and crucial region in the history of Alaska
- RVs of a certain length are not recommended. I enjoy not having huge motorhomes on the road. I also like that it is unpaved, so it's a slower pace.
- Limited motor vehicle access across the Kennicott River, combined with slow speed but drivable unpaved road between Chitina, the Kennicott River and McCarthy-Kennecott.
- Access to my home and the Park itself
- It is maintained marginally
- Remote gravel road
- Scenic; Spikes have all but disappeared (thanks DOT).
- It feels wild. The gravel road is winding, rough, and narrow, passing through stunning scenery. The character of the road contributes to the community and culture of hearty people who really want to be there--and who have the skills to be there.
- It is not paved or a highway. Being kept in a less improved state, it offers a more direct exposure to the area that is being explored - requiring me to slow down and pay attention.
- When the MXY Road corners are sufficiently brushed of vegetation (to improve visibility/safety); When road glaciers are steamed out (to minimize punching through/sliding off the Road "surface" in winter); When culverts are installed to help mitigate surface overflow/Road surface degradation; When collapsed bluffs are cleared from the roadway; When accumulated snow is plowed from Road surface; When puddles and potholes are graded and the Road surface is topped with sorted gravel; When dust suppressant is applied; Outhouses that are regularly serviced (i.e., cleaned at least three times a week, stocked with TP, and pumped when needed). For NPS visitors, I think bear/bird-resistant trash receptacles at Road waysides should be standard.
- I really appreciate all the work that dot puts in every year fixing culverts, making safety upgrades, brushing, and grading. It makes me feel safer on the road with my family.

Question 3: What do you like least about the McCarthy Road Corridor?

Responses to this poll question were related to key themes such as traffic, speeding, dust, road conditions and maintenance (e.g., road surface condition, potholes, chip seal, washboard, drainage), narrow road width, winter travel and conditions (e.g., glaciation over roadway), hazards (e.g., landslide areas), and lack of facilities (e.g., campgrounds, parking, recreation access points).



- How narrow it can be in places
- Too narrow and has poor drainage
- Narrow at dangerous locations. Water/Soft spots. Dangerous for trucks.
- the quality of the road itself
- When infrastructure upkeep and response, noted in answer to Question 2., above, lapse. Particularly, when the Road is impassable due to delayed upkeep in the event of an emergency that requires exit from the east end of the McCarthy Road/when weather and McCarthy 2 Airstrip (MXY) surface conditions make aircraft support less feasible or impossible.
- McCarthy road surface condition (at times)
- Needs massive improvement.
- There are long-standing maintenance issues that need to be addressed regarding draining, sight lines, high-hazard failure potential (landslides), road bed grade.
- Needs more frequent grading
- The chip seal mile 1-17
- I hate that some of it got chip sealed, and I hate that more and more people are driving too fast.
- It's stressful knowing that landslides or flat tires can frequently prevent me from getting home or to the "big city". The soft shoulders and steep cliffs make it especially dangerous when people drive too fast. I don't like having to plan my trip around driving slow when the road is in atrocious condition. The chip seal portion is the worst part of the road. Lately more people drive too fast and build up dangerous dust clouds.
- The washboard! It is a rough road and people drive too fast for the surface type.
- Road conditions
- dangerous road
- How treacherous driving the road in the winter is.
- Unsafe driving conditions esp. in winter
- The unpredictability of safe passage particularly in the wintertime.
- Winter driving can be a challenge. In recent years DOT has done a good job of keeping the road open and drivable in winter.
- Lack of winter maintenance
- The intermittent maintenance
- Risky winter travel, seasonal hazards from mudslide and road glaciation
- The winter "road glaciers." The road needs many more culverts and more brushing for better visibility.
- Glaciation in winter
- Hazards of landslides, road ice glaciers lack of maintenance in winter.
- Dangerous slide areas
- The deteriorating "Bluffs" section of the beginning of the road near the eastern side of the Copper River Bridge
- Kotsina Bluff needs A safe solution quickly before it slides off. Also, the potholes in the chip seal have not been maintained properly and are very dangerous to vehicles.
- Unreliable road conditions, especially in areas prone to slides/rock fall; Otherwise the access roads to trailheads and such are in need of major improvement.



- beautiful, raw, dusty
- Pavement Long Overdue
- Slow, beautiful, tedious
- gravel, narrow, unique
- Remote wilderness gateway
- beautiful, rough, long
- Stunning, rough, unreliable
- A gateway and filter to the heart of the Wrangells
- "Longest driveway home." Also, "My back hurts." When the Road has been recently maintained: "I love DOT". When potholes and surface heaves in the high float section are sizable: "High float sucks".
- Our buffer zone
- Stunning history/beauty
- History, Beauty, Recreation
- awesome wilderness preserve
- Mythical, political, practical
- Variable, dynamic, gateway
- narrow, road-glacier, beautiful
- Scenery, animals, a pleasant drive
- transition
- Remote, adventure, self-reliance.
- Beautiful desolate wild
- Remote, Rustic, Laid Back
- Rugged, beautiful, filter
- bumpy, narrow, landslides
- Spectacular Alaskan vistas
- Isolated, challenging, hazardous
- "Longest driveway home". When the Road has been plowed or graded: "I love DOT". When the Road has not been maintained sufficiently: "Ouch, my back".
- Access into park/preserve
- unpredictable, beautiful, hazardous at times
- Wild, beautiful, adventurous
- beautiful challenging remote
- scenic, rustic, historic
- Washboard, unstable, narrow
- Real wild Alaska.
- unique, remote, dirt
- Beautiful, critical, unpredictable
- gorgeous, remote
- entry to remoteness



McCarthy Road PEL Study
Public Meeting #1 Summary
November 29, 2023 to January 10, 2024

- Natural, rural, special
- Remote, adventure, access.
- Needs work done
- Dangerous road conditions with lots of summer traffic
- Historic, remote, gateway
- Historic
- Beautiful, majestic wilderness
- Filter History Experience
- Challenging, beautiful, culture
- Community, slow paced
- Special, unpredictable, engaging
- The road home.
- remote, beautiful, challenging
- Adventure. Scenic. Storied.
- Remote mountain access
- wild, rough, beautiful
- Home, Boreal Forest, Work and Recreation
- Scenic, adventure, historic

Question 5: Now think about the McCarthy Road corridor in 20 years. What does the ideal corridor look like?

As shown in the following pie chart, the most common response to this poll was “a few new amenities” (29 responses). About a half dozen respondents each indicated they wanted the road either “exactly the same” or “completely upgraded”. Nearly two dozen respondents indicated “other.”



The following list includes “other” responses verbatim:

- Road grading more often
- Better drainage and dust control but otherwise as-is
- Completely Upgraded and usable by all travelers rather than a select few
- More constant and safer, but still slower with lower traffic volumes. too much would be a nightmare and real problem.
- Safer
- Responsibly upgraded
- The same, but slightly improved maintenance



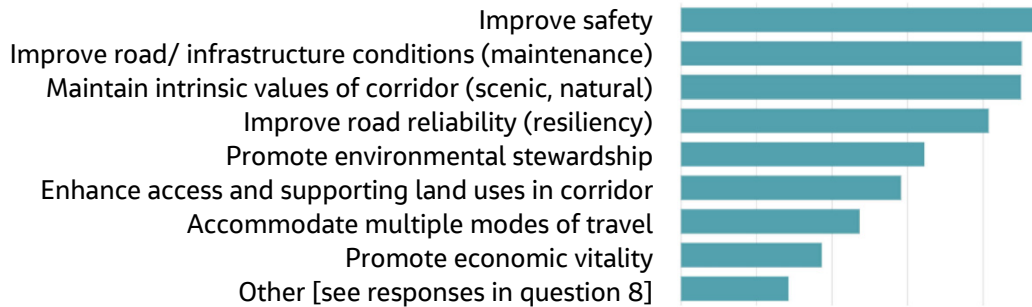
McCarthy Road PEL Study
Public Meeting #1 Summary
November 29, 2023 to January 10, 2024

- Rerouted to avoid catastrophically failing bluffs. Road cuts are routinely maintained to minimize rock fall. All bridges are maintained. Road surface is maintained as needed (according to weather impacts and damage due to driver passage).
- Vehicle access to McCarthy, improved ditching and drainage, an easier maintained surface
- Some brushing especially on corners and improving soft shoulders
- Widened and paved
- Improved maintainable roadbed.
- Adequately brushed at all corners, with the current road surface and existing amenities regularly maintained in summer. In winter, I would like to see dangerous road glaciers steamed as necessary, & snow accumulation plowed as needed to allow for successful and safer passage to/from the DOT turnaround south of Kennecott, or to/from the McCarthy 2 Airstrip (MXY) Mail Shack & associated community winter parking area(s) adjacent to the Airstrip Ramp (near the MXY Mail Shack). The installation of more culverts would help reduce water overflow, which is particularly degrading to the Road's surface during temperate months. I urge the State to proactively manage the various unstable road cuts that have been sliding/releasing and causing closures when the ground becomes saturated, and/or to plan for and develop selectively chosen rerouted Road sections. (W/ ongoing State, University, & private land sales, the number of winter residents and 2nd home-owners who live and visit from ~Mile 52 eastward
- Road surface reliable, access & parking for off-road and by-foot exploration into park & preserve
- Something between "A few new amenities" and "Completely Upgraded." A wider, better drained, and more visible/safer gravel road, 35-45 MPH.
- Fixed slide areas, continue to grade the road.
- Consistent maintenance and improvement to be able to travel the road at a constant speed of 30mph year-round.
- Raised, crowned, ditched, and brushed
- Necessary erosion mitigation changes, vehicle size restrictions for non-residents of the corridor
- Don't overly improve it. Work on the safety issues. Give it a few more pull outs but let people experience real Alaskan wilderness
- Major structural issues such as landslides addressed but otherwise nearly the same.
- extremely similar with upgrades that increase safety, fish passage, and ease maintenance but do not dramatically alter the character
- Continue slow incremental safety upgrades



Question 6: The following are emerging themes related to identifying goals for the corridor. Please rank them in order of importance to you. (The highest at the top.)

The following list shows the order in which people ranked the emerging themes related to identifying goals for the corridor.



Question 7: We are drafting a Vision and Goals statement for the PEL study. Do you think this draft vision/purpose statement is on target?

This poll question listed the following three vision/purpose statements that came from past studies and plans for the McCarthy Road.

- *Scenic Corridor Plan (1997):* "To improve public safety and plan for a safe park-like road that offers visitor services and commercial opportunities that are compatible with the cultural, scenic, and natural qualities of the area."
- *Reconnaissance Study (1989):* "The need to upgrade the existing road and to recommend a standard of improvement that will provide adequate safety and convenience for the traveling public."
- *Roundtable Project (2002):* "The need for safety and access improvements in the corridor and the potential benefits of road improvements, including healthy growth and economic development."

NEW: *PEL Study (vision statement draft in progress):* "To provide a safe road corridor and reliable access for residents and travelers that embraces the scenic and cultural values of the surrounding environment and communities."

Responses to this draft statement yielded an average rating of 4.02 out of 5 stars.

Question 8: If you choose "Other" [in question 6], what theme(s) do you think we missed? Or any parting thoughts?

The following list includes responses verbatim to this question.

- Maintain/enforce restricted public motor vehicle access into McCarthy (exception to current private vehicle bridge).
- America's Largest NP deserves to be accessible to all. The unique logistics of up keeping this corridor has improved with the first third being hard topped. Finishing and improving the quality of the hardtop surface means stability for DOT maintenance potential. Long overdue.
- Lawful use of the road, speed limits, hazards created by users that don't keep other users in mind and enforcement of these laws.
- No public vehicle access beyond Kennicott River due to traffic and parking concerns/constraints



- "Other*": Hire more heavy equipment operators and allow them to work overtime as conditions require in order to keep the Road passable. (Hiring more local operators will "Promote economic vitality".) "Promote environmental stewardship" means I do not want to see toilet paper and piles of feces on/near Road pullouts: I.e., keep outhouses clean and regularly collect and properly dispose of waste from the Road corridor. "Accommodate multiple modes of travel" applies to improved Road conditions for bicycling. I have witnessed that ATVs, ORVs, and UTVs can create hazardous situations for RVs, passenger vehicles, and fuel/material-delivery trucks and large service vehicles (e.g., septic trucks) on the Road.
- Plow snow in the winter. My understanding is that ADOT does this when they can get to it, but it is considered unmaintained during the winter. This road cannot be left unusable all winter.
- Equality of public access at the end of the road is missing. We shouldn't have one family control access into 2 towns.
- Keep it dirt. Improve visibility and soft shoulders
- Bicycle lane
- Don't need a super highway, just a safe reliable year round road.
- The Alaska Department of Transportation & Public Facilities should always allow the operators it has hired to work Overtime until the job is done. The Alaska Department of Transportation & Public Facilities should hire more operators to create a sufficiently-sized workforce that can accomplish maintenance and repairs for the number of visitors being pumped to the State, and to safely sustain existing highways for the State's growing residential population. The Alaska Department of Transportation & Public Facilities should facilitate and fund the construction of more vaulted outhouses, and regularly maintain them. Too, more bear and bird resistant trash receptacles should be installed, and serviced as needed. It is shameful to see toilet paper and piles of human feces, diapers, and uncontained trash at our scenic pullouts. Alaska needs to plan better and fulfill these basic standards, like its international neighbor Organization does, the Yukon Highways and Public Works. *When I say: "Accommodate multiple modes of travel", I mean for bicycles, not all-terrain vehicles, off-road vehicles, and utility task vehicles.
- Foot access on trails/routes into park/preserve
- thank you for this work. safety is #1 priority, as both communities on either end are not able to deal with serious injuries from increasing motor traffic.
- Improved bicycle access. Less dust!
- Historic values are not once mentioned in the dialogue currently presented. The access available today is a direct result of the placement of the historic railroad from the coast to Kennecott. Acknowledging this fact gives basis to many of the dimensions of issues encountered both historically and today. Given land status issues rerouting is unlikely and generally should be dismissed out of hand. Vehicular traffic into McCarthy should also have to show where vehicles can be parked in that event. Access beyond that point by nature has mostly been restricted to pertinent landowners and has generally worked well although traffic on the east side of the Kennicott is generally higher than on the west. Future development could include better signage as to road curves and narrowing along bluffs. Future resource extraction for road development should be mitigated back to natural settings without creating attractive nuisance areas of shooting ranges, camping and dumping that often occurs without due consideration. New bridges and culverts need to be designed and installed so uninterrupted fish passage can be maintained. Speaking of wildlife some consideration for areas of concentrated use and crossings should be instituted, these are generally nearby to waterways and other naturally occurring passageways. And finally under maintenance, consideration of the few who live along the road access nodes



(driveways and areas of concentrated use should be considered for dust control. In fact, a dust study should be part of the process for all future planning. Thank you for taking my comments into regard.

- Recommend amending the draft vision statement to say "...embraces the locally, statewide, nationally and internationally significant scenic and cultural values of the surrounding environment, communities and national park/preserve." Essential to recognize that the road is within the exterior boundaries of the nation's largest national park unit and World Heritage Site and is the main surface access to it.
- Just that I think overdevelopment would very seriously hinder and endanger what's so special and unique about McCarthy and Kennicott
- To provide a road that is safe for driving and can easily be maintained in all seasons
- Don't over commercialize the road.
- The McCarthy Road provides access to two historic towns Kennecott and McCarthy. The character and quality of life in these communities is highly affected by access. Maintaining the current methods of access across the Kennicott River is critical to maintaining the character of these communities. The vast majority of visitors and residents wish this slower paced, non-vehicle congested character to remain as is.
- Helping property owners get funding for property access roads would help improve safety and visitor access by providing a place to park besides the side of the road or public waysides.
- Two things that need to be addressed are the Kotsina Bluffs and the mud slides near McCarthy. I think is important to take into account any impacts on McCarthy that road improvements will have. For instance, putting a vehicle bridge into McCarthy.
- I DO NOT want a public vehicle bridge over the Kennicott River m to McCarthy. This is critical to maintaining what is special about the community.
- Abide local character and respect all the precedent actions which have preserved the (mostly) unpaved nature of the road, and the lack of a public bridge. No open bridge and no pavement!
- Do not create a bridge for public access over the Kennicott River. The infrastructure could not support the additional vehicles and parking. This is a safety concern and would degrade the community and culture.

4. Outreach

The high volume of public interest is due to the strong and vibrant communication network of the communities along the corridor. Attachment D contains a sampling of outreach materials, which includes advertisements, listservs, and social media.

Newsletter

Newsletters were mailed "every door direct mail (EDDM)" to every Post Office mailbox in Chitina (approximately 84 boxes) and volunteers sorted newsletters into every mailbox in McCarthy (approximately 120 boxes). Newsletters were mailed to PEL study contacts where addresses outside the corridor study area were available.

Posters

Eight posters (each) were mailed to volunteers in Chitina and McCarthy. They were posted on bulletin boards in community gathering places like the post office/mail shack and community centers.



Notices

Emails were transmitted on November 29, 2023, and January 4, 2024, to those included in the PEL study contact list inviting people to visit the online open house. The PEL study team and PAC members reported forwarding these emails to their constituents.

A State of Alaska public online notice ran from December 8, 2023, to January 11, 2024.

A published display ad in the Copper River Record (online and print) ran on November 30 and December 14, 2023, advertising the online open house.

Other updates were provided via social media posts and the What's up nonprofit listserv.

5. Public Comment Results

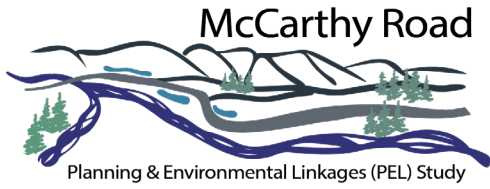
A complete set of public comments (verbatim) submitted during the online open house comment period is included in Attachment A.

More than 300 comments are included in the table in Appendix A. The table contains a mix of general comments not attributable to a specific location, corridor-wide comments as well as comments regarding specific locations along the corridor. An approximate mile marker was assigned to a comment if applicable. A general topic theme was attributed to each comment. Comments submitted via the interactive mapping tool in the online open house were self-categorized under themes of safety, access, roadway condition, recreational opportunity, environmental consideration, economic development, or 'other.'

Popular comment themes included:

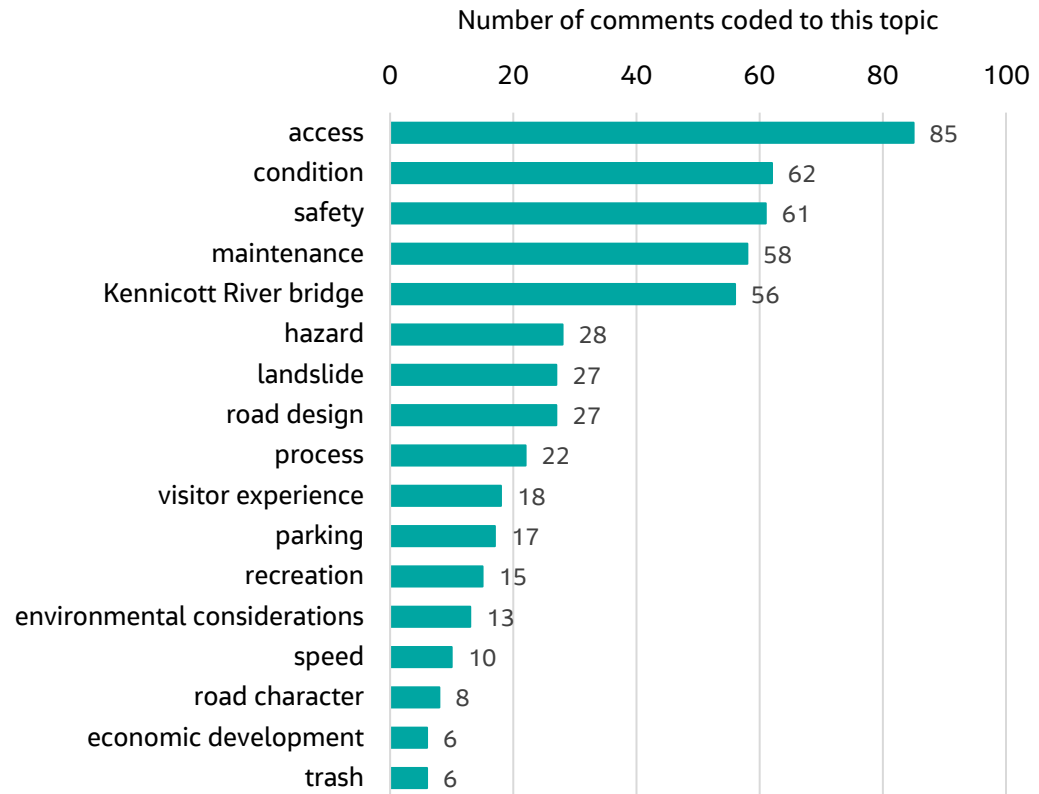
- Access (road reliability, parking, Kennicott River crossing bridge access)
- Road design and road character
- Bridge condition
- Road condition/maintenance (drainage, culverts, chip seal, glaciation, brush clearing, sight distance, potholes, erosion, winter maintenance)
- Hazards (landslide, avalanche, bluffs)
- Safety (speeding, emergency services)
- Community considerations and economic development
- PEL process
- Visitor experience (pullouts, waysides, signage)
- Recreation opportunities (trails, lake access, boat ramp)
- Multi-modal accommodation (e.g., bicyclists, pedestrians)

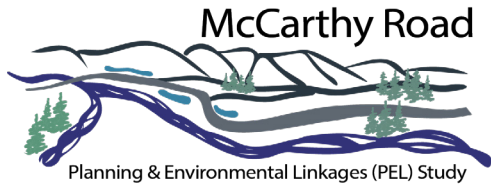
Many of the comments submitted can fall into more than one comment theme. For instance, a pullout can improve visitor experience and improve road user safety. Therefore, while assigned comment themes are somewhat subjective, they provide a way to categorize the comment. The following graphic represents the frequency of some of the most common public comment topics.



McCarthy Road PEL Study
Public Meeting #1 Summary
November 29, 2023 to January 10, 2024

Common Public Comment Topics





McCarthy Road PEL Study
Public Meeting #1 Summary
November 29, 2023 to January 10, 2024

Attachment A: Public Comments Received (verbatim)

Approximate McCarthy Road milepost (MP) ^{a)} , if applicable (if a range, then the western MP)	Approximate MP range (if applicable)	Comment Topic	Public Comment (verbatim)
0.1		Road design/character	Many of the locals including me would like to keep the one lane cut as is and not widen, It is part of the history of Chitina that we would like not to be changed.
0.1		Road design/character	Keep the one lane road cut, the remains of the old RR tunnel. It adds character and history to the road.
0.1		Safety: road design/traffic	The Chitina tunnel may need to be widened with continued increases in traffic.
1.1		Environmental considerations (trash)	Also a lot of trash is left behind by those accessing the river and it creates a burden on the local population
1.1		Environmental considerations (trash); Visitor amenities; environmental impacts	This area is full of dipnetters in summer. Putting in an outhouse and possibly trash cans would help prevent human waste and trash from polluting the river.
1.1		Safety (congestion)	Dipnetters park along the side of the road and there is pedestrian traffic including kids in the road during the height of the salmon season.
1.1		Safety (road design/traffic)	Widen the road to allow for better parking for the dip netters. This narrow area before then bridge gets clogged with cars, people and gear
1.4		Access	there are improvements happening to the campground, with river access too? I agree to creating river access for boaters and rafters.
1.4		Environmental considerations (trash)	Will the State of Alaska Department of Transportation and Public Facilities be providing trash dumpster services again? in the summer? a pay system run by a local business like at Long Rifle?
2		Safety: road design; hazard (landslide)	It is time to come to some understanding with Chitina Native and AHTNA concerning this road in this area. This section of road needs to be fixed with widening, safe barriers and mitigate the avalanche of mud, dirt, rocks and trees onto the road.
1.7		Hazard (landslide)	Unsafe landslide conditions exist along this section and need continued maintenance and attention to keep it safe for all travelers.
1.9		Hazard (landslide)	Bluff area one of two locations on the McCarthy Road at significant risk of failure. This section should be evaluated for relocation or significant improvements.
1.9		Hazard (landslide)	The instability is significant in this area and more significant improvements would help
2		Hazard (landslide)	Maintaining access, particular with the cliff at the west end near the Copper River sloughing off is important
2		Hazard (landslide)	I really think bluff section will sluff off soon. We can't afford to have the road blocked by a major slide.
2		Hazard (landslide)	Very narrow, sluffing from hillside.
2		Hazard (landslide)	Kotsina bluffs. Several slides over the years have stopped us from being able to get to work or our kids to school. This is my number one concern with safety and access on the McCarthy Road.
2		Hazard (landslide)	Kotsina Bluffs: a new plan needs to be made to mitigate, move the road along this section. It is a disaster waiting to happen. Purchase land from Chitina Corp and build a new segment of road away from bluff edge?
2		Hazard (landslide)	One of two places where the road is in danger of a complete failure that could shut down all access for weeks to months. High priority for investment in resiliency.
2		Hazard (landslide)	Kotsina bluff erosion is an eminent threat of road closure.
2		Hazard (landslide)	i am very concerned about the Kotsina River Bluffs cracking and land slides onto and below the road.
2		Hazard (landslide); Road maintenance (winter)	My wife and I live in McCarthy year round, so winter travel is of more concern to us. While I have no desire for a super highway to McCarthy I do feel the following would be important improvements for a road that access a national park. 1. Kotsina bluffs are probably the most dangerous of the whole drive, rock fall, narrow, and a plummeting drop.Thank you for allowing us to give our input.
2	2 to 17	Road condition/maintenance (drainage)	The end of the Kotsina bluffs to Kuskulana River has wetlands which contribute to frost heaving. High float on that stretch means it can't be bladed routinely like the rest of the road.
2		Safety (landslide)	3. Changing the alignment from the Copper River Bridge to the east to create a safer road should be highest priority.
2.5		Road condition; safety (signage)	The sign at the beginning of the McCarthy Road - that warns travelers for winter travel - should become a remnant of how dangerous travel can be in the winter. That sign may remain, but the danger should be reduced. Paving would accomplish stability.
3.5		Safety (sight distance)	Poor sightlines.
3.6		Safety (sight distance)	Poor sightlines.
4.4		Safety (sight distance)	Poor sightlines.
4.5		Safety (sight distance)	Poor sightlines.
5		Hazard (landslide)	Chitina bluffs have presented an increase in slide activity in recent years. Mile 5 area
5.0		Visitor experience (waysides)	Expand and create a real turnout here for viewing, picnic tables and maybe the outhouses.
5.1		Visitor experience (waysides, pullouts)	there is opportunity to create 2 decent pull outs for vehicles with the views above the Chitina River
6.5		Road condition	Hard Surface roads (exact style TBD by DOT) greatly improves reliability and safety, Reduces Dust, makes the park accessible to all.
7.0		Recreation opportunity	Most visitors find the place unique, but that does not equate to there being tons of things to do recreationally. You can only hike so much, raft etc. There is limited fishing, no good hunting as the locals kill everything that moves.
8.4		Road condition	the "high float" hard surface that DOT put in, from the Kotsina Bluffs to the Kuskulana Bridge have been in poor condition from the beginning. With in a year there were terrible potholes, frost heaves, and those problems persist. Keep the road gravel.
9.4		Road condition	Along the Kotsina-Kuskulana section, the pseudo-pavement installed some years ago has been terrible. Massive dangerous potholes and, it appears, lots of maintenance required. Doesn't appear that it suited anybodys needs: travelers or DOT's.
10.3		Recreation opportunity (lake access)	Access to Strelna Lake

Approximate McCarthy Road milepost (MP) ^{a)} , if applicable (if a range, then the western MP)	Approximate MP range (if applicable)	Comment Topic	Public Comment (verbatim)
11		Recreation opportunity (boat ramp)	It would be nice to have a public boat ramp at Silver Lake, there is public access to the lake, but it ends with an abrupt edge that does not allow any boat launch
11		Recreation opportunity (lake access)	Access to Silver and Van Lakes
12.3		Recreation opportunity, access	Access to Sculpin Lake
14.5		Visitor experience (pullouts); environmental considerations (trash)	Improve and create a better parking area here. Outhouses and trash bins are really needed when people park here and go up the road to Nugget Creek Trail.
17		Recreation opportunity (trails)	New potential trail: The ridge line on the west side of the Kuskulana River has potential for a good hiking trail, and there already is parking and an outhouse at the bridge.
17		Road character, road design	Keep the Kuskalana Bridge as a one lane bridge. The history of the RR corridor is important. The bridge is beautiful and amazing. People can wait a few minutes for their turn to cross.
17		Safety (pullouts)	Improve the turnout so that multiple cars can stop to take pictures without having someone almost or have hit them in this area.
27	27 to 47?	Road condition/maintenance (drainage)	Road section starting west of Chokosna Lake to Long lake bluff would have reduced wintertime road glacier challenges with more culverting and better drainage.
27		Road condition/maintenance (winter)	Please add mile 27 to hazardous winter travel.
28.5		Recreation opportunity (Trails); funding	We also have a comment on a separate topic, which is: recreation. We have explored the woods around our neighborhood extensively. Many years ago, we discovered that there is an abandoned campground on the west bank of the Gilahina River a half mile or so to the south of the bridge and wayside where the road crosses the Gilahina. There is an abandoned 4wd road between the wayside and the abandoned campground. The Park Service has decided to prevent use of this road by placing bollards at the beginning of the 4wd road, but one can still hike to the former campground. From there, we discovered that climbing the ridge to the west of the Gilahina, one comes upon a well travelled game trail that leads south along the ridge to the spot where the Gilahina and Chokosna rivers flow together. At that point, both rivers are in deep, steep sided canyons, and the the point of land at the fork of the Y between the two canyons affords a spectacular view of both. We would occasionally hike there over the years because it is an enjoyable, but not strenuous, hike and it ends with a great view. Then, a number of years ago, we noticed that this route was marked with flagging. From the flagging, we were able to tell that the Park Service had planned to improve this hike from a game trail to a developed trail. We were pleased to see this, because we thought it would be a great recreational addition along the McCarthy Road corridor. But then, over the succeeding years, we were disappointed to see that nothing more was done, and the flagging was gradually deteriorating. At one point, I called the Park Service, and was told that a trail had been planned, but that there was no funding to build it. Once again, this is a problem that will take money to fix, but in our opinion, it would be well worth the expense. As for the campground, we have no idea why the Park Service blocked it off, so there may be a good reason for that. But if not, it would be a pleasant place for travelers to camp.
29	29 to 40	Road condition (drainage)	Need for additional culverts and drainage improvements between Miles 29 and 40.
29		Safety (narrow bridge, steep grade)	Single lane bridge with blind approach on east side. Need for improved sight lines and evaluate bridge replacement. Additionally, road grade immediately east of the bridge is quite steep.
29		Safety (steep grade)	Coming down the hill into the left turn into the bridge is very dangerous if one is going too fast as there is no room for error. Sliding off the road here is an issue. I'd suggest a sign at top of the hill.
35		Hazard (landslides, drainage)	In the over thirty years that we have been at mile 35, there was never a landslide in our neighborhood until the year before last. Our driveway is on the south side of the road, and the year before last, a landslide, which came down from the Crystalline Hills, came across the road and blocked it, and then ran across our driveway, blocking it as well. In response, DOT built a large berm on the north side of the road, and this berm very effectively blocked another landslide which occurred the following year. Unfortunately, it was not long enough, and that landslide went around the two ends of the berm, and blocked the road in two places — one to the east of our driveway, and one to the west. I personally had to rescue folks who got stuck in the slide to the east by pulling them out with a piece of equipment. In addition, the landslide and water that ran across the road to the west of the berm remained a problem for us. Although the landslide did not block our driveway, the water that accompanied it flowed to the southeast after it crossed the road and ended up running across our driveway and washing it out. So at minimum, the berm needs to be longer. To control the water problem, bigger ditches and/or a settling pond may also be needed. There has been a similar problem at Lynx Creek, and DOT appears to have remedied the problem with a combination of berms and large ditches/excavations, as well as a much larger culvert. They also installed a much larger culvert at Crystal Creek, and it appears to have improved the situation there.
36.4		Environmental considerations	A spring to access drinking water in the area. Please don't mess with it. There are not many places can pull off the road and access spring water. And.. it may not last anyway - as things shift. I'm not suggesting it get commercialized, but is special.
38.2		Road maintenance/safety (brush clearing)	brush the road cyclically to keep sight lines open, particularly on curves.
44		Road condition (drainage/mud); hazard (avalanche, bluffs)	The bluffs before the Lakina River present both mud and avalanche challenges.

Approximate McCarthy Road milepost (MP) ^{a)} , if applicable (if a range, then the western MP)	Approximate MP range (if applicable)	Comment Topic	Public Comment (verbatim)
44	44 to 48.5	Road design	I would like to submit the attached on behalf of a group of private homeowners that live on the McCarthy road in the long lake area. They submitted the attached FLAP proposal at the same time as the PEL study proposal, but it was denied at the time, not because of a lack of merit but the review team thought that the PEL study should be completed prior and that the relocation of this portion of the McCarthy road should be included in the PEL report. This proposal was submitted and jointly endorsed by Ben Bobowski, Superintendent of Wrangell-St. Elias National Park and Preserve and Ryan Anderson, Commissioner of the Alaska DOT&PF Commissioner. In addition, this proposal has support from the Alaska Department of Fish and Game, The Copper River Watershed Project, and local residents. It is also important to note that option #3 (map on p3) has the concurrence and support of the landowners this route directly effects. The additional map, also attached, shows the re-route along current property boundaries. This proposal addresses public safety, which is a great concern on this section of the road. The relocation will provide a much safer route for all people who use the road to access WSENP, McCarthy and Kennicott, and the people who live around Long Lake. Some of the potential benefits of this proposal include, increased recreational opportunity for WSENP, McCarthy, Kennicott, and local residents, protects the critical Copper River Salmon spawning habitat in Long Lake, provides a wildfire break for local safety, converts 2 miles of road to a public trail, and continues to provide road access to local residents, and public access to Long Lake. Please keep in mind that the budget was put together pre-COVID and will need to be revisited.
44	44 to 48.5	Road design	Attached please find a many years in progress proposal to relocate the road around Long Lake to a much safer re-alignment away from Long Lake (Mile 44.0 - 48.5) and after realignment convert two miles of the McCarthy Road (Miles 46.5 - 48.5) to a public trail. This proposal has support of the WSENP, ADOT&PF, Copper River Watershed Project, Alaska Department of Fish and Game, the RPO, and local residents. The proposal addresses public safety which is a major concern on this section of road. The relocation will provide a much safer route for all people who use the road to access WSENP, McCarthy and Kennicott, and the people who live around Long Lake. Some of the potential benefits of this proposal include, increased recreational opportunity for WSENP, McCarthy, Kennicott, and local residents, protects the critical Copper River spawning habitat in Long Lake, provides a wildfire break for local safety, converts 2 miles of road to a public trail, and continues to provide road access to local residents, and public access to Long Lake. I have included the map which was put together by Local Long Lake Residents, and a letter of support which outlines the benefits of this proposal. This proposal is also supported by and being jointly submitted by the Regional Planning Organization (RPO). I am available to help present this proposal to the McCarthy Road PEL committee and help answer any questions.
44	44 to 48.5	Road design	I am submitting a Road Relocation and Trail proposal which will provide safer public access around Long Lake as well as address several other important local and regional issues. The proposal which includes a map and letter of support is being sent to Kim.Wetzel@jacobs.com and seth.english-young@dot.gov. The proposal, map, and letter will be under the heading of McCarthy Road PEL online open house input. Please be watching for this proposal and thank you for the opportunity to provide input and comment.
44	44 to 48.5	Safety (road design)	See Long Lake Road Relocation and Trail Proposal which addresses public safety concerns around Long Lake. "Long Lake Road Relocation Mile 44.5 to 48.5 and Historic Trail Location Mile 46.5 to Mile 48.0 with 2018 Private Landowner Concurrence" The exit coming off the McCarthy Road for the beginning of the relocation is just past the Lakina River (mile 44). It is less abrupt on the ground than shown here [on submitted map], has been agreed to by the landowners, and will be designed by ADOT&PF to provide a safe turning radius and sight distance. I do not have access to high tech map making tools so it is not easy for me to make changes on a new map. You can see after crossing through private land after the Lakina (which the landowners agreed to) the road follows the common boundary between private and state land and does not cut through their property. This again is why we have landowner concurrence. As you can see the location is like threading a needle in a haystack. Which is why there was never landowner concurrence previously and why it is critical to follow this location now.
44.2		Access: private vs public	Mark the boundary of river and uplands with signs so that people infringe on the upland owners in this area.
44.2		Economic Development	As a business owner, I don't see the volume increasing. The build it they will come mentality is overemphasized as its a great distance from ANC, FAI. There are less than 12 public outhouses in Mxy and not a significant amount of infrastructure.
45.2		Safety (road design)	Owners have built right out to the edge of the road with vehicles parked everywhere. I've had them throw rocks at my trailer because there was dust and I was only doing 15MPH. There should be a ROW enforced there.
45.3		Environmental considerations	Constant exhaust dangerous to fish environment. Could the road be moved?
45.5	45.5 to 47.5	Environmental considerations	Long Lake is very important Salmon Spawning habitat. What ever happens to the road to address safety concerns, needs to take into consideration the salmon habitat.
45.5	45.5 to 47.5	Road condition/maintenance (glaciation)	Long Lake glaciation is a hazard.
45.5	45.5 to 47.5	Road condition/maintenance (winter)	The Long Lake corridor presents significant challenges during winter travel especially as winter progresses and snow accumulates.
45.5	45.5 to 47.5	Road condition/maintenance (winter)	3. The area around Long Lake is also very hazardous, it's narrow and slopes off toward the lake, it also forms some of the worst glaciers.
45.5	45.5 to 47.5	Safety (road design)	Long Lake section needs to be widened, improve sight lines, and regraded. Sections of the road bed slope downhill towards the lake and have been the location of several vehicle accidents.

Approximate McCarthy Road milepost (MP) ^{a)} , if applicable (if a range, then the western MP)	Approximate MP range (if applicable)	Comment Topic	Public Comment (verbatim)
45.5	45.5 to 47.5	Safety (speed), road condition	Entire section along Long Lake could be improved. The road doesn't need to be moved, just visibility and roadbed improved. Focus on safety, and keeping speeds slow.
45.9		Safety (speed)	This has become a residential area where children often bike and play. Tourists need to slow down.
46.0		Safety (road design)	The road is very narrow here and people speed by. It puts the community and the fish population at risk. The road has also sloughed off into the lake. Could the road be moved around the backside of the lake?
47.4		Recreation opportunity (lake access)	Create a dedicated visitor access to Long Lake, not just the local parking along the road edge.
47.5		Recreation opportunity (lake access)	This could be a great spot for other people to access Long Lake.
47.5		road condition/maintenance, safety (drainage)	Dangerous road "glaciers" always develop here in the winter. There was already at least one roll-off here this winter by a (sober) local. Winter access is greatly impaired by this freezing seep
47.5		Safety	Making the road safer and easier to travel is imperative, especially given that when a car breaks down or something worse happens many don't have cell service and won't be able to get help.
47.5		Safety (road design)	Dangerous dip and curve.
47.5		Safety (speed), road condition	Dangerous curve and dip in the road. Tourists often speed through here. Several people have crashed.
47.9		Safety (crashes); road condition/maintenance	"3 reported crashes" quoted from this website, is highly under reported. Soft shoulders cause rollovers yearly, curves, dips, blind corners with brush overhanging the road way, can be helped with better maintenance
49.2		Road maintenance/safety (brush clearing)	Blind corner with poor sight lines. High risk of encountering oncoming traffic on the wrong side of the road.
49.4		Road maintenance/safety (brush clearing)	Blind corner with poor sight lines. High risk of encountering oncoming traffic on the wrong side of the road.
50.0		Road condition	Chronically bad stretch of road surface.
50.4		Road condition (drainage)	Drainage issues and beaver abatement needed.
50.5		Safety (road design)	Improve road junction here.
50.5		Visitor experience (waysides, pullouts)	The best view of Mt Blackburn and Castle Peak from the McCarthy Road. (Weather permitting) SPECTACULAR!
50.5		Visitor experience (waysides, pullouts)	The view of Mt Blackburn is first class and if possible a turnout for photos would be a very nice upgrade.
50.5		Visitor experience (waysides, pullouts)	I agree that a turnout for photos of Mt Blackburn and The Castle would be a nice addition to the road trip.
50.6		road condition/maintenance (safety)	Historic railroad trestle pilings chronically exposed in the road bed and provide a hazard to vehicles.
51.8		Road condition/maintenance	The upstream beavers need to be "relocated". (But DOT knows this.)
54.0		no specified topic	This is the Nizina River
54.8		Access, safety	Helping Sage Subdivision owners develop an access road (Wisdom Way) or at least a parking area would help prevent dangerous parking along the road and illegal overnight parking at the Mile 55 wayside, which makes visitors think it's ok.
54.9		Access, safety	I am a landowner in the Sage Subdivision. My neighbors and I are interested in development of right of ways to our properties via Wisdom Way and Wise Woman Way. This would allow us access to our properties and to not illegally park at the 55 mile wayside
55		Access: additional road access	I would like to see access/ road developed around MP 55 to and thru the sage subdivision, utilizing the already existing platted right of ways via Wisdom Way connecting to Wisewoman Way all the way to eastern border of subdivision (which now has a road on that side but only allows access for the border lots). Currently, unless residents own along the east border of it, there is very limited access. The right of ways are very primitive and largely amount to nothing more than a grown over trail, with a short exception on the western border. All 24 lots sold in that subdivision and without adequate access and parking, that area will have a jam of cars parking on the already narrow McCarthy road.
55.0		Access: additional road access	As a resident/ cabin owner of the Sage Subdivision at MP 55, I would like to see an access road put in for the subdivision. Specifically accessing from the west side via a currently partially built right of way at Wisdom Way thru to wisewoman to east .
55.0		Bridge condition	Address the erosion at the west embankment.
55.1		Road condition	MP55 to ~MP58 roadbed needs more gravel, ditching, and major brushing to improve safety and maintainability.
56.1		Safety (road design)	Dangerous dip in road bed with poor sight lines.
56.4		Safety (road design)	This area of the road should be re-routed to avoid constant permafrost slides which create road closures
57		Hazard (landslide)	Also slide area at about mile 57 needs attention.
57.4		road condition	Yes this section of road needs to be improved for every reason their is safety being the top reason.
57.5		Hazard (landslide)	Bluff area one of two locations on the McCarthy Road at significant risk of failure. This section should be evaluated for relocation or significant improvements.
57.5		Hazard (landslide)	the sluffing mudslide. Can this be mitigated? this and the Kotsina Bluffs seem like 2 major areas that could fail and shut the road down indefinitely.
57.5		road condition	Approximate location. For motorcycles, large gravel fill is as dangerous as marbles. D1 is very safe and packs well for all vehicles. In general maintenance has been done well. Thank you.
57.6		Hazard (landslide)	Slides around 57.6 mile are more frequent as permafrost melts. From the air, the bluffs appear to have quite a bit of material that would like to come down.

Approximate McCarthy Road milepost (MP) ^{a)} , if applicable (if a range, then the western MP)	Approximate MP range (if applicable)	Comment Topic	Public Comment (verbatim)
57.6		Hazard (landslide)	One of two places where the road is in danger of a complete failure that could shut down all access for weeks to months. High priority for investment in resiliency.
57.6		Hazard (landslide)	Consistent maintenance is needed in this section due to unsafe landslide conditions.
58.5		Access, parking	Facilitate parking and transition to the pedestrian bridge
58.5		Visitor experience (signage)	Consider making a more prominent sign for the West Kennicott Glacier Trail. I've talked to multiple people who don't see the trailhead because it's hidden by parked vehicles and go on private property to access the trail, which is not ideal.
59.3		Access, parking	Question: to the BaseCamp Root Glacier Parking lot: how many vehicles park there from May to Sept?
59.3		Access, parking	The Kennicott River Footbridge allows for economic opportunities on the West side of the river (parking) and east (shuttles) as well as creating a destination with lower traffic, pedestrian friendly atmosphere that visitors are drawn to.
59.3		Access, parking	There is not adequate space or infrastructure for public vehicles (non land-owners) to drive to McCarthy or Kennicott. No parking, no space. This should not be a consideration in development.
59.3		Access, parking, Kennicott River bridge (no public vehicle bridge)	I do NOT support a public road into Kennicott or McCarthy. The infrastructure (roads and parking) in town could not support increased traffic, wear and tear. Additionally, more private vehicle traffic and parking in town would create too many safety concerns as well as degrade the character of the community.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	I am strongly opposed to any change in the vehicular access across the Kennicott River. This should remain a footbridge. There is neither the administrative budget/structure nor infrastructure in place to accommodate vehicular traffic from visitors. Additionally the limited access into McCarthy/Kennecott is arguably part of the unique "draw" to visitors and an important component of the character of the community.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	I ADAMENTLY OPPOSE the idea of a public vehicle bridge at the kennicott river. i have lived in mccarthy for over 20 years and do not want to see our unique character of MXY/Kenn irreversibly changed by an unlimited influx of vehicles. we are UNIQUE town in all of the USA with limited vehicle access. this is a GOOD thing. tourists come to experience a unique place. overrunning MXY/Kenn with cars, RVs, busses, etc will degrade the special place that locals love and visitors come to see....our economic driver! the private bridge is thoughtfully managed and allows enough access without the negative effects of everyone being able to drive here. we don't NEED a public bridge and it would trigger so many management problems on the east side. leave it as is
59.3		Access: Kennicott River bridge (no public vehicle bridge)	The prospect of paving the McCarthy Road and constructing a public bridge across the river has the potential to create major issues for Kennecott - the very issues Kennecott residents/landowners have been working on for years. These two items have been proposed and debated in the past. As this discussion continues all the same arguments of the past will be brought up again. In 1994, the majority of the community (both McCarthy and Kennecott) declared they did NOT want a vehicle bridge across the river, only a foot bridge. During this time AK DOT&PF engaged regularly with the community to get input on a bridge. They solicited input on multiple occasions. From a Nov/Dec 1994 Wrangell St Elias newspaper, the District Engineering Manager for the AK DOT&PF stated, "The Department received numerous letters and phone calls concerning the project. Almost every letter on file expressed opposition to a vehicular bridge. Most conversations with people were have been addressed. Vehicle Bridge across the Kennecott River. The issue at the heart of these concerns is the growing impact of off-road vehicles used by the general public to access and traverse the National Historic Landmark (NHL). These vehicles are deteriorating the intended pedestrian experience in the NHL, as well as creating a growing disturbance and safety issue for the private property owners throughout the Kennecott subdivisions. We have been strategizing for over 15 years now, trying to navigate through several conflicting concerns toward an equitable solution. On the table are issues of motorized access by the visiting public, vehicle parking, pedestrian safety, road maintenance, property owner liability and private property rights. This is a complicated issue, not easily solved. Adding a public bridge will only exacerbate the current issue.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	Thanks for opening this process. As an owner/resident I mainly want to express support for keeping the pedestrian-only bridge at the Kennecott River as THE public access point. A public vehicle bridge is incompatible with the community culture and infrastructure of McCarthy/Kennecott, which has already been proven with ATVs using the pedestrian bridge. For owner/residents/businesses, the current private vehicle bridge has ably met the need for freighting supplies, and having those private resident vehicles + shuttles for visitors = maxium vehicles that can be on the east side of the Kennecott River already. In this case protecting that access is critical to protecting what visitors and residents alike are coming out to McCarthy/kennecott for in the first place. Thank you.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	DOT should NOT build a vehicle access bridge across the Kennicott River! Please carefully review comments from the public process that resulted in the construction of the footbridge for an explanation of why a footbridge is the right option. Construction of a public access vehicle bridge would have major negative social and environmental impacts . This specific access is highly controversial and should be left alone in order to focus on the needed improvements along other parts of the corridor.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	I think a public vehicle bridge is a terrible idea because there is nowhere for visitors to park on the McCarthy side and it would ruin the rustic, remote nature of the community. I do wish the Rowlands didn't charge so much for bridge keys though.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	I would be greatly disappointed to see any encouragement to improving vehicular access across the Kennicott River.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	As a resident of Kennecott, and a long time resident of the Kennicott Valley (since 1985), I support KEEPING a pedestrian bridge over the Kennicott River and not replacing it with a vehicle bridge.

Approximate McCarthy Road milepost (MP) ^{a)} , if applicable (if a range, then the western MP)	Approximate MP range (if applicable)	Comment Topic	Public Comment (verbatim)
59.3		Access: Kennicott River bridge (no public vehicle bridge)	I am a resident in the Kennecott Subdivisions and a long time resident of the Kennicott Valley. (since 1995) I am strongly in support of KEEPING a pedestrian foot bridge across the Kennicott River and not replacing it with a vehicle bridge. The towns of McCarthy and particularly Kennecott are not set up for the influx of summer tourist vehicles that would overrun those places if a state vehicle bridge were to be built. The pedestrian bridge is equal access for all alaskans and visitors. It allows the local communities to maintain a slower, quieter, pleasant walking atmosphere that is cherished by many locals and visitors alike.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	This footbridge should not be converted to a vehicle bridge. The previous public process and comments received that resulted in the construction of this foot bridge should be taken into consideration.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	It is my hope that there will not be a public vehicle access bridge into McCarthy. Thank you for taking comments
59.3		Access: Kennicott River bridge (no public vehicle bridge)	The private gated vehicle bridge has worked well for years. I am happy to pay to keep the access thoughtfully limited, for the unique character of Kenn/MXY. we have come to a functional compromise with this bridge, leave this system in place.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	The private vehicle bridge over the Kennicott River has provided a safe, sustainable, and controlled access point for residents and businesses to McCarthy and Kennecott.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	This privately operated vehicle bridge provides the perfect compromise for responsible access to McCarthy/Kennecott. I have more faith in its future sustainability than any vehicle bridge constructed by DOT over the Kennecott R.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	Do not destroy this private bridge/business by constructing a state vehicle bridge across this river. Doing so would have lasting negative impacts on the McCarthy/Kennecott community. No state vehicle bridge!
59.3		Access: Kennicott River bridge (no public vehicle bridge)	I am a 25 year resident of McCarthy and am happy to pay the annual fee to use this bridge. Bridges LLC has managed/maintained this access very well. DOT should allow this business to remain intact and not destroy it with unneeded state vehicle bridge.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	The Rowland Bridge has been a great compromise to the community, allowing local access of goods, services and emergency response, without allowing all the thousands of summer visitor vehicles to drive/park all over McCarthy and Kennecott.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	I love the combination of the private service bridge and public pedestrian/ATV bridge. It's an absolutely elegant scenario that protects most of what makes McCarthy loveable by all. Do not try to establish an open, public vehicle bridge.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	The perfectly reasonable cost of the vehicle bridge pass is NOTHING compared to the quality of life cost that an open bridge would inflict on every single person in this valley. McCarthy would become just another Talkeetna with an open bridge. NO BRIDGE
59.3		Access: Kennicott River bridge (no public vehicle bridge)	Please do NOT create vehicular bridge across the Kennicott River. The transition to other forms of transport - primarily foot, bike/ebike, shuttle, allows the transition necessary to maintain the value of McCarthy and Kennecott.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	Almost all of my neighbors appreciate the footbridge/private freightbridge combination as an effective, safe, and sustainable way to get locals and visitors into town. It is a compromise that works well for everyone, though some complain.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	McCarthy and Kennecott are unique places with limited vehicle access, this is part of their character. We do not want nor can we accommodate open vehicular access on the east side of the river. NO public vehicle bridge!
59.3		Access: Kennicott River bridge (no public vehicle bridge)	Adequate infrastructure for uncontrolled access to McCarthy and Kennecott by non-resident vehicles does not exist. A public vehicle bridge would cause significant vehicle congestion and parking problems negatively impacting private lands.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	This existing privately owned parking lot and its adjacent land provide more than enough parking for visitors to the McCarthy/Kennecott area. Conversion of the foot bridge to a vehicle bridge would negatively impact existing businesses managed parking.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	I support the keeping of the Footbridge across the Kennicott River. The footbridge allows for the continued pedestrian pace for visitors in McCarthy and Kennecott. Ingenious Locals can and have found ways to accommodate their transportation needs.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	Our elders and forebears were very wise in their purposeful prevention of an open-to-the-public vehicle bridge. The compromise of a public footbridge (and defacto ATV bridge... fine) alongside a locals-n-business service bridge is brilliant and perfect.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	The private parking and camping area on the west bank of the Kennicott River, coupled with private-sector shuttles on the east side, makes for a perfectly functioning system that encourages and accommodates visitation while protecting the quality of plac
59.3		Access: Kennicott River bridge (no public vehicle bridge)	DO NOT support public vehicular access across the Kennicott River.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	The experience of both visitors *and* locals *and* wildlife will be harshly damaged if the general public can drive the roads at will on the east side of the river. The area is worth visiting *because* of how it is.... it's not a free for all
59.3		Access: Kennicott River bridge (no public vehicle bridge)	I support maintaining the footbridge access in its existing place and use. I do not support a public funded vehicle bridge into McCarthy.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	However, as summer time, traffic has increased, so have the number of folks driving too fast, creating washboards, kicking up dust in the dry months, and leaving me longing for days when people slowed down to pass one another, waving, and even stopping to chat. I am not sure what the answer is, but one thing I know, for sure: Please do not build a public access vehicle bridge. It would destroy the place. There are already too many cars on the other side of the river as more people by bridge passes. As somebody who prefers to bike, this is a bummer, especially during the dusty times.

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59.3		Access: Kennicott River bridge (no public vehicle bridge)	What makes McCarthy such a unique and desirable destination is the access. I do not support a public access vehicle bridge into McCarthy for many reasons, but one being the lack of infrastructure to support the daily traffic to Kennicott, or into the town of McCarthy. People travel to McCarthy and Kennicott for the experience. This would be drastically altered, if not lost altogether if it were made possible to freely drive a vehicle into this precious corner of the world. In conclusion, I do not support a public vehicle bridge into McCarthy. Thank you for your time.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	Top Comment is that I DO NOT support public automobile vehicular access across the Kennicott River.
59.3		Access: Kennicott River bridge (no public vehicle bridge)	4. Under no circumstance would I ever desire to have public vehicle access across the Kennicott River. Foot traffic or ATV only beyond the River.
59.3		Access: Kennicott River bridge (public vehicle bridge options)	General access into McCarthy across the Kennicott River. Look at solutions for pedestrian and ATV crowding of each other on the Kennicott River DOT bridge aka "the footbridge" during summer months. Also look at alternatives to having one family control vehicular access across the Kennicott as this leads to monopolies in local business.
59.3		Access: Kennicott River bridge (public vehicle bridge)	The Rowland Bridge connects a public road and is used as an income provider to the owners. We have to use them for a lot of the work because we can't bring in outside contractors without a lot of bridge fees to pay. They shouldn't have a monopoly.
59.3		Access: Kennicott River bridge (public vehicle bridge)	If the state is going to pay for the road with public funds all the way to Kennicott then the public needs to be able to access all the way to Kennicott. Doesn't seem right to have private usage when public money is used.
59.3		Access: Kennicott River bridge (public vehicle bridge)	We need a community bridge to that the cost of business goes down for businesses on this side. Right now, we are all charged different rates and small excavator businesses aren't allowed to compete w/ the Rowland business. Limiting businesses is bad!
59.3		Access: Kennicott River bridge (public vehicle bridge)	Years ago, all the greensies in McCarthy freaked out about the footbridge. Same people now drive their SUVs across the private bridge. There is no place to park in town, let alone Kennecott. Build a vehicle bridge and ruin the place once and for all.
59.3		Access: Kennicott River bridge options	Similar to access in general into McCarthy, there is no perfect scenario. I believe that with mitigation efforts, all of the potential outcomes are workable.
59.3		Access: Kennicott River bridge options	The public has to deal with the private bridge owners when developing their properties. Bridge passes at \$550 annually are too much.
59.3		Access: Kennicott River bridge options	The community needs to be able to control our own access. This bridge causes business opportunities to all be controlled by one family and that has allowed them to all become wealthy while others can't compete with them. The state is promoting monopolies
59.3		Access: Kennicott River bridge options	I've paid the Rowland family close to \$10000 over the years just to get home. Not only that but no competition to them is allowed across their bridge. It feels like extortion having to pay to get to another section of public roadway in order to get home.
59.3		Access: Kennicott River bridge options	Public funds should not be used in order to create gated communities. This community is growing rapidly and having a restrictive bridge prevents any form of evacuation over the public bridge. Tourists seem to hate sharing such a small bridge with ATVs
59.3		Access: Kennicott River bridge options	Any contention that the status quo present bridge scenario would constrain evacuation is wrong at best, and probably disingenuous. We've already seen emergent scenarios where the first person to open the bridge leaves it open for everyone's ease to move.
59.3		Access: Kennicott River bridge options	Look at the number of cabin that have gone up in the past 15 yrs, we need a long-term approach to access with safe bridges that can handle an emergency. Growth isn't slowing, it's increasing. So is tourism. The State wants to sell more land. Be realistic
59.3		Access: Kennicott River bridge options	Make it easier for elderly to get where they are going. They shouldn't have to drag luggage through gravel and over a bridge. Offer this as a service.
59.3		Bridge condition	The river keeps cutting away at the west end embankment of the foot bridge. This needs to be addressed prior to this planning process. It has the potential to be washed out every summer with the floods. Don't wait for an emergency fix, protect it now.
59.3		Bridge condition	The ongoing erosion of the west bank of the Kennicott during the annual jokulaups means the footbridge's days are decidedly numbered. Action to extend the west end of the bridge must be taken if pedestrians and ATVs will continue to use the current bridge
59.3		Safety (signage)	Adding a sign asking ATV users to yield to pedestrians/bikers when crossing the public bridge would increase safety.
59.4		Recreation opportunity; safety: recreation, trails, pedestrian	Provide a separate bike/walking trail along the corridor from the river to road junction for McCarthy? separate the walkers/bikes/dogs from the vehicle traffic
59.5		ROW: Access for road maintenance	the process between NPS and DOT needs to be fast tracked to provide DOT with the necessary permissions, ownership etc to work on the road next to the swimming hole.
59.6		Environmental considerations	Public water source for McCarthy residents.
59.6		Environmental considerations	Drinking Water Source utilized by local community and visitors.
59.6		Environmental considerations	I'm a local who can't, and probably won't, be able to afford my own well. For almost 20 years, I've drank surface water from Clear Creek. Please take steps to ensure the safety of this important life-sustaining resource
59.6		Road design/access/safety (pullouts)	create a one vehicle pull out near the water source of clear creek for access to the locals water supply, so vehicles don't block the road way.
59.6		Visitor experience	Great visual of old railroad trestle that went across island of Kennicott River. A cool part of mxy rd story - and that is still evident.
59.7		Access	The roads in McCarthy are owned by the public. Public access shall be maintained.
59.7		Access	This road is a public thoroughfare and meant for use for all landowners in McCarthy. No one can claim rights to it as private.
59.7		Access	The roads of McCarthy, including that roadway which McCarthy Lodge LLC purports to own and is actively and deceptively trying to obtain, are public.
59.7		Access, parking, Kennicott River bridge (no public vehicle bridge)	Ownership of the roads within the McCarthy Townsite is currently under litigation. There is now way for parking to be adequately managed in McCarthy at this time. Construction of a state vehicle bridge would immediately create a major parking problem.

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59.7		Road condition; environmental	Would dust abatement be feasible along this section from the river to McCarthy? Or is that problematic with the Clear Creek Water source?
59.8		Recreation opportunity; Road condition/maintenance; Community	Location of the swimming hole. The road needs upgrading here (more gravel and better culverts) but it should consciously be done in a way that maintains and improves the recreational character of the swimming hole and surrounding area (outhouses, veg, et
59.8		Road condition (culvert); Community asset: swimming hole	The culvert by the swimming hole, which is the area of road near the 2nd DOT bridge in McCarthy. Some locals want a non functioning culvert here so the "swimming hole" remains. Others want it drained and for proper fish passage to happen.
59.8		Road condition/maintenance; Community asset (swimming hole)	Road bed at the "Swimming Hole" need significant maintenance. However, it is important that any maintenance work be done in a manner to maintain the character and recreational opportunities of the swimming hole itself.
59.9		Road condition	Dust abatement during the summer would be helpful along this mixed-use corridor
60	60 to 64	Indirect community impacts	Public Infrastructure. If any changes are to be made to the McCarthy Road or a bridge across the river is considered, the lack of infrastructure in both communities must be addressed. No infrastructure exists to support non-resident vehicle traffic in these two towns. Appropriate public infrastructure must be put in place before improvements to the McCarthy Road corridor beyond what currently exists (grading, slope stabilization and vegetation trimming).
60		Other infrastructure: school	Build a school in McCarthy-Kennicott area. There are over 16 children, school aged. Combat the religious zealots and the clan of bible bangers.
60	60 to 64	Parking	Parking in McCarthy, Kennicott, and in-between.
60	60 to 64	Pedestrian access	Personally, I think Kennecott is adorable and I completely understand why NPS wants to make it pedestrian. It's really enjoyable when we have quiet spaces. On the other hand, I understand that the roads going through Kennicott are actually RS 2477 ROWs, as well as public prescriptive easements and that balancing NPS visions for tourist experiences conflicts with public and local access rights. I'm bringing it up because that is what I believe we are supposed to be doing as PAC members, and not because I have any idea what could work best.
60	60 to 64	Road condition/maintenance (dust, potholes)	Dust abatement and pothole management from McCarthy to Kennicott.
60.0		Visitor experience	Old dyke to protect old railbed from glacier runoff. I think not interpreting/keeping some of the road's history as a railbed is a loss - as you can still see it today - is part of the mxy rd story. This spot is one.
60.9		Access, parking, Kennicott River bridge (no public vehicle bridge)	The other commenters statement is true that a large public parking lot beyond this area is not feasible. Best solution is to leave public parking as is on west side of river. Moving parking 1.5 miles makes no sense.
60.9		Access, parking, Kennicott River bridge (no public vehicle bridge); economic development	If a public vehicle bridge into McCarthy was ever installed, nonresident vehicles travelling north would have to park somewhere in this area. There is no land suitable for public parking beyond here. Possible private infrastructure development.
61.0		access, parking	I am trustee for 135 acres of land that borders the main road. I am willing to install parking up to 5-10 acres if needed.
61.0		Access, parking, Kennicott River bridge (no public vehicle bridge)	If a public vehicle bridge is built across the Kennicott R. people will not pay to park at this location but will park for free in downtown McCarthy. The character of McCarthy will be ruined forever if a state vehicle bridge is built. Do not build.
61.0		Access, parking, Kennicott River bridge (no public vehicle bridge)	This would be a nonsensical locale for a parking lot. Also, Tony Zak (RIP) would roll over in his grave if his land was converted to this purpose. People would clog the streets to the west of here way before they parked out here. Stupid. NO PUBLIC BRIDGE
61.1	60 to 64	Road condition/maintenance (drainage, brush clearing)	This whole stretch from here to the gate at Kennicott needs more gravel, some new culverts, lots of ditching, and major brushing for access, safety, and maintainability. DOT has done well working with the poor, or nonexistent, material on this road.
61.3		Road condition	Thank you DOT for the replacement culvert in the landslide area in Sept '23
61.3		Road condition/maintenance (drainage)	Roadway here was damaged by a landslide years ago and is still in poor condition. Poor drainage, poor substrate. Needs improvement.
61.7		Funding	McCarthy gets Community Grant Monies from the State and a portion of that could be used in a joint effort with DOT to do roadwork repairs. The grant monies are allowed for public road maintance per grant doc. We have \$170,000 saved for who knows what.
62.0		Road condition/maintenance	With a small crew and limited monies DOT has done the best they can. DOT working with the Rowlands could get the road graded and potholes filled and make the road passable. MAC has State funds that can be used for this.,
62.8		Access, parking, Kennicott River bridge (no public vehicle bridge)	State road ends at the edge of the Kennecott Subdivisions. This location is a mountain hillside. There is no option to create large public parking to accommodate 100+ vehicles during the summer. Do not build a vehicle bridge across the Kennicott River.
62.8		Access, parking, Kennicott River bridge (no public vehicle bridge)	The McCarthy Rd provides access to the Kennecott National Historic Landmark, as well the park and preserve. The townsite of Kennecott does not have the physical ability to park 100+ vehicles a day for summer visitor parking. Shuttles work.
63		Visitor experience (signage)	Request AK DOT&PF place a sign at the end of the McCarthy Road at the south end of the Kennecott subdivision and National Historic Landmark stating the "State Road Ends Here".
63		Visitor experience (signage)	Request NPS place a sign at the end of the McCarthy Road at the south end of the Kennecott subdivision and National Historic Landmark stating "No Visitor Parking within the Kennecott subdivision and NHL"
63.2		access	At the vehicle turnaround there are two possible ROWs. The State's 100ft or the lot owners 40 ft. There are large rocks right in that ROW that force vehicles onto NPS land and we are asked to pay user fees for our shuttles. Rocks should be removed .
63.2		access	Vehicle shuttle turnaround is within the Kennecott Subdivisions and is not part of the State of AK/DOT roadways. ROW are 40 ft.

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63.2		access, parking	Locals, but not tourists, will always need the right to drive a private rig to Kennecott and park. Business depends on it. I regularly haul cargo to Kennecott that absolutely could not be done with any shuttle. More parking FOR LOCALS is needed in Kenn.
63.2		road condition/maintenance	This section of road is not maintained and there are issues as to who in fact owns the road. All I know is the road from McCarthy to Kennicott Shuttle turnaround is horribly maintained. My business spends a lot each year on damage caused by the road
64.0		Access, parking, Kennicott River bridge (no public vehicle bridge)	Very concerned if unlimited vehicle access is allowed across Kennicott River, up to Kennicott mill site. There is no parking in Kennicott and the road between McCarthy and Kennicott is one lane with pullouts and multiple areas of unsafe steep shoulders.
64.0		Access	Over the last 4 years there has been a significant increase of non-resident motorized vehicles in the Kennecott subdivisions. At least since 2010/2011, and more intensively the last four summers, the community of Kennecott has let NPS know that we would like them to control your visitors regarding modes of transportation. The rights of way on the road through Kennecott are private, reserved for the use of the present owners and their guests, but not for the public in general. The NPS, a majority property owner, states in its Operation Plan that all management activities will seek to assure the community "Retains the slow pace, quiet, and spaciousness that foster contemplation and individual reflection. In particular, NPS will encourage visitors to enjoy the NHL as pedestrians, and will see to minimize the impact of management activities, (including but not limited to, noise and visual impact) on both visitors and the local residents alike." The town does not have the infrastructure to handle motorized vehicles. Some 35 residents of Kennecott have petitioned NPS to prohibit their guest to ride motorized vehicles into Kennecott. Most residents moved to Kennecott to enjoy a quiet life and do not want non-resident vehicle traffic of any type.
65.0		Access, parking	NPS has 14 million acres and they are the ones who want to invite tourists here. They need to develop parking in Kennicott and quit trying to tell people who have been driving here for 30 years that we suddenly can't.
2, 57		Hazard (landslide)	That said I do understand the priority is on safety - and support that on this very active and changing rd with big hazards like Kotsina bluffs, mile 58 slides etc. etc.. Thanks for the opportunity to comment.
2, 57		Hazard (landslide); road condition (drainage)	I encourage continued improvement of MXY road drainage and side visibility as well as addressing the slides along the copper River & near the MXY road end.
2, 58		Hazard (landslide)	I am a property owner and member of the McCarthy Community and wanted to submit my comments on any work being considered on the McCarthy Road. My two main concerns are access and safety. I am in favor of addressing the ongoing issues at the Kotsina Bluffs as well as the sluffing at Mile 58. Both areas have the potential to shut down access on the road for long periods of time.
2, Corridor		Hazard (landslide)	i support improvements to the road that will increase safety....landslide fixes, route changes at the kotsina bluffs
59.3, Corridor		General improvements	I hope any improvements to the McCarthy Rd corridor beyond surface grading, slope stabilization and vegetation trimming are contingent upon appropriate public infrastructure having been put in place at the west side of the Kennicott River and in McCarthy.
59.3; Corridor		Road condition/maintenance; Access: Kennicott River bridge (no public vehicle bridge)	Paving the road and or building a public bridge to McCarthy would irreparably alter the way of life in McCarthy and is unnecessary and unwanted.
Corridor		Access (general)	As a property owner in McCarthy, I am excited for this study and the work ahead. Communication, & safe reliable access help all involved. Public bridges and parking will need to be updated beyond the battle of current thinking. All taxpayers should have access.
Corridor		Access (road reliability)	McCarthy Road has many places that are closed much too often by landslides, erosion, and weather events.
Corridor		Access; road design	Eliminate access to the MXY Road and make it a biking, hiking trail only. Allow fly-in only to MXY for all of the pilots and their private airstrips. The Greenies will also be happy.
Corridor		Economic development; road design; road maintenance	The McCarthy road's poor condition, poor design (old railroad!), and lack of maintenance is a safety issue, a major barrier to economic growth, a barrier to creating a healthy year-round regional human population, and inhibits access to America's largest national park. The PEL study area has economically disadvantaged communities that lack basic infrastructure (school, water and sewer, electric utility) largely due to the lack of reliable overland access on the McCarthy road. This area and road have been left out and neglected by AKDOT and federal funding agencies for too long. The road should be *completely redesigned* with the goal of maintaining a two-way, year-round road where vehicles can safely travel an average of 65 MPH from Chitna to McCarthy and cyclists can safely travel alongside vehicles. AKDOT should prioritize completing the design and pre-construction planning, and dedicate full-time staff to secure federal funding for improvements.
Corridor		Environmental considerations (trash)	Provide adequate sanitation facilities and maintenance of these facilities. Provide adequate litter collection, after and pre-season cleanup efforts.
Corridor		Environmental considerations (trash)	Visiting fisherman have left burning campfires that have spread into the duff layer. All points of recreation are also potential sites for neglected campfires.
Corridor		General	4.Documents R-O-W 200' its 100'.
Corridor		Hazard (land slides, geometry, drainage)	Reduce hazard areas, sharp curves, slide, icing and washout areas.
Corridor		Hazard (landslide)	Areas with landslides, erosion, poor soil, glaciation, and general poor drainage should be improved for year round access.
Corridor		Other infrastructure: railroad	Alaska Railroad should build a railroad with flagstop services along the McCarthy Road.
Corridor		Recreation opportunity (trails)	I also support creation & Maintenance of trails for locals to use.
Corridor		Recreation opportunity (trails)	There is a real need to develop some loop hiking trails from the road into WRST NP/Preserve, with adjacent parking areas. The one existing trail is too short & doesn't go anywhere. The planning team should look at loop hiking trails of various lengths, with adjacent parking, for locals & park visitors

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Corridor		Recreation opportunity (trails)	Trails (year-round use) need developed off the road into the park & preserve for nonmotorized use. Ideally, loop trails. Alternatively, in & out trails to take people to brush line would be helpful in dispersing use, people can make their way in various directions to explore further. Will need parking included along with trail development.
Corridor		Recreation opportunity, visitor experience	Trail heads, parking and routs along the road for hiking and non hunting/trapping recreational use for visitors and owners alike to enjoy. non camping options. opportunities along the entire road year round
Corridor		Road character	I use this road in a recreational manner two or three times a year in the summer. It is my opinion that the character and low impact of the road visually must remain intact. Improvement should come in a manner that preserves this identity, In the last few years, the improvements on the surface of this road have been admirable! Thank you!
Corridor		Road character	I appreciate the comprehensive, visual, and collaborative approach that you're taking on this important issue. The MXY road to me, represents a passage and gateway into the wild place. From the very first narrow cut through the bluff leaving Chitina, to each crossing of rivers and creeks, to the eventual halt at the Kennicott River, I have always, and will always, love the drive.
Corridor		Road character, road design	I would like the McCarthy Road to keep it alignment more or less along the historic RR corridor. There are a few sections that it may need to be majorly rerouted, such as along the Kotsina Bluffs.
Corridor		Road character, speed	As a 44 year resident I say that less is best. A 30mph road that could be maintained a bit more over the year is best. Take time to leave the fast world behind and keep McCarthy and environs as a place that matches it's wilderness, not that matches the world. Some of us are here to live off our own smarts, not what the world wants.
Corridor		Road condition	Continue to use binders to maintain the surface of the road. Return paved surface in the first 10 miles of the road to gravel.
Corridor		Road condition/maintenance	Pave the road to McCarthy. We have the largest national park in the country and almost no way to access it. McCarthy/Kennicott stands out as a great tourist attraction which will enrich and revitalize all communities in the area that have been struggling since the oil boom days have waned. Pave it.
Corridor		Road condition/maintenance	The first trend is that the volume of traffic has steadily increased over the years. The current maintenance activities, which largely consist of grading the gravel portion of the road and patching potholes in the chip sealed portion, will need to be done more frequently. The more traffic there is, the more quickly the gravel portion deteriorates after having been graded. Similarly, the more traffic, the more often the paved portion needs to be patched or redone.
Corridor		Road condition/maintenance	Continue to address the soft spots, dangerous corners and drainage for a safer drive. Paving the road creates more needed maintenance and higher costs.
Corridor		Road condition/maintenance	Keeping the MXY Road intact and as is is very important to the environment. Bringing in 500 billion tons of gravel and fill to build up the roadway or pave it is a ridiculous endeavor especially when the State cannot maintain its highways as is.
Corridor		Road condition/maintenance	I can not see the economic or personal need to upgrade the road into a paved HW. The state struggles to maintain the paved highways it has, it can not plow its roads in the city of Anch in a timely manner. Do some basic safety upgrade and keep it gravel
Corridor		Road condition/maintenance	Use proper gravel for repairs. Last year maintenance used dirt! The mud section was very, very dangerous for motorcycles. Had any cars or trucks been approaching from the other direction, any of us 6 riders would have been run over. All of us struggled.
Corridor		Road condition/maintenance	Maintenance in summer is not adequate to keep up with traffic.
Corridor		Road condition/maintenance (brush clearing)	I support maintaining the existing gravel road,with special attention to frequent brushing in the right of way to maintain sight lines and improve safety.
Corridor		Road condition/maintenance (brush clearing); road design	I also support keeping the McCarthy Road an unpaved dirt and gravel road, that is maintained with periodic gradings, has pull outs, brushing for visibility etc.
Corridor		Road condition/maintenance (brush clearing); road design/safety (pullouts); economic development	I also strongly support keeping the McCarthy Road a dirt and gravel highway, that has regular summer gradings, brushing for visibility, pull outs etc. Keeping the road gravel creates a natural buffer from the area becoming to congested, and allows the summer economic growth to build slowly.
Corridor		Road condition/maintenance (chip seal)	If the road gets paved (which I don't think is a good idea), pretty please don't use chip seal. That is the worst part of the current road.
Corridor		Road condition/maintenance (drainage)	2. A lot of the road could use raising, crowning and ditching or culverts as required, . Especially in the areas where glaciers form in the winter.
Corridor		Road condition/maintenance (drainage)	Above all do not turn the road into another glen highway! Addressing the drainage issues will alleviate some of the problems with soft surfaces and washouts
Corridor		Road condition/maintenance (drainage)	Improve drainage in the few areas that water runs across the road.
Corridor		Road condition/maintenance (drainage);	Raise the road about 4 to 5 feet for proper drainage. Why have the one or two people maintain the RS2477 road for the good of everyone else to use.
Corridor		Road condition/maintenance (drainage, brush clearing)	I encourage continued improvement of MXY road drainage and side visibility as well as addressing the slides along the copper River & near the MXY road end.
Corridor		Road condition/maintenance (dust)	Summer road dust mitigation in MXY would improve QOL of locals
Corridor		Road condition/maintenance (dust)	Following - as a 30 year land owner at mile 51. Currently the road is so busy and dusty in summer!

Approximate McCarthy Road milepost (MP) ^{a)} , if applicable (if a range, then the western MP)	Approximate MP range (if applicable)	Comment Topic	Public Comment (verbatim)
Corridor		Road condition/maintenance (dust)	Another problem is dust on the gravel portion. With a low traffic load, cars can space themselves so that they are far enough apart that nobody is driving in a dust cloud generated by the car in front of him or her. With current traffic loads, especially on holiday weekends in the summer, wide spacing between cars becomes difficult. In addition to being unpleasant, driving in a dust cloud is dangerous because of poor visibility and the danger of hitting the car in front, or an oncoming car that is going in the other direction. In an attempt to control the dust, DOT has spread calcium chloride on the road, but this has not been a totally satisfactory solution. For one thing, the use of the calcium chloride has been sporadic at best. Secondly, since it does retain moisture, if there is precipitation, the road remains muddy for longer than if there were no chemicals on it. And thirdly, one wonders at the wisdom of broadcasting these chemicals into the environment.
Corridor		Road condition/maintenance (erosion)	There are areas where erosion threatens to eliminate the route altogether.
Corridor		Road condition/maintenance (glaciation, chip seal)	It would be nice to have to road plowed/glaciers knocked down more frequently in the winter. Or to have a McCarthy road condition report for the winter and summer that was public that (not a private Facebook page) I personally like the chip seal on the first 16 miles-do more sections like that.
Corridor		Road condition/maintenance (speed, dust)	However, as summer time, traffic has increased, so have the number of folks driving too fast, creating washboards, kicking up dust in the dry months, and leaving me longing for days when people slowed down to pass one another, waving, and even stopping to chat.
Corridor		Road design	The entire route needs to be upgraded and re-routed where necessary.
Corridor		Road design	Review accident and hazard data and design improvements accordingly.
Corridor		Road design/safety (pullouts)	Shoulder pull outs at regular intervals to allow places for slower traffic to pull over to the side.Construct wider shoulder pull out locations at regular intervals to allow places for slower traffic to pull over to the side and give safe passage to those behind. Lots of large vehicle traffic such as RV's and Trucks with Trailers currently make for very hazardous passing scenarios and the narrow shoulders along much of the road cause many yearly rollovers.
Corridor		Road maintenance (winter)	For my family, I personally use the road an average of 5 times a month during the summer season (May - October) for travel and supply runs to/from Anchorage. We would like to use the road more frequently in the off season months but the hazards and unscheduled maintenance prevent us from accessing our homestead without much consideration and planning to ensure the route is passable and safe for our family.
Corridor		Road maintenance (winter)	Road improvements and regular road maintenance to the extent that drivers can expect to travel at the posted speed limit for the entirety of the 60 mile road. At present it is difficult to estimate travel time between Chitina and McCarthy due to varying surface conditions. It can take anywhere from 2 hours at he speed limit to 4+ depending on the state of the road. This makes it hard for businesses to accurately plan for the arrival of their supplies, guests etc. and even creates safety issues for people who break down along the way and are not considered overdue for long periods. As a resident and as a business owner, I hope to see the road in this condition all year-round. If this type of road maintenance were to continue 12 months of the year, a boom for winter tourism (which is a big need in our state currently) and year-round residency is certain.
Corridor		Road maintenance/safety (brush clearing)	The entire road needs annual brush clearing on both sides of the road.
Corridor		Road maintenance/safety (brush clearing)	Brush corners to provide more visibility to motorists.
Corridor		Road maintenance/safety (brush clearing)	The road is pretty good. Some brushing and improvement of the soft shoulders could be helpful.
Corridor		Road maintenance/safety (brush clearing)	i support improvements to the road that will increase safety....more brushing on blind curves to increase visibility. i don't need the road to be faster or easier, just safer.
Corridor		Road maintenance/safety (brush clearing)	Regular right of way and shoulder brush clearing. The alders and shrubs grow quickly during an Alaskan summer and this currently poses a major danger to drivers visibility of oncoming traffic and wildlife. Right now this is not even completed yearly along the entire road.
Corridor		Road maintenance/safety (brush clearing, speed)	I support all efforts to address safety improvements along the McCarthy Road ROW. Soft shoulders and reduced visibility due to brush on bends along with speeding are the main causes accidents. I have been an emergency medical responder in McCarthy for 25 years and know this issue very well. Improvements to the road surface that allow vehicles to travel faster will only make this safety issue worse and cause more and worse accidents.
Corridor		Road maintenance/safety (drainage, glaciation)	Areas with landslides, erosion, poor soil, glaciation, and general poor drainage should be improved for year round access.
Corridor		Road maintenance/safety (erosion, poor soil)	Areas with landslides, erosion, poor soil, glaciation, and general poor drainage should be improved for year round access.
Corridor		Road maintenance/safety (signage)	Replace missing and damaged mile markers.
Corridor		Road maintenance/safety (winter); road character	As a life-long resident of the McCarthy area and an owner/operator/manager of multiple local businesses I am invested in the future of our critical access road. Road improvements and regular road maintenance to the extent that drivers can expect to travel at the posted speed limit for the entirety of the 60 mile road. Winter road maintenance to allow consistent and safe passage for winter tourism (which is a big need in our state) and year-round residency. "build accessible and scenic roads that ensure the many national treasures within our Federal Lands can be enjoyed by all."

Approximate McCarthy Road milepost (MP) ^{a)} , if applicable (if a range, then the western MP)	Approximate MP range (if applicable)	Comment Topic	Public Comment (verbatim)
Corridor		Safety (brush clearing, sight distance, pullouts)	Improve sight distance, width, and pullouts for safely passing.
Corridor		Safety (brush clearing, speed)	Straight stretch where people drive 50 to 70 miles an hour in the summer. People are driving too fast and on the wrong side of the road. Blind corners all along the road corridor are a big safety problem too. Brushing the road would help.
Corridor		Safety (crashes/accidents)	The number of accidents reported on the McCarthy Rd corridor is only 10% of what actually occurs on the road at best.
Corridor		Safety (road design)	Road width is too narrow.
Corridor		Safety (services: emergency response)	Support for emergency response, search, and rescue. This is a remote area. Increased traffic will result in increased traffic accidents, injuries, and fatalities. There needs to be support for local emergency response, first responders for traffic accidents and search and rescue efforts. Response times to this area for accidents and injuries must be addressed in the plan. Emergency response capacity is not currently adequate to manage local needs.
Corridor		Safety (services: trooper patrolling)	Assign a State Trooper from Glenn Allen to patrol the Road and come into town frequently. That'll change things. Troopers state categorically, if someone kills another person they'll come out, otherwise forget it.
Corridor		Safety (services: trooper patrolling)	We need the troopers out here even if only once or twice a year to write some tickets and get the word out that the road is patrolled. No one is afraid of getting a ticket. I've driven this since 1980 and am very concerned every time the road is graded.
Corridor		Safety (sight distance)	The #1 issue with safety is sight distance!! Mow the overgrowth back to help visibility, this will make spotting traffic easier and let travelers see the stunning views that are on almost every bend in the road!
Corridor		Safety (speed)	Finally, I would oppose any "improvements" to the road itself that encouraged higher speeds such as smoothing or widening. People already drive too fast creating dangerous travel conditions.
Corridor		Safety (speed)	I own property in both Chitina and McCarthy. 1. Keep the design speed to 35 mph.
Corridor		safety (speed); road character	Leaving the road gravel and keeping the speed at 40mph or lower where needed will preserve the truly Alaskan experience.
Corridor		Visitor experience (waysides)	Waysides for increased visitor traffic must be part of the plan.
Corridor		Visitor experience (waysides)	I also think it's a loss not to be highlighting more of the history related to the historic railway route (there is lots of evidence along the corridor that I don't see an effort to retain historic pieces to be able to tell that story in future).
Corridor		Visitor experience (waysides)	2. More waysides with pavilions would be nice along the route.
Corridor		Visitor experience (waysides, signage)	Make parking lots and signage at trailheads, points of interest and overlooks. Larger parking lots and signage at trailheads, points of interest and overlooks, to encourage more engagement with and backcountry access into the Park and use of our amazing and existing trail systems.
Corridor		Visitor experience/ safety (pullouts)	Along with expanding the amount of public pull-outs for viewing, will increase the safety and ease of maintenance with the funding available.
Corridor		Visitor experience/ safety (pullouts)	Provide a few more pull offs in narrow sections.
Edgerton Highway, beyond PEL study corridor		Process: study location	The Egerton Highway is integrally related to McCarthy Road as it is the main feeder to McCarthy Road. Increased traffic flow on both routes must be addressed together. Edgerton Highway MP 19 to 33 (Tonsina River to Town Lake Junction) Resurface. This section of road is falling apart. Pothole crews and patching crews have done an admirable job of trying to keep it in shape, but it is a losing battle. It falls apart as fast as it is patched. A full shave and pave needs to be done on this section. This section should be reconstructed and brought up to code or at least up to what MP 0 to MP 19 is like. There are thousands of salmon fishermen and other visitors that use this road that do not always drive carefully. This is the only access route to McCarthy Road and increased traffic on McCarthy Road will also directly affect increased traffic on the Edgerton Highway. This is the essential route for residents to get kids to school, access medical care and provide access for emergency vehicles. We recently had a pedestrian fatality near Chitina because there is no shoulder on the road, and it is dark and limited sight distance. Improvements to the Edgerton Highway should be prioritized for improvement concurrently with any McCarthy Road improvements.
n/a		Community: no additional development	The year round population does just fine without more infrastructure, including electrical grids. Generators are low-cost. Solar works well for the bulk of the population which is only hear in the summer.
n/a		Economic development; access: Kennicott River bridge options	I would like business opportunities to be available to us all equally here one day. I want to start my own business but I can't have any business that competes with the family that controls the current bridge.
n/a		Material sources	Gravel and material sources need to be identified.

Approximate McCarthy Road milepost (MP) ^a , if applicable (if a range, then the western MP)	Approximate MP range (if applicable)	Comment Topic	Public Comment (verbatim)
n/a		Process: corridor history	Here are a couple of comments I penned back in 2007, which was part of a piece I did concerning the unexplained cancellation of the EIS study. (part 1 of 4) // "Proponents of a decent road to McCarthy have been at this for long time. They began way back in 1941, when our Territorial Legislature convinced the US Congress to preserve, for highway purposes, a right-of-way along the abandoned railroad center line. After that, our brand-new state and its first governmental body, in 1961, authorized work to commence upon a modern highway bridge across the Copper River at Chitina. Diamond drilling the subsurface strata for the bridge took place that year. A happening occurring simultaneous with the beginning of the major upgrade on the connecting Edgerton Highway. This bridge was dedicated in 1971 at the same time the final phase of Edgerton upgrade was completed. // In November 1973 a pioneer road was completed between Chitina and McCarthy. Since then, federal funds have been used to restore the Kuskulana Bridge and improve a thousand feet or so of sloughing roadway at Long Lake. In addition, state funds were used last summer for safety improvements at Hug-a-Boulder Bend. Over the years, the good efforts of the tiny highway maintenance crew at Chitina have also contributed to measured improvements along the route."
n/a		Process: corridor history	Here are a couple of comments I penned back in 2007, which was part of a piece I did concerning the unexplained cancellation of the EIS study. (part 2 of 4) // In 2007 the McCarthy area was represented by a number of organizations. One of which was the: Coalition for Access to McCarthy" (CAM). CAM wrote to the governor: "That this decision was made with absolutely no prior public notice, public meetings or public input is very distressing. What was the point of having everyone attend all those meetings when DOT&PF was going to throw in the towel two-thirds of the way through the EIS? The way the decision was handled suggests to some in our area that the termination of the four-year EIS process reflects, as much as anything, a lack of interest in the project by DOT&PF's Northern Region and a desire by the Northern Region to build roads closer to Fairbanks. If that is indeed a motivating factor, it would be a very parochial view given the importance of the M+D204cCarthy Road upgrade to the tourism industry statewide." // CAM went on to say----- "Why not finish the EIS with the technical staff that is already familiar with the road and this EIS effort rather than having to reinvent the wheel several years down the line? We have also been repeatedly told that the EIS will address several alternatives from "no build" all the way up to a full developed and paved road. Why not finish the EIS and then consider the evaluated alternatives in light of the then applicable fiscal constraints? Isn't that one of the purposes of the EIS? Why cancel the EIS—which is supposed to evaluate several alternatives—on the ground that one of the alternatives (the full, paved upgrade for the entire road) is now estimated to cost "above \$100 million"? We have been repeatedly told by DOT&PF that the road improvements would likely be accomplished in phases. Why not finish the EIS and then consider implementing the upgrade in phases as originally planned?"
n/a		Process: corridor history	Here are a couple of comments I penned back in 2007, which was part of a piece I did concerning the unexplained cancellation of the EIS study. // Part 3 of 4 // So, what is my primary concern today: A few years ago, the Attorney General's office woke the DOT&PF up to the fact that it didn't have adequate legal right-of-ways on the McCarthy Road. In order to make any significant improvements to the road, additional right-of-way must be purchased. During the hug-a-boulder bend project, the DOT&PF got their first taste of this. They couldn't afford to purchase the additional right- of-way necessary for a quality fix, therefore they downsized the project. Only through the STIP is the State going to be able to afford to acquire more right-of-way. Strict reliance on maintenance crews to keep the road functional may prove to be a big mistake in the long run. Without a major upgrade of the road Alaskans can probably forget about using the Nation's largest national park for economic enhancement and growth of Alaska's visitor industry. CAM asked the governor to somehow get our road back into the STIP where federal funds will once again be available.
n/a		Process: corridor history	Here are a couple of comments I penned back in 2007, which was part of a piece I did concerning the unexplained cancellation of the EIS study. // Part 4 of 4 // Here is what has been going on as of late--- The DOT&PF Northern Region representatives suggest that future improvements upon the road be made by salaried maintenance crews funded through their annual operating budget. They can only promise "occasional grading and some culvert replacement". However, if the administration is able to strong arm the legislature into enhancing funding increments for the Chitina maintenance crew, then larger assignments might be undertaken, so says the Northern Region. Perhaps something similar to the maintenance effort Governor Murkowski was able to achieve during the last two years of his tenure. CAM suggested that the Northern Region's aspirations are delusional. The reason for this judgement is that they believed the Northern Region's argument totally relies upon an unusual funding scenario. Murkowski's use of general funds for state maintenance crew capital projects hasn't been viewed and approved as practical by past legislatures very often in our state's history. It is unrealistic to believe that any future legislature will reverse past policy by making this the norm. // Let us not allow this PEL effort to repeat history.
n/a		Process: general	I am going through the site in its entirety. Please include me in future information and correspondence concerning the project. thank you.
n/a		Process: general	This is a well designed survey..Thanks for requesting our input.
n/a		Process: general	I attended the meet and greet held this past summer and am very interested and concerned with the upcoming PEL study. My initial questions are as follows. ave you contacted all Kennecott residents so they can provide their comments during this first open house public comment session from 29 November 2023 through 10 January 2024? I was concerned about this earlier this summer as there were not very many Kennecott residents at the first meet and greet. It is critical to coordinate any future meetings well in advanced so the seasonal residents can plan to attend.
n/a		Process: general	Where is the Kennecott local representative? Although, Kennecott and McCarthy have a long history of working together, they are individual towns with different concerns and issues. Kennecott is almost always affected by the actions in McCarthy. This study has the potential to have significant impacts on the Kennecott subdivision. It is extremely important to have a Kennecott resident on the Project Advisory Committee (PAC). I also hope the PEL does not think the National Park Service (NPS) represents Kennecott. Kennecott is a subdivision of private landowners, of which NPS is just one. All representatives on the PAC should be trustworthy and representative of the community in which they live.

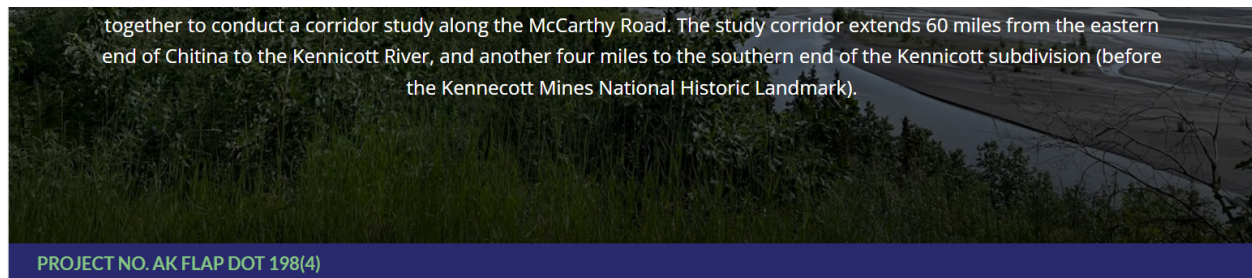
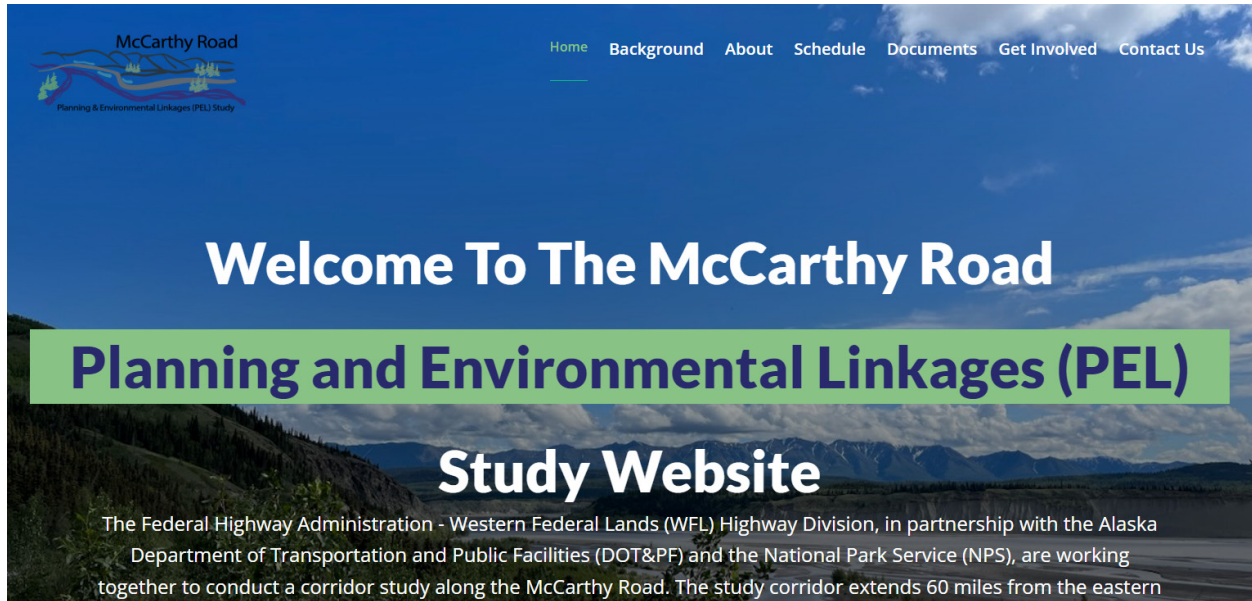
Approximate McCarthy Road milepost (MP) ^[a] , if applicable (if a range, then the western MP)	Approximate MP range (if applicable)	Comment Topic	Public Comment (verbatim)
n/a		Process: general	The residential community in the Kennecott Subdivision should have a private land owner representative on the PAC because a) it is the second largest community along the study corridor, b) the majority interests in Kennecott are not represented by either MAC or the "east end" representative, and c) impacts to Kennecott from improved access will be both contrary and detrimental to the established vision for the public to enjoy a quiet and introspective experience within the NHL.
n/a		process: general	The CRV-RPO supports the PEL effort on this route and thank the planning team for including the CRV-RPO in this process.
n/a		Process: general	I would like to be added to the mailing list for information on this study. My wife and I are private property owners at MP42 McCarthy Rd.
n/a		Process: general	I'm having a difficult time getting my head around the rationale for this PEL effort. For decades, I have been an advocate for improvements along this entire corridor. However, I have grown weary of the waste in time and resources on this corridor since 1974. After 1974, when major improvements on the road pretty much were stymied by an endless series of "stop and start" assessments, scoping programs, public hearings, roundtables, meetings, comment periods, three phases of the Alaska Land Managers Forum study, the Scenic Corridor study and Plan, and the million dollars plus EIS that was cut short by a new administration in Juneau, just to mention a few.
n/a		Process: general	I currently own land in McCarthy and am very interested in the study. Thank you!
n/a		Process: general	hi, thank you for all this info, it's a great resource. when is the 1st public meeting noted on the schedule this fall/winter 2023? is the online open house considered this 1st public meeting? this box only allows limited typing space, how do we submit lengthy comments? thx
n/a		Process: general	hello, there is no contact information listed in the "contact us" section below for the representatives from each agency. can you please update this site to include their contact info? thank you.
n/a		Process: general	I moved to McCarthy over a year ago and would like to be added to the mailing list for information regarding the McCarthy road PEL Study. Thank you very much and have a great day.
n/a		Process: general	I moved to McCarthy over a year ago and would like to be added to the mailing list for information regarding the McCarthy road PEL Study. Thank you very much and have a great day.
n/a		Process: general	Thank you for helping to make this PEL study available for public participation!
n/a		Process: general	do not understand why the government is spending more money on studies when they have done numerous studies of the road. McCarthy Road is a "swamp road" because it is built through wetlands. "You can't pave the road. It doesn't work that way." tired of the government being manipulated to spend more on useless road studies, she said "You can't get a perfect road."
n/a		Process: general; road character	This is something like the 5-6th road study. Do something instead of plan. Make the road better and keep one lane. Alaska cannot take care of its existing highways, let alone MXY Road.
n/a	n/a	Process: study location	Why does the study stop outside of Kennicott? Land ownership shouldn't matter, and the most recent version of the NPS Kennicott operations plan makes reference to road use, and between that and this study, and there's a concern that both local and public access could be increasingly restricted.
n/a	n/a	Process: study location	In addition to the question of why Kennicott has been excluded, a few people have asked about the Nizina road which is an unmaintained DOT road. It might save some time if this scope question gets addressed on the webpage before comments open.
n/a		Road condition/maintenance (drainage); funding	The takeaway from all of this is that additional money needs to be budgeted for the road in order to deal with the increased traffic and that changing weather. And as we discussed over the phone, perhaps there are places where the road should be built up so it is higher in relation to the surrounding terrain, and perhaps there are even places where the road should be rerouted.
n/a		Road maintenance/safety (brush clearing)	The second trend we have seen is that weather patterns along the road are changing. There is less stability in the weather, and more likelihood of a storm that drops extreme amounts of precipitation and/or is accompanied by very high winds. Due perhaps to increased precipitation, we notice that areas which used to be relatively open are now growing up in willows and alders. This additional brush reduces visibility around the many blind corners, so brush needs to be cut more often as a safety measure. But in the past, the outfits that have been contracted to cut the brush do that, mostly with a hydro ax, but they leave the slash where it falls. This builds up and creates a fuel load that becomes a hazard for forest fires.
n/a		Traffic (future); Economic Development	For the Businesses which I am a part of, the road provides absolutely crucial transportation for supplies, fuel and personnel. Additionally our guests and clients depend on the road to reach our goods and services. Many of these people come from out of state and overseas and are not familiar with the hazards of traveling remote Alaskan roads. On average 45% the guests staying at our wilderness lodge self drive to McCarthy while others choose to fly due to the uncertainty of the road and/or limited travel schedules. We expect this number to rise significantly as our plans for expansion into more capacity for overnight lodging in McCarthy develops.

^[a] Mileposts are approximate and were either identified by the PEL study team or by the public when they submitted their comment. Milepost discrepancies in this list may be a result of where someone "dropped" their comment on the public online open house mapper.








McCarthy Road PEL Study
Public Meeting #1 Summary
November 29, 2023 to January 10, 2024

Attachment B: Project Website Screenshots



BACKGROUND

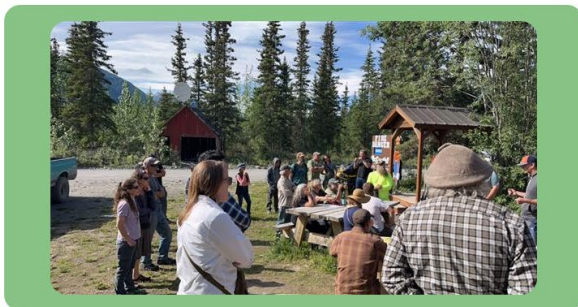
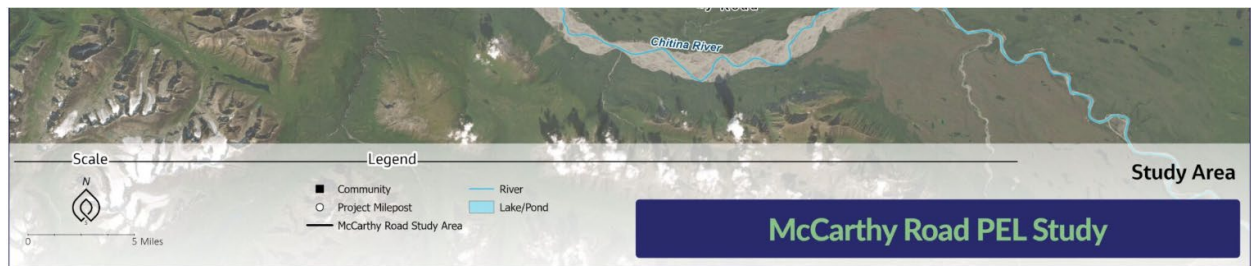
McCarthy Road Fast Facts

 <p>Main Access</p> <p>The McCarthy Road is the main overland access into Wrangell-St. Elias National Park and Preserve.</p>	 <p>Population</p> <p>Approximately 100 people live in the Chitina area, 100 people live in the McCarthy area year-round, and at least a dozen families within the road corridor in-between.</p>	 <p>Daily Vehicles</p> <p>Historic annual average daily traffic on the McCarthy Road (at Chitina) is 205 vehicles.</p>	 <p>Peak Vehicles</p> <p>During the peak season, average daily traffic jumps to 400 vehicles.</p>	 <p>Road Maintenance</p> <p>The road is owned by DOT&PF and maintained seasonally from May 15 to October 1.</p>
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McCarthy Road PEL Study
Public Meeting #1
November 29 to January 10, 2024

Project Website Screenshots (continued)





McCarthy Road PEL Study
Public Meeting #1
November 29 to January 10, 2024

Project Website Screenshots (continued)

ABOUT

PEL Study Process

Over the years, local residents and visitors to the corridor and Park have provided feedback that emphasizes the need to evaluate the reliability of access and public safety. The Alaska Department of Transportation & Public Facilities (DOT&PF) and National Park Service (NPS) joined together to obtain funds through the Federal Lands Access Program to prepare this study.

Public and stakeholder involvement will be integrated throughout the PEL process. Stakeholders, such as the DOT&PF, Wrangell St. Elias National Park and Preserve, Native groups, local businesses, and the public will come together to identify current and future needs within the study area.

Through a PEL process, this study will assess existing opportunities along the McCarthy Road; identify and evaluate potential transportation and access improvements; and propose recommendations for future implementation.

The PEL framework encourages decision-makers to incorporate environmental considerations, community, and economic goals early in the transportation planning process. PELs are intended to better link the planning and environmental review phases; therefore, products produced during this PEL study may be incorporated by reference during a subsequent environmental review process.



Study Purpose and Goals

The purpose of the study is to provide a framework for implementing future transportation improvements. A PEL study moves our ideas from the planning process more directly into the environmental review process.

PEL Study outcomes and goals:



A process that brings together stakeholders and users of the McCarthy Road to improve communication and build collaboration for identifying transportation and access needs.



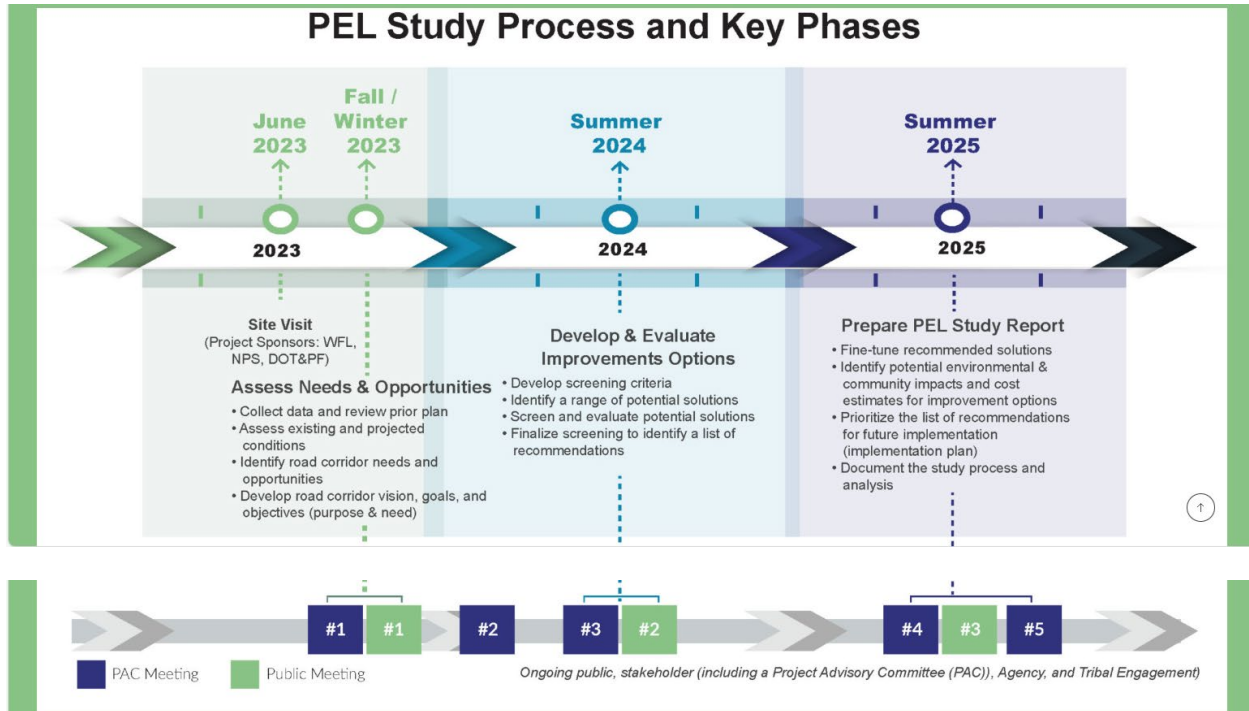
A documented framework that identifies a list of prioritized transportation and access projects along the McCarthy Road and creates a plan for future implementation of those projects.



Schedule

The PEL Study started in Summer 2023 and will be completed in Summer 2025. The PEL process and study will be conducted in consultation with Native organizations, the public, stakeholders, and federal and state resource agencies.

Project Website Screenshots (continued)



Project Advisory Committee (PAC) Formation

Project Advisory Committee (PAC) Formation: The McCarthy Road PAC will meet throughout the study to provide guidance input. The PAC consists of representatives from DOT&PF, NPS, Native Village of Chitina, Alaska Native Corporations, local residents, and organizations representing tourism, economic development, and regional planning organizations.

Public meetings will be held during three main phases of the study:

- Assessing needs and opportunities (Meeting #1 - Late 2023)
- Developing conceptual improvement options (Meeting #2 - Summer 2024)
- Preparing the PEL Study and draft recommendations (Meeting #3 - Spring 2025)

Documents

PEL STUDY DOCUMENTATION PREPARED THROUGHOUT THE PROCESS.



Newsletter - 1 November 2023



McCarthy Road PEL Study
Public Meeting #1
November 29 to January 10, 2024

Project Website Screenshots (continued)

OTHER DOCUMENTS



McCarthy Road Reconnaissance Study (1989)



McCarthy Road Scenic Corridor Plan (1997)



**McCarthy Road / Chitina Valley Roundtable Project
Recommendations Report (2002)**



Federal Highway Administration PEL Fact Sheet

Get Involved

Please use this form to add your name to the mailing list and/or submit your comments and questions about the McCarthy Road PEL Study. To send a comment letter, or share reports, photos, or data, feel free to email kim.wetzel@jacobs.com directly.

Full Name *

E.g. John Doe

Email Address *

E.g. john@doe.com

Phone Number

E.g. +1 3004005000

Message

Enter your message...

0 / 300

Send Message

All comments received will be part of the public record with the names and email addresses from the public redacted.



McCarthy Road PEL Study
Public Meeting #1
November 29 to January 10, 2024

Project Website Screenshots (continued)

Contact Us

<p>Federal Highway Administration – Western Federal Lands, Highway Division</p> <hr/> <p>Seth English-Young, Planning Team Lead</p>	<p>Alaska Department of Transportation and Public Facilities</p> <hr/> <p>Paul Eckman, DOT&PF Northern Region Design Engineer</p>	<p>National Park Service</p> <hr/> <p>Joshua Scott, Wrangell-St. Elias National Park and Preserve Chief of Lands & Planning</p>	<p>Jacobs</p> <hr/> <p>Leslie Robbins, Project Manager Kim Wetzel, Public Involvement Lead</p>
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To request accommodations for persons with disabilities, information in alternate formats, or to request interpretation
Contact Kim Wetzel at (90seven) 440-159one or kim.wetzel@jacobs.com.



Corridor study along the McCarthy Road



McCarthy Road PEL Study
Public Meeting #1 Summary
November 29, 2023 to January 10, 2024

Attachment C: Online Open House Website Screenshots



McCarthy Road Planning & Environmental Linkages (PEL) Study

Planning products produced during this PEL study may be adopted or incorporated by reference during a subsequent environmental review process.



McCarthy Road PEL Study
Public Meeting #1
November 29 to January 10, 2024

Online Open House Website Screenshots (continued)

Online Public Open House 1

[Welcome](#) [PEL Study Area & Process](#) [Needs & Opportunities](#) [Public Poll](#) [Comment via Map](#) [Get Engaged](#)

Welcome

Welcome to the Online Open House!

Thank you for your interest in the McCarthy Road Planning & Environmental Linkages (PEL) Study. This Online Open House will run from November 29, 2023, through January 10, 2024.

The purpose of the Online Open House is to:

- Introduce the PEL Study and process to the public
- Seek input from the public, particularly on:
 - Identifying needs & opportunities within the McCarthy Road study corridor
 - Identifying a corridor vision/ purpose & goals for future transportation-related projects within the corridor

Continue reading to learn about the PEL Study and to share some of your ideas. We want to hear from you!

How do I use the Online Open House?

This Online Open House has been set up to let you interact with project info and to provide comment in a variety of ways.

- **Deep dive:** Scroll down to view all the content, beginning with the PEL Study Process highlights.
- **Comment opportunity:** Click the Interactive Map tab where you can view map layers and drop a 'pinpoint' to provide your input about the road corridor.
- **At-a-glance:** [Click here](#) to view a Newsletter that presents an overview of the PEL
- **Provide input to a set of questions:** Click the Poll tab to provide your input on a draft corridor vision and purpose statement.
- **In a hurry?** [Click here](#) to jump straight to the end to provide general comments and get on the study mailing list.

Thank you for joining us today!

PEL Study Area & Process

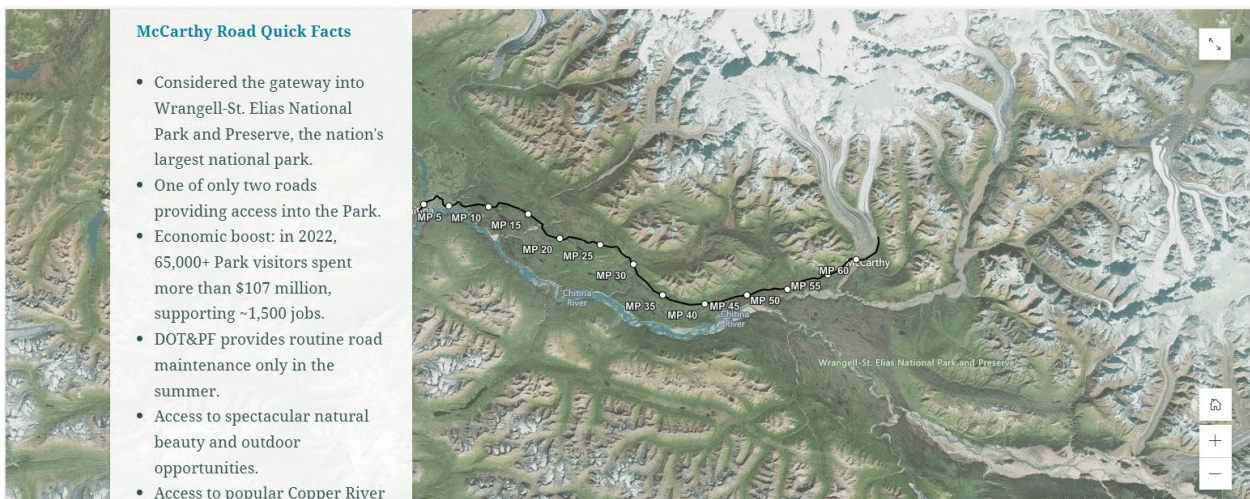
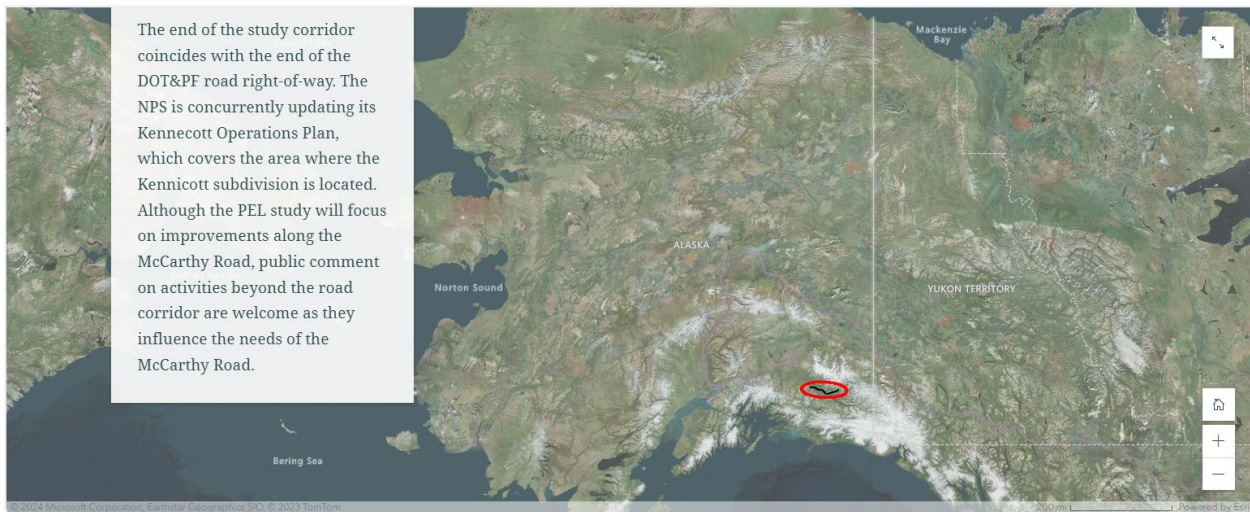
This transportation planning study is underway!

The Federal Highway Administration - Western Federal Lands (WFL) Highway Division, in partnership with the Alaska Department of Transportation and Public Facilities (DOT&PF) and the National Park Service (NPS), is initiating this PEL study to identify transportation-related improvements for the McCarthy Road corridor.



McCarthy Road PEL Study
Public Meeting #1
November 29 to January 10, 2024

Online Open House Website Screenshots (continued)





McCarthy Road PEL Study
Public Meeting #1
November 29 to January 10, 2024

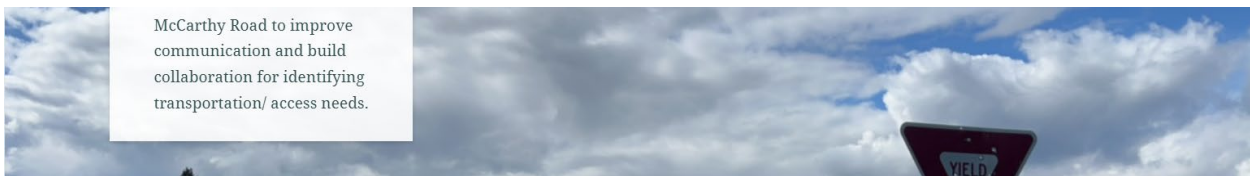
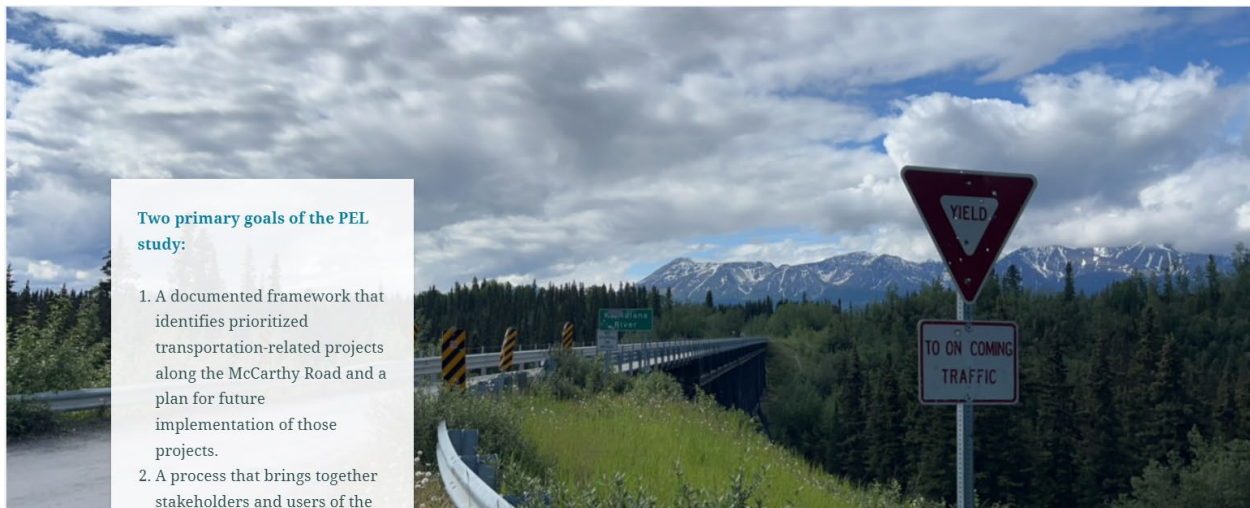
Online Open House Website Screenshots (continued)



Why conduct a study? Over the years, residents and visitors to Wrangell-St. Elias National Park & Preserve have provided feedback to DOT&PF and NPS management that emphasize the need to evaluate the reliability of access and public safety along the McCarthy Road corridor.

The DOT&PF and NPS successfully applied for and obtained funding through WFL's Federal Lands Access Program to conduct a study to look at the entire road corridor and to provide a framework for identifying and implementing future road corridor improvement projects over a long-term horizon.

The study partners place a high priority on seeking input from roadway users and the public throughout the study process.





McCarthy Road PEL Study
Public Meeting #1
November 29 to January 10, 2024

Online Open House Website Screenshots (continued)

What is a PEL Study?

- **Planning and Environmental Linkages (PEL)** represents a collaborative and integrated approach to transportation decision-making that:
 - Considers environmental, community, and economic goals early in the transportation process, and
 - Uses the information, analysis, and products developed during the planning process
- **Any type of transportation planning study** conducted at the corridor or subarea level, to link planning information directly or by reference into the NEPA (National Environmental Policy Act) phase

FHWA Environmental Review Toolkit: Initiatives to Accelerate Project Delivery

Schedule

The PEL study will continue through the summer of 2025. The PEL study will be prepared in 3 key phases:

- Assess needs and opportunities.
- Develop and evaluate improvement options.
- Prepare a PEL study report that documents the process, decisions, and recommendations for future improvements.

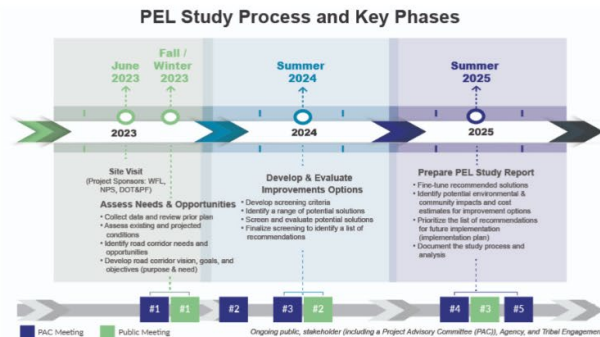
We are currently assessing needs and opportunities and reviewing data related to recreation opportunities, park visitation, traffic and safety, roadway hazards such as landslides and other geological issues, roadway conditions, maintenance issues, and environmental conditions. The outcome of this first phase will be a **Needs and Opportunities Assessment Report**, which will be made available in early 2024.



Wayside along the McCarthy Road

The study team will host 3 online public open houses

during each key phase. We anticipate hosting the second public open house in-person in the summer of 2024.





McCarthy Road PEL Study
Public Meeting #1
November 29 to January 10, 2024

Online Open House Website Screenshots (continued)

Your input is important! You can provide input at every stage of the study. Input from this Online Open House will help us understand the issues and needs in the corridor and inform what improvement options we develop and evaluate. We will request input this summer on the development and prioritization of improvement options. The third public open house will be an opportunity to see all the recommendations, prioritization and improvements chosen for consideration and future implementation by the partner agencies in the PEL Study.



Dip netting season on the Copper River

We are also forming a project advisory committee (PAC) that will provide guidance and input throughout the study duration. PAC members will present a diversity of corridor interests and consist of representatives from DOT&PF, NPS, Native Village of Chitina, Chitina Native Corporation, Ahtna, Inc., local communities, other public agencies, tourism industry, local businesses, sports groups, and conservation groups.

Needs & Opportunities

Existing Studies and Plans

Over the years, several plans and studies were conducted by the DOT&PF, NPS and others to evaluate transportation needs and access along the McCarthy Road. This PEL study is not starting from scratch! Common themes from past these past plans and studies include:



- Provide and maintain access
 - Improve road safety for all roadway users
 - Safety is the highest level of importance as a road improvement objective.
 - Areas with landslides, erosion, and poor soils and drainage conditions are some of the most important safety hazards.
 - Development and infrastructure should not detract from the natural setting
 - Establish and leverage partnerships
- Balance the need for infrastructure improvements, desired economic development opportunities, and enhanced visitor facilities with preserving the natural setting and uniqueness of the corridor

Draft Corridor Vision, Purpose Statement and Goals

We are writing a Corridor Vision Statement that will reflect Project Partner Missions Statements and input from the public, Tribal groups, and stakeholders.



Online Open House Website Screenshots (continued)

Scenes from along McCarthy Road

Project Partner Mission Statements

- DOT&PF's mission is to "keep Alaska Moving through service and infrastructure."
- WFL's mission is to "improve transportation to and within Federal and Tribal Lands by providing technical services to the highway/transportation community, as well as building accessible and scenic roads that ensure the many national treasures within our Federal Lands can be enjoyed by all."
- NPS' mission: "The National Park Service preserves unimpaired the natural and cultural resources and values of the National Park System for the enjoyment, education, and inspiration of this and future generations. The Park Service cooperates with partners to extend the benefits of natural and cultural resource conservation and outdoor recreation throughout this country and the world."

Input from the public, Tribal groups, and stakeholders

Emerging purpose and vision themes seek to balance roadway improvements for safe travel with not impairing the surrounding human and natural environment. We want your input on corridor vision and goal ideas. The study team will draft goals related to topics such as safety and access.



Kennicott River bridge crossing

Public Poll

[Click here](#) to take a poll on draft statements related to establishing a corridor vision and purpose statement as well as identifying goals for the corridor.

Existing Conditions Overview

Study Corridor Overview

The McCarthy Road provides access to a relatively remote part of Alaska, serving as a gateway for visitors, area landowners, and other roadway users to the communities of Chitina and McCarthy (and in between) as well as into the heart of the nation's largest national park, Wrangell-St. Elias National Park & Preserve (Park).

<p>Communities The year-round McCarthy population (114) is experiencing growth while Chitina (pop. 97) is not. Estimates do not include small community pockets in between. Seasonal residents increase dramatically in summer.</p>	<p>Recreation A handful of waysides, viewpoints and trailheads are scattered along the road corridor. Popular tourist activities include sightseeing, backpacking, camping, hiking, fishing, hunting, and cross-country skiing.</p>
<p>Roadway Users Road corridor provides access for residents, recreational users (skiers, hikers, snowmachiners, ATV users, hunters, and others), subsistence users, property owners, tourists, and park visitors.</p>	<p>Roadway Corridor Characteristics Rolling terrain, narrowing and winding. Typical posted 30mph speed limit. Mostly gravel road. Washboard sections and ruts can be common – bring a spare tire! Road generally follows old railbed alignment – watch out for remnant railroad ties!</p>
<p>Traffic & Safety 2022 Annual Average Daily Traffic (ADT) vehicle counts at 3 bridges range from 100 to 197. Annual ADT has slightly decreased over the past decade. Only 3 crashes reported between 2017 and 2021.</p>	<p>Land Ownership About two-thirds of land adjacent to road are under federal or state ownership. Aside from private land owners, other large land owners include Ahtna, Inc. Native Corporation, Chitina Native Corporation, and Univ. of Alaska.</p>



McCarthy Road PEL Study
Public Meeting #1
November 29 to January 10, 2024

Online Open House Website Screenshots (continued)

	<p>Maintenance & Operations Seasonal road maintained in the summer. Numerous maintenance challenges include: drainage issues, culvert issues, road/embankment sloughing, dust control, road damage, rockslides, & soft shoulders.</p>		<p>Subsistence, Fishing, Hunting, Trapping Traditional subsistence hunting, fishing, trapping, and natural resource harvesting activities abound in the region. The Chitina and Copper Rivers are gateways to the salmon dipnet fishery.</p>
	<p>Geological Hazards Top concerns include the Kotsina Bluffs east of the Copper River crossing and MP 58. Other hazards include melting permafrost, erosion, landslides, rockslides, & slope failure.</p>		<p>Wilderness About three-quarters of the Park is designated as wilderness, with much of the other portion exhibiting wilderness-like character. One step away from wilderness is a reason that makes the McCarthy Road so alluring to its users.</p>
	<p>Park Recreation Visitors Between 2000 to 2022, visitors to the Park increased from 28,331 to 65,236. Peak visitation occurred in 2012 (87,158). For 2022, visitors to the Park spent \$107+ million and supported nearly 1,500 jobs.</p>		<p>Fish Passage The Long Lake Creek culvert near MP 48 is one of several culverts in the corridor impeding fish passage. This is one of Alaska Department of Fish & Game's highest priority culvert replacement projects.</p>

Comment via Map

We want your feedback!

Select a category and add it to the map. *(Click on an icon. Drag and drop it on the map. Then insert a comment in the pop-up box.)*

-What category does your feedback pertain to?

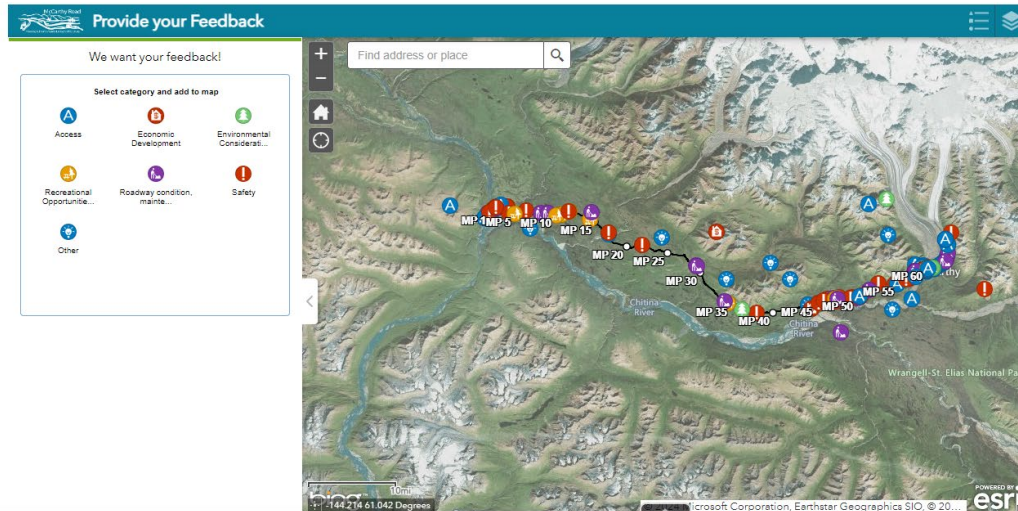
- Roadway condition/maintenance
- Safety
- Hazards (eg. landslides)
- Access
- Recreational opportunities, including non-motorized uses
- Economic development
- Environmental considerations
- Other

Please share your feedback and comments. Your comment will be anonymous unless you select to add your name and/ or email with your comment.



McCarthy Road PEL Study
Public Meeting #1
November 29 to January 10, 2024

Online Open House Website Screenshots (continued)



Get Engaged

Thank you for visiting the McCarthy Road PEL study Online Open House. The study team appreciates your interest and feedback.

[Click here to join mailing list](#)

Get Involved

Please use this form to add your name to the mailing list and/or submit your comments and questions about the McCarthy Road PEL Study.

Name

Phone Number

Email

ArcGIS Survey123



McCarthy Road PEL Study
Public Meeting #1
November 29 to January 10, 2024

Online Open House Website Screenshots (continued)

Contact Information:

Federal Highway
Administration -
Western Federal Lands (WFL)
Highway Division

Seth English-Young, Planning Team Lead
 610 East Fifth Street
 Vancouver, WA 98661
 360-619-7803
 Seth.English-Young@dot.gov

This PEL Study is in partnership with Alaska Department of
Transportation & Public Facilities and National Park Service.



Planning products produced during this PEL study may be adopted or incorporated by reference during a subsequent environmental review process.



McCarthy Road PEL Study
Public Meeting #1 Summary
November 29, 2023 to January 10, 2024

Attachment D: Advertisements

- a) Alaska Public Notice
- b) Newsletter #1
- c) Poster
- d) Copper River Record Newspaper Ads
- e) McCarthy Area Council (MAC) Listserv
- f) What'sUP listserv
- g) DOT&PF Facebook post
- h) NPS Staff email
- i) Project listserv email

Notice of Public Open House - McCarthy Road Planning and Environmental Linkages (PEL) Study

Alaska Department of Transportation and Public Facilities

Notice of Online Public Open House

MCCARTHY ROAD PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY

Project Number (AK FLAP DOT 198(4))

The Alaska Department of Transportation and Public Facilities (DOT&PF) invites you to the first **online open house** for the **Planning and Environmental Linkages (PEL) Study of the McCarthy Road**. Western Federal Lands, in collaboration with DOT&PF and National Park Service has prepared an online open house that will be available to viewers from November 29 to January 10, 2024, at the project website: <http://www.mccarthyroadpel.com>. The study corridor extends 60 miles from the eastern end of Chitina to the Kennicott River, and another four miles to the southern end of the Kennicott subdivision.

DOT&PF is soliciting input from the public on transportation-related issues and needs for consideration in development of future McCarthy Road corridor improvement projects.

The Online Open House can be accessed on the following website www.McCarthyRoadPEL.com until January 10, 2024.

Seth English-Young, Planning Team Lead

Federal Highway Administration, Western Federal Lands Highway Division

seth.english-young@dot.gov

(360) 619-7803

Joshua Scott, Wrangell-St Elias National Park & Preserve

National Park Service

Joshua_Scott@nps.gov

(907) 822-7243

Kim Wetzel, AICP, Public Involvement

kim.wetzel@jacobs.com

(907) 440-1591

Paul Eckman, P.E., Reconnaissance Engineer

DOT&PF Northern Region

paul.eckman@alaska.gov

(907) 451-5343

The following executive orders apply: Executive Order (EO) 11990, Notice of Wetland Involvement; EO 12898, Environmental Justice; EO 11593, Protection and Enhancement of the Cultural Environment; EO 11988, Floodplain Management, EO 13112, Invasive Species.

It is the policy of the Alaska Department of Transportation and Public Facilities (DOT&PF) that no one shall be subject to discrimination on the basis of race, color, national origin, sex, age, or disability, regardless of the funding source, including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration, Federal Motor Carrier Safety Administration, and State of Alaska funds.

If you require reasonable accommodation and/or special modifications to participate in this public open house, please contact the project manager listed above. You should make your request at least 10 days before the accommodation is needed in order to make any necessary arrangements. To communicate by text telephone, dial TTY 711 or 1-800-770-8973.

Planning products produced during this PEL study may be adopted or incorporated by reference during a subsequent environmental review process.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 13, 2023, and executed by FHWA and DOT&PF.

Attachments, History, Details

Attachments

None

Revision History

Created 12/8/2023 9:43:03 AM by emiller-chapman

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Statewide
Project/Regulation #:	McCarthy Road PEL StudyAK FLAP DOT 198 (4)
Publish Date:	12/8/2023
Archive Date:	1/11/2024
Events/Deadlines:	



McCarthy Road

Planning & Environmental Linkages (PEL) Study



Newsletter Issue #1

November 2023

McCarthy Road PEL Study is Underway

The Federal Highway Administration—Western Federal Lands (WFL) Highway Division, in partnership with the Alaska Department of Transportation and Public Facilities (DOT&PF) and the National Park Service (NPS), are working together to conduct a Planning & Environmental Linkages (PEL) study for the McCarthy Road. This study will provide an opportunity over the next two years to evaluate transportation-related needs and opportunities along the road, identify and evaluate potential improvements, and propose recommendations for future implementation.

Why conduct a PEL?

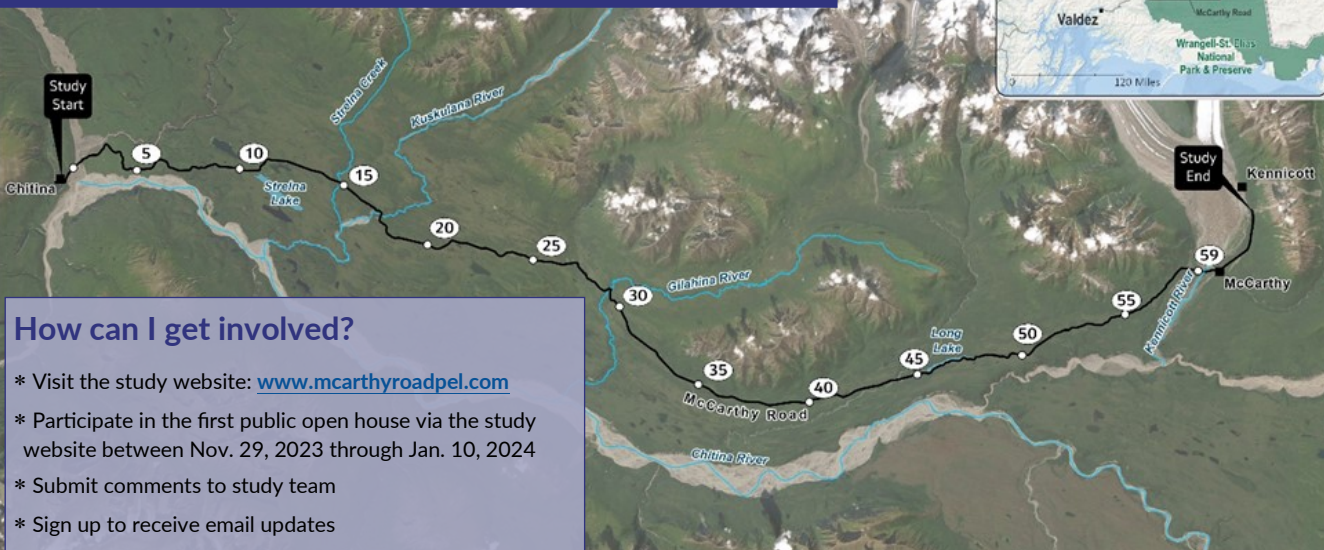
Over the years, local residents and visitors to the road corridor and Wrangell-St. Elias National Park & Preserve (Park) have provided feedback to DOT&PF and NPS that emphasize the need to evaluate the reliability of access and public safety along the road. The NPS and DOT&PF joined together to obtain funding through WFL's Federal Lands Access Program to prepare this study.

PEL studies provide a flexible framework that encourages decision-makers to incorporate environmental considerations, community, and economic goals early in the transportation planning process. PELs are intended to better link the planning and environmental review phases; therefore, products and decisions made during this PEL study may be incorporated by reference during a future environmental review process.

Where are we in the study schedule?

We are in the first phase of the PEL process: assessing needs & opportunities. As a user of the roadway, what areas are important to you? What needs improvement? What do you vision the corridor to be? Are there waysides or trailheads that could be improved? Are there areas where safety is a concern? In the upcoming public open house, the team wants to hear from you. Your input is important. We have the opportunity to identify and prioritize projects for the future that will enhance the road corridor.

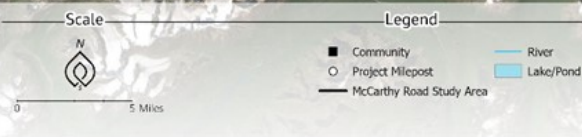
Tell us what you think the McCarthy Road needs today, and in the future



- #### Corridor Characteristics
- * 64 mile corridor: Begins east of Chitina. Ends 4 miles east of the Kennicott River crossing (south of the Kennicott Subdivision & National Historic Landmark)
 - * Key gateway to Parkland, recreation, & wilderness opportunities
 - * Seasonal (summer) road maintenance
 - * Rolling terrain
 - * Seasonal population uptick
 - * Natural hazards, including landslides & erosion issues

How can I get involved?

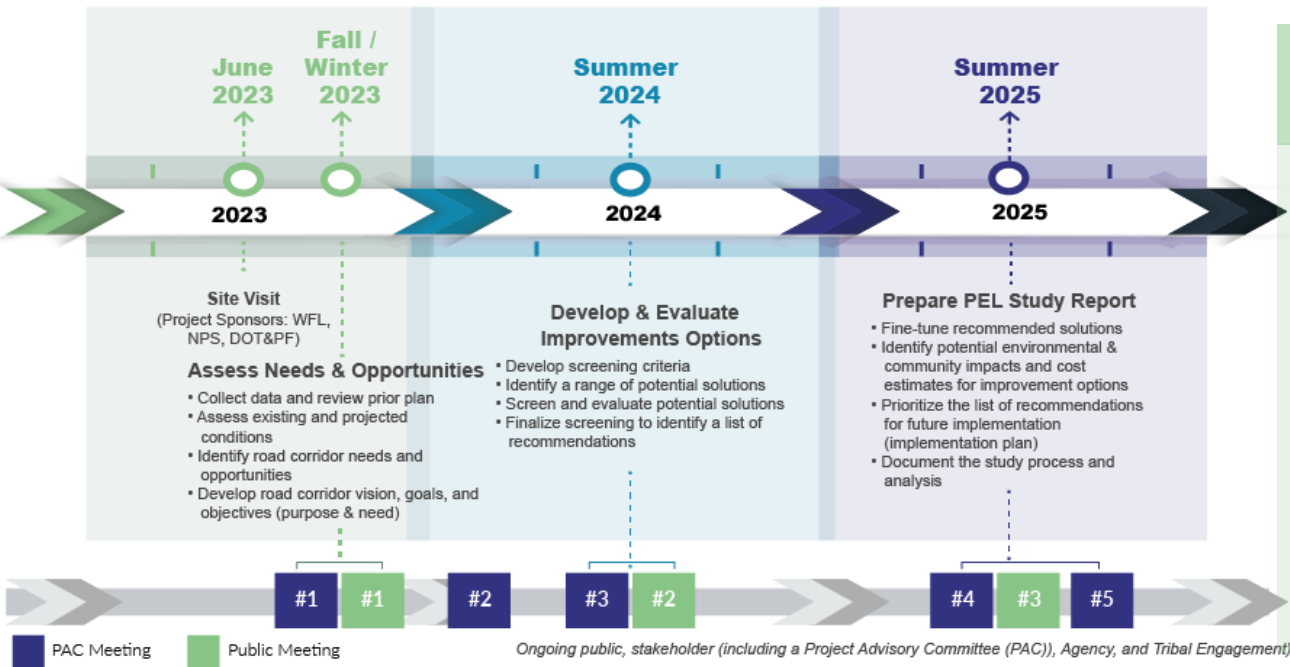
- * Visit the study website: www.mccarthyroadpel.com
- * Participate in the first public open house via the study website between Nov. 29, 2023 through Jan. 10, 2024
- * Submit comments to study team
- * Sign up to receive email updates



Study Area
McCarthy Road PEL Study



PEL Study Process and Key Phases



Study Goals and Desired Outcomes

A documented framework that identifies a list of prioritized transportation and access projects along the McCarthy Road and creates a plan for future implementation of those projects.

A process that brings together stakeholders and users of the McCarthy Road to improve communication and build collaboration for identifying transportation and access needs.

We want to hear from you! Public Meetings will be held during three main phases of the study:

- **Meeting #1** - Assessing needs and opportunities
Online open house: Nov. 29, 2023 through Jan. 10, 2024
Access via the study website at www.McCarthyRoadPEL.com
- **Meeting #2** - Developing & evaluating conceptual improvement options
(Chitina/ McCarthy and virtual online open house: Summer 2024)
- **Meeting #3** - Preparing the PEL Study and draft recommendations
(Online open house: Spring 2025)

To request accommodations for the in-person meeting, alternative formats for project information, or interpretation, please contact Kim Wetzel at (907) 440-1591 or kim.wetzel@jacobs.com.

Federal Highway Administration - Western Federal Lands (WFL) Highway Division

- Seth English-Young, Planning Team Lead
- 610 East Fifth Street
- Vancouver, WA 98661
- 360-619-7803
- Seth.English-Young@dot.gov

This PEL Study is in partnership with Alaska Department of Transportation & Public Facilities and National Park Service.



Public Online Open House

Nov. 29, 2023 – Jan. 10, 2024

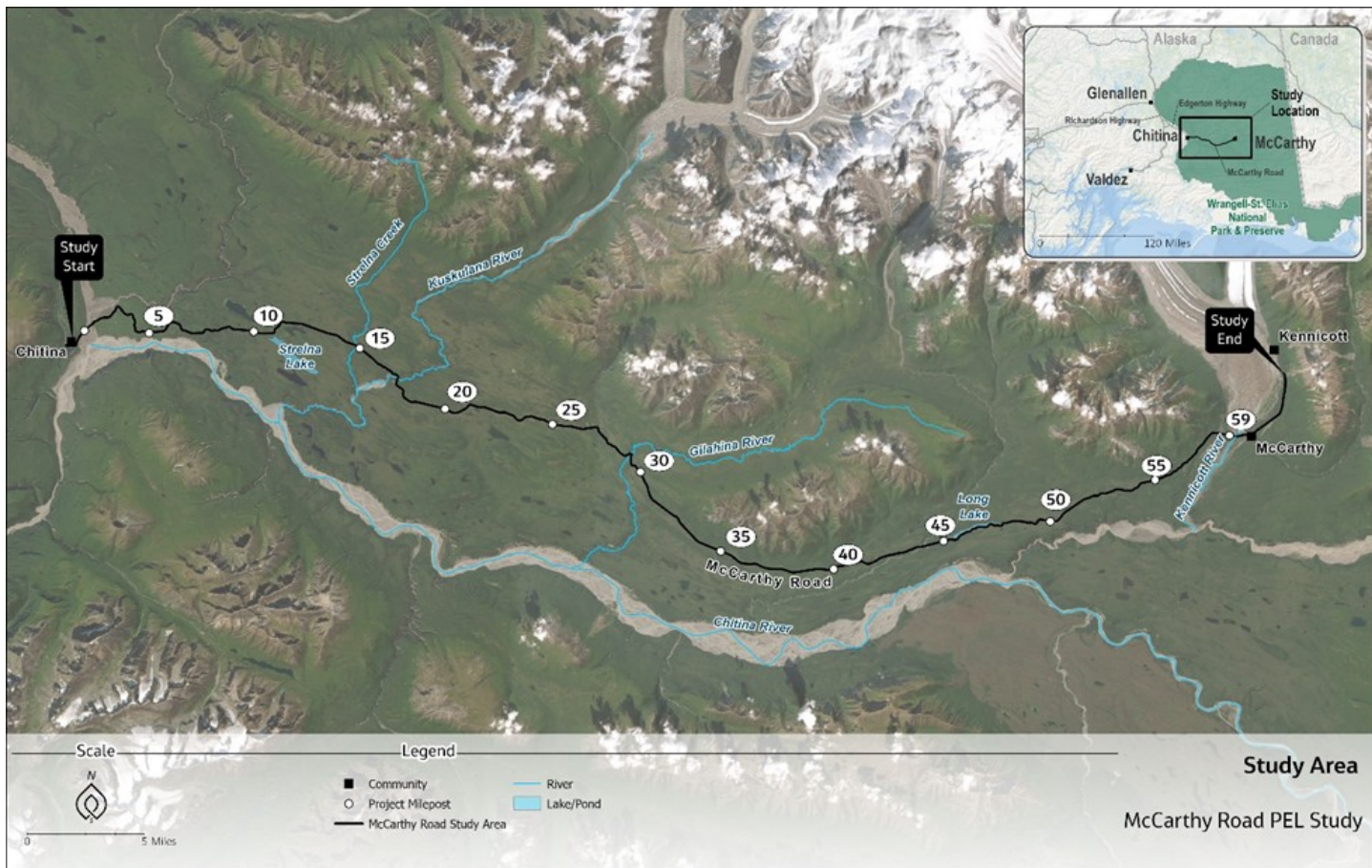


Tell us what you think the McCarthy Road needs today and in the future

Over the next 2 years, we will work together to identify near- and long-term transportation and access improvements along the corridor.

The Federal Highway Administration Western Federal Lands (WFL) Highway Division, in partnership with the Alaska Department of Transportation & Public Facilities and the National Park Service are working together over the next two years to conduct a Planning & Environmental Linkages (PEL) study for the McCarthy Road. Visit the first online open house from **Nov. 29, 2023 to Jan. 10, 2024.**

Please share your ideas at www.McCarthyRoadPEL.com



Seth English-Young, Planning Team Lead, seth.english-young@dot.gov
Federal Highway Administration - Western Federal Lands

Use an online mapping tool to comment at www.McCarthyRoadPEL.com



COPPER RIVER RECORD

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November 30, 2023

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The Little Broke Things

KANE SHIMBERLIN
- MAN OF MYSTERY

I don't want to get too personal, but I don't have a billion dollars. Nor, I'm guessing if you're reading this, do you. I also do not have a million dollars. I don't know about you. I'm guessing no. I am not a detective.

Being broke, strapped for cash, or "financially challenged" is a hard burden to bear. With inflation and correlated rising food costs, plus ticket prices for Taylor Swift's Eras Tour, it can be hard for people to feel

like they're getting ahead, because they most likely aren't.

But there are ways to feel better about this situation. No, silly, not, "Work more." And, no, silly, not "profound spiritual wisdom that has lasted the ages." I'm talking about five things that I also will start doing to feel better about having less, starting now.

Firstly, everybody is trapped in a body. No matter how rich or powerful you are, you still have hangnails, unwanted hairs, and the

Continued Pg. 14

Minimum Wage Increases

YERETH ROSEN
- ALASKA BEACON

Alaska's minimum wage will increase on Jan. 1, 2024 from \$10.85 to \$11.73 an hour, in accordance with a law put in place by a 2014 citizen initiative, the state Department of Labor and Workforce Development announced.

The law mandates regular increases in the minimum wage to match inflation rates as determined by the Consumer Price Index in Anchorage.

Compared to the rest of the nation, the state's minimum wage is "a little bit middling right now," said Joelle Hall, president of the Alaska AFL-CIO. It appears on track to stay that way for at least the near term. Even after the increase that will go into effect at the start of 2024, 20 states will have higher minimum wages

than Alaska's, according to the U.S. Department of Labor.

Comparing different states' minimum wages can be complicated, Hall added, because some states allow tipped employees to be paid lower wages. Alaska does not have such a tip-credit system, she said.

Even as Alaska's minimum wage is headed for an incremental increase, an initiative campaign is underway to hike the state's minimum pay more.

The initiative, sponsored by a group called Better Jobs for Alaska, would bring the minimum wage to \$13 an hour in 2025, \$14 an hour a year later and then \$15 an hour the following year. Beyond that, annual increases would be pegged to inflation in the manner currently used.

Continued Pg. 15

CRSD November Board Meeting

SABRINA SIMON
- CRR STAFF

The Copper River School District Board of Education held a regular board meeting on November 7, hosted by Glennallen.

During board elections, Superintendent Theresa Laville entertained nominations for the presidency for which Joshua Scott was the sole nominee and unanimously elected. Scott thanked the board for their faith in him. He then followed by opening the floor for nominations for the seat of Vice Chair for which Heidi Jacobson was nominated and unanimously elected. Lastly, Hannah Bengston was nominated to retain her position as Secretary/Treasurer with no opposition.

A motion was moved to approve the policy revisions for BP 1325(a) Advertising and Promotion and BP

6145(a) Extracurricular and Cocurricular Activities, both of which passed unanimously. The revision for BP 1325(a) removed the restriction of advertised announcements of non-curricular, student-initiated groups unless under an open forum, while the revision for policy BP 6145(a) will allow greater flexibility for administration to schedule progress checks for student eligibility.

A motion was moved to approve the attendance of up to three CRSD Board of Education members at the Association of Alaska School Board's (AASB) Winter Academy in Anchorage December 8-9, 2023. The cost of attendance was estimated to be \$2,431.50 and the motion failed.

During the public comments, Lishaw Lincoln began by citing a line from the Code of Ethics in the

CRSD Employee Handbook which states, "In fulfilling obligations to students, an educator may not harass, discriminate against, or grant a discriminatory advantage to a student on the grounds of race, color, creed, sex, national origin, marital status, political or religious beliefs, physical or mental conditions, family, social, or cultural background, or sexual orientation; shall make reasonable effort to assure that a student is protected from harassment or discrimination on these grounds; and may not engage in a course of conduct that would encourage a reasonable student to develop a prejudice on these grounds."

Lincoln continued by addressing her concerns for middle school extracurricular activities and their

Continued Pg. 4



Thanks to Sarah White for this great shot from the Glennallen High School Theatre performance of "Snow White and the Seven Endings." From L to R: the "Mirror" is Clarinda Bell, the "Evil Queen" is Maddi Cozzen, "Snow White" is Teagan Rude, the "Huntsman" is Leve Jones, and "Twinkle Toes" (one of the 7 "Forest Dwellers" who hide Snow White from the Evil Queen) is Ali Woods. Behind Leve is "Scarlett," another Forest Dweller, played by Reese Noble.

Minimum Wage, Continued from Pg. 1

The current system put similar steps in place, starting with a \$1-an-hour rise in 2015 from the 2014 minimum wage of \$7.75 an hour.

While the current system is expected to eventually bring Alaska's minimum wage to \$15, the initiative would accomplish that goal faster, said Hall, who is involved in the campaign.

"We're kind of on the same path, but I think this will be a little bit of an acceleration," she said.

The initiative was certified on Sept. 1 by Lt. Gov. Nancy Dahlstrom, who oversees the state Division of Elections, meaning that petition signatures may be gathered.

To get on the statewide ballot, initiatives must have attracted petition signatures from registered voters totaling 10% of the number who voted in the previous statewide election. Additionally,

state law requires that petition signatures be gathered from at least 30 of the state's 40 legislative districts.

Hall said the group expects to have sufficient signatures in time to get the measure onto the November 2024 ballot. To accomplish that, the signatures must be submitted in January, before the Jan. 17 start of the Alaska Legislature's 2024 session, she said.

The ballot initiative extends beyond the minimum wage. It includes a requirement for paid sick leave and would prohibit employers from punishing workers for failing to participate in political or religious meetings or events.

This article originally appeared on the Alaska Beacon website: www.AlaskaBeacon.com

Free Legal Help For Spring Flood Survivors

FEMA PRESS RELEASE

A free legal help hotline is now available for survivors of the Alaska ice jam and snow melt flooding that occurred between May 12 and June 3, 2023.

The hotline is available to connect survivors to free legal services in qualifying Regional Educational Attendance Areas (REAA) and Census Areas of Alaska including the Copper River Basin who cannot afford an attorney. Survivors can call (888) 743-5749.

Hotline callers may get help with legal issues like:

- FEMA and SBA financial benefits
- Home repair contracts and property insurance claims
- Re-doing wills and other important legal documents destroyed in the disaster
- Price gouging, scams, or identity theft
- Landlord or tenant problems, or threats of foreclosure
- Disability-related access to federal, state, and local disaster programs

Survivors can call the hotline anytime and leave a message.

Hotline partners cannot help in all cases. For example, we cannot take cases where a settlement could include legal fees or an award. But we can refer those cases to other legal help.

The Disaster Legal Services (DLS) program works with state and local partners to provide free legal help for low-income disaster survivors. The service is a partnership between the American Bar Association Young Lawyers Division, and the Federal Emergency Management Agency (FEMA)

PLACE YOUR AD HERE!
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contact@copperriverrecord.net

Margaret Billinger CRS, GRI, ABR
margaretbillinger.com
 maggiebillinger@yahoo.com | (907) 841-2188

Featured Listing!



SPIRIT MOUNTAIN ARTWORKS

Spirit Mountain Artworks, a National Historic Site in Chitina w/ upstairs living quarters. Upgrades galore from 1978 thru present. False Front Building with side stair access to living quarters. Between the Richardson Highway, McCarthy and Kennecott Mine.
 \$225,000 • MLS #23-5714

 <p>This Valdez property features beautiful views, lots of wildlife, your own lake, over-sized garage, spa building complete with pool, jacuzzi, and steam room. \$1,600,000 • MLS #23-857</p>	 <p>Nice ranch style home with that off grid feel. There is another cabin that needs work, could use as Airbnb when fixed up. Lots of possibilities. No property taxes. \$169,000 • MLS #23-8569</p>
 <p>Nice treed and gravel lot in Slana with great mountain views. Loaded with wild life, moose and caribou. There is an old cabin that needs a lot of work. \$25,000 • MLS #23-6964</p>	 <p>Remote cabin in Glennallen with road access on 5 acres with an abundance of wildlife! \$150,000 • MLS #23-4526</p>
<p>Nice large treed lot in Copper Center, close to Copper River. No property taxes. Great place to build a cabin. 8.56 acres. \$69,000 • MLS #22-8560</p>	<p>22 Acres in Tatitlek. Great location for a recreational cabin or hunting cabin. Area known for black deer hunting and fishing. \$5,000 • MLS #22-312</p>

Jack White Real Estate | 865 N Seward Meridian, Wasilla 99654



McCarthy Road
 Planning & Environmental Linkages (PEL) Study

Announcement Online Open House

McCarthy Road Study is Underway!

Federal Highway Administration - Western Federal Lands (WFL) Highway Division, in partnership with the Alaska Department of Transportation & Public Facilities and the National Park Service, are working together to conduct a transportation corridor study for the McCarthy Road.

An online open house is available from the study website <http://www.McCarthyRoadPEL.com> from November 29, 2023 to January 10, 2024.

This virtual open house is an opportunity to provide input on transportation and access-related issues or opportunities for improvements along the McCarthy Road corridor. Please provide your comments and ideas online today!

Note: Planning products produced during this Planning & Environmental Linkages study may be adopted or incorporated by reference during a subsequent environmental review process.

McCarthy Road
 Planning & Environmental Linkages (PEL) Study

Wetzel, Kim

From: MAC secretary <mccarthyareacouncil.secretary@gmail.com>
Sent: Friday, November 24, 2023 3:10 PM
To: Secretary McCarthy Area Council
Subject: [EXTERNAL] McCarthy Road PEL Study Virtual Public Open House

McCarthy Road PEL Study Virtual Public Open House is Underway

Federal Highway Administration - Western Federal Lands (WFL) Highway Division, in partnership with DOT&PF and the National Park Service, are working together to conduct a transportation corridor study for the McCarthy Road.

A virtual open house is available from the study website: <http://www.McCarthyRoadPEL.com>. This is an opportunity to provide input on transportation and access-related issues or opportunities for improvement along the McCarthy Road corridor. The online open house will run from November 29 through December 29.

Feedback received from the virtual open house will be incorporated with other data being collected and presenting in a "Needs and Opportunities Assessment" report which will be available in early 2024 from the website. A second public meeting will be held in person in McCarthy in summer 2024.

Kim Varner Wetzel, AICP (she/her) | [Jacobs](#) | Public Involvement Lead

+01.907.440.1591 | kim.wetzel@jacobs.com

949 E 36th Avenue #500

Anchorage, AK 99508 | USA

--

Erin McKinstry, Secretary
314-800-4764



McCarthy Area Council
P.O. Box MXY #31
Glennallen, AK 99588
mccarthyareacouncil.secretary@gmail.com
www.mxycouncil.org

Wetzel, Kim

From: Robbins, Leslie
Sent: Tuesday, December 19, 2023 1:27 PM
To: Wetzel, Kim
Subject: FW: [EXTERNAL] [whatsup] What's Up 12/16/2023

From: whatsup@npogroups.org <whatsup@npogroups.org>
Sent: Sunday, December 17, 2023 7:45 PM
To: What's Up <whatsup@npogroups.org>
Subject: [EXTERNAL] [whatsup] What's Up 12/16/2023

What's Up December 16, 2023

Compiled weekly by Peg Tileston on behalf of Trustees for Alaska, The Alaska Center, and The Alaska Conservation Foundation.

****Marks new items in this issue.**

CONFERENCES, WORKSHOPS, SEMINARS, SPECIAL EVENTS

January 29- February 2

ANCHORAGE – The **ALASKA MARINE SCIENCE SYMPOSIUM AMSS**), will be held at the Captain Cook Hotel and Egan Center and will bring together scientists, educators, resource managers, students, and interested public to discuss the latest marine research being conducted in Alaskan waters. To take advantage of the early bird online registration, submit by December 31 Online registration will increase to \$200 after this date. **Online registration closes January 22.** Registration for the event may also be done during the week of the symposium for the "at-the-door" registration fee. To register, go to <https://cvent.me/kRWkmZ>

February 5 – 9 (In-person & virtual) (Additional Information)

The **ALASKA FORUM on the ENVIRONMENT** will be held in person at the Dena'ina Center and virtually. Watch sessions live in-person, catch up on recorded sessions that you missed in the Virtual Attendee Hub later on, visit exhibitors in-person and virtually and stay connected with AFE all year long. AFE offers more than 100 technical breakout sessions and inspiring keynote events throughout the year. With your All Access Conference Pass, you can watch sessions live in-person, recorded sessions and live virtual sessions throughout the year through the Virtual Attendee Hub. This year, we will continue to offer sessions on climate change, energy, environmental regulations, cleanup and remediation, fish and wildlife, solid waste, sustainability, and so much more. Register before Dec. 31 using discount code WINTER at checkout you will receive \$75 off an All Access AFE Pass Registration. The Alaska Forum on the Environment will offer both in-person and virtual attendance options for both attendees and exhibitors! Watch sessions live in-person, catch up on recorded sessions that you missed in the Virtual Attendee Hub later on, visit exhibitors in-person and virtually and stay connected with AFE all year long All-Access AFE Registration. Register Today at <https://cvent.me/dEX4ko>.

February 20 – 22

JUNEAU - The **2024 ALASKA STATEWIDE WATERSHED WORKSHOP** will be held in the lecture hall in the Alaska State Museum. Presentations will be focused towards a tribal/NGO audience and focus on Communications and Collaboration, Organizational Development, and Data Sharing and Field Techniques. Build collaboration and connections with other watershed groups from across Alaska. This workshop is hosted by the [Southeast Alaska Watershed Coalition](#) and will be carefully planned by individuals from across the state. For more information, contact EKhrystl@sawcak.org.

PUBLIC HEARINGS/MEETINGS/OPEN HOUSE

****December 19**

Public virtual meetings are scheduled to review the **SUMMER 2024 FERRY SCHEDULE** for **Southeast Alaska** will be held at 10am. To join the webinar, go to <https://us06web.zoom.us/j/83955593196>. **Southwest and Southcentral Alaska** will be held at 1:30pm. To join the webinar, go to <https://us06web.zoom.us/j/83162499294>. These meetings will also be held in-person at the Alaska Marine Highway Ketchikan Central Office for participants wishing to attend in person. AMHS takes care to design the schedule to accommodate coastal communities' special events to the greatest extent practicable. In addition to other comments, the public is encouraged to submit special event information. The department will work to contract supplemental service, if needed, to cover service disruptions. The schedule and supporting documentation is available at https://dot.alaska.gov/amhs/doc/summer_considerations_2024.pdf.

****December 20**

ANCHORAGE – A public meeting will be held on the **2022-2025 COMMUNITY TRANSPORTATION PROGRAM (CTP)** and **TRANSPORTATION ALTERNATIVE PROGRAM (TAP)** from 8am to 5pm in the Atwood Building, Room 102. The Community Transportation Program promotes the development of surface transportation facilities in Alaska, such as new or existing surface transportation facilities that enhance travel and tourism, reduce wildlife-vehicle collisions, and improve air quality and projects connecting different transportation types, such as roads and trails. The Transportation Alternatives Program provides funding for various generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; recreational trails; safe routes to school projects; vulnerable road user safety assessments; and more. To join the webinar, go to https://us06web.zoom.us/j/85334520147?pwd=pPdCZsaR6mgNzRe-OEUAM9xu_7YS1w.L0rQfq-ZHO31aS3t. More information is available at websites <https://dot.alaska.gov/stwdplng/cip/stip/projects/CTP.shtml> and <https://dot.alaska.gov/stwdplng/cip/stip/projects/TAP.shtml>.

****Now to January 10**

Non-line public Open House will be held on the **MCCARTHY ROAD PLANNING and ENVIRONMENTAL LINKAGES (PEL) STUDY**, Western Federal Lands, in collaboration with DOT&PF and National Park Service has prepared an online open house that will be available to viewers, at the project website. <http://www.mccarthyroadpel.com>. The study corridor extends 60 miles from the eastern end of Chitina to the Kennicott River, and another four miles to the southern end of the Kennicott subdivision. DOT&PF is soliciting input from the public on transportation-related issues and needs for consideration in the development of future McCarthy Road corridor improvement projects. The Online Open House can be accessed at www.McCarthyRoadPEL.com. For more information, contact Seth English-Young, Planning Team Lead, at (360) 619-7803 or email seth.english-young@dot.gov or Joshua Scott, Wrangell-St Elias National Park & Preserve National Park Service, at (907) 822-7243 or email Joshua_Scott@nps.gov.

****January 8 – February 8**

Public meetings will be held on the **ALASKA NATIVE CLAIMS SETTLEMENT ACT WITHDRAWALS DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS)** on the following dates and locations from 5:30 to 7pm:

January 8 – CHICKALOON, Ne'iine' Hwang in the Chickadee House/Tribal Government Building

January 9 - GAKONA, in the Buster Gene Memorial Facility

January 10 - MENTASTA LAKE in the Mentasta Lake School

January 11 - DELTA JUNCTION in the Community Center

January 12 – FAIRBANKS at the Westmark Hotel

January 16 – CANTWELL in the Cantwell School Gym

January 17 – ANCHORAGE in the Wilda Marston Theater, Loussac Public Library

January 18 -, KENAI PENINSULA FOCUSED – Virtual

January 23 -, CORDOVA FOCUSED Virtual

January 25 - HAINES FOCUSED Virtual

January 29 -, STATEWIDE FOCUSED Virtual

January 31 - KOTZEBUE in the Kotzebue Youth Center

February 1 - NOME Venue TBD

FIELD ENVIRONMENTAL HEALTH OFFICER at the **YUKON-KUSKOKWIM HEALTH CORPORATION (YKHC) OFFICE OF ENVIRONMENTAL HEALTH & ENGINEERING** in **Bethel** working with the 58 Alaska Native tribes in the YK Delta. This is an entry-level position with exposure to many aspects of general environmental health and is a perfect fit for a recent graduate with an adventurous spirit. Typical workload includes assignment to approximately 15 communities, with at least annual travel (via small plane, boat, snow mobile, or ice road truck on the river) to complete annual health clinic inspections, water treatment plant sanitary surveys, and providing rabies vaccinations. Other duties include rabies exposure investigations, processing samples in the EPA-certified Water Test Lab, instructing at sponsored water plant operator trainings, general compliance assistance for water systems, special projects and emergency response (i.e., wildfires, flooding, etc.), among other projects and routine tasks. To apply: go to <https://phh.tbe.taleo.net/phh01/ats/careers/v2/--?org=YKHC&cws=41&rid=14973>. For questions, contact Alyssa Leary at alyssa_leary@ykhc.org or call 907-543-6421.

CO-EXECUTIVE DIRECTOR for the **FAIRBANKS CLIMATE ACTION COALITION (FCAC)** to organize the WMC summer operations, contributing to a smooth running and financially sustainable organization. For more information, go to <http://fbxclimateaction.org/jobs>.

To **RECEIVE** What's Up, **ADD** items, **CHANGE EMAIL ADDRESS** or **UNSUBSCRIBE**, contact Peg Tileston at pegtileston@gmail.com. **(Please Note: MEW EMAIL ADDRESS!)**.

To RECEIVE What's Up, ADD items, CHANGE EMAIL ADDRESS or UNSUBSCRIBE, contact Peg Tileston at pegt@gci.net.



Groups



McCarthy Community Forum

Private · 204 members

[Join](#)

McCarthy Community Forum is a breakout group from the McCarthy Road Area Conditions and...



McCarthy Obalende Study Centre, NOUN

Private · 8.3K members

[Join](#)

Information Centre of McCarthy Obalende Study Centre of the National Open University of Nigeria,...



McCarthy Road Area - Conditions and Community Bulletins

Private · 1.3K members · 10 unread posts · Member since October 2023

[Visit](#)

This group was created with the intention of providing a space for residents, seasonal employee...

[See all](#)

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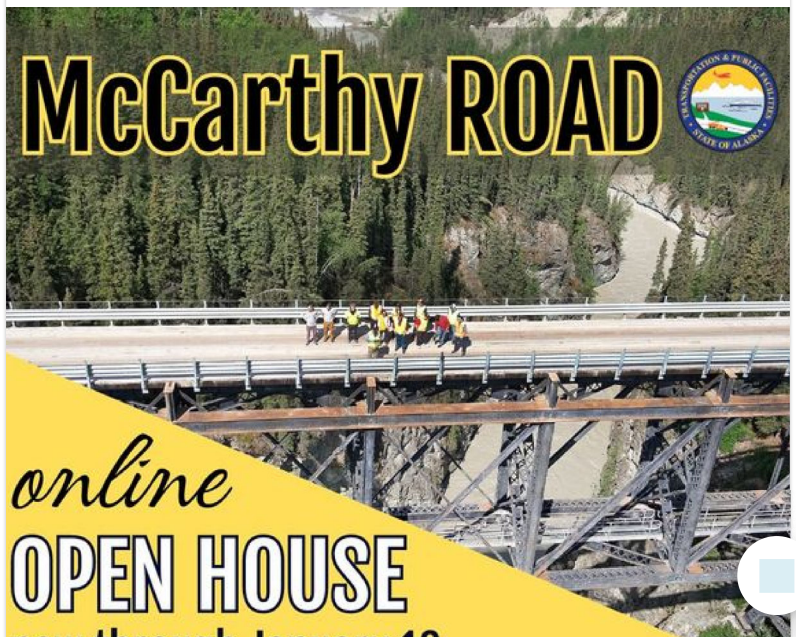
Alaska Department of Transportation & Public Facilities



22h · 🌐

Did you know that McCarthy Road is one of only two roads to Wrangell-St. Elias National Park?! We're currently working on a Preliminary Environmental Linkage study (aka PEL) to examine ways we can improve McCarthy Road and we want to hear your thoughts and ideas!

💛 Right now through January 10th we're hosting an online open house. Submit your comments HERE: www.McCarthyRoadPEL.com





8

20+

You, Laura Minski and 28 others

9 comments 9 shares

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McCarthy Road Area - Conditions and Community Bulletins

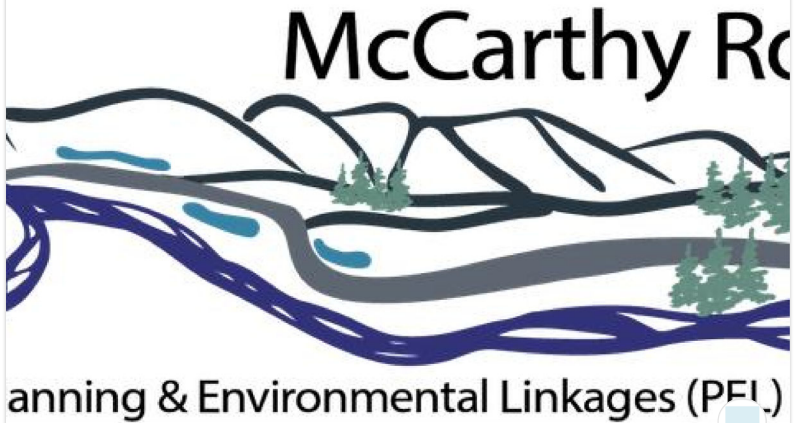


Michelle Raven · November 17 at 4:26 PM · 🌐

Here is the website put together for the joint road study from Chitina to Kennicott. The 2 year study will end in the summer of 2025.

Public input will begin by early December and that portal will be available through this website.

I'll post again once it opens but in the meanwhile, a lot of questions can be answered by checking out the info the state and feds have provided here:... [See more](#)



MCCARTHYROADPEL.COM

Home

Welcome to the McCarthy Road Planning and Environmental Li...

👍 🤔 13

6 comments

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Copper River Watershed Project · [Follow](#)



November 30 at 6:00 PM · 🌐

The Federal Highway Administration - Western Federal Lands (WFL) Highway Division, in partnership with the Alaska Department of Transportation & Public Facilities and the National Park Service, are working together to conduct a transportation corridor study for the McCarthy Road.

An online open house is available from the study website: <http://www.McCarthyRoadPEL.com>

This virtual open house is an opportunity to provide input on transportation and access-related issues or op... [See more](#)





👍 😮 2

1 comment

Like

Comment

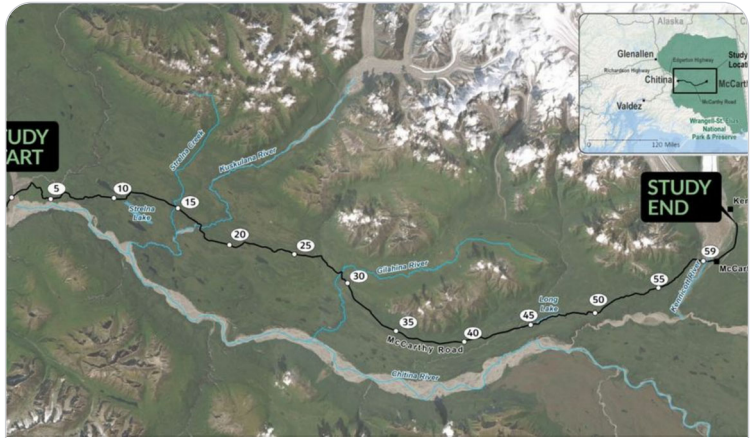
Share



Wenger's Country Store · Follow

November 29 at 10:44 PM · 🌐

McCarthy Road opinions welcome!



Wrangell-St. Elias National Park & Preserve · Follow

November 28 at 12:01 PM · 🌐

The McCarthy Road Planning and Environmental Open House Starts Nov 29th. The AK Dept. of Transportation & Public Facilities and the NPS joined together for the ... [See more](#)

👍 2

Like

Comment

Share



Write a comment...



McCarthy Road Area - Conditions and Community Bulletins

Michelle Raven · June 5 · 🌐

Hello All ,

There's are 2 important meetings scheduled to take place in late June here in McCarthy.

On Tuesday June 27th outdoors at 5pm at Tony Zak's, the DOT/NPS are going to introduce their Planning and Environmental Linkage Study (PELS) ... [See more](#)





MCCARTHYROADS.COM

McCarthy Roads and Access Committee

McCarthy Roads and Access is dedicated to providing accurate ...

20

4 comments

Like

Comment

Send



BIBLE STUDY PRAYER and REVIVAL

Roger McCarthy · 5d ·

Isaiah 43:18-19 "Do not remember the former things, Nor consider the things of old. **19** Behold, I will do a new thing, Now it shall spring forth; Shall you not know it? I will even make a road in the wilderness *And* rivers in the desert."

Philippians 3:13-14 " Brethren, I do not count myself to have apprehended; but one thing *I do*, forgetting those things which are behind and reaching forward to those things which are ahead, **14** I press toward the goal for the prize of the up... [See more](#)



56

14 comments 5 shares

McCarthy Road Planning & Environmental Linkages Study Open House

Wittmer, Carrie R <Carrie_Wittmer@nps.gov>

Wed 11/29/2023 8:21 AM

To:WRST Public Affairs, NPS <wrst_public_affairs@nps.gov>

📎 1 attachments (3 MB)

Newsletter1_(Nov2023).pdf;

The Federal Highway Administration - Western Federal Lands (WFL) Highway Division, in partnership with the Alaska Department of Transportation & Public Facilities and the National Park Service, are working together to conduct a transportation corridor study for the McCarthy Road. Please see the announcement below for information on the McCarthy Road Planning & Environmental Linkages (PEL) study online "open house," starting today and going through January 10, 2024. For additional information, contact Kim Varner Wetzel, Public Involvement Lead, at 907-440-1591 or kim.wetzel@jacobs.com.

Carrie Wittmer
Team Lead, Division of Interpretation & Education
Public Affairs Officer
Wrangell-St. Elias NP & Preserve
PO Box 439 Copper Center, AK 99573
Office: (907) 822-7255
Cell: (907) 290-9288
she/her/hers

Announcement Open House



McCarthy Road PEL Study Begins

Federal Highway Administration - Western Federal Lands (WFL) Highway Division, in partnership with the Alaska Department of Transportation & Public Facilities and the National Park Service, are working together to conduct a transportation corridor study for the McCarthy Road.

Online Open House is Underway!

An online open house is available from the study website: <http://www.McCarthyRoadPEL.com>. This virtual open house is an opportunity to provide input on transportation and access-related issues or opportunities for improvements along the McCarthy Road corridor. The online open house will run from November 29, 2023 through January 10, 2024.

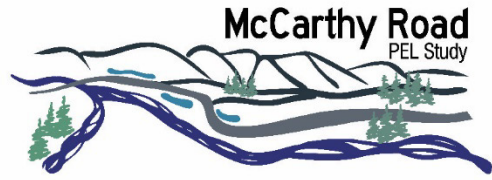
Please contact us with any comments or questions about the study. Feedback received from the open house will be incorporated with other data being collected and presented in a "Needs and Opportunities Assessment" report which will be available in early 2024 from our website.

Planning products produced during this PEL study may be adopted or incorporated by reference during a subsequent environmental review process.



Kim Varner Wetzel, AICP (she/her) | [Jacobs](https://www.jacobs.com) | Public Involvement Lead
+01.907.440.1591 | kim.wetzel@jacobs.com
949 E 36th Avenue #500
Anchorage, AK 99508 | USA

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Appendix F Agency Comments

From: [English-Young, Seth \(FHWA\)](#)
To: [Robbins, Leslie](#)
Subject: [EXTERNAL] FW: McCarthy Road Planning & Environmental Linkages (PEL) Study - Request for early coordination
Date: Wednesday, November 22, 2023 5:01:34 PM

From: Thomas, Ian C (DNR) <ian.thomas@alaska.gov>
Sent: Wednesday, November 22, 2023 1:46 PM
To: English-Young, Seth (FHWA) <seth.english-young@dot.gov>
Subject: RE: McCarthy Road Planning & Environmental Linkages (PEL) Study - Request for early coordination

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Seth,

The Division of Parks and Outdoor Rec doesn't have any managed lands in that area, so no comments from me. Thanks, and good luck with the project.

Ian

Ian Thomas

Northern Region Superintendent
DNR/DPOR
907-451-2698

From: English-Young, Seth (FHWA) <seth.english-young@dot.gov>
Sent: Wednesday, November 22, 2023 11:53 AM
To: Papp, Kenneth R (DNR) <kenneth.papp@alaska.gov>; Husa, Kevin D (DNR) <kevin.husa@alaska.gov>; Thomas, Ian C (DNR) <ian.thomas@alaska.gov>; Berkovitz, Danette L (DNR) <danette.berkovitz@alaska.gov>; Leinberger, Dianna L (DNR) <dianna.leinberger@alaska.gov>; Bittner, Judith E (DNR) <judy.bittner@alaska.gov>
Cc: Nelson, Brett D (DOT) <brett.nelson@alaska.gov>; Scott, Joshua M <Joshua_Scott@nps.gov>; Robbins, Leslie <Leslie.Robbins@jacobs.com>
Subject: McCarthy Road Planning & Environmental Linkages (PEL) Study - Request for early coordination

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Agency Representatives,

Please find attached a letter requesting early coordination from your agency. Comments are requested by December 22, 2023.

If there is anyone else I should send this to, or if you have questions or need additional information, please feel free to contact me.

Regards,

Seth English-Young
Planning Team Lead
Federal Highway Administration
Western Federal Lands
610 East Fifth Street
Vancouver, WA 98661
360-619-7803

From: [English-Young, Seth \(FHWA\)](#)
To: [Robbins, Leslie](#)
Subject: [EXTERNAL] FW: McCarthy Road Planning & Environmental Linkages (PEL) Study - Request for early coordination
Date: Tuesday, November 28, 2023 8:59:34 AM
Attachments: [Agency Letter NOAA.pdf](#)

From: Sean McDermott - NOAA Federal <sean.mcdermott@noaa.gov>
Sent: Tuesday, November 28, 2023 9:50 AM
To: English-Young, Seth (FHWA) <seth.english-young@dot.gov>
Subject: Fwd: McCarthy Road Planning & Environmental Linkages (PEL) Study - Request for early coordination

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Seth,

Thank you for reaching out to us regarding the proposed action. I will be the primary contact at this stage of the review. You can also use the Habitat Conservation Division's common inbox (nmfs.akr.habitat@noaa.gov), which Charlene may have shared with you. After reviewing the material provided, I will provide early coordination comments.

v/r

Sean McDermott

From: **English-Young, Seth (FHWA)** <seth.english-young@dot.gov>
Date: Wed, Nov 22, 2023 at 12:37 PM
Subject: McCarthy Road Planning & Environmental Linkages (PEL) Study - Request for early coordination
To: charlene.felkley@noaa.gov <charlene.felkley@noaa.gov>
Cc: Nelson, Brett D (DOT) <brett.nelson@alaska.gov>, Scott, Joshua M <Joshua_Scott@nps.gov>, Robbins, Leslie <Leslie.Robbins@jacobs.com>

Dear Agency Representative,

Please find attached a letter requesting early coordination from your agency. Comments are requested by December 22, 2023.

If there is anyone else I should send this to, or if you have questions or need additional information, please feel free to contact me.

Regards,

Seth English-Young
Planning Team Lead
Federal Highway Administration
Western Federal Lands
610 East Fifth Street
Vancouver, WA 98661
360-619-7803

--

[Charlene Felkley](#) (pronouns: [she/her](#))

Alaska Region Habitat Division
[NOAA Fisheries](#) | U.S. Department of Commerce
Cell: 423-277-6811
<https://www.fisheries.noaa.gov/>

Victim Advocate Liaison, [WVPR](#)

I respectfully acknowledge that [I live and work on](#) Dena'ina land.



--

Sean McDermott
Anchorage Office Supervisor
Habitat Conservation Division
Alaska Region
NOAA Fisheries | U.S. Department of Commerce
222 W. 7th Avenue, Ste 552
PO Box 43
Anchorage, AK 99513
907-271-6354

www.fisheries.noaa.gov

From: [English-Young, Seth \(FHWA\)](#)
To: [Robbins, Leslie](#)
Subject: [EXTERNAL] FW: POA-2023-00526, Chitina River, McCarthy Road PEL Response
Date: Tuesday, November 28, 2023 3:04:48 PM
Attachments: [POA-2023-00526_20231128_PEL_Response.pdf](#)

From: Hancock, Kerri CIV USARMY CEPOA (USA) <Kerri.C.Hancock@usace.army.mil>
Sent: Tuesday, November 28, 2023 3:38 PM
To: English-Young, Seth (FHWA) <seth.english-young@dot.gov>
Subject: POA-2023-00526, Chitina River, McCarthy Road PEL Response

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Good afternoon Seth,

Please see the attached letter regarding the McCarthy Road PEL.

If you have any questions about the Corps authorities or next steps please reach out to me.

Best,
Kerri

Kerri Hancock
Project Manager
South Section, Alaska District
U.S. Army Corps of Engineers
kerri.c.hancock@usace.army.mil
907-753-2719



DEPARTMENT OF THE ARMY
ALASKA DISTRICT, U.S. ARMY CORPS OF ENGINEERS
REGULATORY DIVISION
P.O. BOX 6898
JBER, AK 99506-0898

November 28, 2023

Regulatory Division
POA-2023-00526

Seth English-Young, Planning Team Lead
Western Federal Lands Highway Division
Federal Highways Administration
610 E 5th St.
Vancouver, Washington 98661

Dear Mr. English-Young:

The United States (U.S.) Army Corps of Engineers, Alaska District (Corps) is providing this letter as a written comment to the November 22, 2023, McCarthy Road Planning & Environmental Linkages (PEL) Study Scoping Letter. Your project has been assigned number POA-2023-00526, Chitina River, which should be referred to in all correspondence with us.

The Corps' regulatory authorities are based on two laws: Section 10 of the Rivers and Harbors Act (RHA) of 1899 (33 USC 403), which prohibits the obstruction or alteration of navigable waters of the U.S. without a Department of the Army (DA) permit from the Corps; and Section 404 of the Clean Water Act (CWA), which prohibits the discharge of dredged or fill material into waters of the U.S. without a DA permit. Based on information provided, and available to our office, portions of the proposed work may occur in waters of the U.S. and would, therefore, be within the Corps' jurisdiction.

Waters of the U.S. include, but are not limited to, tidal waters, rivers both perennial and intermittent streams and wetlands. Wetlands are defined as areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands include "muskegs," swamps, marshes, bogs, and similar areas.

The Corps' evaluation of a Section 10 and/or a Section 404 permit application involves multiple analyses, including (1) evaluating the proposal's impacts in accordance with the National Environmental Policy Act (NEPA) (33 CFR part 325), (2) determining whether the proposal is contrary to the public interest (33 CFR § 320.4), and (3) in the case of a Section 404 permit, determining whether the proposal complies with the Section 404(b)(1) Guidelines (Guidelines) (40 CFR part 230).

If the proposal requires a Section 404 permit application, the Guidelines specifically require that “no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences” (40 CFR § 230.10(a)). Time and money spent on the proposal prior to applying for a Section 404 permit cannot be factored into the Corps’ decision whether there is a less damaging practicable alternative to the proposal.

If an application for a DA permit has not yet been submitted, the project proponent may request a pre-application consultation meeting with the Corps to obtain information regarding the data, studies or other information that will be necessary for the permit evaluation process. A pre-application consultation meeting is strongly recommended if the proposal has substantial impacts to waters of the United States, or if it is a large or controversial project.

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

Please contact me via email at Kerri.C.Hancock@usace.army.mil, by mail at the address above, by phone at (907) 753-2719, or toll free from within Alaska at (800) 478-2712, if you have questions. For more information about the Regulatory Program, please visit our website at www.poa.usace.army.mil/Missions/Regulatory.

Sincerely,

A handwritten signature in cursive script that reads "Kerri Hancock". The signature is written in black ink and is positioned above the typed name and title.

Kerri Hancock
Project Manager

From: [English-Young, Seth \(FHWA\)](#)
To: [Reese, Evonne R \(DEC\)](#)
Cc: [CS.Scoping \(DEC sponsored\)](#); [Robbins, Leslie](#)
Subject: [EXTERNAL] RE: McCarthy Road Planning & Environmental Linkages (PEL) Study - Request for early coordination
Date: Thursday, December 7, 2023 2:39:41 PM

Thank you for your response. I will pass the information on to the project team.

Seth

From: Reese, Evonne R (DEC) <evonne.reese@alaska.gov>
Sent: Thursday, December 7, 2023 3:29 PM
To: English-Young, Seth (FHWA) <seth.english-young@dot.gov>
Cc: CS.Scoping (DEC sponsored) <CS.Scoping@alaska.gov>; Reese, Evonne R (DEC) <evonne.reese@alaska.gov>
Subject: RE: McCarthy Road Planning & Environmental Linkages (PEL) Study - Request for early coordination

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Hi Seth,
I'm responding for the DEC Contaminated Sites Program. There is one site within 1500 feet of this property which is the Strelna Roadhouse. I've reviewed the details about the remaining contamination on this property and don't feel that it should impact the McCarthy road project.

Let me know if you have any questions.

Thanks,

Evonne Reese

Environmental Program Specialist
Contaminated Sites Program
Spill Prevention and Response Division
Department of Environmental Conservation

(907) 465-5229

From: English-Young, Seth (FHWA) <seth.english-young@dot.gov>
Sent: Wednesday, November 22, 2023 11:11 AM
To: DEC Agency Reviews <dec.agencyreviews@alaska.gov>; Fish, James T (DEC)

<james.fish@alaska.gov>; Wiegers, Janice K (DEC) <janice.wiegers@alaska.gov>; Rypkema, James (DEC) <james.rypkema@alaska.gov>

Cc: Scott, Joshua M <Joshua_Scott@nps.gov>; Nelson, Brett D (DOT) <brett.nelson@alaska.gov>; Robbins, Leslie <Leslie.Robbins@jacobs.com>

Subject: McCarthy Road Planning & Environmental Linkages (PEL) Study - Request for early coordination

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Agency Representatives,

Please find attached a letter requesting early coordination from your agency. Comments are requested by December 22, 2023.

If there is anyone else I should send this to, or if you have questions or need additional information, please feel free to contact me.

Regards,

Seth English-Young
Planning Team Lead
Federal Highway Administration
Western Federal Lands
610 East Fifth Street
Vancouver, WA 98661
360-619-7803

From: [English-Young, Seth \(FHWA\)](#)
To: [Robbins, Leslie](#)
Subject: [EXTERNAL] FW: McCarthy Road Planning & Environmental Linkages (PEL) Study - Request for early coordination
Date: Thursday, December 14, 2023 9:38:59 AM
Attachments: [image001.png](#)
[2023_12_5_RE_Agency_Scoping_Request_McCarthy_Road.pdf](#)
[Areas_of_Concern_Figure.pdf](#)

Leslie, here is a letter from ADEC. FYI, the Areas of Concern figure they sent me was 24 MB, so it was too big to email. I reduced the size of it and the reduced size pdf is attached. I don't think it lost much info, but if you want the larger one I can send through the LFTS.

Seth

From: Ireland, Kelly S (DEC) <kelly.ireland@alaska.gov>
Sent: Thursday, December 14, 2023 9:42 AM
To: English-Young, Seth (FHWA) <seth.english-young@dot.gov>
Cc: Waldo, Nick B (DEC) <nick.waldo@alaska.gov>
Subject: RE: McCarthy Road Planning & Environmental Linkages (PEL) Study - Request for early coordination

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello Seth,

Please find attached comments I have on the McCarthy Road Planning and Environmental Linkages (PEL) Study .



Kelly Ireland, M.S. (she/her)

Environmental Program Specialist 3
Abandoned Mines and Orphaned Oil Wells
Alaska Department of Environmental Conservation
Contaminated Sites Program
o: 907-269-7553
email: kelly.ireland@alaska.gov



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Environmental Conservation

DIVISION OF SPILL PREVENTION AND RESPONSE
Contaminated Sites Program

555 Cordova St.
Anchorage, AK 99501
Phone: (907) 465-5076
Fax: (907) 465-5262
www.dec.alaska.gov

DEC File No: 2235.38.001

December 14, 2023

Seth English-Young
Western Federal Lands Highway Division
Federal Highway Administration
610 E 5th Street
Vancouver, Washington 98661

Re: Agency Scoping – Request for early coordination

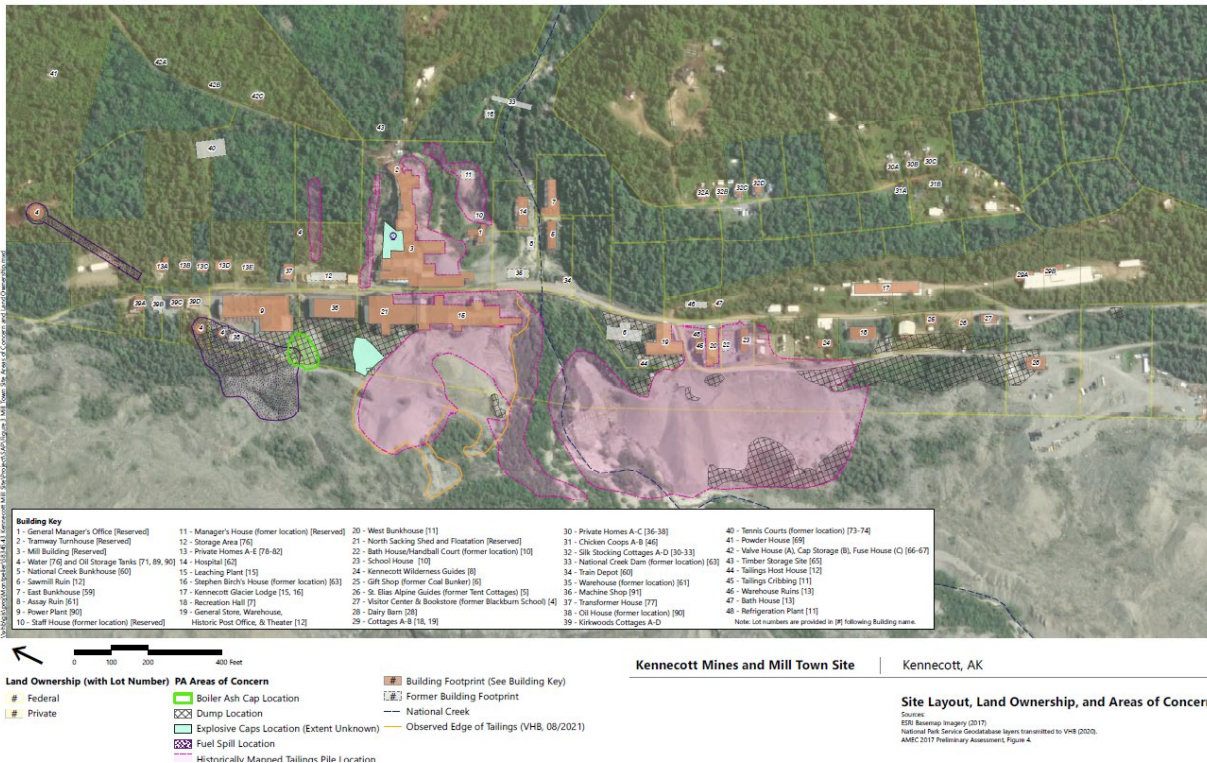
Project name: McCarthy Road Planning and Environmental Linkages (PEL) Study
Project number: AK FLAP DOT 198(4)

Dear Seth English-Young,

The McCarthy Road Planning and Environmental Linkages (PEL) Study ends at the southern end of the Kennecott subdivision and does not extend into the Kennecott milltown area where there are three active contaminated sites under the Alaska Department of Environmental Conservation (DEC) Contaminated Sites program. While these sites fall outside of the study area you requested that information about the contaminated sites be shared during our phone call on December 5, 2023. These three contaminated sites (DEC file #: 2235.38.001) include NPS Kennecott Mine ([hazard ID: 2440](#)), NPS Kennecott Mine Monroe Tank 4(1) ([hazard ID: 2441](#)), and NPS Kennecott Mine Lead Paint ([hazard ID: 2445](#)).

NPS Kennecott Mine

The NPS Kennecott Mine site includes contamination of heavy metals in various tailing locations across the milltown area, petroleum contamination from a former AST (Monroe Tank, see below) and its associated piping, blasting caps from former mining activities near the mill building, and various other oil-stained areas (see figure below). A phase II Remedial Investigation of the milltown area is currently underway. DEC does not consider site characterization complete at this contaminated site so the horizontal and vertical extent of contamination may extend beyond areas indicated in the figure below.



Site Layout, Land Ownership, and Areas of Concern Figure from National Park Service 2022 Final Phase II Remedial Investigation Sampling and Analysis Plan. Areas of concern also include the Bonanza, Erie, Glacier, and Jumbo Mines north beyond the milltown area. Note that the site has not been fully characterized and contamination may extend beyond areas of known contamination indicated in this figure.

NPS Kennecott Mine Monroe Tank

Monroe Tank is a 273,000-gallon capacity aboveground storage tank (AST) that was emptied and decommissioned in 1997. The tank likely contained Bunker C oil or other similar fuel. Soil in the surrounding area is contaminated with petroleum above Alaska Department of Environmental Conservation Maximum Allowable Concentration of 12,500 mg/kg for diesel range organics (DRO) at 250,000 mg/kg (sampling done in 1992). Associated piping from this former AST extends into the milltown. Site characterization is also not complete at this site.

NPS Kennecott Mine Lead Paint

Lead contamination from lead-based paint exists around historical structures in the milltown area of Kennecott. Lead paint contamination is mitigated as historical structures are restored and painted. Unknown how far lead contamination in soil extends from buildings and likely intermixes with lead contamination from mining activities.

The three contaminated sites within Kennecott are beyond the study area for the McCarthy Road Planning and Environmental Linkages (PEL) Study and probably will not pose an issue for construction activities. If construction work were to extend into the milltown, considerations to protect workers, residents, and visitors from contamination should be made. Dust mitigation will likely be needed due to the widespread metal contamination in the milltown area. Road upgrades will probably improve the ability to get heavy equipment, that will be needed to conduct future removal actions or remedial activities at these contaminated sites, into Kennecott.

Seth English-Young

December 5, 2023

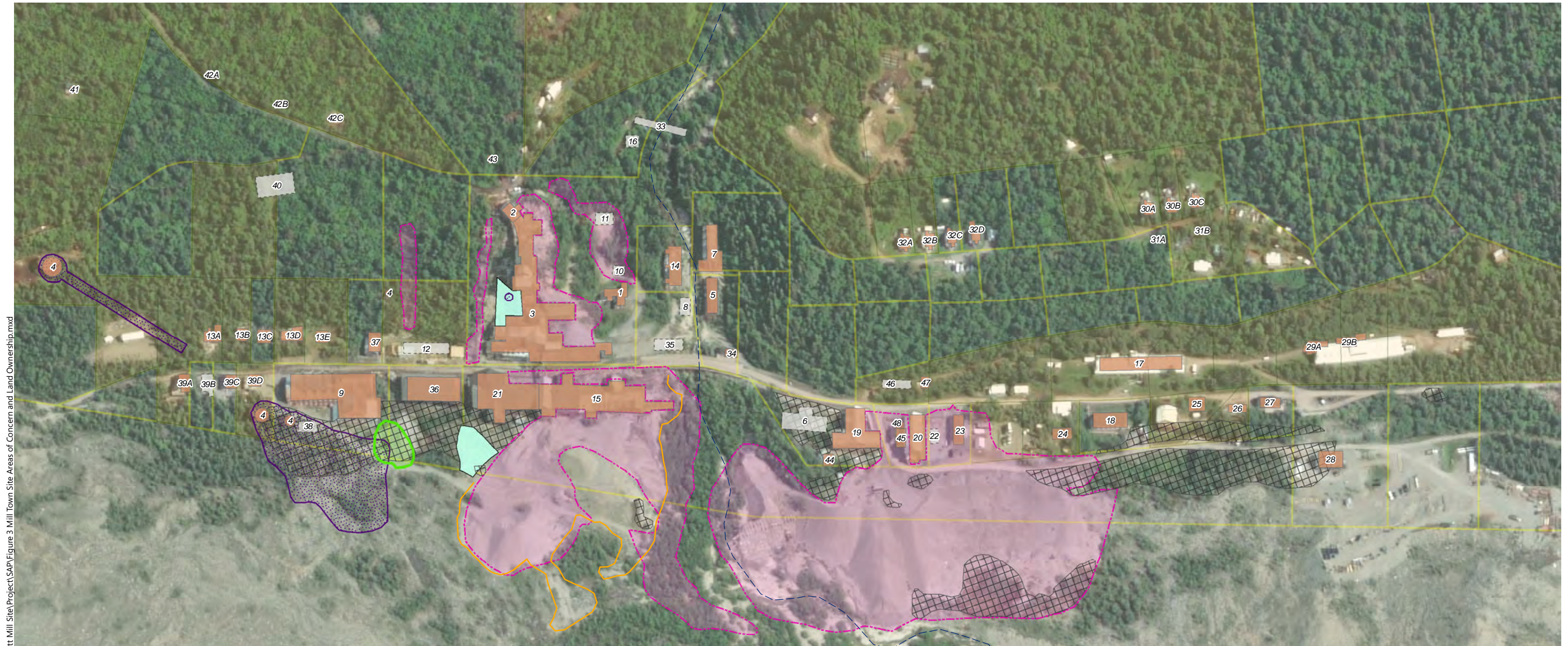
If you have questions about these sites, please feel free to contact me at (907) 269-7553, or email at kelly.ireland@alaska.gov.

Sincerely,

A handwritten signature in cursive script that reads "Kelly Ireland".

Kelly Ireland
Project Manager

cc: Nick Waldo, DEC



\\vhb\gis\proj\Montpelier\58345.43 Kennecott Mill Site\Project\SAP\Figure 3 Mill Town Site Areas of Concern and Land Ownership.mxd

Building Key				
1 - General Manager's Office [Reserved]	11 - Manager's House (former location) [Reserved]	20 - West Bunkhouse [11]	30 - Private Homes A-C [36-38]	40 - Tennis Courts (former location) [73-74]
2 - Tramway Turnhouse [Reserved]	12 - Storage Area [76]	21 - North Sacking Shed and Floatation [Reserved]	31 - Chicken Coops A-B [46]	41 - Powder House [69]
3 - Mill Building [Reserved]	13 - Private Homes A-E [78-82]	22 - Bath House/Handball Court (former location) [10]	32 - Silk Stocking Cottages A-D [30-33]	42 - Valve House (A), Cap Storage (B), Fuse House (C) [66-67]
4 - Water [76] and Oil Storage Tanks [71, 89, 90]	14 - Hospital [62]	23 - School House [10]	33 - National Creek Dam (former location) [63]	43 - Timber Storage Site [65]
5 - National Creek Bunkhouse [60]	15 - Leaching Plant [15]	24 - Kennecott Wilderness Guides [8]	34 - Train Depot [60]	44 - Tailings Host House [12]
6 - Sawmill Ruin [12]	16 - Stephen Birch's House (former location) [63]	25 - Gift Shop (former Coal Bunker) [6]	35 - Warehouse (former location) [61]	45 - Tailings Cribbing [11]
7 - East Bunkhouse [59]	17 - Kennecott Glacier Lodge [15, 16]	26 - St. Elias Alpine Guides (former Tent Cottages) [5]	36 - Machine Shop [91]	46 - Warehouse Ruins [13]
8 - Assay Ruin [61]	18 - Recreation Hall [7]	27 - Visitor Center & Bookstore (former Blackburn School) [4]	37 - Transformer House [77]	47 - Bath House [13]
9 - Power Plant [90]	19 - General Store, Warehouse, Historic Post Office, & Theater [12]	28 - Dairy Barn [28]	38 - Oil House (former location) [90]	48 - Refrigeration Plant [11]
10 - Staff House (former location) [Reserved]		29 - Cottages A-B [18, 19]	39 - Kirkwoods Cottages A-D	

Note: Lot numbers are provided in [#] following Building name.



Land Ownership (with Lot Number) PA Areas of Concern		# Building Footprint (See Building Key)	
# Federal	Boiler Ash Cap Location	# Building Footprint (See Building Key)	# Former Building Footprint
# Private	Dump Location	— National Creek	— Observed Edge of Tailings (VHB, 08/2021)
	Explosive Caps Location (Extent Unknown)		
	Fuel Spill Location		
	Historically Mapped Tailings Pile Location		

Kennecott Mines and Mill Town Site | Kennecott, AK

Site Layout, Land Ownership, and Areas of Concern

Sources:
 ESRI Basemap Imagery (2017)
 National Park Service Geodatabase layers transmitted to VHB (2020).
 AMEC 2017 Preliminary Assessment, Figure 4.

From: [English-Young, Seth \(FHWA\)](#)
To: [Robbins, Leslie](#)
Subject: [EXTERNAL] FW: HFL-17; ADF&G Scoping Comments; McCarthy Road PEL
Date: Monday, December 18, 2023 10:48:49 AM
Attachments: [ADFG Scoping Comments McCarthy Road PEL HFL 17.pdf](#)

FYI

From: Wessel, Maria L (DFG) <maria.wessel@alaska.gov>
Sent: Friday, December 15, 2023 5:29 PM
To: English-Young, Seth (FHWA) <seth.english-young@dot.gov>
Cc: Nolanwing, Jennifer A (DFG) <jennifer.nolanwing@alaska.gov>; Somerville, Mark A (DFG) <mark.somerville@alaska.gov>; Brase, Audra L (DFG) <audra.braser@alaska.gov>; Hansen, Tracy R (DFG) <tracy.hansen1@alaska.gov>; Hatcher, Heidi L (DFG) <heidi.hatcher@alaska.gov>; Goodglick, Sue E (DFG) <sue.goodglick@alaska.gov>
Subject: HFL-17; ADF&G Scoping Comments; McCarthy Road PEL

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Good afternoon,

Attached please find ADF&Gs scoping comments for the McCarthy Road PEL Study.

Let me know if you have any questions,

Maria

Maria Wessel

Habitat Biologist
ADF&G Habitat Section
Region 3 - Fairbanks
(907) 459-7281



December 15, 2023

Seth English-Young, Planning Team Lead
Western Federal Lands Highway Division
Federal Highway Administration
610 E 5th St.
Vancouver, Washington 98661
360-619-7803, seth.english-young@dot.gov

RE: HFL-17
Agency Scoping Comments
McCarthy Road Planning & Environmental Linkages (PEL) Study

Dear Seth English-Young:

Thanks for the opportunity to provide scoping comments on the PEL study for the McCarthy Road corridor. ADF&G has reviewed the McCarthy Road project corridor area between Chitina and Kennicott and has identified the following four culverts on anadromous waterbodies that are currently fish passage barriers and should be upgraded as part of any road improvement project:

Fish Passage Site and Status	Waterbody Name and Location	AWC Stream #	Notes and Observation Year	Fish	Lat/Long
20103765 red	Clear Creek (McCarthy Town Rd)	212-20-10080- 2300-3511- 4035-5019	Beaver Blockage (2017)	Coho	61.43431°, -142.92755°
20103766 red	Swimming Hole (McCarthy Town Rd)	212-20-10080- 2300-3511- 4035-5018	Culvert crushed (2017)	Coho	61.43455°, -142.93198°
20101830 gray	Long Lake tributary MP 48**	212-20-10080- 2300-3421- 4062	Perched (2010)	Coho, Sockeye, Steelhead	61.38690°, -143.24179°
20101832 red	Crystal Creek MP 41	212-20-10080- 2300-3421- 4021	Broken pipe (2010)	Coho	61.36683°, -143.42905°

**As you stated in your scoping letter, ADF&G has identified the culvert at Long Lake Creek (Stream No. 212-20-10080-2300-3421-4062) at MP 47.9 of the McCarthy Road as a high priority for replacement. The 5-ft diameter culvert (#20101830) was damaged during high flows in Summer 2023 and can no longer pass fish. Long Lake Creek is documented in the AWC for coho and sockeye salmon on both sides of the McCarthy Road in this location. Replacement of this culvert will restore connectivity and improve access to habitat for anadromous and resident fish species. The culvert should be replaced with a 5-ft or larger culvert. (Habitat Region 3 culvert priority list – Fall 2023).

ADF&G has also identified the following seven culverts as fish passage barriers that should be upgraded as part of any road improvement project:

Fish Passage Site and Status	Waterbody Name and Location	Notes	Lat/Long
20101824 red	Tributary to Swift Creek MP 57	Broken pipe (2010)	61.42648°, -142.99216°
20101825 red	Swift Creek MP 56	Perched (2010)	61.41602°, -143.01707°
20101826 red	Tractor Creek MP 53.5	Shallow embedment (2010)	61.40427°, -143.09117°
20101827 red	Unnamed MP 52	Perched (2010)	61.40005°, -143.13377°
20101828 red	Unnamed MP 50-51	Perched & broken pipe (2010 & 2014)	61.38758°, -143.17361°
20101829 red	Unnamed ~MP 49	Perched (2010)	61.38805°, -143.19695°
20101833 red	Ruth Lake Creek MP 40	Shallow embedment (2010)	61.36422°, -143.45953°

Additionally, ADF&G would like to make note of the following Revised Statute (RS) 2477 rights-of way (ROW) that are within the project area, which should have their locations confirmed by the Alaska Department of Natural Resources:

Case ID	Route Name
RST 1349	Kennicott Mine Trails
RST 1805	Chitina River-Strelina Trail
RST 1794	Bellum's (Billum's) Crossing - Taral
RST 372	Nikolai Mine Trail

Finally, ADF&G would like to make note that hunters and fishermen utilize this road corridor to access fish and game resources, and improved parking at access points should be considered as this planning process moves forward.

Sincerely,

Maria Wessel

Habitat Biologist

ADF&G Habitat Section

Region 3 - Fairbanks

(907) 459-7281

maria.wessel@alaska.gov

From: [English-Young, Seth \(FHWA\)](#)
To: [Robbins, Leslie](#)
Subject: [EXTERNAL] FW: McCarthy Road Planning and Environmental Linkages Scoping; NMFS ECO Reference No. INQ-2023-00358
Date: Monday, December 18, 2023 3:12:28 PM
Attachments: [20231218 McCarthy Road Early Coordination comments.pdf](#)

From: Meggie Stogner - NOAA Federal <meggie.stogner@noaa.gov>
Sent: Monday, December 18, 2023 3:54 PM
To: English-Young, Seth (FHWA) <seth.english-young@dot.gov>
Cc: sean.mcdermott <sean.mcdermott@noaa.gov>; Lucas Byker - NOAA Federal <lucas.byker@noaa.gov>; Cathy Coon - NOAA Federal <cathy.coon@noaa.gov>; Jodi Pirtle - NOAA Federal <jodi.pirtle@noaa.gov>
Subject: re: McCarthy Road Planning and Environmental Linkages Scoping; NMFS ECO Reference No. INQ-2023-00358

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Hello,

Please see the attached letter regarding the McCarthy Road Planning and Environmental Linkages Scoping; NMFS ECO Reference No. INQ-2023-00358.

Let us know if you have any questions.

Thank you,
Meggie

--
--

I respectfully acknowledge that I live and work on Tlingit Aani- Tlingit Land.

Gunalcheesh / Quyana / Thank you

Meggie Stogner (she/her)

Office Administrative Assistant, PRD and HCD

NOAA Fisheries | U.S. Department of Commerce

Office: (907) 586-7236

www.fisheries.noaa.gov

NOAA Fisheries Alaska Regional Office's work is conducted in the waters and along the coastlines of Alaska, which include the traditional home lands and waters of the Inupiat, Yupiit, Siberian Yupiit, Unangax, Alutiiq/Sugpiaq, Eyak, Dena'ina Athabascan, Tlingit, Haida, and Tsimshian who have stewarded their lands and waters since time immemorial.



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
National Marine Fisheries Service
P.O. Box 21668
Juneau, AK 99802-1668

December 18, 2023

Seth English-Young
Planning Team Lead
Western Federal Lands Highway Division
610 E. Fifth Street
Vancouver, WA 98661

Re: McCarthy Road Planning and Environmental Linkages Scoping; NMFS ECO Reference No. INQ-2023-00358

Dear Mr. English-Young:

The National Marine Fisheries Service has reviewed your letter dated November 22, 2023, requesting information on existing conditions in the corridor study area for the above referenced project. Your agency had initiated a planning and environmental linkages study for the McCarthy Road. The study corridor extends 60 miles from the eastern end of Chitina to the Kennicott River, and another four miles to the southern end of the Kennicott subdivision. As noted in your letter, you are requesting our agency's knowledge of resources along the study corridor and any information we might have that would inform the evaluation of potential environmental impacts of roadway corridor improvements. In support of your request, we offer the following comments.

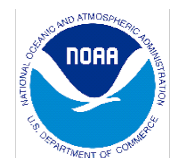
Essential Fish Habitat Consultation Process

Section 305(b) of the Magnuson-Stevens Fishery Conservation and Management Act and the Fish and Wildlife Coordination Act require Federal agencies to consult with us on all actions that may adversely affect essential fish habitat (EFH) and other aquatic resources. The EFH consultation process is guided by the regulation at 50 CFR 600 Subpart K, which mandates the preparation of EFH assessments and outlines each agency's obligations. For any Federal action that may adversely affect EFH, Federal agencies must provide us with a written assessment of the effects of that action on EFH. The assessment must contain (50 CFR 600.920(e)):

1. A description of the action;
2. An analysis of the potential adverse effects of the action on EFH and the managed species;
3. The Federal agency's conclusions regarding the effects of the action on EFH; and
4. Proposed mitigation, if applicable.

If appropriate, the assessment should also contain additional information, including:

1. The results of an on-site inspection to evaluate the habitat and the site specific effects of the project;
2. The views of recognized experts on the habitat or species that may be affected;
3. A review of pertinent literature and related information;



4. An analysis of alternatives to the action. Such analysis should include alternatives that could avoid or minimize adverse effects on EFH; and
5. Other relevant information.

The level of detail in an EFH assessment should be commensurate with the complexity and magnitude of the potential adverse effects of the action. For example, the assessment may be brief for relatively simple actions involving minor adverse effects on EFH. Actions that may pose a more serious threat to EFH warrant a correspondingly detailed EFH assessment. If an EFH assessment is contained in another document, it must include all of the required information and be clearly identified as an EFH assessment.

General Comments

The project area is designated as EFH for Pacific salmon (NPFMC 2021). The Alaska Department of Fish and Game's (ADF&G) [Anadromous Waters Catalog](#) identifies the Chitina River (AWC Code: 212-20-10080-2300), Kuskulana River (AWC Code: 212-20-10080-2300-3041), Gilahina River (AWC Code: 212-20-10080-2300-3371), Kennicott River (AWC Code: 212-20-10080-2300-3511-4035), and other tributaries as supporting Pacific salmon, including Chinook, coho, and sockeye salmon, and steelhead trout (Giefer and Graziano 2023). The ADF&G's [Alaska Freshwater Fishery Inventory](#) also lists Arctic grayling, sculpin, whitefish and Dolly Varden, which may provide a forage base for salmon (ADF&G 2023).

Our report [Impacts to Essential Fish Habitat from Non-Fishing Activities in Alaska](#) (Limpinsel et al. 2023) provides information and potential conservation recommendations for protecting habitat supporting these important commercial, recreational, and subsistence harvested species. Section 3.4 (Anadromous Waters) discusses our approach to reviewing freshwater habitat for Pacific salmon and other anadromous species. Section 3.5.5 (Roads and Transportation Corridors) describes design considerations, potential impacts associated with road development and maintenance, and potential conservation recommendations. In addition to the information provided in the above referenced document, we note that climate change effects are the foremost anthropogenic impact on habitat, including freshwater habitat supporting Pacific salmon. We emphasize the need to implement mitigation and enhancement measures that support diverse and resilient habitats to promote sustainable populations of Pacific salmon and other aquatic resources. We recommend the following information be considered in your project development process:

- McCarthy Road has many of the road-stream crossings on anadromous streams that are designated as "inadequate for juvenile salmonid/weak swimming fish passage". These crossings should be evaluated for potential improvements to increase access to habitat for migrating anadromous fish. This may include incorporating stream simulation into the design process.
- The U.S. Fish and Wildlife's [Culvert Design Guidelines for Ecological Function](#) was written specifically for Alaska salmonids. This resource provides useful information to minimize the effects of road crossings on aquatic resources.
- Identifying site specific target species will support the design process for providing fish passage and ensuring a suitable zone of passage depth and velocity. Natural streams have a thalweg that is deeper than the rest of the channel and provides fish passage during dry periods. In flat bottom culverts, this deeper pathway may not exist. An artificial, flat-

bottom channel may pass the 100-year recurrence; however, it could result in a fish barrier much of the year.

- A single-structure, bottomless culvert that is properly embedded to accommodate scour is preferable to a battery of culverts placed on the substrate surface. The natural substrate supports riverine and biological processes. A single opening supports a zone of passage through a wide range of flows, as well as resilience of the structure under a broader range of environmental conditions.
- Trees and other natural debris can collect across a culvert or bridge opening during a flood event and lead to structural failure. The size of vegetation on the upstream streambanks (e.g., tree size) should be evaluated when designing the culvert opening to ensure proper debris management through the structure.
- Design features that direct roadway drainage to an infiltration site helps prevent the introduction of contaminants into the river. Infiltration sites could include vegetated swales or similar design features.
- Ice jams and aufeis in the waterway present a risk of damage to the road crossing structure. This risk of ice related damage should be considered in the design process.
- Climate change modeling indicates changing weather patterns across Alaska, including projections for increased precipitation as rain. A key message of the Alaska chapter for the Fifth National Climate Assessment (Huntington et al. 2023) indicates further warming is expected to lead to greater needs and costs for maintenance or replacement of infrastructure. Planning for changing climate trends and changes in extremes weather events can help improve infrastructure resilience. Stream crossing designs should anticipate future stream flows for the design life of the structures.

Conservation recommendations will be provided based on your EFH assessment and conclusion of effects. Also consider the following EFH resources while determining effects of your proposed project: a one-page [EFH Fact Sheet](#) and our [Regional website](#), where you can find FAQs. Questions regarding these comments should be directed to Sean McDermott (sean.mcdermott@noaa.gov).

Sincerely,



Jodi L Pirtle, PhD

Deputy Assistant Regional Administrator
Habitat Conservation Division

References

Alaska Department of Fish and Game (ADF&G). 2023. Alaska Fish Resource Monitor - Alaska Freshwater Fish Inventory (AFFI) database [Internet]. 1973– . Anchorage, AK: Alaska Department of Fish and Game, Division of Sport Fish. Available from: <https://adfg.maps.arcgis.com/apps/MapSeries/index.html?appid=a05883caa7ef4f7ba17c99274f2c198f> (cited Dec 13, 2023)

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- Limpinsel, D., S. McDermott, C. Felkley, E. Ammann, S. Coxe, G.A. Harrington, S. Kelly, J.L. Pirtle, L. Shaw, and M. Zaleski. 2023. Impacts to Essential Fish Habitat from Non-Fishing Activities in Alaska: EFH 5-year review from 2018-2023. National Marine Fisheries Service, Alaska Region, Juneau, Alaska. U.S. Dep. Commerce, NOAA Tech. Memo. NMFS-F/AKR-30. <https://doi.org/10.25923/9z4h-n860>

From: [Monroy, Ariana \(she/her/hers\)](#)
To: [English-Young, Seth \(FHWA\)](#)
Cc: [Sturges, Susan \(she/her/hers\)](#); [Nelson, Brett D. \(DOT\)](#); [Scott, Joshua M](#); [Robbins, Leslie](#)
Subject: [EXTERNAL] EPA Comments - McCarthy Road Planning & Environmental Linkages (PEL) Study
Date: Thursday, December 21, 2023 12:39:33 PM

Dear Seth Matthew English-Young,

The EPA has reviewed your request for comments on the corridor study area for the Western Federal Lands (WFL) Highway Division's McCarthy Road Planning & Environmental Linkages (PEL) study (EPA Project Number 23-0049-FHWA). EPA accepts your invitation to participate in the McCarthy PEL Study and plans to review this project once it enters the NEPA process. We are providing these comments to aid in your future environmental analysis and appreciate the opportunity to provide early input in the analysis of the McCarthy Road project.

Wetland and Water Resources

The proposed project would require a permit under the Clean Water Act (CWA) § 404 from the U.S. Army Corps of Engineers (USACE) for the discharge of dredged or fill material into Waters of the United States (WOTUS). EPA recommends structuring the alternatives analysis so that it is consistent with meeting requirements of both the CWA and NEPA. Consider the 404(b)(1) Guidelines that:

- Establish a presumption that upland alternatives are available for non-water dependent activities.
- Require that any permitted discharge into WOTUS be the least environmentally damaging practicable alternative (LEDPA) available to achieve the project purpose.
- Require that appropriate and practicable steps be taken, in sequence, to: (1) avoid, (2) minimize, and then (3) compensate for impacts to aquatic resources.

A wetland assessment that identifies the type, quantity, and function of wetland will help support permitting decisions made under the CWA.

Environmental Justice (Meaningful Engagement, Traditional Knowledge, and Subsistence and Cultural Practices)

We include the following resources to help inform your considerations and meaningful engagement towards communities with environmental justice (EJ) concerns, all linked below. Executive Order (EO) 14096 (April, 2023) on *Revitalizing Our Nation's Commitment to Environmental Justice for All*, calls on agencies to make achieving EJ part of its mission, as well as provide opportunities for the meaningful engagement of persons and communities with EJ concerns who are potentially affected by federal activities. Consider applying early engagement methods from *Promising Practices for EJ Methodologies in NEPA Reviews* (March, 2016). Additionally, CEQ published *Guidance for Federal Department and Agencies on Indigenous Knowledge* (November, 2022), and EPA recommends that, where appropriate, Traditional Knowledge should inform decision making. EPA suggests considering the following:

- Design robust community engagement practices to maximize participation opportunities for communities that would be affected by the project, such as community-based workshops to facilitate discussion and issue resolution.
- Consult with Alaska Native communities to help inform the timing of certain construction activities to avoid impacts to subsistence users.
- Consider including Traditional Knowledge from nearby Alaska Native communities to document and help identify avoidance and mitigation measures to address potential short- and long-term impacts to the environment, cultural sites, and subsistence practices (e.g., restricted road access, reduced air quality, visitor trespassing, the placement of road waysides and signage, and construction noise may all affect subsistence practices).
- Identify potential communities with environmental justice concerns using the recently updated EJSscreen tool. (Data for certain environmental indicators in Alaska are not currently available in EJSscreen.) EPA recommends considering state and local level data to determine the

presence of other sources of environmental burden to inform the planning process.

Ecological Connectivity and Vegetation

EPA invites this study to consider EO memorandum (March, 2023): *Guidance for Federal Departments and Agencies on Ecological Connectivity and Wildlife Corridors* (linked below), that provides guidance on how connectivity and corridors should be considered in decision-making, as they help sustain ecosystem services such as flood risk reduction, extreme heat mitigation, hunting and fishing, and subsistence. Furthermore:

- EPA is aware of various anadromous waterbodies that cross the study area, which include but may not be limited to: Copper, Strelna, Kuskulana, Gilahina, Nizina, Long Lake, and Kennicott Rivers. Consider identifying potential concerns and disruptions to habitats and ensure relevant protections. Any construction activities in fish-bearing waters may require a permit from Alaska Department of Fish and Game.
- Invasive species are a concern in this fragile ecosystem, particularly 1) the potential introduction of invasive species by construction workers and equipment under this project; and 2) the facilitated spread of invasive species already present along the road into areas that are currently relatively pristine. Consider working with Wrangell-St. Elias National Park & Preserve staff to identify heavily infested areas that need to be avoided or treated before construction to prevent further spread.

Climate Change and Permafrost

- Glacial runoff may be a concern under future climate change. EPA recommends ensuring any new culverts/bridges can withstand increased stream flow, and that culverts will not impact downstream flows or debris flows while still allowing for fish passage and the natural function of the waterway. Short- and long- term hydrologic studies may aid in this analysis. Also consider the prevalence of aufeis (ice blockage along culverts) that may pose a challenge to drivers.
- EPA is aware of sporadic permafrost present along most of McCarthy Road. The infrastructure in the region has generally been built assuming a stable climate that maintains the permafrost. Alaska is warming 2-3 times faster than the global average (NCA5 report, 2023), and permafrost degradation could be potentially exacerbated by the construction of the proposed road, leading to higher maintenance and costs to repair and support the road and surrounding projects. Hence, EPA recommends that the PEL discuss how any permafrost thawing and potential damage may impact the proposed road and associated infrastructure. The likely need to mitigate thaw subsidence risk may result in additional environmental impacts. We linked several resources that could help inform these considerations, including CEQ guidance on greenhouse gases and climate change (January, 2023), the NCA5 report (November, 2023), and the Alaska Center for Climate Assessment and Policy.

PEL Scope Considerations

- EPA recommends clarifying whether the scope of the PEL is considering some noted safety concerns with the Gilahina trestle and pull-off.
- EPA is aware of two locations (Kotsina Bluffs and Mile 58) where frequent and disruptive landslides and slumps result in road closures at least several times per year. EPA recommends clarifying whether addressing these concerns are within the scope of the PEL, as failure of either sections of the road may potentially significantly impact local economies, subsistence users, and visitor access.

We appreciate the opportunity to participate early in the planning process and we are looking forward to working with you. Should you have any questions regarding our comments, please contact me at Monroy.Ariana@epa.gov or 206-553-2120.

Ariana Monroy, Ph.D. (she/her)

NEPA Reviewer

Policy and Environmental Review Branch
U.S. EPA Region 10
Seattle, Washington
(o) 206-553-2120 | monroy.ariana@epa.gov

1. [Overview of Clean Water Act Section 404 | US EPA](#). Accessed December, 2023.
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3. [Promising Practices FOR EJ Methodologies IN NEPA Reviews](#). (March 2016). Accessed December, 2023.
4. CEQ Guidance for Federal Department and Agencies on Indigenous Knowledge. (November 2022). [OSTP-CEQ-
IK-Guidance.pdf \(whitehouse.gov\)](#). Accessed December, 2023.
5. [EJScreen: Environmental Justice Screening and Mapping Tool | US EPA](#). Accessed December, 2023.
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7. [Fifth National Climate Assessment \(globalchange.gov\)](#). Accessed December, 2023.
8. CEQ Guidance on Consideration of Greenhouse Gas Emissions and Climate Change. (January 2023). [Federal Register :: National Environmental Policy Act Guidance on Consideration of Greenhouse Gas Emissions and Climate Change](#). Accessed December, 2023.
9. Alaska Center for Climate Assessment and Policy. [Home | ACCAP \(uaf-accap.org\)](#). Accessed December, 2023.

From: Sturges, Susan (she/her/hers) <Sturges.Susan@epa.gov>
Sent: Thursday, December 21, 2023 1:17 PM
To: Monroy, Ariana (she/her/hers) <Monroy.Ariana@epa.gov>
Subject: FW: McCarthy Road Planning & Environmental Linkages (PEL) Study - Request for early coordination

From: English-Young, Seth (FHWA) <seth.english-young@dot.gov>
Sent: Wednesday, November 22, 2023 1:37 PM
To: Sturges, Susan (she/her/hers) <Sturges.Susan@epa.gov>; R10-NEPA <R10-NEPA@epa.gov>
Cc: Nelson, Brett D (DOT) <brett.nelson@alaska.gov>; Scott, Joshua M <Joshua_Scott@nps.gov>; Robbins, Leslie <Leslie.Robbins@jacobs.com>
Subject: McCarthy Road Planning & Environmental Linkages (PEL) Study - Request for early coordination

Caution: This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

Dear Agency Representatives,

Please find attached a letter requesting early coordination from your agency. Comments are requested by December 22, 2023.

If there is anyone else I should send this to, or if you have questions or need additional information,

please feel free to contact me.

Regards,

Seth English-Young
Planning Team Lead
Federal Highway Administration
Western Federal Lands
610 East Fifth Street
Vancouver, WA 98661
360-619-7803



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Natural Resources
OFFICE OF PROJECT MANAGEMENT AND PERMITTING

550 West 7th Avenue, Suite 1430
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Main: 907.269-8690
Fax: 907-269-5673

January 10, 2024

Seth English-Young
Planning Team Lead
Western Federal Lands, Highway Division
Federal Highway Administration
610 E 5th St.
Vancouver, WA 98661

Submitted electronically at <https://mccarthyroadpel.com/> and via email to seth.english-young@dot.gov

Re: McCarthy Road Planning and Environmental Linkages study, Chitina to Kennicott River crossing

Dear Mr. English-Young:

The State of Alaska (State), Department of Natural Resources (DNR), considered the information on the Planning and Environmental Linkages (PEL) study website for the McCarthy Road corridor and provides the following comments. These comments are in addition to the information submitted by the Alaska Department of Fish & Game, Habitat Section on December 15, 2023.

DNR has management authority for State lands (including the land, water, tidelands, and shorelands of navigable waters within the State). This authority includes management of navigable waters, tidelands, and shorelands within and adjacent to the boundaries of federal lands, including conservation system units created under ANILCA.

The State has an interest in the submerged lands adjacent to the PEL study area, including but not limited to McCarthy Creek, Kennicott River, East Fork Kennicott River, Lakina River, Long Lake, Moose Lake, Chokosna River, Kuskulana River, Chitina River, and the Copper River.

The State has an interest in the RS 2477 transportation easements in the vicinity of the PEL study area, including but not limited to RST 1794 Bellum's Crossing-Taral, RST 1416 Chitina Elliot Trail, RST 1805 Chitina River-Strelna Trail, RST 372 Nikolai Mine Trail, RST 121 Kotsina Trail, RST 135 McCarthy-Green Butte, and RST 1349 Kennicott Mine Trails.

It is in the public's best interest to preserve access to ANCSA 17(b) easements in the vicinity of the corridor, including but not limited to 33aE which accesses 33 E within C04S05E12 and C04S06E7, 14a D1 which accesses 14 D1 within C04S06E7, and 1g, C3, C5, D1, and L which cross the Edgerton highway within C04S07E23.

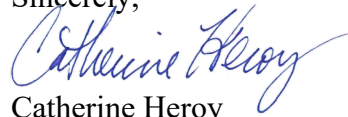
Further information about the location of RST or 17(b) access easements can be provided by DNR upon request, if needed. DNR suggests that any future road development take these routes into consideration, as their locations could result in higher traffic or user needs such as parking needs at trailheads in the future.

As a reminder, if any federal public lands will be withdrawn, reserved, leased, or otherwise used, the Alaska National Interest Lands Conservation Act, Section 810 details specific procedures required to evaluate the effect such use, occupancy, or disposition will have on subsistence uses and needs, and the availability of other alternatives which would reduce or eliminate the effects on subsistence uses or needs.

Closing

Thank you for the opportunity to comment. Please contact me at (907) 269-0880 or by email at Catherine.heroy@alaska.gov to coordinate any follow up discussions.

Sincerely,

A handwritten signature in blue ink that reads "Catherine Heroy". The signature is written in a cursive style with a large initial "C".

Catherine Heroy
Federal Program Manager