



Appendix D

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DNR, OHMP Memo to DOT&PF

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Eklutna, Inc. Letter to DPOR

DPOR email to DOT&PF

DOT&PF Agency Field Trip Letter to Agencies

Municipality of Anchorage letter to DOT&PF

ADF&G email to Agencies

Title	FirstName	LastName	Job Title	Company	Address1	City	State	Postal Code	Email
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Ms.	Heather	Dean	Environmental Specialist	U.S. Environmental Protection Agency - Alaska Operations Office	222 W. 7th Ave., #19 (Rm. 537)	Anchorage	AK	99501-7886	heather.dean@epa.gov
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Mr.	Gerry	Kintz	Project Manager	AK DOT, Highway Design					

Green Beltway

10-9-02

mtg w/

Rick Sinnott

He would like an 11x17
copy to make notes
on as he comes
across things

Biggest concern is
Riverbanks & sloughs

Re: Bears

some sandhill crane nesting

will start out looking a south fork
& visitor center areas

2/24/03

Name	Who you're with	Phone	E-mail
Chris Wolpert	DNR	269-8742	chrisw@dnr.state.ak.us
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Vivian Underwood MOA-TRAFFIC 343-7995 UnderwoodVA@ci.anchorage.ak.us

Eagle River Greenbelt Access & Pathway project
Meeting with Municipality of Anchorage 2/24/03

- Introduction by Chuck Casper
- Project scope by Bill Evans
Handout
- Items to discuss
 1. The public involvement process
 2. South Fork Community issues
 - a. Public access
 - b. Single lane bridge (60' ROW)
 - c. Future access for homesteads up valley
 - d. Habitat , possible Bears-human conflicts
 - e. MOA park land and project
 3. Evaluate the existing accesses to the Eagle River Greenbelt from the communities.
 - a. By use of dedicated community property and/or open spaces for access.
 - b. Connectivity with existing pathways and community schools.
 4. What, if any, significant permitting issues does MOA see with this project? (Based on previous experiences with Coastal Trail, Campbell Creek, etc.)
 5. What level of involvement does the MOA want to have with this project?

WWW.STATEPARKS.ORG

MEMORANDUM

Department of Natural Resources

State of Alaska

Division of Parks and Outdoor Recreation
Design & Construction Section



TO: Judy Bittner, Chief
OHA/SHPO

DATE: April 24, 2003

TELEPHONE NO: 269-8740

FAX NO: 269-8917

FILE NO: 5630-315

FROM: Chuck Casper
Project Manager

SUBJECT: AMATS: Eagle River
Greenbelt Access & Pathway
CA-0001(265)/55715

We have started the Public Involvement and Environmental Analysis for the Greenbelt project. This project will construct a multi-use pathway from the Glenn Highway to the Eagle River Nature Center, primarily in the Greenbelt. We will need assistance from your office for assessment of cultural resources in the project area. A preliminary check of the records has shown that the Historic Iditarod Trail follows the North side of the river down the valley.

By August we will have identified a handful of possible routes, and by November we will have narrowed the routes down to three alternatives. We plan on choosing the preferred alternative in January 2004.

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

STATEWIDE DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN AND ENVIRONMENTAL

FRANK H. MURKOWSKI, GOVERNOR

4111 AVIATION AVENUE
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ANCHORAGE, ALASKA 99519-6900
FAX (907) 243-6927 TDD 269-0473
(907) 269-0528 or (907) 269-0542

February 25, 2003

Re: Eagle River Greenbelt Access &
Pathway
Project No. 55715

Project Introduction Meeting
March 21, 2003 2:00 PM
ADOT&PF Main Conference Room

Alan Wein
Environmental Specialist
Alaska Department of Environmental Conservation
P.O. Box 871064
Wasilla, AK 99687

Dear Mr. Wein:

The Alaska Department of Natural Resources, Division of Parks and Outdoor Recreation in cooperation with the Federal Highway Administration, the Alaska Department of Transportation and Public Facilities, and the Anchorage Metropolitan Area Transportation Study (AMATS) proposes to construct a pathway within the Eagle River Greenbelt between the Glenn Highway and the Eagle River Visitor Center (see enclosed figure). The project would consist of design and construction of the following:

- Approximately 12 miles of pathway for pedestrians and bicyclists from the Glenn Highway up the Eagle River valley to the Eagle River Visitor Center at Mile 12, Eagle River Road. The pathway would be constructed, as much as possible, in the Eagle River Greenbelt on the north side of the river. River crossings may be necessary.
- Access connections to each of five existing recreation sites (see enclosed figure): Site 1-Eagle River Campground, Site 2-Eagle River Loop Road Bridge, Site 3-South Fork Waterfalls, Site 4-North Fork Eagle River, and Site 5-Eagle River Visitor Center. Access to the pathway would also be provided from Gruening Middle School, Ravenwood and Alpenglow Elementary Schools and the new high school site at Glenn Highway and Hiland Road. Recreation sites would include interpretation kiosks, landscaping, pedestrian facilities, bicycle racks, public water and sanitary facilities.

- Pullouts and viewing decks with benches and interpretive displays.
- Sections of boardwalk at locations where needed to protect sensitive environments.

We have scheduled an agency informational meeting in Anchorage for Friday, **March 21, at 2:00 p.m.** in the main conference room of the ADOT&PF building, 4111 Aviation Ave. This meeting is intended to provide preliminary information about the proposed project in advance of more formal agency and public project scoping. Additional project development meetings are anticipated. The project is currently scheduled for construction no sooner than 2007 and will likely be constructed in phases. Right of way acquisition is expected to be minimal.

An environmental document will be prepared for the proposed project describing the alternatives considered and probable economic, social, and environmental effects. If you cannot attend this meeting, additional meetings will be scheduled prior to preparation of the environmental document. Written comments will also be accepted anytime during this early planning phase of the project.

If you have any questions, contact Dan Golden, Environmental Analyst at 269-0537.

Sincerely,



Jerry O. Ruehle
Environmental Coordinator

Enclosed: Project Figure showing Chugach State Park

cc: Chuck Casper, P.E. Project Manager, DNR
Bill Evans, Landscape Architect, DNR
Dan Golden, Environmental Analyst, PD&E
Gerry Kintz, P.E., Project Manager, Highway Design
Lori Schanche, Trails Coordinator, MOA

Wein, Environmental Spec.
Alaska Dept. of Environ. Conserv.
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Stephan, CEO
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Nedde Tobish, Senior Planner
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Richard Thompson, Reg. Manager
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222 W. 7th Ave., #43
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Judith Bittner
SHPO/DNR
550 W. 7th Ave., Suite 1310
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Cynthia Zeulow-Osborne
Project Review Assistant
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Wayne Dolezal, Permits Supervisor
Alaska Dept of Fish & Game
Habitat Division
333 Raspberry Road
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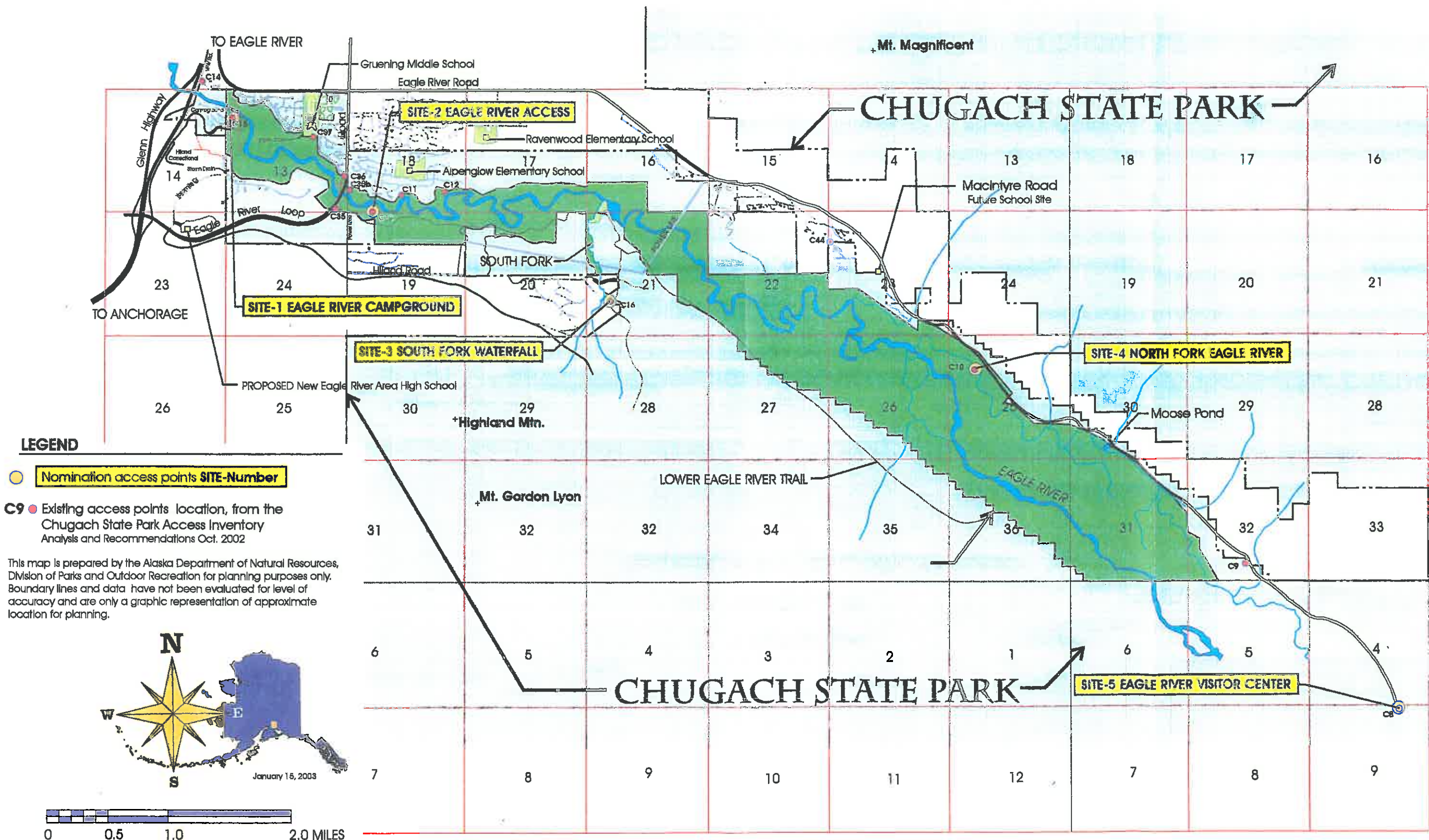
Ann Rappoport, Field Supervisor
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Mark Eidem, President
Chugiak-Eagle River Chamber of
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Theresa Ressler, Land Administrator
Cook Inlet Region, Inc.
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Anchorage, AK 99509-3330

John Steiner, President
Eagle River Valley Community Council
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EAGLE RIVER GREENBELT ACCESS AND PATHWAY



SIGN IN

PRE-DESIGN AGENCY MEETING

EAGLE RIVER GREENBELT

ACCESS & PATHWAY

Project No. 55715

March 21, 2003 2:15 PM

ADOT&PF Main Conference Room

Name	Agency/Address/Email	Phone Number
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4. Catherine Berg	USFWS. catherine.berg@fws.gov	271-1630
5. Barbara Wild	Parks-Interp. & Ed. barbaraw@dnr.state.ak.us	269-8753
6. KEN MORTON	ALASKA STATE PARKS	269-8745
7. Chuck Cusper	" "	269-8740
8. Chris Wolpert	" "	269-8742
9. DAN GOLDEN	ADOT/PDE Dan.GOLDEN@dot.state.ak.us	269-0537
10. Stewart Seaberg	AK Dept of Fish & Game Stewart.seaberg@fishgame.state.ak.us	267-2444
11. Rick Sinnott	ADFG rick-sinnott@fishgame.state.ak.us	267-2185
12. Jerry Lewanski	Parks Jerry.Lewanski@dnr.state.ak.us	345-5014
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14.		
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23.		

MEMORANDUM

Department of Natural Resources

State of Alaska

Division of Parks and Outdoor Recreation
Design and Construction Section



TO: File

DATE: December 22, 2003

FILE NO: 5630-131E

PHONE/FAX: 269-8740/269-8917

FROM: Chuck Casper
Project Manager

SUBJECT: Eagle River Greenbelt
Access & Pathway Project

This memo summarizes the December 3, 2003, meeting with Eklutna Inc. regarding the Greenbelt project. In attendance were Chuck Casper, Bill Evans, and Jerry Lewanski representing Alaska State Parks; and Wendy Mikowski and Leslie Bobo representing Eklutna Inc.

We introduced the draft alternative routes and asked for their comments. They were glad we avoided the South Fork Area, as they did not want us to impact their property (they had conveyed this at earlier meetings also). They said that B3 might be in trespass. A4 might be a 17B (ANSCA) easement, or something similar. 17B easements are to allow access from public land to public land, and can be vacated if other access can be provided. They can also be vacated and dedicated for specific purposes.

They will show the draft routes to their Board of Directors on February 13, 2004, and ask for their comments. I emailed jpegs of the routes to Leslie.

In exchange for using Eklutna's land on Route A4, they would want to reserve the right to use our land for a future road to their property. Jerry didn't like that idea.

They hadn't heard about the proposed Unity Park project. They were most curious about it.

Joe Bear (in-holder by South Fork) is planning to improve the road to his cabin (route A4). He has existing access for motorized use over the trail (A4). Eklutna has set standards for him to meet when he is on their property. One of the standards is that the access is only for "single use". i.e. Eklutna will only agree to improvement across their land if it only remains access for one residence.

STATE OF ALASKA

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December 22, 2003

Re: Eagle River Greenbelt Access &
Pathway
Project No. 55715

Agency Scoping Meeting
January 15, 2004 3:00 PM
ADOT&PF Main Conference Room

Judith Bittner
State Historic Preservation Officer
Department of Natural Resources
550 W. 7th Ave., Suite 1310
Anchorage, AK 99501-3565

Dear Ms. Bittner:

The study team that includes the Alaska Department of Natural Resources (ADNR), the Department of Transportation & Public Facilities (ADOT&PF), and the Anchorage Metropolitan Area Transportation Study (AMATS) in cooperation with the Federal Highway Administration (FHWA) are continuing to evaluate alternative routes for the proposed pathway within the Eagle River Greenbelt between the Glenn Highway and the Eagle River Visitor Center (see enclosed figures). At this stage of the project we would like to begin scoping and present the alternatives considered viable by the study team. We cordially invite you to an Agency Scoping Meeting at the above date and time.

The alternatives are discussed in the enclosed Route Descriptions. These were developed to study a range of options for providing a quality trail experience, balanced with minimizing the potential impacts to private property, to neighborhoods, and to wildlife and wildlife habitat (including wetlands).

The project is not programmed for construction in the 2004-2006 State Transportation Improvement Program (STIP). It will likely be constructed in phases due to its length and cost. Right of way acquisition is expected to be minimal.

Potential permits/approvals to complete the proposed project include the following:

1. Corps of Engineers Section 404 Permit – wetlands fill
2. Alaska Department of Natural Resources Title 41-work below OHW of Eagle River or tributaries
3. U.S. Coast Guard Section 9 Bridge Permit - if bridge crossing of Eagle River is required

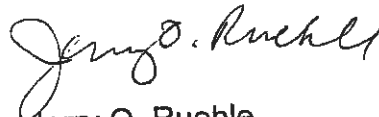
In addition to identifying any concerns and/or issues you might have with the proposed project, the following information is requested:

1. We have researched the Alaska Heritage Resources Survey (AHRs) for the project area and any findings are identified in the scoping letter and/or Appendix B. If you know of any other confirmed or potential archaeological, historical, and/or cultural sites in the vicinity of the proposed project please provide that information.

An environmental assessment will be prepared for the proposed project describing the alternatives considered and probable economic, social, and environmental effects. Written comments are requested by January 30, 2004.

If you have any questions, contact Dan Golden, Environmental Team Leader at 269-0537.

Sincerely,



Jerry O. Ruehle
Environmental Coordinator

Enclosed: Project Figures (Sheets A-O)
Appendix A – Route Descriptions
Appendix B – Preliminary Research Results

cc: Chuck Casper, P.E. Project Manager, DNR
Dan Golden, Environmental Analyst, PD&E
Gerry Kintz, P.E., Project Manager, Highway Design
Lori Schanche, Trails Coordinator, MOA

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Hank Baij ✓
COE

Robin Willis ✓
Habitat

Lee Stephan ✓
Eklutna

also
cc:
✓ Chuck Casper DNR
✓ Gerry Kintz HwyE

Mailed 12-23-03

Route Descriptions

General Discussion

The objective of this project is to construct shared-use pathway between the Glenn Highway and the Eagle River Nature Center with several access points to the community.

Of the comments we received last spring and summer, most people generally support the project as long as it doesn't significantly degrade the Greenbelt's natural environment.

This past summer we performed a preliminary investigation of the valley and identified 139 possible pathway segments.

Some of the factors we used to evaluate and rank the segments are: habitat, wildlife, land ownership, land use, topography, soils, vegetation, flood plain, slope, cross slope, views, and proximity to neighborhoods and roads.

The drawings show the alternative routes that we have determined to be viable.

It would be desirable to build a pathway all the way from the Glenn Highway to the Nature Center, but due to funding limitations we may have to stop short somewhere, rely upon other existing facilities, and defer some sections to future phases. Other existing and proposed facilities may provide access in the interim.

Route Descriptions

Route A1

This route runs from the Glenn Highway to the Briggs Bridge. A new separated pathway from the downtown area would follow along VFW Road, then through woods along the Eagle River, climbing up to connect to an existing trail/old road. A new bridge would be constructed across the Eagle River using the existing abutments at the old highway crossing, allowing the route to connect to the campground.

The new pathway would continue east through the woods, skirting some wetlands, with two more bridge crossings across Eagle River to avoid eroding bluffs.

It would then climb up with a switch-back and connect to the existing pedestrian tunnel under the Eagle River Loop Road.

This route is mostly on uplands, but there would be some wetlands involvement. The bridges would be clear span without intermediate piers.

Route Descriptions

Route A2

This route connects to existing pedestrian tunnel, crosses Mills Bay Drive, and follows an existing trail/old road. The old road turns downhill, but this route stays up on top of the bluff and follows an existing primitive trail along the river. There is a problem spot; only 30 feet of width between private property and the eroding bluff. Also, there are some steep spots but they can be modified to meet standards.

Much of this route is on land held by homeowner associations. There are existing paved paths that connect to Mills Bay Drive. The existing primitive trails would need major improvement. Most of this route is on uplands, but there is minor wetlands involvement.

Route Descriptions

Route A3

This route follows an existing trail that connects to an existing parking area in the new subdivision. Most of this route is on land held by homeowner associations. The existing trail would need major improvement. Most of this route is uplands, but there is some wetlands involved.

Route Descriptions

Route A4

This route would connect to the 8-foot wide shoulders on the Eagle River Loop Road. A pedestrian tunnel would be required under the Eagle River Loop Road. A new separated pathway would connect to the existing parking area known as Hiland Access. Most of this route is on uplands, but there is some wetlands involved.

Route Descriptions

Route A5

This route would follow an existing single lane gravel homestead road known as the Lower Eagle River Trail. A portion of the road is on private property (Eklutna Inc.). The private property could be avoided by new construction paralleling the existing road. However, Eklutna has indicated they are willing to work with Parks to provide an easement. The existing homestead road would only need minor improvement.

From the intersection with route B3, new pathway would turn north and run on top of a low natural ridge to a bridge across the Eagle River. There would be some wetlands involvement in the area of the bridge. The bridge would be clear span without intermediate piers.

Route Descriptions

Route A6

The western end of this route would be new pathway that generally follows some natural benches, but does have some areas with steep cross-slopes. There is a stream crossing and some springs to avoid. This portion has potential for a viewing area across from the South Fork confluence.

From the South Fork the route would continue east paralleling the river on natural levies. The minimum 25 ft setback from river is a more significant factor for this route. An easement across private property may be necessary in one area where the public property is narrow. There is wetlands involvement and two stream crossings.

Where the pathway parallels the property line below Denaina Drive, it is all uplands, and a small portion is on existing primitive path.

In the area of the North Fork it becomes separated pathway along the Eagle River Road to the North Fork Access. There is some wetlands involvement along this portion.

Route Descriptions

Route A7

This route is a new pathway that is separated from the Lower Eagle River Trail. It mostly follows natural benches near the toe of the slope and is more level than the upper trail, but a portion on the western end does cross wetlands.

Route Descriptions

Route A8

This route is a new pathway that crosses the river valley and connects to the existing trail to the North Fork Access. The existing trail would need to be upgraded. This route requires a bridge across the Eagle River and crosses significant wetlands on the southern end. The bridge would be clear span without intermediate piers. Most of the route is prone to flooding. Special considerations would have to be incorporated to keep the pathway from becoming a dam during flood events.

Route Descriptions

Route A9

This route is new pathway from the North Fork Access that connects to the Eagle River Road. It is mostly uplands, but there a creek crossing and a portion on the eastern end that crosses wetlands. It may be possible to get an easement across the private property to avoid the wetlands. Eklutna has indicated they are willing to work with Parks on an easement.

Route Descriptions

Route A10

This route is new pathway that parallels the Eagle River. The minimum 25 ft setback from river is a more significant factor for this route. There would be crossing of wetlands, creeks, and two bridges across the Eagle River. It may be possible to get an easement across the private property to avoid the wetlands. Eklutna has indicated they are willing to work with Parks on an easement. This area is prone to flooding. The bridges would be clear span without intermediate piers.

Route Descriptions

Route A11

This route is a new pathway that is separated from the Lower Eagle River Trail. It mostly follows natural benches near the toe of the slope and is more level than the upper trail. The middle portion crosses wetlands. The route then follows an abandoned and overgrown airstrip.

Route Descriptions

Route A12

This route departs from the Lower Eagle River Trail and follows an old one lane gravel homestead road that is very overgrown, with lots of springs, and water running down the middle of the road. The existing road would need major improvement.

The existing road ends at an abandoned homestead and new pathway would continue on natural benches. The natural benches are uplands with mature birch forest. One creek crossing would be involved.

The new pathway would continue north across the floodplain and connect to the existing trail near Clearwater Creek. This route would require two bridges across the Eagle River. The bridges would be clear span without intermediate piers. The entire floodplain in this area is prone to flooding, and has mostly gravelly soils under a thin organic layer. Special considerations would have to be incorporated to keep the pathway from becoming a dam during flood events.

Route Descriptions

Route A13

This route is a new pathway that is separated from the road. Near the confluence of Clearwater Creek it is in flood plain and crosses some wetlands. The remainder is uplands with many small stream crossings. Portions follow an abandoned road which may be the historic Iditarod Trail.

The new pathway would connect to the abandoned race track, which would become a new parking area below the Eagle River Nature Center. The roadway connection for the new parking area would use the existing steep road to the Nature Center. This portion is all uplands.

Route Descriptions

Route B1

This is an existing route and no improvements are proposed. There is an existing seperated pathway on the east side of the Glenn Highway. It ends halfway up the hill on the south and users continue on the frontage road.

Route Descriptions

Route B2

This is an existing route and no improvements are proposed. There are existing 8-foot wide shoulders on both sides of the Eagle River Loop Road from the Glenn Highway to the Briggs Bridge.

North of the bridge there is existing pathway & sidewalk along the west side of Eagle River Loop Road that connects to the community.

Route Descriptions

Route B3

This is an existing route and no improvements are proposed. This route follows the existing Stonehill Road from where it is currently gated closed. This section is well used even though it is steeper than the bicycle and ADA standards allow. It then turns downhill (north) onto an existing one lane homestead road that is very steep, and then levels out to connect to route A5. Most of the steep homestead road is on private property (Eklutna Inc.).

Route Descriptions

Route B4

This is an existing route and no improvements are proposed. This route follows the existing Stonehill Road from where B3 turns downhill and on to where it connects to Riverpark Drive. Stonehill Road is mostly steep. It follows Riverpark Drive through the neighborhood to State Park property and over the existing bridge across the South Fork of the Eagle River. The bridge is owned by Alaska State Parks. The route then follows the existing Lower Eagle River Trail (LERT).

The LERT is an existing one lane gravel road/trail which traverses both private and public property. Currently there are private vehicles using the road/LERT to access inholdings/homesteads. Legal status of the road/LERT where it crosses private land is uncertain. There could be more vehicles in the future if the legal status is resolved and the private land is subdivided.

Route Descriptions

Route B5

This is an existing route and no improvements are proposed. This route follows the existing Lower Eagle River Trail (LERT). This route has some steep sections and also crosses several avalanche chutes.

The LERT is an existing one lane gravel road/trail which traverses both private and public property. Currently there are private vehicles using the road/LERT to access inholdings/homesteads. Legal status of the road/LERT where it crosses private land is uncertain. There could be more vehicles in the future if the legal status is resolved and the private land is subdivided.

Route Descriptions

Route C1

This route consists of the roadway shoulders to be widened by ADOT in a future road upgrade. Though not ideal, it does provide a corridor for access on an interim basis, or on a permanent basis if other factors are insurmountable. Has avalanche potential.

Route Descriptions

Route C2

This route consists of the roadway shoulders to be widened by ADOT in a future road upgrade. Though not ideal, it does provide a corridor for access on an interim basis, or on a permanent basis if other factors are insurmountable. Has avalanche potential.

Route Descriptions

Route C3

This route consists of the roadway shoulders to be widened by ADOT in a future road upgrade. Though not ideal, it does provide a corridor for access on an interim basis, or on a permanent basis if other factors are insurmountable.

Route Descriptions

Route C4

This route consists of the roadway shoulders to be widened by ADOT in a future road upgrade. Though not ideal, it does provide a corridor for access on an interim basis, or on a permanent basis if other factors are insurmountable.

APPENDIX B

Preliminary Research Results

- Contaminated Sites, Spills and Underground Storage Tanks: A review of the ADEC Contaminated Sites and LUST Data Base indicates there are no contaminated sites located within the Eagle River Greenbelt, along Hiland Drive between the Glenn Highway and the Briggs Bridge, or along Eagle River Road above MP 5.3. The closest contaminated site, a LUST site, Alascom, is located at MP 5 Eagle River Road (south side of road).
- Anadromous Fish Streams: This project will either involve or be located near the following anadromous fish streams found in the Alaska Department of Fish and Game (ADF&G) *Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes*:

Eagle River, USGS Quad Anchorage A-7 and B-7 #247-50-10110
South Fork Eagle River, Anchorage B-7 #247-10-10110-2070
North Fork Eagle River, Anchorage B-7 #247-10-10110-2033

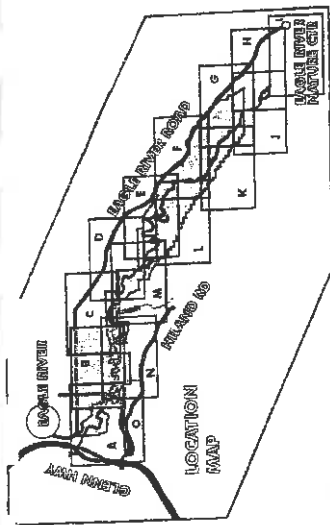
Note: The Moose Pond located near MP 8.75 Eagle River Road was trapped by the ADF&G and was determined to not contain any anadromous fish, only sticklebacks and diving beetles.
- Publicly Owned Parks, Recreation Areas, and Refuges: The project is located within the Eagle River Greenbelt which is part of Chugach State Park. Since the project sponsor is DNR who manages the park, it would not adversely affect a publicly owned park, recreation area, or refuge.
- Historical, Archaeological, and Cultural Properties: Upon preliminary review of the Alaska Heritage Resources Survey files, the Iditarod Trail (ANC-214) is located along the north side of Eagle River within the area of potential effect (APE). The Iditarod Trail will be taken into consideration during design.
- Coastal Zone Management: A review of the *Coastal Zone Boundaries* atlas found that Eagle River from the confluence to the lake below Eagle Glacier is within the Coastal Zone. A coastal zone review will be coordinated through the DNR-Office of Project Management and Permitting.
- Navigability, Flood Plain Management, and Wetlands: The U.S. Army Corps of Engineers Navigable Waters website indicates Eagle River is navigable from its confluence with Knik Arm to the Eagle River Visitors Center. The Federal Emergency Management Agency Flood Maps for the Eagle River area (Panels 115 and 120 of 625) indicate the proposed pathway may be located within the 100-year flood zone in many places (Zone A). The Municipality of Anchorage, Eagle River-Chugiak-Eklutna Wetlands Mapping and USFWS National Wetlands Inventory Maps were used to identify wetlands within the Eagle River Valley. According to the Anchorage Wetlands Management Plan, Site #143 the entire Eagle River Greenbelt is classified as "A" Wetlands and the site is described as follows: "Entire wetland complex shall be preserved to the maximum extent. Minor trail and park amenities, and access roads permissible in no other practicable location possible. Very high habitat, flood control and recreation values. Further field delineation of wetlands shall be required prior to permitting in the greenbelt."
- Threatened and Endangered Species: Neither National Marine Fisheries Service or U.S. Fish and Wildlife Service web sites indicate that threatened or endangered species exist in the proposed project area. An aerial survey conducted by the USFWS and the Department on April 23, 2003 found five eagle nests, two active, near Eagle River in the project vicinity. These nests will be located on project plan sheets and taken into account when locating alternatives.
- Essential Fish Habitat (EFH): EFH exists along the entire length of the project (see Anadromous Fish Streams section above). We will consult with NMFS during design if we determine that there may be an adverse effect on EFH.

EAGLE RIVER GREENBELT PATHWAY ALTERNATIVES

12/1/03

- ④ ALTERNATIVE ROUTE SEGMENTS
- ⑤ EXISTING SHOULDER OR ROUTE, NO IMPROVEMENT
- ⑥ SHOULDERS TO BE BUILT BY ADOT
- ▲ PROPOSED CARETAKER CABIN
- ▲ ALTERNATIVE PATH ACCESS
- ▲ EXISTING PARKING
- ▲ EXISTING PATH ACCESS

DRAFT COPY



EAGLE RIVER LOOP ROAD

MATCH TO SHEET A

RIVER MILE 10

DRIFTWOOD RAY DRIVE

DRIFTWOOD RAY DRIVE

RIVER MILE 10.5

RIVER MILE 10.5

RIVER MILE 10.5

RIVER MILE 10.5

RIVER MILE 10.5

RIVER MILE 10.5

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RIVER MILE 10.5

RIVER MILE 10.5

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NORTH

These drawings were prepared by the Oregon State Department of Transportation, which is not responsible for the accuracy of the information shown on these drawings. The user of these drawings is advised that they are not to be used for any purpose other than that for which they were prepared.

RAVENWOOD ELEMENTARY SCHOOL

HIGHLAND DRIVE

CHURCH

PRIVATE

PRIVATE

EAGLE RIVER GREENBELT

EAGLE RIVER

EAGLE RIVER

EAGLE RIVER

EAGLE RIVER

EAGLE RIVER

EAGLE RIVER

DRIFTWOOD RAY DRIVE

EAGLE CROSSING DEVELOPMENT CO.

MATCH TO SHEET C

EAGLE RIVER GREENBELT PATHWAY ALTERNATIVES

12/1/03

- ALTERNATIVE ROUTE SEGMENTS
- EXISTING SHOULDER OR ROUTE, NO IMPROVEMENT
- SHOULDERS TO BE BUILT BY ADOT
- PROPOSED CARETAKER CABIN
- ALTERNATIVE PARKING
- ALTERNATIVE PATH ACCESS
- EXISTING PARKING
- EXISTING PATH ACCESS

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RAVENWOOD
ELEMENTARY
SCHOOL

MULTIFAMILY HOMES

DRAFT COPY

EAGLE CROSSING DEVELOPMENT

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EAGLE RIVER GREENBELT PATHWAY ALTERNATIVES

12/1/03

- ALTERNATIVE ROUTE SEGMENTS
- EXISTING SHOULDER OR ROUTE, NO IMPROVEMENT
- SHOULDERS TO BE BUILT BY ADOT
- PROPOSED CARETAKER CABIN
- ALTERNATIVE PARKING
- ALTERNATIVE PATH ACCESS
- EXISTING PARKING
- EXISTING PATH ACCESS

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

DRAFT COPY

EAGLE RIVER ROAD

ECUJUNA

WATKINS AVE

EAGLE RIVER

RIVER MILE 20

RIVER MILE 21

RIVER MILE 22

39 36

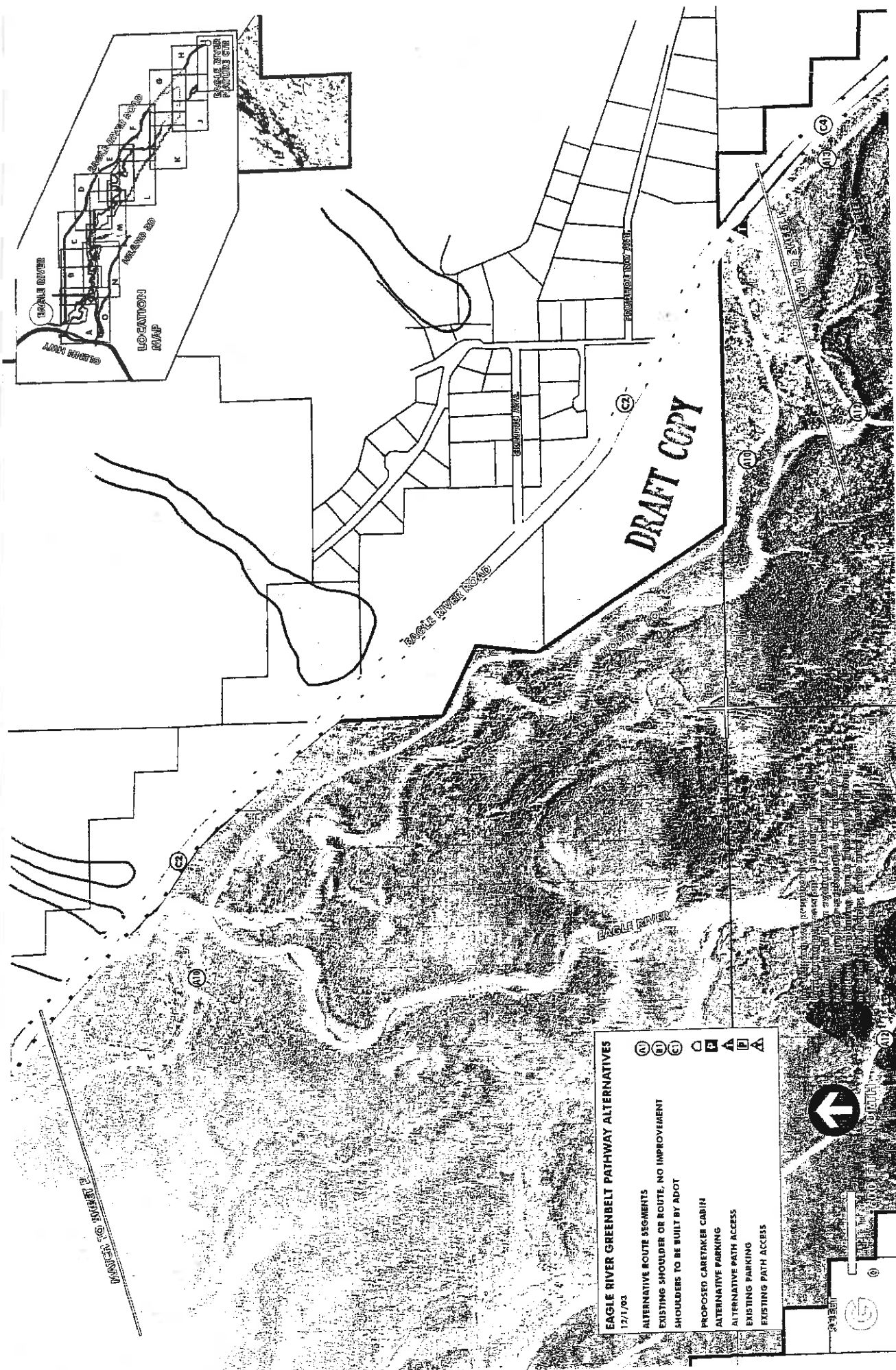
81 FEET

NORTH

100 FT

This drawing was prepared by the Eagle River Planning Commission for the Eagle River Greenbelt Pathway Study. It is not to be used for any other purpose without the written consent of the Eagle River Planning Commission. The Eagle River Planning Commission is not responsible for any errors or omissions in this drawing.

TO SHEET



The map shows the Saginaw River flowing from the top left towards the bottom right. A grid of letters (A through O) is overlaid on the map. A series of numbered points (1 through 15) are marked along the river. A scale bar at the bottom indicates distances in miles.

2/1/03

① ② ③

ALTERNATIVE PARKING

ALTERNATIVE PATHS

EXISTING PATH ACCESS

While the doses were unprecedented, they also were "very carefully planned," says a spokesman for the U.S. Environmental Protection Agency. "We have never before had such high concentrations of chemicals in the air," he says. "We have never before had such high concentrations of chemicals in the water." The agency is now working to develop a "risk assessment" for the chemicals. "We are not going to say that the chemicals are safe," he says. "We are going to say that the chemicals are not safe."

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EAGLE RIVER GREENBELT PATHWAY ALTERNATIVES

12/1/03

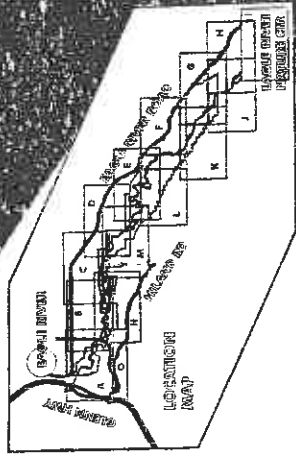
- ALTERNATIVE ROUTE SEGMENTS
- EXISTING SHOULDER OR ROUTE, NO IMPROVEMENT
- SHOULDERS TO BE BUILT BY ADOT
- PROPOSED CARETAKER CABIN
- ALTERNATIVE PARKING
- ALTERNATIVE PATH ACCESS
- EXISTING PARKING
- EXISTING PATH ACCESS



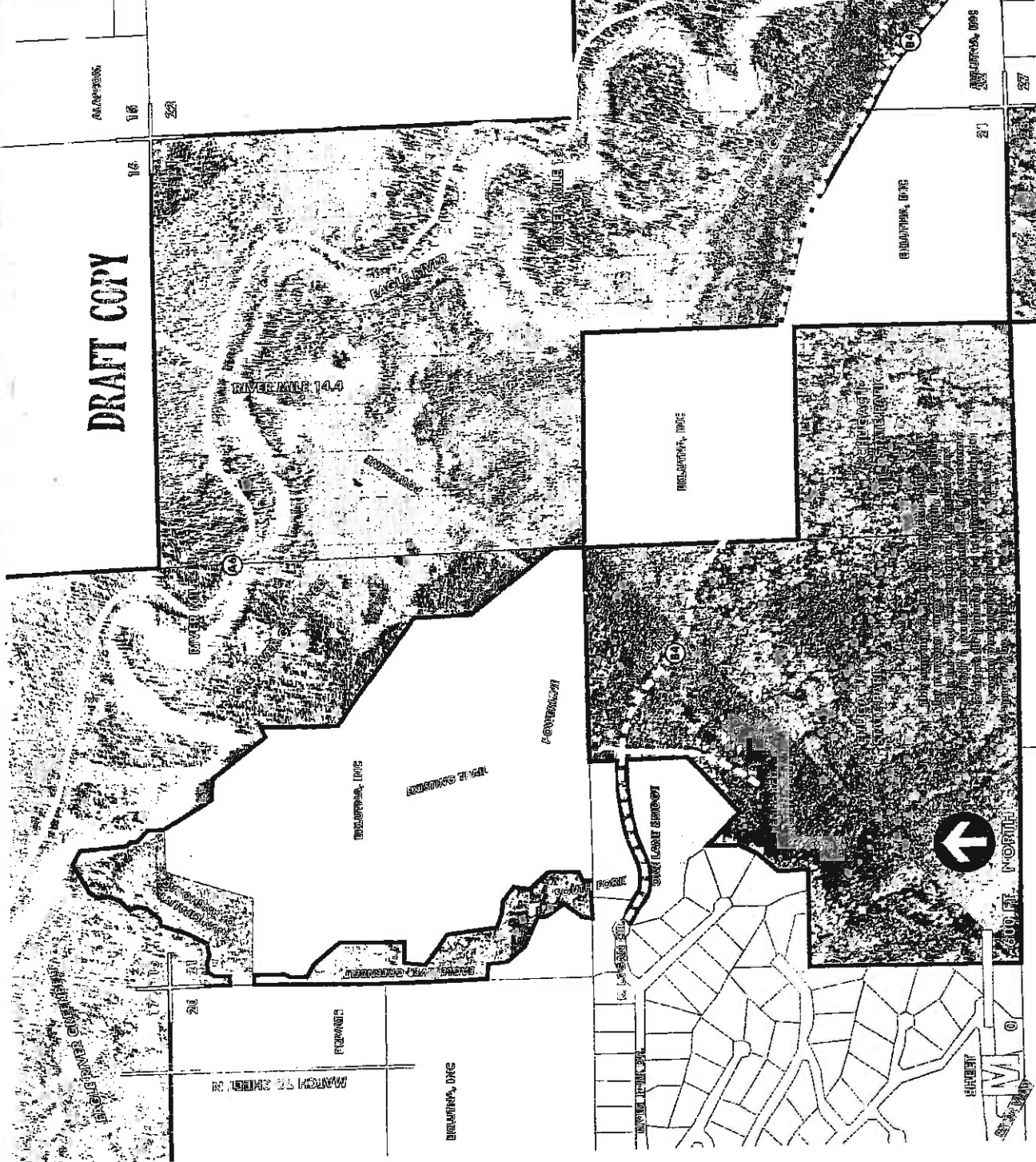
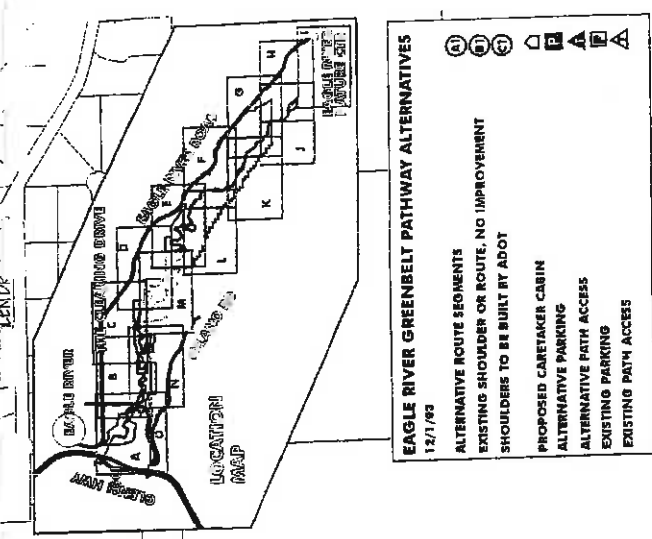
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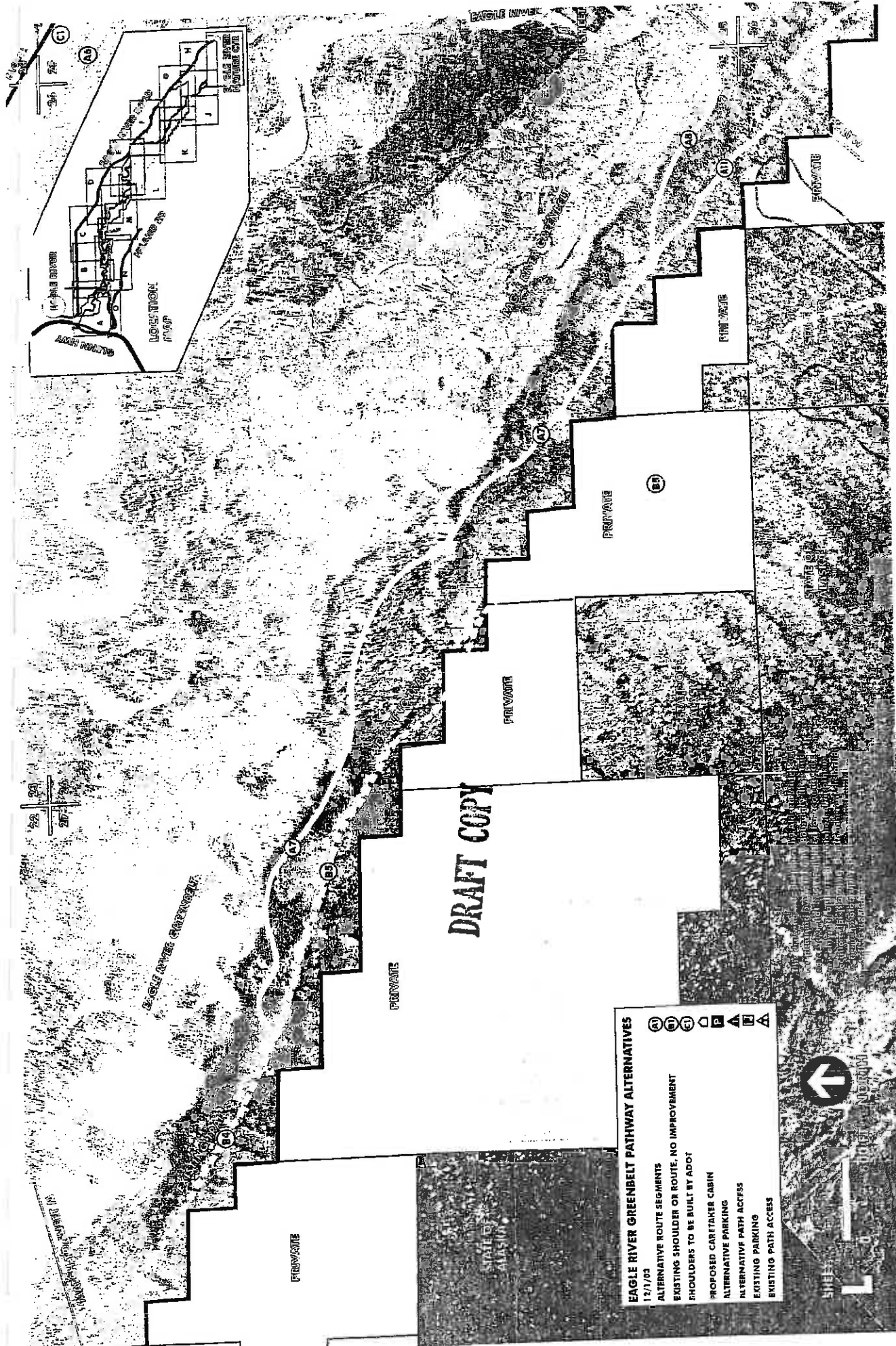
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EAGLE RIVER GREENBELT PATHWAY ALTERNATIVES
12/1/03

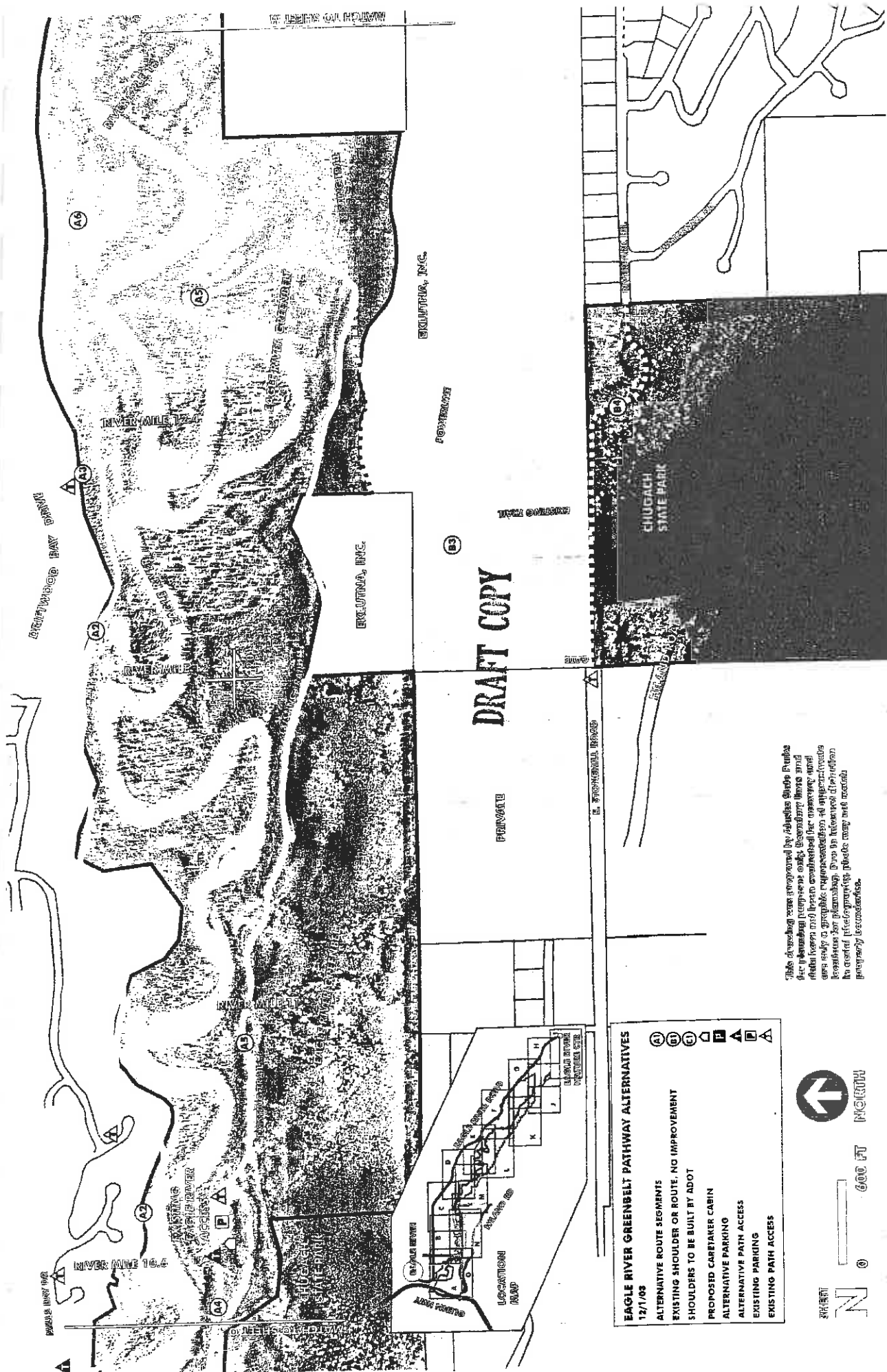
ALTERNATIVE ROUTE SEGMENTS
EXISTING SHOULDER OR ROUTE, NO IMPROVEMENT
SHOULDERS TO BE BUILT BY ADOT

PROPOSED CARETAKER CABIN
ALTERNATIVE PARKING
ALTERNATIVE PATH ACCESS
EXISTING PARKING
EXISTING PATH ACCESS

Legend symbols: (A), (B), (C), (D), (E), (F), (G), (H), (I), (J), (K), (L), (M), (N), (O), (P), (Q), (R), (S), (T), (U), (V), (W), (X), (Y), (Z), (AA), (AB), (AC), (AD), (AE), (AF), (AG), (AH), (AI), (AJ), (AK), (AL), (AM), (AN), (AO), (AP), (AQ), (AR), (AS), (AT), (AU), (AV), (AW), (AX), (AY), (AZ), (BA), (BB), (BC), (BD), (BE), (BF), (BG), (BH), (BI), (BJ), (BK), (BL), (BM), (BN), (BO), (BP), (BQ), (BR), (BS), (BT), (BU), (BV), (BW), (BX), (BY), (BZ), (CA), (CB), (CC), (CD), (CE), (CF), (CG), (CH), (CI), (CJ), (CK), (CL), (CM), (CN), (CO), (CP), (CQ), (CR), (CS), (CT), (CU), (CV), (CW), (CX), (CY), (CZ), (DA), (DB), (DC), (DD), (DE), (DF), (DG), (DH), (DI), (DJ), (DK), (DL), (DM), (DN), (DO), (DP), (DQ), (DR), (DS), (DT), (DU), (DV), (DW), (DX), (DY), (DZ), (EA), (EB), (EC), (ED), (EE), (EF), (EG), (EH), (EI), (EJ), (EK), (EL), (EM), (EN), (EO), (EP), (EQ), (ER), (ES), (ET), (EU), (EV), (EW), (EX), (EY), (EZ), (FA), (FB), (FC), (FD), (FE), (FF), (FG), (FH), (FI), (FJ), (FK), (FL), (FM), (FN), (FO), (FP), (FQ), (FR), (FS), (FT), (FU), (FV), (FW), (FX), (FY), (FZ), (GA), (GB), (GC), (GD), (GE), (GF), (GG), (GH), (GI), (GJ), (GK), (GL), (GM), (GN), (GO), (GP), (GQ), (GR), (GS), (GT), (GU), (GV), (GW), (GX), (GY), (GZ), (HA), (HB), (HC), (HD), (HE), (HF), (HG), (HH), (HI), (HJ), (HK), (HL), (HM), (HN), (HO), (HP), (HQ), (HR), (HS), (HT), (HU), (HV), (HW), (HX), (HY), (HZ), (IA), (IB), (IC), (ID), (IE), (IF), (IG), (IH), (II), (IJ), (IK), (IL), (IM), (IN), (IO), (IP), (IQ), (IR), (IS), (IT), (IU), (IV), (IW), (IX), (IY), (IZ), (JA), (JB), (JC), (JD), (JE), (JF), (JG), (JH), (JI), (JJ), (JK), (JL), (JM), (JN), (JO), (JP), (JQ), (JR), (JS), (JT), (JU), (JV), (JW), (JX), (JY), (JZ), (KA), (KB), (KC), (KD), (KE), (KF), (KG), (KH), (KI), (KJ), (KK), (KL), (KM), (KN), (KO), (KP), (KQ), (KR), (KS), (KT), (KU), (KV), (KW), (KX), (KY), (KZ), (LA), (LB), (LC), (LD), (LE), (LF), (LG), (LH), (LI), (LJ), (LK), (LL), (LM), (LN), (LO), (LP), (LQ), (LR), (LS), (LT), (LU), (LV), (LW), (LX), (LY), (LZ), (MA), (MB), (MC), (MD), (ME), (MF), (MG), (MH), (MI), (MJ), (MK), (ML), (MM), (MN), (MO), (MP), (MQ), (MR), (MS), (MT), (MU), (MV), (MW), (MX), (MY), (MZ), (NA), (NB), (NC), (ND), (NE), (NF), (NG), (NH), (NI), (NJ), (NK), (NL), (NM), (NN), (NO), (NP), (NQ), (NR), (NS), (NT), (NU), (NV), (NW), (NX), (NY), (NZ), (OA), (OB), (OC), (OD), (OE), (OF), (OG), (OH), (OI), (OJ), (OK), (OL), (OM), (ON), (OO), (OP), (OQ), (OR), (OS), (OT), (OU), (OV), (OW), (OX), (OY), (OZ), (PA), (PB), (PC), (PD), (PE), (PF), (PG), (PH), (PI), (PJ), (PK), (PL), (PM), (PN), (PO), (PP), (PQ), (PR), (PS), (PT), (PU), (PV), (PW), (PX), (PY), (PZ), (QA), (QB), (QC), (QD), (QE), (QF), (QG), (QH), (QI), (QJ), (QK), (QL), (QM), (QN), (QO), (QP), (QQ), (QR), (QS), (QT), (QU), (QV), (QW), (QX), (QY), (QZ), (RA), (RB), (RC), (RD), (RE), (RF), (RG), (RH), (RI), (RJ), (RK), (RL), (RM), (RN), (RO), (RP), (RQ), (RR), (RS), (RT), (RU), (RV), (RW), (RX), (RY), (RZ), (SA), (SB), (SC), (SD), (SE), (SF), (SG), (SH), (SI), (SJ), (SK), (SL), (SM), (SN), (SO), (SP), (SQ), (SR), (SS), (ST), (SU), (SV), (SW), (SX), (SY), (SZ), (TA), (TB), (TC), (TD), (TE), (TF), (TG), (TH), (TI), (TJ), (TK), (TL), (TM), (TN), (TO), (TP), (TQ), (TR), (TS), (TT), (TU), (TV), (TW), (TX), (TY), (TZ), (UA), (UB), (UC), (UD), (UE), (UF), (UG), (UH), (UI), (UJ), (UK), (UL), (UM), (UN), (UO), (UP), (UQ), (UR), (US), (UT), (UU), (UV), (UW), (UX), (UY), (UZ), (VA), (VB), (VC), (VD), (VE), (VF), (VG), (VH), (VI), (VJ), (VK), (VL), (VM), (VN), (VO), (VP), (VQ), (VR), (VS), (VT), (VU), (VV), (VW), (VX), (VY), (VZ), (WA), (WB), (WC), (WD), (WE), (WF), (WG), (WH), (WI), (WJ), (WK), (WL), (WM), (WN), (WO), (WP), (WQ), (WR), (WS), (WT), (WU), (WV), (WW), (WX), (WY), (WZ), (XA), (XB), (XC), (XD), (XE), (XF), (XG), (XH), (XI), (XJ), (XK), (XL), (XM), (XN), (XO), (XP), (XQ), (XR), (XS), (XT), (XU), (XV), (XW), (XX), (XY), (XZ), (YA), (YB), (YC), (YD), (YE), (YF), (YG), (YH), (YI), (YJ), (YK), (YL), (YM), (YN), (YO), (YP), (YQ), (YR), (YS), (YT), (YU), (YV), (YW), (YX), (YY), (YZ), (ZA), (ZB), (ZC), (ZD), (ZE), (ZF), (ZG), (ZH), (ZI), (ZJ), (ZK), (ZL), (ZM), (ZN), (ZO), (ZP), (ZQ), (ZR), (ZS), (ZT), (ZU), (ZV), (ZW), (ZX), (ZY), (ZZ).



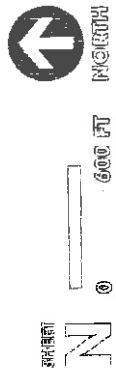
SHEET 1 OF 1



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- EAGLE RIVER GREENBELT PATHWAY ALTERNATIVES**
12/1/03
- ALTERNATIVE ROUTE SEGMENTS
 - EXISTING SHOULDER OR ROUTE, NO IMPROVEMENT
 - SHOULDERS TO BE BUILT BY ADOT
 - PROPOSED CARETAKER CABIN
 - ALTERNATIVE PARKING
 - ALTERNATIVE PATH ACCESS
 - EXISTING PARKING
 - EXISTING PATH ACCESS

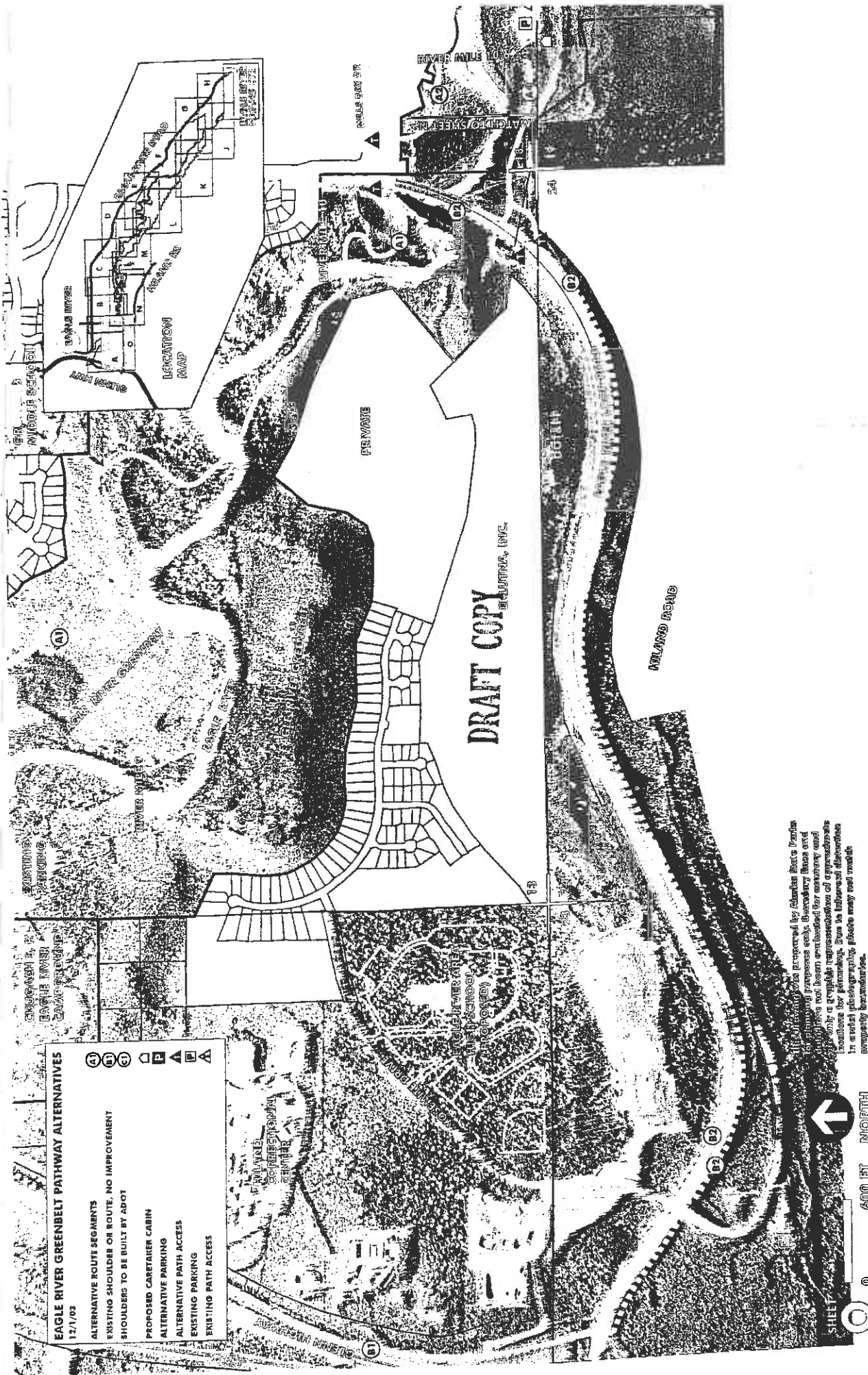


EAGLE RIVER GREENBELT PATHWAY ALTERNATIVES

12/1/03

- ALTERNATIVE ROUTE SEGMENTS
- EXISTING SHOULDER OR ROUTE, NO IMPROVEMENT
- SHOULDERS TO BE BUILT BY ADOT
- PROPOSED CARPENTER CABIN
- ALTERNATIVE PARKING
- ALTERNATIVE PATH ACCESS
- EXISTING PARKING
- EXISTING PATH ACCESS

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This map was prepared by Adrian State Parks
to illustrate proposed and existing features and
is not intended for construction or engineering
purposes. It is only a graphic representation of approximate
locations for planning. Due to inherent inaccuracies
in aerial photography, photos may not match
property boundaries.

AGENCY SCOPING LETTER QUESTIONS
Eagle River Greenbelt Access & Pathway

Alaska Department of Environmental Conservation

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the ADEC Contaminated Sites, Spills and LUST program databases and any findings are identified in the scoping letter and/or Appendix B. If you know of any other confirmed or suspected contaminated sites, spills and any registered underground or above ground fuel storage tanks that may affect or be affected by the proposed project please provide that information.
2. Identify any water quality concerns.
3. Provide information and/or data on existing (permitted or unpermitted) solid waste landfills, dumps, discharges, or sewage lagoons in the project area.
4. Provide information and/or data on existing drinking water supplies in the project area.
5. Identify any permits and/or clearances to be obtained from your agency for the proposed project.

Alaska Department of Natural Resources, Office of Habitat Management & Permitting

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the ADF&G's *An Atlas to the Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes* and any findings are identified in the scoping letter and/or Appendix B. If you have any other information and/or data on anadromous or resident fish streams in the vicinity of the proposed project, including spawning/rearing habitat and migration corridors please provide us that information.
2. Identify any fish species within the project boundaries that may be used for subsistence.
3. We have researched the ADF&G *State of Alaska Refuges, Critical Habitat Areas and Sanctuaries* and any findings are identified in the scoping letter and/or Appendix B. If these special areas exist in the project vicinity, would the normal activities of these areas be affected by the proposed project?
4. Provide information on wildlife other than fish in the vicinity of the proposed project.
5. Would the project affect wildlife migration corridors or bisect/segment wildlife habitat?
6. Identify any permits and/or clearances to be obtained from your agency for the proposed project.

ADNR, Division of Mining, Land and Water, Resource Assessment & Development Unit

In addition to identifying any concerns and/or issues you might have with the proposed project, the following information is requested:

1. Land Use Plans - We have researched the ADNR Land Use Plan for the project area and any findings are identified in the scoping letter and/or Appendix A. If you know of any other existing and/or proposed land use plans and can identify any land use objectives that may conflict with the proposed project please provide that information.

ADNR, Division of Mining, Land and Water, Southcentral Region Office

In addition to identifying any concerns and/or issues you might have with the proposed project, the following information is requested:

1. Land Use – Are there any state lands in the project area and if so have any authorizations such as Land Use Permits, Leases, Right-of-ways, Material Site Contracts or Interagency Land Management Assignment/Agreement's been issued which would conflict with the project?
2. Permits - Identify any permits or clearances to be obtained from your agency for the proposed project.

ADNR, Division of Parks & Outdoor Recreation, SHPO

In addition to identifying any concerns and/or issues you might have with the proposed project, the following information is requested:

1. We have researched the Alaska Heritage Resources Survey (AHRS) for the project area and any findings are identified in the scoping letter and/or Appendix A. If you know of any other confirmed or potential archaeological, historical, and/or cultural sites in the vicinity of the proposed project please provide that information.

City, Village, or Borough

In addition to identifying any concerns and/or issues the city might have with the proposed project, the following information is requested:

1. Identify any existing and/or proposed zoning requirements and/or land use controls in the project area. If permits are required please identify which ones.
2. Identify any other local improvement project(s) under construction or proposed in the vicinity of the project within the foreseeable future.
3. Does the community support the proposed project?

Local Coastal District Coordinator (Coastal Zone Management)

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. Identify any potential conflicts the proposed project may have with the goals or objectives of the local coastal management program.
2. At the present time, does your district have any objections to the proposed project?

Regional Corporations, IRAs and Traditional Councils

We have researched the Alaska Heritage Resources Survey (AHRS) for the project area and any findings are identified in the scoping letter and/or Appendix A. If you know of any other confirmed or potential archaeological, historical, cultural and/or religious sites that may be affected by the proposed project please provide that information.

U.S. Army Corps of Engineers

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the Federal Emergency Management Agency Flood Maps for the project area and any findings are identified in the scoping letter and/or Appendix A. If you know of any other information and/or data with respect to the base floodplains, regulatory floodways, and/or special flood hazard areas of drainages that may be affected by the proposed project please provide that information.

2. Are there any navigable waters of the U.S. in the project vicinity over which the COE has Section 10 authority?
3. Identify any permits and/or clearances to be obtained from your agency for the proposed project.

U.S. Dept. of Commerce
(National Marine Fisheries Services)

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the NMFS website with respect to known threatened and/or endangered species and their habitat for the project area and any findings are identified in the scoping letter and/or Appendix B. If you have any other information and/or data on threatened and/or endangered species in the project area that might potentially be affected by the proposal please provide that information.
2. We have researched the NMFS website to determine if essential fish habitat (EFH) pursuant to the Magnuson Act will be impacted by the proposed project and any findings are identified in the scoping letter and/or Appendix B. If you have any other information and/or data on EFH species or habitat please provide that information.

U.S. Environmental Protection Agency

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. Identify any sole source or principal drinking water sources that may be affected by the proposed project.
2. We have researched the Alaska Department of Environmental Conservation Contaminated Sites, Spills and LUST program databases and any findings are identified in the scoping letter and/or Appendix B. If you know of any other confirmed or suspected contaminated sites, spills and any registered underground or above ground fuel storage tanks that may affect or be affected by the proposed project please provide that information.
3. Identify any permits and/or clearances to be obtained from your agency for the proposed project.

U.S. Fish and Wildlife Service

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the USF&WS website with respect to known threatened and/or endangered species and their habitat for the project area and any findings are identified in the scoping letter and/or Appendix B. If you have any other information and/or data on threatened and/or endangered species in the project area that might potentially be affected by the proposal please provide that information.
2. We have researched the USF&WS website with respect to identifying National Wildlife Refuge lands in or adjacent to the project area and any findings are identified in the scoping letter and/or Appendix B. If you know of any other existing or proposed refuge lands in the vicinity of the project, and can identify any refuge objectives or activities that may conflict with the proposed project please provide that information.
3. We have researched the USF&WS National Wetland Inventory Maps with respect to identifying wetlands in or adjacent to the project area and any findings are identified in the scoping letter and/or

Appendix B. If you know of any other wetlands that may be impacted by the project please provide that information.

4. Provide information or data on important fish and wildlife habitats or migration corridors potentially affected by the proposal.
5. Provide information on known active or inactive eagle nests in the project area.
6. Identify any permits and or clearances to be obtained from your agency for the project.

SIGN - IN

Jan. 15, 2004.

BNL EVANS

PARK -

269-2744

Ellen Simpson

ADFG

267-2463

Rich Sinnott

ADFG

242-0424

KEN Marton

PARKS

269 8745

Tim Ruffert

DEC

269-75641

chuck casper

parcs

269-8740

Chris Wolpert

Park5

269-8242

RAN GOLDEN

DOT/PF

269-0537

GERRY KINTZ

DOT/PF

269-0594

BRENT FOLEY

DOT/PF

269-0807

HEATHER DEAN

EPA

271-3490

Lori Schanche

MOA/Traffic

343-8368

Thed Tobish

MOA Planning

343.7918

Bear Attacks in the Eagle River Drainage

May 1995: Albert Loop Trail, Chugach State Park—Dan Boccia walking near Eagle River Visitor Center—surprised small brown bear on dead moose—bear charged—he laid down—injuries minor (bites, scratches, bruises)

July 1996: South Fork trail, Eagle River Greenbelt—2 young adults walking on trail near creek—old male brown bear charged—male shot bear—wounded bear killed later by state trooper

October 1997: Albert Loop Trail, Chugach State Park—2 men walking with golden retriever near Eagle River Visitor Center—surprised brown bear with 2 cubs—she charged—dog stopped it temporarily; dog slightly injured—Al Cannamore knocked down and bit once (4 punctures)

June 1998: Eagle River Campground, Chugach State Park—3 members of a group of young adults and juveniles fired 22 rounds at a 2-year-old brown bear that approached them on a bank-side trail—killed bear

August 1998: Albert Loop Trail, Chugach State Park—Blaine Smith and wife, Deb Ajango, walking near Eagle River Nature Center—surprised brown bear sow with cub near salmon spawning slough—cub ran, sow swatted Blaine once on head and ran—broke eye socket—park officials closed trail and trail has been closed in late summer every year since

May 1999: Downstream from Mile 7.4 boat launch, Chugach State Park—adult brown bear defending moose carcass on bank charged, forcing 2 sets of canoeists out of the river—park officials closed river to boating for several days until carcass removed

June 1999: Unspecified bank-side trail, Chugach State Park—brown bear charged, forcing bicyclist into river—bicyclist swam river—bike lost

September 2000: confluence of South Fork and Eagle River, Chugach State Park—adult brown bear charged a pair of canoeists—park officials considered closing river to boating

May 2003: Mile 6.6, Eagle River Valley Road—2-year-old brown bear chased Karen Kirk, who was jogging on road shoulder

Received from Fish & Game at the
1-15-04 Agency meeting. *fl*

STATE OF ALASKA

DEPARTMENT OF FISH AND GAME DIVISION OF SPORT FISH


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GOVERNOR

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JAN 09 '04

MEMORANDUM




TO: Jerry O. Ruehle
Environmental Coordinator
ADOT

FROM: Ellen Simpson 
Habitat Biologist

DATE: February 6, 2004

SUBJECT: Eagle River Greenbelt Access and Pathway, Project No. 55715

Project No.: 55715

	COPY	ACTION
Preliminary Design & Environmental		
PD&E Chief		
Gen. Mgmt. 		
Env. Coordinator		
Env. Team Leader	DB	
Staff:		
Reg. Hydrol		
Project File	2	
Central File		

The Alaska Department of Fish and Game (ADF&G) has reviewed the maps and description of alternatives for the Eagle River Greenbelt Access and Pathway, Project No. 55715. The proposed trail would connect downtown Eagle River with the Eagle River Nature Center, a distance of approximately 12 air miles. In an agency scoping letter dated December 22, 2003, you asked us to identify any concerns we may have with the proposed project. In addition, you asked us to provide the following about the project area: information about any anadromous and resident fish streams, subsistence uses of fish, information about wildlife in the area and how the proposed project would affect wildlife migration corridors or habitat, and if ADF&G would require any permits. Improving public access in the Eagle River Greenbelt would directly affect the fish and wildlife resources of this area. Our comments relate to this close relationship.

We have several concerns about the location and design of the trail alternatives, as well as the schedule for identifying a preferred alternative. Specifically these concerns are public safety, human disturbance and habitat fragmentation, and we make some recommendations that address these concerns.

We believe that you share our desire to ensure that improved access projects do not create public safety problems or put wildlife at risk. ADF&G looks forward to working with DOT and DNR/DOPR to identify potential hazards and ensure that the final design will minimize risks to public safety and wildlife.

Fish Resources

As noted in Appendix B of the scoping letter, Eagle River is an anadromous fish stream. Eagle River supports runs of all five species of Pacific Salmon found in Alaska. King salmon fishing is restricted to an area between the Route Bravo Bridge on Fort Richardson and ADF&G regulatory markers located near the camp ground just upstream of the Glenn Highway. This fishery is further restricted to four weekends during the year beginning

Memorial Day Weekend. This is a very small fishery with little participation and the harvest is generally less than 100 kings. The coho salmon fishery is also small and other salmon species are targeted mostly in an opportunistic fashion by anglers, with little harvest. Sport anglers also target rainbow trout, resident Dolly Varden and the occasional grayling. Eagle River is open year-round to fishing from Route Bravo Bridge upstream to ADF&G regulatory Markers at mile 7.4 of the Eagle River Road. By regulation there is no subsistence fishery in the Eagle River drainage.

Many of the salmon spawning areas have been cataloged in the *Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes*, but it is doubtful that all spawning areas have been cataloged or identified. For example, the well-known spawning area on the Albert Loop Trail is not listed in the catalog. It is possible that salmon spawn along the entire length of Clearwater Creek, but this use is currently undocumented. Salmon can be found in Eagle River as early as May and spawning most likely occurs from early July into November. We know king salmon spawn in the South Fork from the confluence to the falls and in Meadow Creek; and rear in the mainstem downstream of RM 15.5 and near the Eagle River Nature Center. Chum and pink salmon spawning areas are located between approximately RM 13.3 and RM 15.5. Coho salmon are found in the mainstem, North Fork and lower Clearwater Creek and spawn near the Eagle River Nature Center. Sockeye spawn and rear in a small lake behind a beaver dam near the nature center. This limited amount of documented spawning information points to the need for additional surveys of this area.

A trail down Eagle River Valley will increase access to the river, increasing fishing opportunities for anglers and may place increased pressure on some salmon stocks. But because of the glacial and turbid nature of Eagle River, it is doubtful that this increased pressure will be very great on either resident or anadromous stocks. Poaching king salmon from the South Fork, and Meadow Creek areas of Eagle River has been a problem. However, the proposed trail most likely will not increase poaching as both of these areas already have very good access.

Public Safety Concerns

Bear attacks The Eagle River Greenbelt is one of the most likely areas in Alaska for someone to be attacked by a brown bear. A list of nine brown bear attacks since 1995 in the vicinity of the proposed trail is attached. Three attacks in four years, all on the Albert Loop Trail near the nature center, resulted in human injuries. The park superintendent closed the Albert Loop Trail in 1998, when the last attack occurred, and it has been closed in late summer each year since then. Two other charges (or approaches) resulted in the bears' deaths. Other close encounters—including charges, following, and approaches—have been reported to Fish and Game and park staff. These have occurred primarily near the nature center (mostly near Clearwater Creek), the South Fork below the falls, and in neighborhoods adjacent to the greenbelt. Additional encounters have no doubt occurred that were not reported to Fish and Game.

The nine documented attacks occurred in predictable situations. Most were near streams with spawning salmon. Several involved bears defending moose carcasses or cubs. Of the nine incidents cited in the attachment, two occurred on the South Fork or its confluence and three occurred on or near a short section of Clearwater Creek. Brown bears are often observed in these areas during July and August, and some bears continue to search the streams for dead or dying salmon well into the fall. No one has reported a bear charge near Meadow Creek; however, both brown and black bears are often seen near the creek from May to October and brown bears have been observed fishing in the creek. Chugach State Park has relatively few salmon spawning areas. Consequently, these areas, such as Eagle River and its tributaries, are very important to brown bears in the park. Although we know brown bears are attracted to salmon spawning areas in the Eagle

River drainage, not all of the spawning areas have been identified or documented in the catalog of anadromous waters, as noted above.

With nine serious bear attacks in nine summers, public safety is a critical consideration when selecting the trail location and design. We have been lucky so far; no one has been killed. However, putting thousands of people on a paved bike path within a few yards of brown bear feeding areas and along bear trails is problematic for humans and bears alike.

Bear-proof Garbage Containers This is a problem in that many people will likely bring food with them on the Eagle River Trail. Bears are attracted to human garbage. Chugach State Park has been a model of good garbage management. Unfortunately, one proven method for not attracting bears to garbage is to remove trash receptacles from heavily used areas, such as McHugh Creek. Garbage would be a major concern at the few parking areas/trailheads, and it may also be a problem along the trail. Black bears tend to avoid areas frequented by brown bears; however, black bears are highly adaptable and readily feed on human garbage and food. Most bear-garbage incidents throughout the Municipality of Anchorage involve black bears. It is highly probable that black bears would be attracted to unsecured garbage at trailheads.

Because of the good management and diligence of park personnel, brown bears seldom find human foods in Chugach State Park. Brown bears also tend to avoid Anchorage and Eagle River neighborhoods where garbage is easily accessible. It is very important to maintain this balance. If brown bears become "food-conditioned" in the park, some will overcome their wariness and start foraging for garbage in neighborhoods. This may result in human injuries or deaths, and it will certainly result in more brown bears being shot in defense of life or property.

Moose Encounters In urban areas moose can be as dangerous as bears are to people. Moose in urban areas tend to habituate to people, allowing close approaches, primarily because they are not hunted. However, every moose has a personal space, which, if breached, will trigger the fight-or-flight response. Moose tend to be most dangerous in spring and early summer, when many cows will aggressively defend their calves, and in mid to late winter, when moose are unwilling to move off trails. Skiers are often charged and occasionally injured by moose on trails in the Anchorage area. The likelihood of encountering moose with calves in spring and summer and moose on trails in winter will be high on the Eagle River Trail.

Human Disturbance and Habitat Fragmentation

Bears Chugach State Park functions as a refugia for brown bears. ADF&G believes 55-65 brown bears live in the park and the surrounding Municipality of Anchorage. We believe that most of these bears den in the park and that most, if not all, forage in the park at least part of the year. Brown bears reproduce relatively slowly, and to maintain a stable population, the average annual human-caused mortality generally must remain under 5% of the estimated population size. Brown bear hunting is not allowed in the park, and hunters have shot only one or two brown bears in adjacent areas in the last decade. Most brown bear mortality results from shooting in defense of life or property, primarily in residential areas adjacent to the park. These shootings are increasing as development encroaches on bear habitat and more people recreate in backcountry areas like Chugach State Park. In the last nine years, 16 brown bears were lost in defense of life or property shootings in Anchorage (including young cubs that died after a sow was shot). Vehicle collisions are another source of human-caused mortality. Five brown bears have died from collisions in the last nine years. These figures do not include unreported human-caused mortalities, which represented about half of the deaths of radio-collared brown bears in western states and provinces (McLellan et al. 1999).

Coastal populations of brown bears depend heavily on spawning salmon. Large coastal brown bears cannot obtain enough fat to survive the winter and reproduce on a meatless diet (Hilderbrand et al. 1999a,b). Anchorage and Chugach State Park have few places where brown bears can find and feed on spawning salmon, particularly outside of the urbanized Anchorage Bowl. Eagle River and its tributaries are undoubtedly important foraging areas, and salmon spawning areas in the drainage appear to attract many brown bears and some black bears from May to October.

The importance of salmon spawning streams and associated riparian areas was demonstrated by a research project in Southeast Alaska using 111 radio-collared brown bears (Titus and Beier 1999). During the peak of the salmon run and foraging period in August, most bears traveled small distances (less than 0.62 mile) between foraging sites on the stream and resting sites in the adjacent riparian forest. These brown bears did not usually travel to more than one salmon spawning stream and they visited the same stream section year after year. In developing the revised Tongass Land Management Plan, the Forest Service used a modified Delphi approach with species or ecosystem experts to estimate the risk to specific wildlife resources and socioeconomic conditions. A key finding of the brown bear risk assessment panel was that "an undisturbed buffer (no [timber] harvest, no roads) along salmon-bearing streams where bears congregate and feed helps to maintain brown bear habitat." The panel identified 500 feet along each side of salmon-bearing streams as an appropriate buffer for Chichagof Island streams (Swanston et al. 1996:9). The 500-foot buffer contained 36% of the radiotelemetry locations.

In similar research using global positioning system (GPS) collars, the Interagency Brown Bear Study Team (IBBST) characterized use of riparian habitat by Kenai Peninsula brown bears (IBBST 2001:15). More than 28,000 locations were collected from 1996 to 2000 on 28 female adult brown bears. Bears made extensive use of habitat from anadromous fish streams to well over 1.24 miles from the stream bank. The mean distance for females with cubs and single females during this period was about 1.18 and 1.05 miles, respectively. From July-September 40-60% of female adult brown bears with yearlings or alone were within 0.62 mile of salmon streams. Females with cubs of the year were found within 0.62 mile of streams less often; however, their use peaked in October, with over 60% of locations within 0.62 mile of salmon streams. Subsequent research, with locations recorded every 10 minutes, has shown some female brown bears with cubs visit salmon streams for short periods each day, retiring long distances for the bulk of the day, presumably to avoid encounters with large male bears (S. Farley, personal communication). Existing buffer zones of up to 750 feet on the Kenai Peninsula encompass just a fraction of the habitat actually used by salmon-feeding bears (IBBST 2001:15).

Both of these studies suggest that daily bear movements to and from spawning streams, as well as up and down the streams, will frequently intersect the path of a recreational trail paralleling the bank. Constructing a heavily used, high-speed, multi-use trail near these feeding areas will have several predictable results. Some brown bears will be displaced and avoid the feeding areas. Bears that continue to use these areas are likely to be disturbed often and may suffer a nutritional deficit that can affect winter survival and decrease the number and viability of cubs. Some of the brown bears that do not avoid these areas will threaten trail users. Bears that threaten users and, ultimately, any bears that frequent these areas, are likely to be shot. Thus, siting the trail near salmon spawning areas may reduce the number of brown bears in Chugach State Park, which is contradictory to the mission of the park; Chugach State Park was established, in part, to preserve wildlife.

Brown bear populations are known to decline as a result of relatively low levels of human activity (Elgmork 1978, Hood and Parker 2001). Research on trails in national parks has found brown bears generally avoid hikers and other recreational users (Gunther 1990, Kasworm and Manley 1990, Mace and Waller 1996, White et al. 1999). Human disturbance can keep bears from fully utilizing preferred and important habitats (Kasworm and Manley 1990, Suring et al. 1998, White et al. 1999, Hood and Parker 2001). Trails, like roads and other developments, can dissect or fragment habitat, reducing the number and viability of wildlife in a variety of

ways (Dramstad et al. 1996). Brown bears are vulnerable to recreationists who carry firearms, and the number of bears killed in defense of life or property increases with increased human use of the backcountry (McLellan et al. 1999, Suring and del Frate 2002). Several researchers and managers have recommended avoiding habitats important to bears - spatially, temporally, or both (Martinka 1982, McClellan and Shackleton 1989, Gunther 1990, White et al. 1999, Gibeau et al. 2002, Suring and del Frate 2002).

Black bears tend to be more numerous, productive, and adaptable to humans than brown bears. Black bears will avoid people at high-quality feeding sites (Chi and Gilbert 1999), but they are less sensitive to human disturbance than brown bears (Kasworm and Manley 1990) and can be attracted to human development (Beckmann and Berger 2003), which is directly correlated with property damage and human injury (Keay and Wagtenonk 1983).

Some bears habituate to people; however, this can lead to problems if the encounters are unsupervised. People intentionally and unintentionally feed bears. People run from bears and back away when bears approach them. Unsupervised encounters lead to bears learning to associate people with food and thinking they can bully people. This has happened previously with juvenile brown bears in the vicinity of the Eagle River Nature Center. Placing the Eagle River Trail in the proposed locations will increase the probability of such situations.

Moose and other species Little is known about seasonal moose distribution and movements in Eagle River Valley. We assume that the population of several hundred moose behaves similarly to moose on Fort Richardson and in the Anchorage Bowl. Many moose probably move uphill in summer and fall, but are forced into the lowlands during winter. It is likely that many cows calve in the Eagle River floodplain.

Members of the deer family react to human disturbance (Kuck et al. 1985, Phillips and Alldredge 2000, Tidhar 2000, Sibbald et al. 2001). Deer and elk are often more sensitive to humans approaching on foot than to approaching vehicles, including snowmachines (Behrend and Lubeck 1968, Richens and Lavigne 1978, Eckstein et al. 1979, Freddy et al. 1986, Andersen et al. 1996).

Moose show similar responses to human disturbance, including hikers and cross-country skiers (Ferguson and Keith 1982). Snowmachine traffic can influence behavior (Eckstein et al. 1979, Colecott and Gillingham 1998), but some researchers found displacement by snowmachines was not a serious disturbance (Eckstein et al. 1979, Richens and Lavigne 1978). Not all studies have shown a statistically significant adverse impact due to human disturbance (Freddy et al. 1986).

Moose, like other members of the deer family, can habituate to some types of human disturbance (Bullock et al. 1993), although habituation is less predictable if the population is hunted (Dorrance et al. 1975). Moose are not hunted in the Eagle River drainage upstream from the Glenn Highway; however, moose are hunted in surrounding areas; e.g., on Fort Richardson, in Chugiak, and in the drainages of upper Ship and Peters Creeks. Some of these moose also use the Eagle River floodplain. Moose, like other members of the deer family, are also less likely to habituate to humans if human presence and behavior is unpredictable (Cassirer et al. 1992).

Some researchers have recommended routing recreational trails around calving or wintering areas, restricting people to trails, or prohibiting use during the main activity periods of moose or related deer species (Dorrance et al. 1975, Eckstein et al. 1979, Freddy et al. 1986, Cassirer et al. 1992, Colecott and Gillingham 1998, Phillips and Alldredge 2000).

Other wildlife also avoid humans engaged in recreational activities and are affected by habitat fragmentation; for example, lynx (Sunde et al. 1998) and closely related bobcats (Riley 1999, Crooks 2002, Tigas et al. 2002,

Riley et al. 2003). Coyotes show mixed responses to habitat fragmentation (cf. Crooks 2002, Tigas et al. 2002, Riley et al. 2003).

The proposed Eagle River Trail may adversely affect moose, lynx, and wolf populations. However, these impacts will probably be less significant than the effects of the trail on bears.

Recommendations

- *Preliminary preferred alternative.* Keeping in mind that this recommendation is preliminary, because of the absence of the aforementioned information that should be gathered this summer, we believe Alternative II is presently the best alternative, from a public safety and wildlife impact perspective, because it shadows the existing highway right-of-way for much of the distance. Alternative III has potential, particularly if it is modified to avoid Clearwater Creek, because it uses an existing roadbed on a bench above the floodplain. Alternative I appears to be the worst choice, at this time, because it is sited near the river almost the entire length of the trail; thus it is most likely to bring people and bears into close proximity with each other, especially near salmon spawning areas. All alternatives should avoid the South Fork and its confluence with Eagle River to the greatest extent possible. Thus, the trail should swing farther north around the confluence so that bears on the river are less likely to encounter people. If the trail is confined to the greenbelt in this area, a sturdy elevated walkway may be worth consideration to protect wetlands, provide a structure that will direct trail users away from the confluence, and blunt bear charges.
- *Avoid salmon spawning areas.* Research suggests a buffer zone of ½-mile or more to avoid disturbing brown bears foraging (and resting) along salmon spawning streams. A similar buffer zone would minimize attacks by brown bears feeding along the stream or, in particular, sows with cubs resting or traveling in the vicinity of these streams.
- *Provide bear-proof trash receptacles.* If dumpsters or other garbage receptacles are necessary, they need to be bear proof and emptied frequently.
- *Construct a primitive trail.* A paved trail will encourage fast recreational activities. This is the opposite of what is recommended in bear country, especially in areas where brown bears are abundant. Bikers and joggers, in particular, will be vulnerable to brown bear attacks, because their speed can elicit pursuit by a bear, and they are more likely to be preoccupied and not as alert to their surroundings as a hiker. However a primitive trail will slow bikers and joggers and be less likely to attract kids from neighboring subdivisions with no adult supervision. A primitive trail could be groomed for winter skiing. Because bears are typically hibernating during the ski season, skiing would be unlikely to result in bear attacks. The Crow Pass Trail, used by thousands of hikers, runners, bikers, and skiers annually, is not paved. A primitive Eagle River Trail perhaps minimally improved with wood chips or gravel and with elevated walkways in wet areas, similar to the Winner Creek Trail in Girdwood, would be consistent with other backcountry trails in Chugach State Park and other large parks in the Municipality.
- *Consider seasonal or nighttime closures.* Even if the Eagle River Trail location avoids salmon spawning areas, bears will be encountered because they must travel up and down and across the valley. Several brown bear sows with cubs are observed in the valley each summer. These family groups will be particularly dangerous to trail users when surprised at close range. The Albert Loop Trail, where two of three brown bear maulings involved a sow protecting cubs, has been closed seasonally since

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Bear Attacks in the Eagle River Drainage

May 1995: Albert Loop Trail, Chugach State Park—Dan Boccia walking near Eagle River Visitor Center--surprised small brown bear on dead moose--bear charged--he laid down--injuries minor (bites, scratches, bruises)

July 1996: South Fork trail, Eagle River Greenbelt—2 young adults walking on trail near creek—old male brown bear charged—male shot bear—wounded bear killed later by state trooper

October 1997: Albert Loop Trail, Chugach State Park--2 men walking with golden retriever near Eagle River Visitor Center--surprised brown bear with 2 cubs--she charged--dog stopped it temporarily; dog slightly injured—Al Cannamore knocked down and bit once (4 punctures)

June 1998: Eagle River Campground, Chugach State Park—3 members of a group of young adults and juveniles fired 22 rounds at a 2-year-old brown bear that approached them on a bank-side trail—killed bear

August 1998: Albert Loop Trail, Chugach State Park—Blaine Smith and wife, Deb Ajango, walking near Eagle River Nature Center—surprised brown bear sow with cub near salmon spawning slough—cub ran, sow swatted Blaine once on head and ran—broke eye socket—park officials closed trail and trail has been closed in late summer every year since

May 1999: Downstream from North Fork (Mile 7.4) boat launch, Chugach State Park—adult brown bear defending moose carcass on bank charged, forcing 2 sets of canoeists out of the river—park officials closed river to boating for several days until carcass removed

June 1999: Unspecified bank-side trail, Chugach State Park—brown bear charged, forcing bicyclist into river—bicyclist swam river—bike lost

September 2000: confluence of South Fork and Eagle River, Chugach State Park—adult brown bear charged a pair of canoeists—park officials considered closing river to boating

May 2003: Mile 6.6, Eagle River Valley Road—2-year-old brown bear chased Karen Kirk, who was jogging on road shoulder

Subject: Eagle River Greenbelt Access & Pathway

Date: Thu, 29 Jan 2004 14:23:03 -0900

From: Stefanie Ludwig <stefanie_ludwig@dnr.state.ak.us>

To: Dan Golden <dan_golden@dot.state.ak.us>

Dan,
Usually we don't have time to respond to scoping letters but I wanted to give you a head's up that we'll probably recommend an archaeological survey for this project. The proposed pathway follows the route of the Crow Pass Trail (ANC-214) which is part of the Iditarod National Historic Trail system. There is a high potential for historic mining features and roadhouse remains. The area is relatively undisturbed and based on our records, has not been previously surveyed.
Stefanie

--

Stefanie Ludwig
Archaeologist, Review and Compliance

Department of Natural Resources
Office of History & Archaeology
550 West 7th Avenue, Suite 1310
Anchorage, AK 99501-3565

Phone: 907-269-8720
Fax: 907-269-8908



MEMORANDUM

STATE OF ALASKA

Department of Natural Resources
Office of Habitat Management and Permitting

TO: Jerry Ruehle
Environmental Coordinator
Department of Transportation and
Public Facilities

DATE: January 30, 2004

TELEPHONE: (907) 269-6995

FROM: Stewart Seaberg *Ed Weiner*
Habitat Biologist **ADNR**
Anchorage Area Office

Scoping Comments
Eagle River Greenbelt
Access & Pathway
Project #55715

The Alaska Department of Natural Resources, Office of Habitat Management and Permitting (OHMP) has reviewed the subject request for scoping comments on alternative routes for the proposed pathway within the Eagle River Greenbelt between the Glenn Highway and the Eagle River Visitor Center.

The OHMP recommends that any new bridges, at a minimum, be large enough to allow the bridge abutment protection to be placed landward of the ordinary high water level of Eagle River. The bridge should also be designed to accommodate trails without encroachment below the ordinary high water line of Eagle River. The OHMP also recommends that trail bridges be designed to allow moose utilizing the Eagle River corridor to pass beneath.

Eagle River is the only anadromous stream within the project area. Eagle River supports rearing chinook, pink and coho salmon, resident Dolly Varden and rainbow trout in the project area.

In response to your specific requests in your scoping letter, the following information is provided:

1. Eagle River is the only anadromous fish stream within the project area.
2. There are several fish species that are important sport fish resources within the project area.
3. This proposed project will not be located within the boundaries of any state refuges, critical habitat areas or sanctuaries.
4. Moose and migratory waterfowl utilize the lakes and wetland habitat within the project area.
5. Since this project would potentially fill wetlands that are being utilized by wildlife, it could potentially affect migration corridors and segment wildlife habitats.
6. For any work that would be below ordinary high water of Eagle River, a Fish Habitat Permit would be required.

Project #55715	Copy
Preliminary Design & Environmental	
FOSE Chief	
Env. Coordinator	<input checked="" type="checkbox"/>
Env. Team Leader	<input checked="" type="checkbox"/>
Staff	
Reg. H. & C.	
Project File	<input checked="" type="checkbox"/>
Comments	

JAN 31 '04

We appreciate the opportunity to comment on this proposal at the early stages of project development. Call Cindy Anderson at 269-6995 if you have any questions regarding these scoping comments.

cc: M. Miller, ADF&G/SF/Anch.

L. Schanche, MOA

✓ D. Golden, DOT&PF

STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

550 WEST 7th AVENUE, SUITE 1340
ANCHORAGE, ALASKA 99501-3565
PHONE: (907) 269-8731
FAX: (907) 269-8917

DEPARTMENT OF NATURAL RESOURCES DIVISION OF PARKS AND OUTDOOR RECREATION DESIGN AND CONSTRUCTION

April 6, 2004

Re: Eagle River Greenbelt Access & Pathway project

Robert Gamel, CEO
16515 Centerfield Drive, Suite 201
Eagle River, Alaska 99577

Dear Mr. Gamel,

Thank you for letting us present the alternatives at our last meeting. We look forward to meeting with you and the board on April 20th. This letter is intended to help you by further describing the project, listing the possible impacts to your property, and requesting various actions by Eklutna Inc.

Description

The objective of this project is to construct a shared-use pathway between the Glenn Highway and the Eagle River Nature Center with several access points to the community. The funding is from the Federal Highway Administration through AMATS (Anchorage Metropolitan Area Transportation Solutions). This is a cooperative project between ADNR and ADOT.

We want your input on the 3 different alternatives we have developed (see handouts). Each alternative is a complete route that meets the intended scope of starting at the Highway and ending at the Nature Center with several access points to the community. Alternative 4 is the "no-build" option. "No-build" means we wouldn't build *this* project. Other future improvements in the park could be built under different funding sources. Private land will continue to be developed whether this project is built or not. The final preferred alternative could be a combination of these alternatives, or a variation of one of these alternatives. We hope to select the preferred alternative in late April or early May.

The funding source, the Federal bicycle standards, and Americans w/ Disabilities Act lean heavily towards a hardened shared-use pathway. We anticipate that the pathway would be a 10 feet wide paved surface with 2 foot wide gravel shoulders on both sides. We are staying away from the South Fork of Eagle River because of habitat & wildlife concerns, and concerns from the community. Also, we are not proposing to use the Lower Eagle River Trail upriver of the South Fork because of right-of-way issues, grades, avalanche problems, and motorized vs. non-motorized issues.



Printed on Recycled Paper



There is \$1 million budgeted for design, \$750,000 budgeted for ROW & Utilities, and \$5½ million has been penciled in for construction (\$2½ million in 2008, \$3 million in 2009). This funding is not enough to construct the entire pathway. Due to the construction funding limitations we will only be able to build less than half of the distance under this project, and will have to defer some sections to future phases. Other existing and proposed facilities may provide access in the interim.

Of the comments we have received, most people generally support a "build" alternative as long as it doesn't significantly degrade the Greenbelt's natural environment. Our job is to take into account all points of view, and issues, and arrive at a balanced decision.

Potential Impacts to Eklutna Property

All of the current alternatives have a small amount of right of way involvement with Eklutna Inc. The preferred alternative will probably have some also. Proceeding upriver, the locations are:

- South side between the Brigg's Bridge and the Southfork Eagle River. There is an old homestead road that crosses Eklutna land. The road has an existing 60 foot wide right of way. We think that both the road and a separated pathway can fit within the right of way, but it would be a tight fit due to cross-slope. Additional width may be required.
- North side between Southfork Eagle River and the Powerline. We can avoid Eklutna property by crossing wetlands. The same wetlands extend over the corner of the Eklutna parcel. However, it may be better to have the pathway skirt the edge of the wetlands by crossing Eklutna property. This would also be a more direct route for the pathway and could provide better access to the pathway from the Eklutna property.
- Donnelly property just upstream from the North Fork Access. Alternative I parallels the boundary on the river side. Due to wetlands, it may be necessary for the pathway to encroach on Eklutna land in isolated locations. Alternative II is generally within the right of way of the Eagle River Road. It may be necessary for the pathway to encroach on Eklutna land in isolated locations due to cross-slope and wetlands.
- Property near Prudhoe Bay Ave. Alternative I parallels the boundary on the river side. Due to wetlands, it may be necessary for the pathway to encroach on Eklutna land in isolated locations. Alternative II is generally within the right of way of the Eagle River Road. It may be necessary for the pathway to encroach on Eklutna land in isolated locations due to cross-slope and wetlands.

- In general, none of the proposed alternatives bisect any parcels and leave a portion economically unusable. Where the proposed alternatives do encroach on Eklutna Land, it is usually to avoid wetlands that are not developable. Also, an adjacent pathway may increase the future marketability of the properties.

Requested Actions by Eklutna Inc.

- Notice of Objections to any of the Alternatives

Please let us know if there are any objections to any of the alternatives. And, are there any problem areas that need to be reconsidered? Also, does Eklutna Inc. prefer one of the alternatives? This information will help guide us in our selection of the preferred alternative. We hope to select the preferred alternative in late April or early May.

- Right of Entry

We would like to get a Temporary Access Permit for flagging the proposed centerline of the preferred alternative, performing a wetlands determination with the regulatory agencies, brushing boundary lines, brushing the proposed centerline, and surveying to gather topographic information. We would like to start this work in May when the leaves are still off the trees.

- Eventual Purchase of Right of Way

All of the current alternatives have a small amount of right of way involvement with Eklutna Inc. The preferred alternative will probably have some also. When the survey is complete we can calculate acreage and determine the value of the right of way. Even if future construction is phased, we would want to make an early acquisition all of the right of way necessary for all future phases. We would like to know if Eklutna Inc. is for or against the general concept of selling right of way to the State for this project.

Please contact me if you need further information.

Sincerely,


Chuck Casper
Project Manager



16515 CENTERFIELD DRIVE, SUITE 201
EAGLE RIVER, ALASKA 99577
(907) 696-2828 FAX: (907) 696-2845

INC.

May 3, 2004

RECEIVED
MAY 06 2004

D.P.O.R.
DESIGN & CONSTRUCTION

Mr. Chuck Casper
Project Manager
State of Alaska, Dept. of Natural Resources
Div. of Parks and Outdoor Recreation
550 West 7th Avenue, Suite 1340
Anchorage, AK 99501-3565

REFERENCE: EAGLE RIVER GREENBELT ACCESS & PATHWAY PROJECT

Dear Mr. Casper:

Thank you for taking the time to make a presentation of the Eagle River Greenbelt Access & Pathway Project to our Board of Directors on April 20, 2004.

After careful consideration, the Board came to a consensus that Alternative #3 would be Eklutna's choice for the project.

Please contact Jody Sheppard in our office when you require an access permit onto Eklutna land.

Sincerely,

H. Robert Gamel
Chief Executive Officer

/ajb

Subject: Eagle River Road ROW and the Eagle River Greenbelt Access & Pathway
From: Chuck Casper <chuckc@dnr.state.ak.us>
Date: Fri, 23 Apr 2004 09:02:22 -0800
To: Michael K Schroeder <michael_schroeder@dot.state.ak.us>

Mike,

4/20/04
Tuesday, we presented our three alternatives for the pathway project to the Board of Directors of Eklutna Inc. One of the questions we had of them was: would they be willing to sell property in locations where the pathway needs to avoid wetlands or has cross-slope problems?

They made it very clear that they are unwilling to sell any of their property for the pathway project. They had a variety of reasons and appear to be entrenched in their position.

As you are aware, exercising eminent domain for transportation enhancements rarely happens and may become even less frequent in the near future.

With this new information, it has become apparent that we need to tailor the pathway project to avoid property owned by Eklutna Inc.

Another factor we have to consider is that habitat concerns voiced by AK Fish & Game may tip the balance towards Alternative II being our preferred alternative. This is the alternative that places the pathway mostly within the ROW of the Eagle River Road between mile 7.4 and 12.5.

To that end, I request that the design of the upcoming 3R project on Eagle River Road make allowance for the pathway to be within the road ROW. i.e. please leave enough room for a separated pathway to be built within the road ROW at a later date.

There are two areas with adjacent private property on the river-side of the road. In both cases the property is owned by Eklutna Inc.

In most areas of 100 ft wide ROW, we can probably fit in a pathway that is separated from the road prism. Some bottlenecks will require keying the pathway into the foreslope. Wetlands and water bodies may require a boardwalk wide enough for a shared-use pathway, and located immediately behind the guardrail.

In the area with only 60 ft wide ROW, it seems unlikely we can build a pathway that is separated from the road prism.

Thanks

Chuck

2004/MAY/04/TUE 04:31 PM



19515 CENTERFIELD DRIVE, SUITE 201
EAGLE RIVER, ALASKA 99577
(907) 696-2828 FAX: (907) 696-2845

INC.

May 3, 2004

Mr. Chuck Casper
Project Manager
State of Alaska, Dept. of Natural Resources
Div. of Parks and Outdoor Recreation
550 West 7th Avenue, Suite 1340
Anchorage, AK 99501-3565

REFERENCE: EAGLE RIVER GREENBELT ACCESS & PATHWAY PROJECT

Dear Mr. Casper:

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Please contact Jody Sheppard in our office when you require an access permit onto Eklutna land.

Sincerely,

H. Robert Gamel
Chief Executive Officer

/ajb

STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION DESIGN & CONSTRUCTION
PRELIMINARY DESIGN AND ENVIRONMENTAL

4111 Aviation Drive
P.O. Box 196900
Anchorage, Alaska 99519--6900
(907) 269-0542 Phone
(907) 243-6927 Fax

August 23, 2004

Re: Eagle River Greenbelt Access &
Pathway
Project No. 55715

Agency Field Trip
September 8, 2004 7:30 AM

Ms. Judy Bittner
State Historic Preservation Officer
Department of Natural Resources
550 West 7th Ave., Suite 1310
Anchorage, AK 99501-3565

Dear Ms. Bittner:

The Alaska Department of Natural Resources (ADNR), the Department of Transportation & Public Facilities (ADOT&PF), and the Anchorage Metropolitan Area Transportation Study (AMATS) in cooperation with the Federal Highway Administration (FHWA) are continuing to evaluate potential impacts of the proposed Eagle River Greenbelt Access Pathway (ERGAP), connecting the Glenn Highway and the Eagle River Visitor Center (Fig. 1). We are conducting an agency field trip to follow up the agency scoping meeting held on January 15, 2004 and to present the engineering preferred alternative for agency comment.

Based on public and agency comment, Alternative 2 (Appendix A) was designated as the engineering preferred because it balanced quality trail experience, minimized potential impacts to private property, neighborhoods, and to wildlife and wildlife habitat (including wetlands).

The project is not programmed for construction in the 2004-2006 State Transportation Improvement Program (STIP). It will likely be constructed in phases due to its length and cost. Right of way acquisition is expected to be minimal. We are in the process of developing the environmental document and request your input on the proposed route and probable economic, social, and environmental effects.

The trail is in the process of being mapped and flagged. Because there is little existing trail and off-trail travel is slow, we will not cover the entire distance. We have chosen a segment to walk, starting at Eagle Crossing Development (Driftwood Bay Drive) and finishing at the power line crossing of the proposed trail (off of Eagle Glacier Loop, near MEA station). The distance is approximately 2 miles.

Please meet us at 7:30 am at DOT Building (4111 Aviation Dr.). ADOT&PF will provide transportation to and from Eagle River.

Please be prepared for bugs, bears, and brush. You should bring lunch, insect repellent, rubber boots and a long sleeve shirt.

If you have any questions, contact Sarah Masco, Environmental Analyst, at 269-0524.

Sincerely,

Jerry O. Ruehle
Environmental Coordinator

Enclosed: Project Figures
 Appendix A – Route Descriptions

cc: Mike Schroeder, P.E. Project Manager, DNR
 Dan Golden, Environmental Team Leader, PD&E
 Gerry Kintz, P.E., Project Manager, Highway Design
 Lori Schanche, Trails Coordinator, MOA
 Barbara Wild, Environmental Analyst, ADNR

Appendix A

Route Description- Alternative 2

Alternative II will build a shared-use pathway from the Glenn Highway to the Eagle River Nature Center. This alternative consists of the following combination of route segments: A1-B2-A4-A5-A3-A6-A14.

The total length of pathway for this alternative is 13.4 miles. The estimated construction cost is \$18 to \$20 million. Forty to fifty acres of land will be disturbed, of which 4 to 5 are wetlands.

Route A1

This route runs from the Glenn Highway to the Briggs Bridge. A new separated pathway leaves the downtown area and follows VFW Road, then goes through the woods along Eagle River, climbs up and connects to an existing trail/old road. A new bridge will be constructed across Eagle River using the existing abutments at the old highway crossing and connecting the trail to the campground. The bridge will span the river without intermediate piers.

The new pathway would continue east through the woods, skirting wetlands, with two more bridge crossings across Eagle River to avoid eroding bluffs. It would then climb up with a switch-back and connect to the existing pedestrian tunnel under the Eagle River Loop Road.

This route is mostly on uplands, but there would be some wetlands involvement.

Route B2

No improvements to the existing pathway are proposed. The route consists of existing pathway and sidewalk along the west side of Eagle River Loop Road and North of the Briggs Bridge that connects to the community pathway system. South of the Briggs Bridge Eagle River Loop Road has existing 8-foot wide shoulders on both sides.

Route A4

This route will connect the trail to the 8-foot wide shoulders on the Eagle River Loop Road. A pedestrian tunnel will be required under Eagle River Loop Road. A new separated pathway will connect to the existing Hiland Access parking area. This route is upland, but there may be some wetland involvement.

Route A5

This route follows the existing single lane gravel homestead road known as the Lower Eagle River Trail (LERT). A portion of the road is owned by Eklutna Inc.; this property could be avoided if the trail paralleled the existing road. However, Eklutna has indicated they are willing to work with Parks to provide an easement. The existing homestead road would only need minor improvement.

From the intersection with route B3, the new pathway turns north and travels on top of a low natural ridge to a new bridge across Eagle River. There may be some wetland involvement in the vicinity of the bridge. The bridge will span the river without intermediate piers.

Route A6

The western end of this new pathway follows natural benches, but does cross steep areas. There

is a stream crossing and springs to avoid. This portion has potential for a viewing area across from the South Fork confluence.

From the South Fork the route continues east and parallels the river on natural levees. The minimum 25 foot setback from the river will be maintained on this route. An easement across private property may be necessary where the state property ownership is constrained by private property. There is some wetland involvement and two stream crossings. The route will use existing primitive path near the property line below Denaina Drive.

The trail becomes a separated pathway along Eagle River Road near the North Fork Access point. There is some wetland involvement along this portion.

Route A14

This route is a new pathway from the North Fork Access that is close to- and mainly within the right of way of- Eagle River Road. There may be some wetland involvement in the area of the "Moose Pond." The remainder of the section is upland with frequent small stream crossings. Avalanche hazard may exist along this portion of the route.

The new pathway connects to the abandoned racetrack, where a new parking area will be created west of and downhill from the Eagle River Nature Center. The new parking area will connect to the trail via the existing steep road to the Nature Center. This portion is all upland.

Ms. Judy Bittner
Department of Natural Resources
550 West 7th Ave., Suite 1310
Anchorage, AK 99501-3565

Ms. Heather Dean
U.S. EPA
222 W. 7th Ave., #19 (Rm. 537)
Anchorage, AK 99513-7588

Mr. Wayne Dolezal
ADF&G – Habitat
333 Raspberry Road
Anchorage, AK 99518-1599

Mr. Hank Baij
U.S. ACOE – Regulatory Branch
PO Box 898
Anchorage, AK 99506-0898

Ms. Wendy Mikowski
Eklutna Inc.
16515 Centerfield Dr., Ste. 201
Eagle River, AK 99577

Mr. Michael Payne
NMFS
222 W. 7th Ave., #43
Anchorage, AK 99513-7577

Ms. Catherine Berg
U.S. Fish & Wildlife Service
605 W. 4th Avenue, Room 62
Anchorage, AK 99501

Ms. Theresa Ressler
Cook Inlet Region Inc.
P.O. Box 93330
Anchorage, AK 99509-3330

Ms. Lori Schanche
Municipality of Anchorage
P.O. Box 196650
Anchorage, AK 99519-6650

Mr. Lee Stephan
Native Village of Eklutna
26339 Eklutna Village Road
Chugiak, AK 99567

Mr. Mike Sullivan
ADNR DML&W
550 West 7th Avenue, Suite 900C
Anchorage, AK 99501

Mr. Thede Tobish
Municipality of Anchorage
P.O. Box 196650
Anchorage, AK 99519-6650

Mr. Tim Rumfelt
AK DEC
PO Box 871064
Wasilla, AK 99687

Ms. Cynthia Zeulow-Osborne
DNR-OPMP
550 West 7th Ave., Suite 1660
Anchorage, AK 99501

Mr. Jim Helfinstine
Coast Guard
Anchorage, AK 99501

Mr. Dale Lewis
FHWA Central Region
PO Box 21648
Juneau, AK 99802

Mrs. Barbara Wild
AK DNR State Parks
Atwood Building,
Anchorage, AK 99501

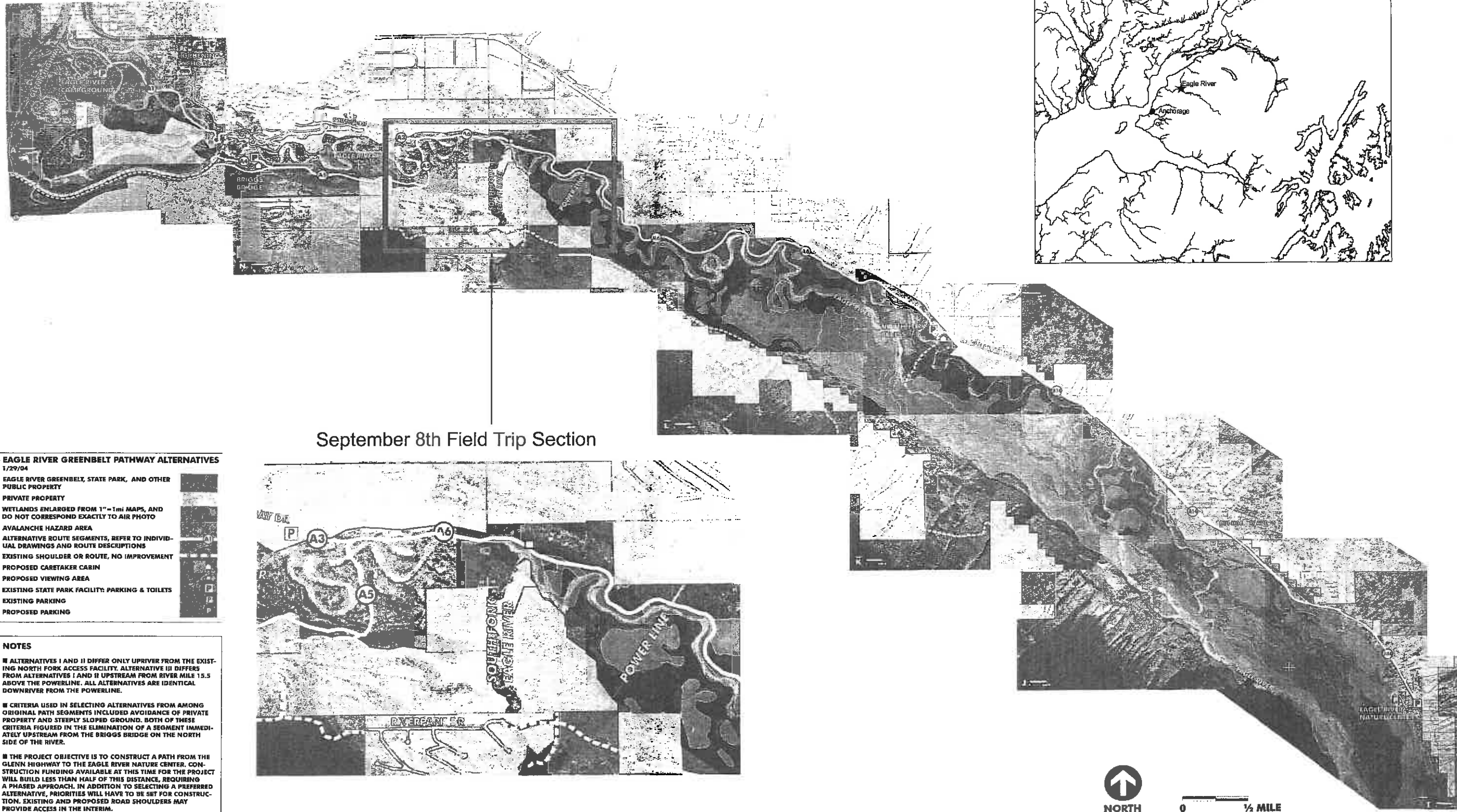
Mr. Ken Morton
AK DNR State Parks
550 W 7th Street Ste 1340
Anchorage, AK 99501

Mr. Bill Evans
AK DNR State Parks
550 W 7th Street Ste 1340
Anchorage, AK 99501

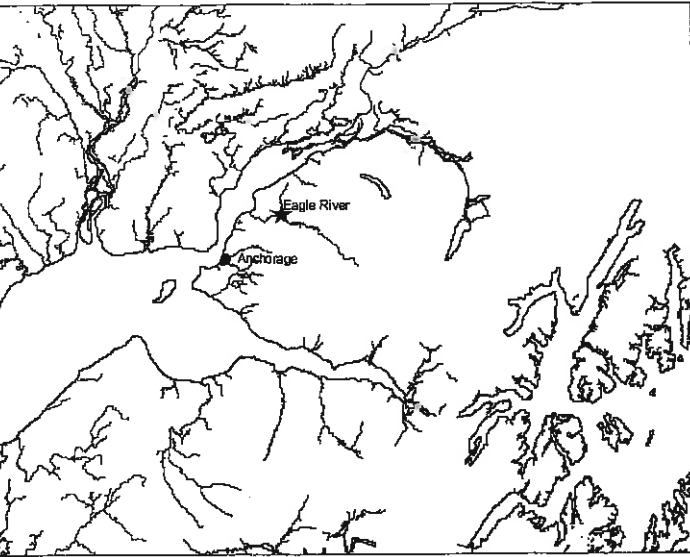
Mr. Mike Schroeder
AK DNR State Parks
550 W 7th Street Ste 1340
Anchorage, AK 99501

EAGLE RIVER GREENBELT PATHWAY CONCEPT

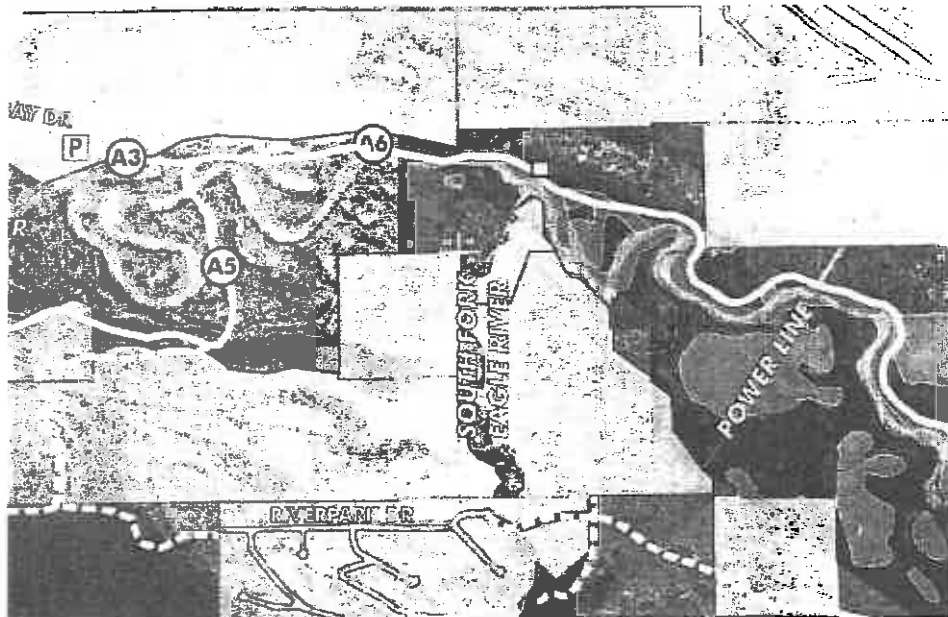
Alternative 2



Location Map



September 8th Field Trip Section



- EAGLE RIVER GREENBELT PATHWAY ALTERNATIVES**
1/29/04
- EAGLE RIVER GREENBELT, STATE PARK, AND OTHER PUBLIC PROPERTY
 - PRIVATE PROPERTY
 - WETLANDS ENLARGED FROM 1" = 1mi MAPS, AND DO NOT CORRESPOND EXACTLY TO AIR PHOTO
 - AVALANCHE HAZARD AREA
 - ALTERNATIVE ROUTE SEGMENTS, REFER TO INDIVIDUAL DRAWINGS AND ROUTE DESCRIPTIONS
 - EXISTING SHOULDER OR ROUTE, NO IMPROVEMENT
 - PROPOSED CARETAKER CABIN
 - PROPOSED VIEWING AREA
 - EXISTING STATE PARK FACILITY: PARKING & TOILETS
 - EXISTING PARKING
 - PROPOSED PARKING

NOTES

- ALTERNATIVES I AND II DIFFER ONLY UPSTREAM FROM THE EXISTING NORTH FORK ACCESS FACILITY. ALTERNATIVE III DIFFERS FROM ALTERNATIVES I AND II UPSTREAM FROM RIVER MILE 15.5 ABOVE THE POWERLINE. ALL ALTERNATIVES ARE IDENTICAL DOWNSTREAM FROM THE POWERLINE.
- CRITERIA USED IN SELECTING ALTERNATIVES FROM AMONG ORIGINAL PATH SEGMENTS INCLUDED AVOIDANCE OF PRIVATE PROPERTY AND STEEPLY SLOPED GROUND. BOTH OF THESE CRITERIA FIGURED IN THE ELIMINATION OF A SEGMENT IMMEDIATELY UPSTREAM FROM THE BRIGGS BRIDGE ON THE NORTH SIDE OF THE RIVER.
- THE PROJECT OBJECTIVE IS TO CONSTRUCT A PATH FROM THE GLENN HIGHWAY TO THE EAGLE RIVER NATURE CENTER. CONSTRUCTION FUNDING AVAILABLE AT THIS TIME FOR THE PROJECT WILL BUILD LESS THAN HALF OF THIS DISTANCE, REQUIRING A PHASED APPROACH. IN ADDITION TO SELECTING A PREFERRED ALTERNATIVE, PRIORITIES WILL HAVE TO BE SET FOR CONSTRUCTION. EXISTING AND PROPOSED ROAD SHOULDERS MAY PROVIDE ACCESS IN THE INTERIM.



0 1/2 MILE



Municipality of Anchorage

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Physical Address: 4700 Bragaw Street • Anchorage, Alaska 99507 • www.muni.org/planning

Mayor Mark Begich

Planning Department

September 27, 2004

Mr. Jerry Ruehle
State of Alaska
Department of Transportation and Public Facilities
P.O. Box 196900
Anchorage, AK 99519-6900

RE: Eagle River Greenbelt Access and Pathway; Project No. 55715
Field Visit 9/8/04

Dear Mr. Ruehle:

Thank you for the opportunity to get a closer look at the proposed Eagle River Trail Alignment. Our field trip on September 8, 2004, encompassed the section of trail proposed from the end of Driftwood Bay Road to the Powerline (East of Eagle Glacier Loop), the existing North Fork Eagle River Access point and the Eagle River Road segment to the Eagle River Nature Center. In light of this field reconnaissance, I offer the following regarding design and alignment considerations:

- Use of the U.S. Fish and Wildlife Service's National Wetlands Inventory (NWI) and the Municipality of Anchorage's Eagle River Wetlands Maps, alongside the ground-truthing work ongoing by your staff and DNR-Parks, will be essential in denoting wetland acreage and locations for permitting actions. Avoidance of documented wetlands is encouraged. Negotiations with private landowners regarding trail access and crossings is necessary to avoid some of the higher value wetlands. Where the trail alignment cannot avoid wetlands, designs utilizing boardwalks and other means to convey water flow and retain wetlands functions, are recommended.
- Identification of seeps, drainageways and streams is important not only for trail maintenance and safety issues but to maintain water flow from up slope areas within the Eagle River watershed. Coordination with the Municipal Watershed Division (Kristi Bischofberger, 343-8058) is encouraged to obtain current information on mapped features and to share new information as your staff ground-truths the trail alignment.
- Evaluation of the wetlands functions and values for wildlife habitat, hydrology (including flood retention, erosion control, sediment filtering, and nutrient retention) and socio-economic/recreation (such as bird and wildlife viewing) is helpful in evaluating potential wetlands losses for possible mitigation in the permit process.
- The *Anchorage Wetlands Management Plan* (MOA), April 1996, contains management strategies for each MOA numbered wetland along the proposed trail (pgs.106-107, AWMP). These strategies state that trails and associated amenities are allowed in wetlands if no other practicable alternatives exist, drainageways are to be maintained, and "A" designated wetlands are to be avoided to the maximum extent. Further clarification of these strategies is dependent upon the final proposed trail alignment and design.

Community, Security, Prosperity

- Anchorage Municipal Code (AMC) Title 21 regulates activity within a 25' setback of Eagle River. The Code is currently undergoing revisions and proposing to change the 25' creek/river setback to 100' in R-10 zoning district and to 50' in the R-5, R-6, R-9, I-1 and I-2 zoning districts. As the Eagle River greenbelt is largely within a PLI (Public Lands and Institutions) zoning district, the proposed Title 21 revision calls for the 25' setback to remain in place; however, the revision may not allow trails under permitted uses, in which case a variance *may* be required. Until the Title 21 revisions are adopted, the current AMC Title 21.45.210 Stream Protection Setback is enforceable and allows "public recreation facilities, such as trails" "within the closest 15' to the stream where it is necessary for them to cross or enter the stream protected by the setback".
- Because the proposed trail lies within a flood hazard zone, a Municipal Flood Hazard Permit may be required. Coordination with Mr. Jack Puff, Municipal Floodplain Manager (343-8251), is suggested.

Your staff, alongside the DNR Parks Division staff, is working well toward documenting the physical, historical and socio-economic features encountered with the proposed trail alignments, and should be commended for their thoroughness. We would appreciate shared detailed information on the wetlands delineations in order to update our own database.

Thank you for the opportunity to comment.

Sincerely,



Karen M. Keesecker
Coastal Zone Field Monitor

cc: Lori Schanche, Trails Coordinator, MOA
Dan Golden, ADOT&PF
Sarah Masco, ADOT&PF
Jerry Kintz, ADOT&PF
Barbara Wild, ADNR-Parks
Bill Evans, ADNR-Parks
Catherine Berg, USFWS
Ryan Winn, COE
Heather Dean, EPA

Subject: RE: Eagle River Greenbelt Access Pathway (#57692) Comments

From: Rick Sinnott <rick_sinnott@fishgame.state.ak.us>

Date: Fri, 22 Oct 2004 08:40:56 -0800

To: 'Sarah Masco' <sarah_masco@dot.state.ak.us>, judy_bittner@dnr.state.ak.us, Dean.Heather@epamail.epa.gov, wayne_dolezal@fishgame.state.ak.us, harry.a.baij.jr@POA02USACE.Army.Mil, wendy@eklutnainc.com, michael.payne@noaa.gov, catherine_berg@fws.gov, tressler@ciri.com, "'Schanche, Lori E.'" <SchancheLE@ci.anchorage.ak.us>, nve@eklutnainc.com, mike_sullivan@dnr.state.ak.gov, TobishTG@ci.anchorage.ak.us, Tim_Rumfelt@dec.state.ak.us, 'Cynthia Zuelow Osborne' <cynthia_zuelow-osborne@dnr.state.ak.us>, jhelfinstine@cgalaska.uscg.mil, dale.j.lewis@fhwa.dot.gov, 'Barbara Wild' <barbara_wild@dnr.state.ak.us>, 'William L Evans' <bill_evans@dnr.state.ak.us>, 'Michael K Schroeder' <michael_schroeder@dnr.state.ak.us>, "'Keesecker, Karen M.'" <KeeseckerKM@ci.anchorage.ak.us>, 'Dan Golden' <dan_golden@dot.state.ak.us>, 'Gerald W Kintz' <gerry_kintz@dot.state.ak.us>
CC: 'Jessy Coltrane' <jessica_coltrane@fishgame.state.ak.us>

Thanks for the reminder, Sarah. Jessy and I are satisfied with DOTPF and DNR's preferred alternative for the Eagle River Greenbelt trail, and we liked the location of the segment that we walked with Bill Evans, you and others. We appreciate the attention that Bill and others have given to avoiding conflicts with brown bears along the route.

As we understand it, there is no plan to pave the trail at this time, and that is good. If possible, gravel should only be used in heavily trafficked segments. A dirt or wood-chipped trail would imitate existing backcountry trails in Chugach State Park, like the Crow Pass trail. These primitive trails do not support fast recreational activities; i.e., the kind that we discourage in bear country.

We also suggested on the tour that the river overlook have two entrance/exits for people in case a bear walked up onto the viewing deck.

Bill talked about several span lengths for the bridge over Eagle River. We liked the longer bridge that spanned portions of the floodplain, because bears walk up and down the river and it would be safer to have them cross under the trail than to force them onto the trail.

At one point, west of the large wetland area that we looked at, the group spent some time standing in an overflow channel of Eagle River. This small wetland and the adjacent sandy bank of the river were crisscrossed with numerous moose tracks and a brown bear, black bear, and coyote had also recently left tracks. Bill discussed several options for the trail in this area. One of the options involved negotiations with Eklutna Native Corporation to cross a corner of their land upslope from the small wetland and loop of Eagle River. We urge you and DNR to pursue that option, because placing the trail too close to the river at this point is likely to result in unacceptable conflicts with brown bears and other wildlife.

As in our previous letter, we urge you to provide bear-proof waste receptacles along the route that are emptied frequently. We also appreciate and support State Parks efforts to provide wildlife interpretation and warning signs at trailheads. These signs will also be needed on the Eagle River trail.

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

From: Sarah Masco [mailto:sarah_masco@dot.state.ak.us]

Sent: Thursday, October 21, 2004 3:12 PM

To: judy_bittner@dnr.state.ak.us; Dean.Heather@epamail.epa.gov; wayne_dolezal@fishgame.state.ak.us; harry.a.baij.jr@POA02USACE.Army.Mil;

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jessica.coltrane@fishgame.state.ak.us; Keesecker, Karen M.; Dan.Golden;
Sarah.C.Masco; Rick.J.Sinnott; Gerald.W.Kintz
Cc: Sarah C Masco
Subject: Eagle River Greenbelt Access Pathway (#57692) Comments

Agency Representatives,

Thank you to all who attended either of the agency field trips for the Eagle River Greenbelt Access Pathway (ERGAP) project. We are approaching the end of the 30-day comment period and have received few comments. If you would like to provide comments, please submit them by October 29, 2004. Comments may be mailed to: PO Box 196900, Anchorage AK 99519, faxed to (907)-243-6927, or emailed to: sarah.masco@dot.state.ak.us <mailto:sarah.masco@dot.state.ak.us>.

Sincerely,

Sarah Masco