

Kake Access

Welcome to the Kake Access Project Scoping Open House

Petersburg, Thursday, February 21, 3:30-6:30 pm

Please sign in here. Project team members are here to collect your feedback and answer questions. Thank you for your interest in this project.

www.kakeaccess.com

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Welcome to the Kake Access Project Scoping Open House

Tuesday, March 12 , 2:00 pm-8:00 pm

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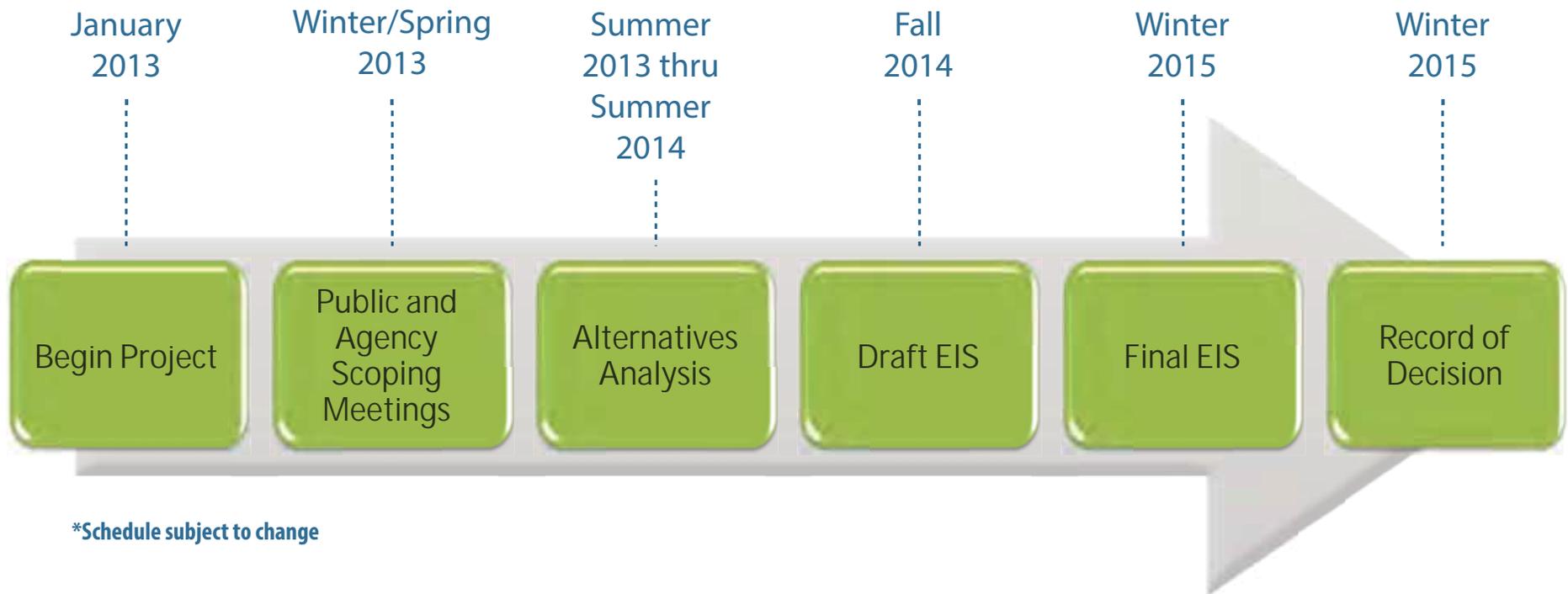
Kake Access

Project Description

The Kake Access project was initiated by the Alaska Department of Transportation and Public Facilities (ADOT&PF) to expand public access from Kake. Opening up additional public access, by new road or enhanced ferry service, would improve regional connectivity in Southeast Alaska and provide Kake residents with more efficient access to services in larger communities.

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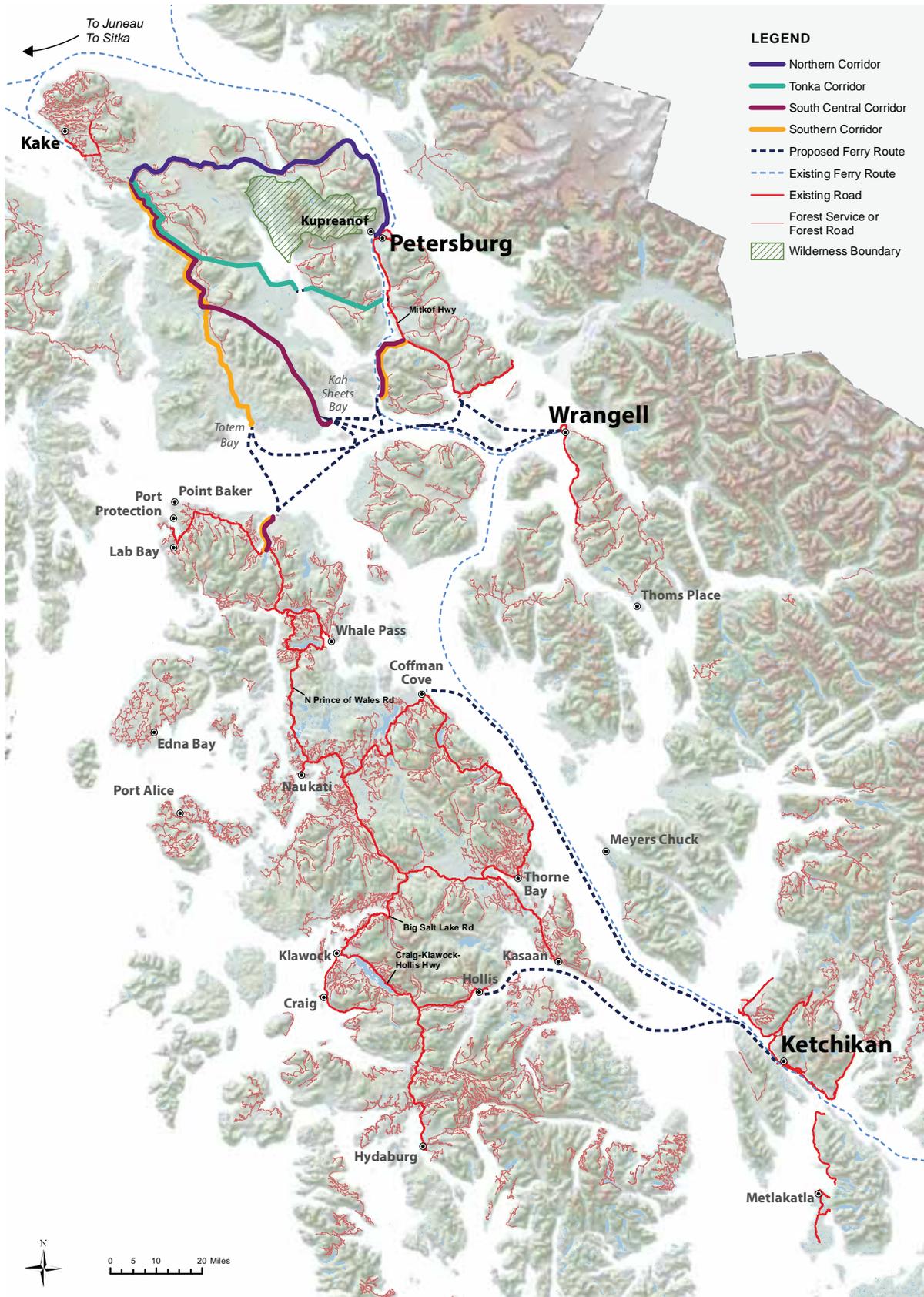
ADOT&PF proposed a road to Petersburg – why are we looking at other alternatives?

In 2012, the Alaska State Legislature appropriated \$40 million in state funds to construct a new road between Kake and Petersburg.

Because of the potential for significant impacts to result from the Kake Access project, FHWA is preparing an Environmental Impact Statement (EIS). Although the state funds were specific to a road between Kake and Petersburg, the Kake Access EIS will evaluate a range of alternatives that would improve access between Kake and communities with commercial, medical, and regional transportation services. The EIS will also evaluate a No Action alternative.

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Fact Sheet

The Kake Access project was initiated by the Alaska Department of Transportation and Public Facilities (ADOT&PF) to expand public access from Kake, Alaska. Kake is currently accessible by plane, boat or mainline ferry. Opening up additional public access, by new road or enhanced ferry service, would improve regional connectivity in Southeast Alaska and provide Kake residents with more efficient access to services in larger communities.

The Western Federal Lands Highway Division of the Federal Highway Administration (FHWA) and ADOT&PF have initiated an Environmental Impact Statement (EIS) for this project. **This EIS is separate from the Kake to Petersburg Transmission Intertie EIS which is also in progress.** However, the two projects will be coordinated. Preliminary alternatives for the Kake Access project include roads, shuttle ferries, and improved mainline ferry service that would connect Kake with Petersburg, Ketchikan, or Wrangell.

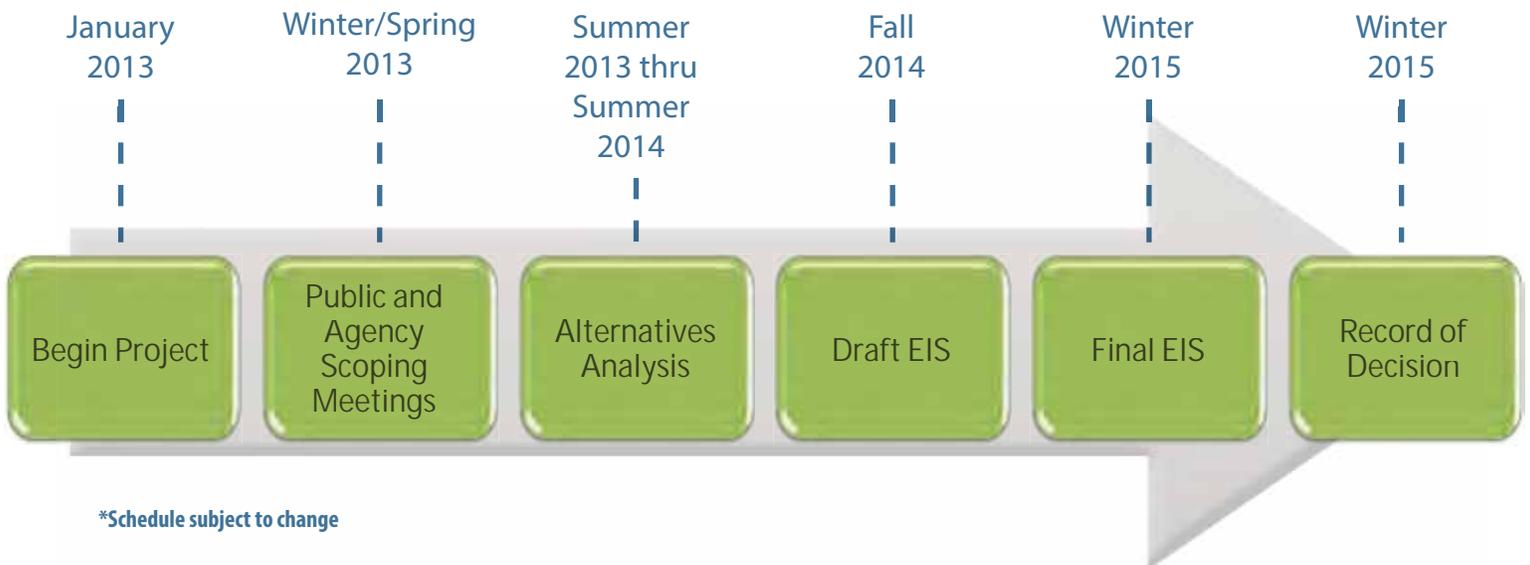
The FHWA is supporting ADOT&PF by conducting the environmental review process defined in the National Environmental Policy Act (NEPA). Federal regulations require that the potential environmental impacts of a project and the reasonable alternatives, including a No Action alternative, are considered in an environmental document. Because of the potential for significant impacts to result from the Kake Access project, FHWA is preparing an EIS. Doing so also makes a transportation improvement outcome eligible for potential future federal funding.

Public involvement is an important part of this project. FHWA needs to identify and understand community issues, interests and concerns about current conditions and the implications of the various alternatives that will be studied in the EIS. You are encouraged to get involved! Add your name to the project mailing list, attend public meetings, and visit the project website for the latest information and opportunities to provide your input.

Lead Agencies & Contact Info.

U.S. Department of Transportation
Federal Highway Administration
Western Federal Lands Highway Division
610 East Fifth Street
Vancouver, WA 98661-3801
Mike Traffalis
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ADOT&PF Southeast Region
6860 Glacier Highway
Juneau, AK 99801-7999
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1. The ADOT&PF proposed a road to Petersburg – why are we looking at other alternatives?

FHWA is preparing an Environmental Impact Statement (EIS) because the ADOT&PF's proposed road from Kake to Petersburg could result in significant environmental, social, and cultural impacts. Although the state funds were specific to a road between Kake and Petersburg, the Kake Access EIS will evaluate a range of alternatives that would improve access between Kake and communities with commercial, medical, and regional transportation services. The EIS will also evaluate a No Action alternative.

2. How will the project be funded?

In 2012, the Alaska State Legislature appropriated \$40 million in state funds to construct a new road between Kake and Petersburg. If an alternative is selected that costs more than the appropriated amount, the State will need to identify additional funding sources. These may include federal funds or additional State monies.

3. How long will it take to finish the EIS and make a decision?

FHWA anticipates it will take two years to complete the EIS process and issue a decision. Field studies and research to evaluate the project alternatives will be conducted in 2013 and 2014. A Draft Environmental Impact Statement will be published in fall 2014. The public will have an opportunity to comment on the Draft EIS and FHWA will respond to those comments in its Final EIS in early 2015. A Record of Decision may be issued concurrent with the Final EIS.

4. Who will decide which alternative gets selected?

FHWA is responsible for issuing a formal Record of Decision identifying a preferred alternative. FHWA's decision will be based on the findings in the EIS and input from federal and state agencies, local agencies and organizations, tribal entities, and you, the public. Some federal and state agencies will have permit approval authority for the project, which will be a factor in FHWA's selection of an alternative.

5. Is the Kake Access project the same as the Intertie project?

The Kake Access project and the Kake Petersburg Intertie project are two different projects. The Kake Access project is considering ways to improve road or ferry access to Kake. The Kake Petersburg Intertie project is considering an electrical transmission line intertie from the Petersburg area to Kake.

While both projects include alternatives in similar corridors they are being considered separately because they have independent utility: one does not rely on the other. The alternative that would best meet the needs of the Kake Access project might be different from the alternative that meets the needs of the Intertie Project.

1) Has the information presented today adequately explained this project?

Yes No Uncertain

If not, please explain:

2) Do you have any concerns about the preliminary alternatives presented today? How can we address those concerns?

3) Do you have any other preliminary alternatives to suggest?

4) What is the best way for us to keep you informed about the project?

(Circle all that apply)

emails

postcards

newspaper ads

5) Was this meeting date/time convenient for you? If not, please provide an alternate suggestion.

6) Is there anything else you'd like to add tell us about this project?

Please return this comment form today or by April 16, 2013 to:
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