

SAR - Geo - KP Only

| <i>Comment #</i> | <i>Comment</i> |
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0003853-001

0021947-002 Rick Cables
USDA, Forest Service
P.O. Box 21628
Juneau, Alaska 99802

RE: Chugach Forest Plan Revision

The letter I am writing is in opposition of the Forest Service proposal to limit all user groups to the Chugach Forest and its trails.

The public has the right to use this land. No user groups should be limited in their use of any public land including National Park or National Forest land. This is in violation of mine and everyone's Constitutional Rights, and is inexcusable.

The Forest Service has done an excellent job in the preservation of our lands especially under the current plan. Under the current plan, the National Forest Service land is a multi-user use plan as it should be. Under the current plan the 04 Kenai Lake Division (in which I live) shows that 97% of the land is not impacted what so ever.

These are multiple use lands and they should remain that way, no plans or alternate plans should be considered and me land should remain as is.

Sincerely,

Timothy J. Wille
(907) 491-1680

Comment # Comment

0026585-009

I feel that the Forest Service should not encourage construction of a bypass around Cooper Landing.

I also feel strongly about the trail being changed in order to accommodate a bypass around Cooper Landing. This would severely affect the historic status of the trail, change the Juneau Falls appeal, shorten the trail, change user groups, affect bear corridor travel to the Kenai River, affect bear habitat, and forever change and disrupt the natural appeal of this narrow mountain valley. There is not enough room for two major road corridors, it would eventually allow for more development along an avalanche prone route, it would incur greater maintenance costs to the state for a higher elevation winter route, and should not be considered because there is a prudent, viable alternative in changing the existing corridor along the Sterling Hwy to allow for shoulders, left turn lanes and a 10 mile safety path as detailed in the draft EIS. There is not enough traffic for 9 months of the year to warrant this type of expense in routing a road for 11 miles around a town of 400 residences that would intersect at the busiest section of the road during the salmon runs! The business owners along the existing corridor have long depended on drive by traffic to sustain their businesses.

Let's take care of what we have, maintain our hwy. that now exists and badly needs upgrading and enhance the infrastructure that is now in place. Do not destroy trails that are already in place.

The number one comment that Cooper Landing repeatedly receives is: 'it is such a beautiful place'. Placing another clear cut scar for a road corridor along this valley would forever change the appeal. To say it would have limited access is preposterous. It invites development that would forever change the natural beauty that exists here, that people desire and appreciate in their travels in the Kenai Peninsula.

Debbie Carlson
907 595-1455
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0034296-003 Concerning Campground Expansion

Before any expansion in this area is done it should be determined how much demand there is for more camping sites. There are times when the camp grounds are full. Are the local private campgrounds also full? We would ask whether these campground expansions would compete with the private campground in Moose Pass, the Renfro's at mile 19 and the future plans of Chugach Alaska Corporation for their property on the east side of mile 12 overlooking the Snow River Valley.

Primrose Campground is mentioned as being one where expansion is planned. The residents of Primrose Road are very much against this idea.

Campground expansion, if it is deemed necessary, would be more reasonable at Trail Lake and Ptarmigan Lake Campgrounds.