

DESK PACKET

(MATERIALS SUBMITTED AFTER 05/29/26)

5. Conditional Land Use Permit; PC Resolution 2026-29

Applicant: Colaska Inc. dba QAP

Request: Requesting a modification to conditional land use permit (PC 2025-33), adding a project based waiver to the hours of operation and would allow QAP to work at night outside the standard hours of 6:00 AM to 9:00 PM

**Address: 36780 Robinson Loop Road
Sterling Area**



A COLAS COMPANY

240 W. 68th Ave.
Anchorage, Alaska 99518

April 3, 2026

Kenai Peninsula Borough
Planning Department
144 N. Binkley St
Soldotna, Alaska 99669

RE: CLUP ID: MS2025-13_P01 - Project-Based Waiver Request
Sterling Safety Corridor Improvements MP 82.5-94
AKDOT&PF Project No. 0A33026/CFHWY00130
KPB Parcel 06304702

Colaska Inc. dba QAP is submitting an application for a Project-Based Waiver as an amendment to the existing Conditional Land Use Permit No. MS2025-013_P01. The request is driven by AKDOT traffic safety restrictions impacting the upcoming reconstruction section of the highway.

Recent feedback regarding nighttime operations highlights the need for flexible and extended operating hours. As the AKDOT-selected general contractor for the Progressive Design Build (PDB) effort from Mile Post 82.5 to 94, QAP is preparing for the next construction phase, **Work Package 2**. Traffic requirements necessitate nighttime activities to avoid peak summer traffic; while AKDOT and QAP are exploring ways to ease these constraints, full removal is not possible.

Submitted Supporting Documentation:

1. **QAP & AKDOT&PF Professional Services Agreement for the SSCI MP 82.5–94 PDB Project**
2. **Sterling Safety Corridor Improvements Project Specifications – Section 643: Traffic Maintenance**
3. **DOT–QAP–DOWL Email Correspondence Regarding Traffic Restrictions**

Completion of this project is critical for Kenai Peninsula safety and welfare. Material sources meeting project specifications are limited along the corridor, so utilizing available sites—such as this parcel—is essential for extraction, processing, and disposal needs. **Please note, the volume of material within this source can only support the project for approximately 40 high production shifts in total.**

Current restrictions prohibit work during key daytime periods from May 1 to September 15 and around holidays, with no traffic restrictions allowed in July. This shortens the construction season from six to five months unless a waiver is approved. Ultimately, QAP is requesting this waiver being granted during the construction season, approx. May 1 through October 31, until completion of the referenced project, currently projected in **2029**. The requested waiver is necessary to maintain project progress within available funding constraints and meet completion goals, however, QAP only intends to run nighttime operations as necessary to meet project demands.

For questions, contact me at dunderwood@colaska.com or (907)748-2398.

Sincerely,

Daron Underwood
Area Manager



A COLAS COMPANY

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Anchorage, Alaska 99518

April 3, 2026

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Sterling Safety Corridor Improvements MP 82.5-94
AKDOT&PF Project No. 0A33026/CFHWY00130
KPB Parcel 06304702 - Construction Phasing

Current highway safety regulations prohibit any work that restricts traffic during key daytime periods from May 1 through September 15 and around holidays, and no traffic restrictions are permitted during July. Approving the requested waiver is necessary to keep the project moving within available funding and to meet scheduled completion targets. We expect the material source to supply the referenced work productively for only about 1.5–2 construction seasons; after that, increased hauling costs will require shifting to another source at the eastern end of the corridor.

This document summarizes the primary traffic restrictions affecting the Sterling Highway Safety Corridor project and describes the anticipated sequencing of work within the material source.

Project Traffic Restrictions

For this project, a traffic restriction includes any construction activity or traffic control operation that alters roadway surface conditions or interferes with normal traffic flow. The most significant operational constraint is the movement of haul trucks entering and exiting the project limits, which can only occur during approved work windows.

For the Sterling Highway between MP 82.5 and MP 94, the following traffic restriction periods apply: (see visuals below for restricted and permitted work hours):

1. **May 1 to September 15** – *during the following days, impacting traffic is NOT-PERMITTED as noted:*
 - a. Monday through Thursday: 0600 hrs to 2100 hrs.
 - b. Weekends: Friday 0600 hrs to Sunday 2200 hrs.
2. **Around a Holiday** – *if a holiday falls on one of these days, impacting traffic is NOT-PERMITTED as noted:*
 - a. If a holiday falls on Sunday, Monday, or Tuesday, the above stipulations apply from 1200 hrs on the Friday before the holiday to 0300 hrs. on the day after the holiday.
 - b. If a holiday falls on Wednesday, the above stipulations apply from 1200 hrs on the Tuesday before the holiday to 0300 hrs. on the Thursday after the holiday.

- c. If a holiday falls on Thursday, Friday, or Saturday, the above stipulations apply from 1200 hrs on the day before the holiday to 0300 hrs. on the Monday after the holiday.

Applicable holidays in 2026, 2027, and 2028 are as follows:

2026	2027	2028
Memorial Day – Monday, May 25	Memorial Day – Monday, May 31	Memorial Day – Monday, May 29
Labor Day – Monday, September 7	Labor Day – Monday, September 6	Labor Day – Monday, September 4

3. July 1 through July 31 – IMPACTING TRAFFIC IS NOT-PERMITTED

Below are visual representations of the restricted and permitted work hours as said above:

Traffic Restrictions: **PERMITTED** **NOT-PERMITTED** **NON-WORKING**

Sterling Highway Traffic Restrictions																								
May 1 - Sept 15	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
Sun																								
Mon																								
Tue																								
Wed																								
Thu																								
Fri																								
Sat																								

Notes:

1. Work can be conducted on the project during NOT-PERMITTED hours if able to do so without restricting traffic. At times, phasing may allow for material haul without need for restricting traffic.
2. Due to Federal and Internal Safety Regulations, QAP does not work every other Sunday, unless need due to emergency (environmental or safety).

Traffic Restrictions: **PERMITTED** **NOT-PERMITTED** **NON-WORKING**

Sterling Highway Traffic Restrictions																								
Holiday	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
Friday																								
Saturday																								
Sunday																								
Monday	Holiday																							
Tuesday																								
Wednesday																								
Thursday																								

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Traffic Restrictions: **PERMITTED** **NOT-PERMITTED** **NON-WORKING**

Sterling Highway Traffic Restrictions																								
July 1 - July 31	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
Sun																								
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Note: Work can be conducted on the project during NOT-PERMITTED hours if able to do so without restricting traffic. At times, phasing may allow for material haul without need for restricting traffic.

As a result, the primary seasonal windows when highway traffic restrictions are relaxed are generally limited to the periods between spring thaw and May 1, and September 15 through fall freeze, subject to weather and site conditions. Anticipated weekly construction schedule is as shown below:

Traffic Restrictions: **PERMITTED** **NOT-PERMITTED** **ANTICIPATED WORKING HOURS**

Sterling Highway Traffic Restrictions																													
Frozen - May 1 Sept. 15 - Fozen	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00					
Sun								Expected Non-Working every other Sunday																					
Mon																													
Tue																													
Wed																													
Thu																													
Fri																													
Sat																													

Note: These durations are dependent on spring thaw and fall freeze. Construction during these shouolder seasons can occur as follows:

1. Spring Thaw to May 1
2. September 15 to Fall Freeze

Material Source Operations

The precise schedule for operations under the Conditional Land Use Permit will depend on weather, ground conditions, seasonal traffic restrictions, and contract restrictions. Anticipated activities at the material source include pit development and advancement, approximately 40 shifts of high production material extraction, loading and hauling, and interim and final reclamation.

When traffic restrictions allow, QAP seeks to avoid night work whenever practicable due to the associated safety concerns for employees, nearby residents, and the traveling public, as well as the reduced operational efficiency of nighttime activities. In general, daytime work is preferred; however, traffic limitations during the peak construction season make nighttime extraction and hauling necessary for portions of the work.

The anticipated operational sequence is as follows:

1. Material Source Development - Daytime Operations

- Initial development: approximately 3 to 4 weeks prior to project start-up
- Ongoing advancement: approximately 2 to 3 days, as needed every 2 to 3 weeks, to access additional material

2. Material Extraction - Daytime and/or Nighttime Operations

- Daytime operations: from spring thaw through April 30
- Nighttime operations: from May 1 through September 15
- Daytime operations resume: from September 15 through fall freeze, or until project demand ends, whichever occurs first

3. Reclamation - Daytime Operations

- Interim reclamation: performed intermittently as needed, often concurrent with development activities
- Final reclamation: approximately 2 to 3 weeks following completion of material export

Below is a visual representation of expected months of operation within the material source. It is anticipated that majority of the 40 high production shifts to occur within the daytime hours during dates represented in green.

EXPECTED HIGH VOLUME PRODUCTION ANTICIPATED TO BE COMPLETE FOLLOWING THE 2028 CONSTRUCTION SEASON												
OPERATIONS	DATES	ROBINSON LOOP CLUP OPERATIONS SCHEDULE										
No operations due to freezing conditions +/- 2 weeks	Nov 1 - Mar 31											
Day operations only	Apr 1 - Apr 30 & Sep 16 - Oct 31											
Night operations with limited day operations	May 1 - Sep 15											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
												Dec

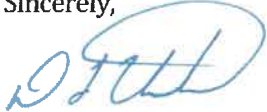
Conclusion

Approval of the requested waiver is critical to allow the project to proceed in a safe, practical, and economically efficient manner. QAP is requesting this waiver between May 1 and October 31 in order to have the flexibility to meet the project schedule demands which are significantly constrained by seasonal and daily traffic limitations, potentially affecting both cost and timely completion. Current projected **Work Package 2** project completion date is **2029**.

As noted above, the material source is expected to productively support the project for only approximately 1.5 to 2 construction seasons, after which rising haul costs and reduced efficiency would likely require relocation to another source area. As stated, this material source will support the project for approximately 40 days of production in total.

Thank you for your consideration of this request. Please contact me at dunderwood@colaska.com or (907) 748-2398 with any questions or if additional information is needed.

Sincerely,



Daron Underwood

Area Manager

From: (null) (null)
To: Raidmae, Ryan
Subject: <EXTERNAL-SENDER>Comment on Public Notice
Date: Friday, June 5, 2026 11:56:34 AM

CAUTION: This email originated from outside of the KPB system. Please use caution when responding or providing information. Do not click on links or open attachments unless you recognize the sender, know the content is safe and were expecting the communication.

Letter of Opposition to proposed modification of CLUP by COLASKA

Our parcel ID is 06304717, Block 2, Lot 2, Bruce Subdivision

As property owners immediately adjacent to this gravel pit on Robinson Loop Road, we strongly object to the proposed modification to allow nighttime operations and offer the following comments for your consideration:

1. KPB 21.29.50 Permit conditions applicable to all permits, Subsection A, 5(a) States "...To grant a waiver under this subsection, the commission MUST find that the waiver is necessary for a specific project, and that the waiver is not harmful to the public health, safety, and general welfare of borough residents".

a. There is nothing in this application to indicate this gravel pit operating outside standard hours is necessary for completion of the project. The only thing approving this modification will do is boost the profit margin of COLASKA. If one is to believe this pit operating 24 hours a day is necessary for this project, then you would have to believe that if a contractor other than COLASKA had been awarded this contract this pit would still be required to operate 24 hours. It would not. Another contractor would source material elsewhere. I remind you there is a 160 acre, permitted, we'll established gravel pit less than 1 mile east of this location.

b. The decision in Dec 2025 not to allow 24 hour operations was based in part on the impact to local property owners and residents. Absolutely nothing has changed. I take great issue with item 2 of your "CONCLUSIONS OF LAW" stating "That the use will not be harmful to the public's health, safety, and general welfare....". That statement is absurd and an insult to every resident around this pit.

2. KENAI PENINSULA BOROUGH PLANNING COMMISSION RESOLUTION 2026-29, Section 2, item 9 states: "Goal 2 of the 2019 KPB Comprehensive Plan sets out the objective to proactively manage growth to provide economic development opportunities on the KPB WHILE PRESERVING WHAT RESIDENTS and visitors VALUE about the area's natural features. It further sets out objectives that KPB should establish policies that better guide land use to MINIMIZE LAND USE CONFLICTS, MAINTAIN PROPERTY VALUES, PROTECT NATURAL SYSTEMS AND SUPPORT INDIVIDUAL LAND USE FREEDOMS".

a. Approving this modification totally ignores what residents of this area value. It destroys our individual land use freedoms by denying us the simple freedom of being able to sleep in peace and quiet.

b. Approving this modification would mean totally ignoring the welfare of resident and giving 100% priority to COLASKA simply to boost their profit margin.

3. I strongly believe that allowing COLASKA to seek modification to a CLUP already ruled on, rather than following the appeal process, sets a dangerous precedent for future CLUP applications. I strongly suspect that before this project is completed COLASKA will again seek a modification to allow either crushing/sifting operations or operation of an asphalt plant, or both.

We ask you, very respectfully, PLEASE stand up for the residents around this pit. Please put our wishes, our desire to enjoy our homes, ahead of the profit margin of COLASKA. This road project will continue without modification to the CLUP.

Thank you for this opportunity,

Alva R., and Anna M. Lantz
39341 Red Hill Street
Sterling, AK

DATE: June 4, 2026

Subject: Letter of Opposition to Modification of CLUP PC 2025-33
(QAP Nighttime Operations)

Dear Members of the Planning Commission,

Please accept this formal letter of opposition regarding the requested modification to allow nighttime operations at the gravel pit located at 36780 Robinson Loop Rd, Sterling, AK 99672.

Allowing 24-hour activity at this location introduces documented health hazards to nearby residents and directly violates Kenai Peninsula Borough (KPB) Code 21.29.050. Section B Sub-section 7.a explicitly mandates that within the 1,000-foot Special Impact Zone, operations must screen adverse noise, dust, and other impacts to protect public health, safety, and general welfare.

Expanding operations outside the currently approved hours of 6:00 a.m. to 9:00 p.m. will cause a significant, unprecedented disturbance to our neighborhood and severely compound existing environmental burdens. Allowing 24-hour activity at this location introduces documented health hazards to nearby residents

The health, safety, and quiet enjoyment of the 76 landowners within this zone will be severely compromised by nighttime operations. Per previous public testimony, a high hourly volume of heavy trucks will enter and exit the site. This continuous, low-frequency diesel noise easily penetrates residential structures and causes ongoing physiological distress. Public health data establishes that nighttime industrial noise triggers an automatic stress response that spikes blood pressure and increases long-term cardiovascular risks. Furthermore, chronic sleep disruption from sudden aggregate site noises fractures sleep architecture, which impairs daytime blood sugar regulation, weakens the immune system, and elevates rates of anxiety and depression.

This round-the-clock operation also creates a dangerous combination of sleep deprivation and air pollution. The high volume of nighttime truck traffic will

A handwritten signature in blue ink, appearing to read "Anthony D. Parker".

release harmful dust and diesel exhaust into the neighborhood. Because sleep-deprived residents have weakened immune systems, they will be far more vulnerable to the respiratory damage caused by inhaling these fine industrial particles. Additionally, consistent environmental noise is proven to impair children's brain development, reading comprehension, and memory retention.

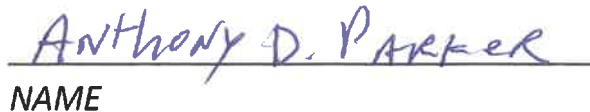
The borough's 1,000-foot restriction exists precisely to balance development rights against a resident's right to safety and quiet enjoyment. Because the applicant cannot mitigate these deep-penetrating nighttime impacts, they cannot satisfy the criteria of KPB Code 21.29.050.

To protect the health and welfare of the local community, we respectfully request that the Board uphold the intent of the Special Impact Zone and deny this modification request.

Thank you for your time, consideration, and dedication to protecting our community.

Sincerely,


signature


NAME


Address


email and/or phone number

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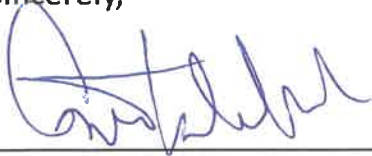
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Sincerely,



signature

ANTHONY W. PARKER

NAME

37100 Implebrook Ct.
Address Sterling, AK 99672

daddykodiak@yahoo.com
email and/or phone number

DATE: June 4, 2026

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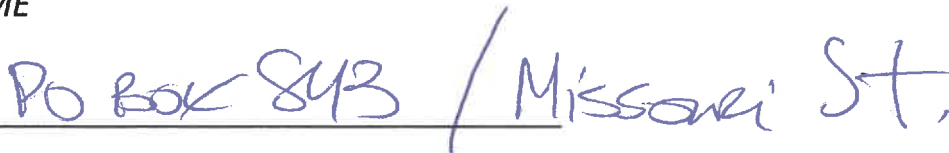
Sincerely,



signature



NAME



Address



email and/or phone number

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Thank you for your time, consideration, and dedication to protecting our community.

Sincerely,

Barb Whiteman
signature

Barbara Whiteman
NAME

37126 Robinson Loop Rd. Sterling, AK. 99672
Address

frozenyukon@gmail.com
email and/or phone number

907-252-3262

DATE: June 4, 2026

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Sincerely,

Don Douthit

signature

39089 Missouri St
Sterling, AK 99672

907-262-9505

ATTENTION: KENAI PENINSULA PLANNING COMMISSION

RE: KENAI PENINSULA PLANNING NOTICE OF PUBLIC HEARING

SUBMITTED TO DONALD E. GILMAN RIVER CENTER 6/4/2026

I am writing in response to the above notice of Public hearing regarding the Conditional Land Use Permit Modification application for the “reactivation use” of the adjacent gravel pit. I’m a resident that is directly adjacent to it, on Missouri St.

I cannot believe that after your fair decision this past winter to vote to limit the use of the “reactivated gravel pit” during daytime hours, NO NIGHT WORK (which if I understand correctly, the only use that it will have will be as a “dump site”- possibly for waste materials from road construction)???? This decision at least gave a little respect for the health and wellbeing of all of the residents- we have a very diverse community in our area- working craftsmen, retired and active Law Enforcement Officers (I’m among the five) two are active and still serving. The ability to be able to have a good night sleep is vital to health in general for all, but essential to all of our working law enforcement folks, and hard working craftsmen that have to operate all kinds of dangerous equipment. PLEASE CONSIDER THIS!!!!

STOP THE GREED!!!! THERE ARE REASONS THIS PIT WAS DEACTIVATED!!! THIS AREA HAS GROWN SIGNIFICANTLY – IS IT TIME TO GET A CLASS ACTION SUIT GOING???? HOW CAN YOU, IN GOOD CONSCIOUS EVEN CONSIDER THIS???? Accountability for every member that votes in favor of this.

*D. L. Duvall
MISSOURI
STREET*

DATE: June 4, 2026

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This round-the-clock operation also creates a dangerous combination of sleep deprivation and air pollution. The high volume of nighttime truck traffic will

release harmful dust and diesel exhaust into the neighborhood. Because sleep-deprived residents have weakened immune systems, they will be far more vulnerable to the respiratory damage caused by inhaling these fine industrial particles. Additionally, consistent environmental noise is proven to impair children's brain development, reading comprehension, and memory retention.

The borough's 1,000-foot restriction exists precisely to balance development rights against a resident's right to safety and quiet enjoyment. Because the applicant cannot mitigate these deep-penetrating nighttime impacts, they cannot satisfy the criteria of KPB Code 21.29.050.

To protect the health and welfare of the local community, we respectfully request that the Board uphold the intent of the Special Impact Zone and deny this modification request.

Thank you for your time, consideration, and dedication to protecting our community.

Sincerely,

signature

ERIN BURNS + DUNCAN BURNS
NAME

39235 MISSOURIST
Address

586-215-1246
email and/or phone number

Additionally, I use a portion of my property for a commercial use that depends on providing a calm and relaxed atmosphere, especially at night. Allowing 24/7 operations would likely cause me to lose income. Restricting the pit hours allows both QAP and me to earn income.
Thank You - ERIN BURNS

DATE: June 4, 2026

Subject: Letter of Opposition to Modification of CLUP PC 2025-33
(QAP Nighttime Operations)

Dear Members of the Planning Commission,

Please accept this formal letter of opposition regarding the requested modification to allow nighttime operations at the gravel pit located at 36780 Robinson Loop Rd, Sterling, AK 99672.

Allowing 24-hour activity at this location introduces documented health hazards to nearby residents and directly violates Kenai Peninsula Borough (KPB) Code 21.29.050. Section B Sub-section 7.a explicitly mandates that within the 1,000-foot Special Impact Zone, operations must screen adverse noise, dust, and other impacts to protect public health, safety, and general welfare.

Expanding operations outside the currently approved hours of 6:00 a.m. to 9:00 p.m. will cause a significant, unprecedented disturbance to our neighborhood and severely compound existing environmental burdens. Allowing 24-hour activity at this location introduces documented health hazards to nearby residents

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Thank you for your time, consideration, and dedication to protecting our community.

Sincerely,


signature

NAME

39171 Missouri St
Sterling, AK 99672

Address

907-252-1490

email and/or phone number

DATE: June 4, 2026

Subject: Letter of Opposition to Modification of CLUP PC 2025-33
(QAP Nighttime Operations)

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Please accept this formal letter of opposition regarding the requested modification to allow nighttime operations at the gravel pit located at 36780 Robinson Loop Rd, Sterling, AK 99672.

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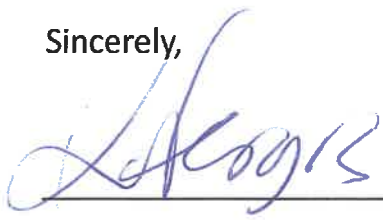
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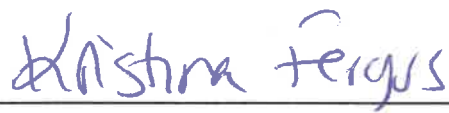
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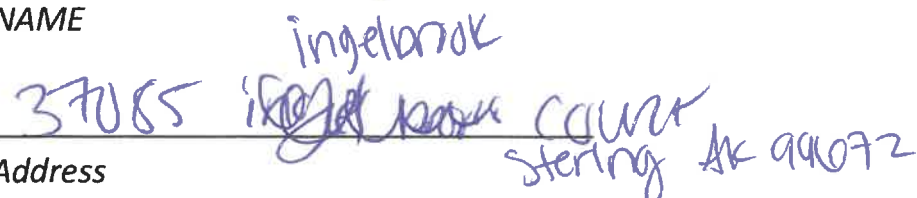
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Thank you for your time, consideration, and dedication to protecting our community.

Sincerely,


signature


NAME


Address


email and/or phone number

June 4, 2026

Kenai Peninsula Borough Planning Commission
144 N. Binkley Street
Soldotna, AK 99669

Subject: Letter of Opposition to Modification of CLUP PC 2025-33 (QAP Nighttime Operations)

Dear Members of the Planning Commission,

Please accept this formal letter of opposition regarding the requested modification to allow nighttime operations at the gravel pit located at 36780 Robinson Loop Rd, Sterling, AK 99672. While industrial projects are frequently evaluated through an economic lens, substantial public health data proves that nighttime industrial activity introduces immediate, documented health hazards to the nearby residents.

The [World Health Organization \(WHO\)](#) currently ranks environmental noise as one of the top environmental hazards to physical and mental health. This hazard is magnified by the scale of this project. Per testimony from the previous public hearing, a high volume of trucks will be entering and exiting this gravel pit every single hour. When heavy trucking, gravel extraction and hauling continue into the night, they create a dangerous environment for our neighborhood. [1]

Operating this gravel pit during nighttime hours directly violates the strict public protections mandated under **Kenai Peninsula Borough (KPB) Code 21.29.050 (Permit conditions applicable to all permits)**. Section B Sub-section 7.a explicitly dictates that within the 1,000-foot Special Impact Zone, the screening of adverse noise, dust, or other impacts ***must protect public health, safety, and general welfare.***

In this specific case, the health, safety, and quiet enjoyment of **76 landowners** within this 1,000-foot Special Impact Zone will be severely compromised. The attached medical and public health research establishes that the applicant cannot fulfill the safety mandates of KPB Code 21.29.050 due to the following impacts:

- **Low-Frequency Truck Noise:** Heavy diesel trucks emit continuous, low-frequency sounds that vibrate residential walls and penetrate standard doors and windows. This specific type of noise cannot be blocked by standard residential barriers and causes ongoing, systemic physiological distress to families in their homes.
- **Cardiovascular Strain:** Even if residents physically sleep through the roar of these hourly trucks, their brains still register the sound. Landmark clinical studies published in the *European Heart Journal* show that nighttime industrial noise triggers an automatic

"fight-or-flight" stress response. This floods the body with stress hormones, spikes blood pressure, and significantly increases the long-term risk of heart attacks and strokes. In fact, recent data from the [European Environment Agency \(EEA\)](#) attributes tens of thousands of heart disease cases annually directly to environmental noise. [1]

- **Daytime Blood Sugar Problems:** Scientists have established a direct link between nighttime industrial noise and metabolic damage. A long-term study published in *Environmental Health Perspectives* tracks how noise repeatedly wakes your body up during the night and interferes with how you process blood sugar the following day. Over time, this chronic disruption significantly raises a resident's risk of developing Type 2 diabetes. [1]
- **Destruction of Sleep Quality:** Sudden noises from aggregate sites—such as air brakes, shifting gravel, and heavy equipment digging —constantly startle the brain out of deep sleep cycles. Public health guidelines from the [WHO Regional Office for Europe](#) state that outdoor nighttime noise must stay below 40 decibels to protect the public. When industrial operations break this threshold, it fractures sleep architecture, which weakens the immune system, causes chronic fatigue, and stops the body from executing essential biological repairs. [1, 2, 3]
- **Mental Health Decline:** Living adjacent to unpredictable, low-frequency industrial noise causes profound mental exhaustion. Comprehensive public health assessments track millions of people suffering from severe sleep disturbance and long-term psychological annoyance due to persistent environmental sound. Communities exposed to high-traffic industrial operations suffer from drastically elevated rates of severe sleep disorders, chronic anxiety, and depression. [1, 2]
- **Impairment of Children's Learning:** Public health data confirms that consistent environmental noise impairs children's brain development. Independent tracking compiled by the [National Institutes of Health \(NIH\)](#) links community noise exposure to tens of thousands of cases of childhood cognitive impairment. Kids living near high-noise zones frequently struggle with reading comprehension, short-term memory retention, and speech perception in school. [1, 2]
- **The Noise and Dust "Double Whammy":** This massive hourly volume of truck traffic will simultaneously release silica dust and diesel exhaust. Industrial tracking from the [National Institute for Occupational Safety and Health \(NIOSH\)](#) classifies silica as a known human lung carcinogen. When families lose deep sleep due to the noise, their immune systems weaken, making them far more vulnerable to the respiratory damage—such as asthma or COPD—caused by inhaling fine industrial dust.

The World Health Organization explicitly ranks environmental noise as the second largest environmental cause of health problems, right behind air pollution. Because the applicant cannot mitigate these deep-penetrating nighttime impacts, they cannot satisfy the criteria of KPB Code 21.29.050(7)(a). The distance restrictions in the borough code of 1,000 ft from an existing residential structure are designed to balance development rights against a resident's right to the quiet enjoyment of their property. To protect the health and safety of these 76 landowners within the Special Impact Zone, the modification request must be denied.

We respectfully request that the Board uphold the intent of the Special Impact Zone and restrict all operational and hauling hours strictly to daytime limits for this gravel pit ***for the health, safety, and general welfare*** of the local residents that would be impacted by this modification request.

Thank you for your time, your consideration, and your dedication to protecting our community.

Sincerely,

Liz Jozwiak

Liz Jozwiak
PO Box 968
Soldotna, AK 99669

References & Public Health Sources:

- World Health Organization (WHO) Regional Office for Europe (2018). *Environmental Noise Guidelines for the European Region*.
- Münzel, T., et al. (European Heart Journal, 2014). *Cardiovascular effects of environmental noise exposure*.
- Sørensen, M., et al. (Environmental Health Perspectives, 2013). *Long-term exposure to road traffic noise and higher risk of Type 2 diabetes*.
- European Environment Agency (EEA, 2020). *Environmental Noise in Europe Report*.
- World Health Organization (WHO, 2009). *Night Noise Guidelines for Europe*.
- National Institutes of Health (NIH) / National Center for Biotechnology Information (2014). *Auditory and Non-Auditory Effects of Noise on Health*.

- National Institute for Occupational Safety and Health (NIOSH) / Centers for Disease Control and Prevention (CDC, 2002). *Hazard Review: Health Effects of Occupational Exposure to Respirable Crystalline Silica*. [[1](#), [2](#), [3](#), [4](#), [5](#)]

DATE: June 4, 2026

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(QAP Nighttime Operations)

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To protect the health and welfare of the local community, we respectfully request that the Board uphold the intent of the Special Impact Zone and deny this modification request.

Thank you for your time, consideration, and dedication to protecting our community.

Sincerely,



signature

STEPHEN NANCE

NAME

37227 INGLEBROOK CT, STEERING, AK

Address

(907) 240-4388

email and/or phone number