

## **Annual Monitoring Report**

### **Alaska Federal-Aid Highway Program Section 106 PA October 1, 2015 - September 30, 2016**

Prepared by the  
Alaska Department of Transportation & Public Facilities  
Statewide Environmental Office

for submission to the  
Federal Highway Administration Alaska Division,  
the Advisory Council on Historic Preservation, and  
the Alaska State Historic Preservation Officer



May 15, 2017

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# 1. Introduction

This report summarizes the Alaska Department of Transportation & Public Facilities' (DOT&PF) FFY2016 implementation of the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the Alaska State Historic Preservation Officer, and the Alaska Department of Transportation and Public Facilities Regarding Implementation of Section 106 of the National Historic Preservation Act for the Federal-Aid Highway Program (FAHP) in Alaska* (106 PA), executed October 14, 2014.

The 106 PA delegates certain Section 106 processing steps from the Federal Highway Administration Alaska Division (FHWA) to the DOT&PF. Prior to the establishment of the 106 PA, the DOT&PF had already assumed the FHWA's responsibility for environmental reviews (including Section 106 reviews) for certain FAHP Categorical Exclusion (CE) projects under 23 U.S.C. 326, as outlined in a Memorandum of Understanding (6004 MOU).<sup>1</sup> These projects are referred to in this report as "assigned projects" while projects excluded from the 6004 MOU are referred to as "non-assigned projects". The 106 PA recognizes the DOT&PF's existing assumption of Section 106 responsibility for assigned projects. In addition, for the remaining non-assigned projects, the 106 PA has delegated most aspects of the FHWA's role in the Section 106 process to the DOT&PF. Under both programs, the FHWA retains responsibility for government-to-government (G2G) consultation with Tribes.

The 106 PA also creates a streamlined review process for Programmatic Allowances, which are undertakings that have low potential to affect historic properties. Programmatic Allowances fall into two tiers, Tier 1 and Tier 2, and must meet specified conditions to qualify for streamlined review. These reviews are carried out internally and documented by the DOT&PF cultural resources staff, who are professionally qualified individuals (PQIs) meeting the Secretary of the Interior Professional Qualifications Standards. This review process is outlined in the 106 PA's *Appendix B*.<sup>2</sup> Projects that do not qualify for streamlined review are processed through delegated Section 106 consultation (standard consultation), described in *Appendix D* of the 106 PA.

The 106 PA requires the DOT&PF Statewide Environmental Office (SEO) to conduct annual program monitoring and prepare an annual report. This report, prepared to satisfy those requirements, includes: 1) summaries and complete lists of the undertakings processed under the 106 PA, 2) program review observations, and 3) recommendations for improving implementation of the agreement.

This report covers the federal fiscal year period from October 1, 2015 through September 30, 2016, and fulfills the annual reporting requirement under *Stipulation IX.D.2*.

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<sup>1</sup> *Memorandum of Understanding between Federal Highway Administration Alaska Division, and the Alaska Department of Transportation and Public Facilities, State Assumption of Responsibility for Categorical Exclusions*. The first 6004 MOU went into effect on September 22, 2009. It was renewed on September 20, 2012, and the most recent update was executed on September 18, 2015.

<sup>2</sup> Projects qualifying for streamlined review as Programmatic Allowances must meet criteria detailed in 106 PA *Appendix B*, including all relevant conditions. Under both Tiers, projects are screened by PQIs, with Tier 2 projects requiring additional screening and conditions. Projects with a combination of Tier 1 and Tier 2 activities are considered Tier 2 projects.

## 2. Summary of Undertakings Processed under the 106 PA

This summary is prepared from an electronic database which was established by the SEO in December 2014 to provide statewide tracking information on compliance with Section 106 and the Alaska Historic Preservation Act (AHPA). The Section 106/AHPA database focuses on collecting information to satisfy reporting requirements, and it is not intended to replace necessary documentation in project files. The database is structured with a records folder for each region and the SEO. Each PQI enters data as various federal and state projects are processed.

### 2.1. Project Totals and Comparisons by Type

Altogether, 156 project reviews were completed under the 106 PA (see Table 1 and Figures 1 through 4). The total consists of projects which had Section 106 reviews completed during the reporting year.<sup>3</sup> Review totals also include updates to previously processed projects, when a re-evaluation or scope change necessitated further Section 106 consideration.

The summary in Table 1 is sorted by 6004 program status<sup>4</sup> and by the type of review process applied. The “Streamlined Reviews” column refers to projects qualifying for Programmatic Allowance Tier 1 or Tier 2. The “Standard Consultation” column refers to the remaining projects which followed the delegated Section 106 process under *Appendix D*.

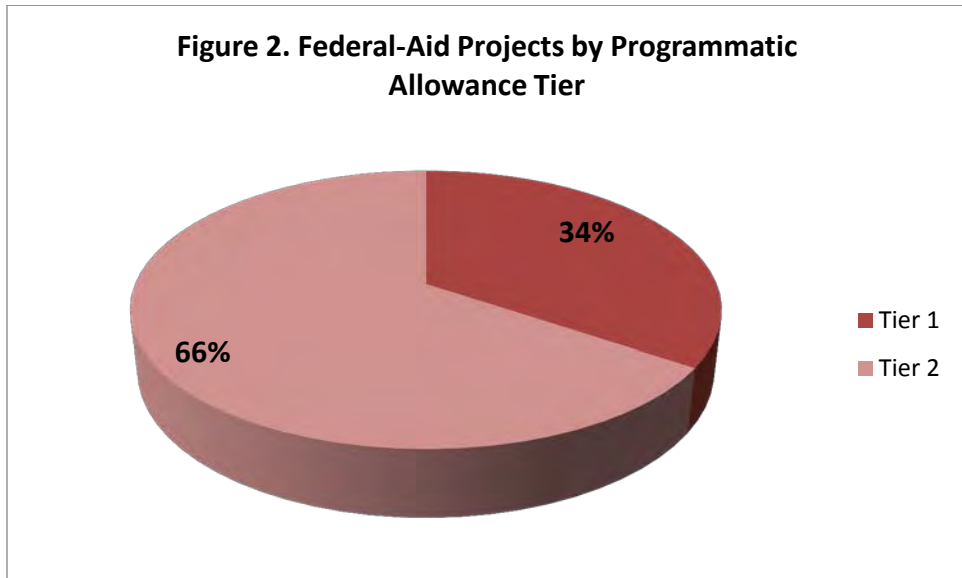
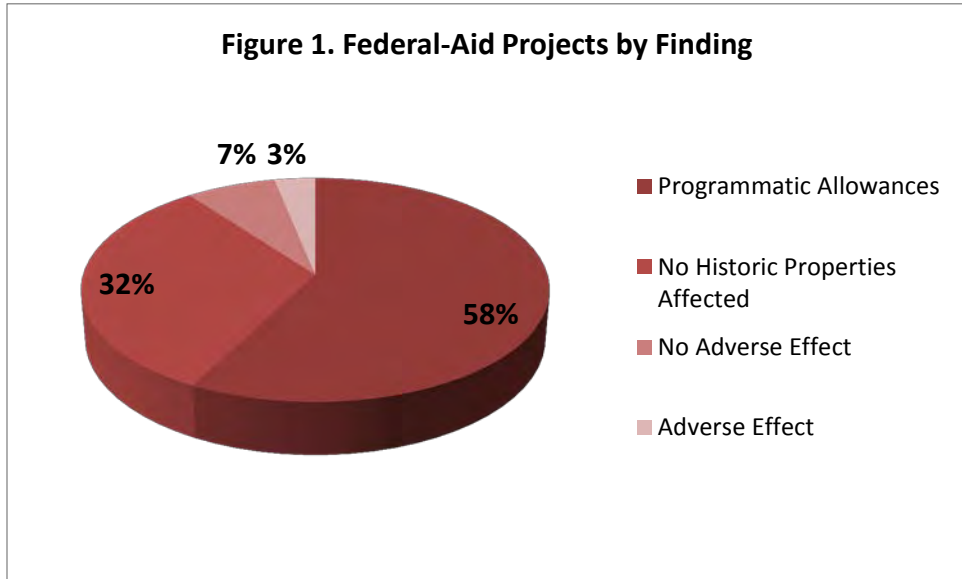
**Table 1. Number of Project Reviews Completed Under 106 PA**

<b>Project Review Applicable Tier or Finding</b>	<b>Streamlined Reviews</b>	<b>Standard Consultation</b>	<b>Total</b>
FHWA Assignable	88	53	141
Tier 1	31	--	31
Tier 2	57	--	57
No Historic Properties Affected	--	41	41
No Adverse Effect	--	9	9
Adverse Effect	--	3	3
FHWA Non-Assignable	2	13	15
Tier 1	0	--	0
Tier 2	2	--	2
No Historic Properties Affected	--	9	9
No Adverse Effect	--	2	2
Adverse Effect	--	2	2
Total	90	66	156

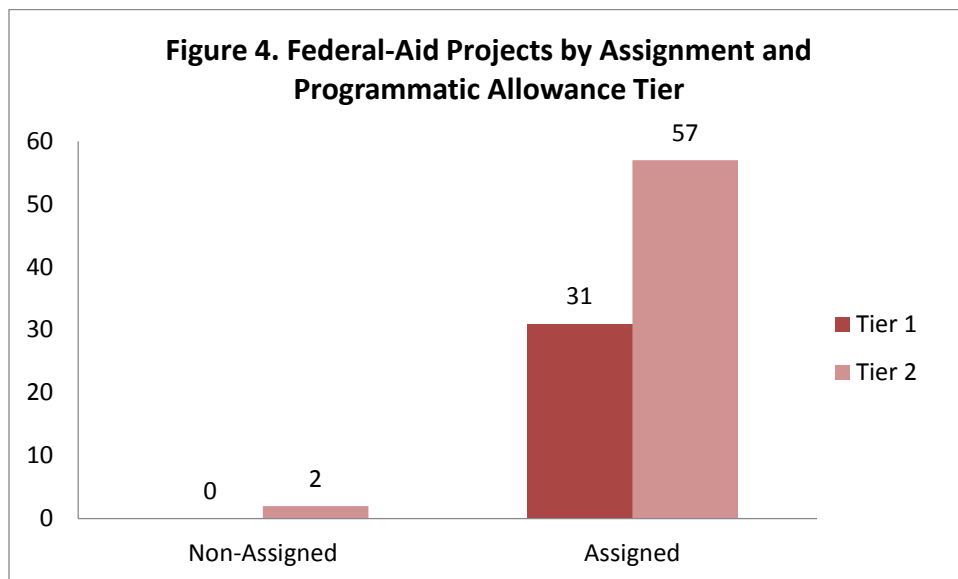
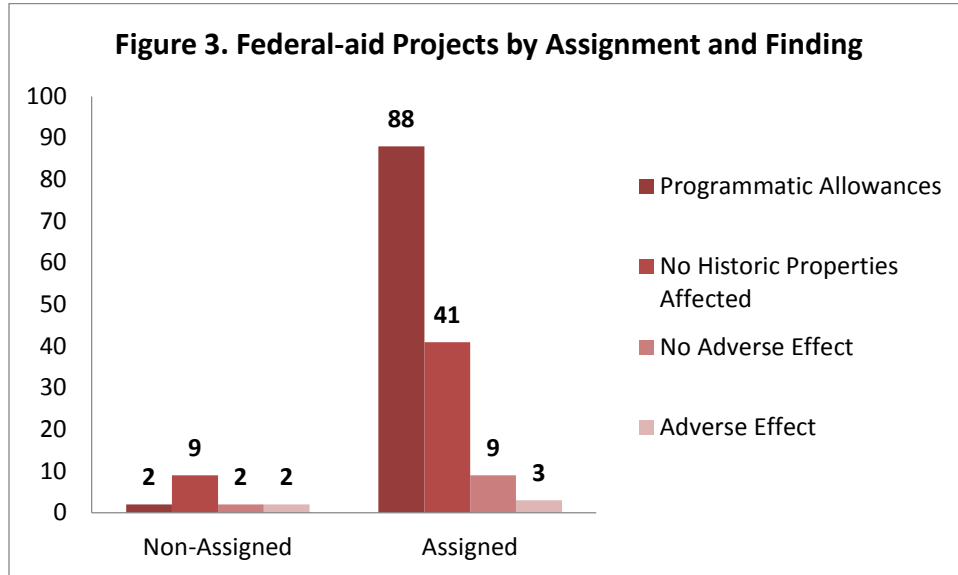
<sup>3</sup> In the FFY15 report tally, undertakings, or “projects” were defined as those having a completed Sec 106 action: either a streamlined review, or a standard consultation finding. If a project had more than one completed Sec 106 action in the reporting period, each was counted for reporting purposes. The FFY16 report retains this approach.

<sup>4</sup> Due to naming conventions in the database, the following terms are also used to indicate project status under the 6004 MOU program: **FHWA Assignable** = project assigned to DOT&PF under the 6004 program, also referred to in this report as “assigned project”. **FHWA Non-assignable** = project which is not assigned under the 6004 program, also referred to as “non-assigned project”.

Figures 1 and 2 combine assigned and non-assigned projects to give percentages for the Alaska FAHP as a whole.



Figures 3 and 4 compare the numbers of Programmatic Allowances and Findings by assignment.



The Section 106 consultations for the overall Alaska FAHP resulted in 50 findings of no historic properties affected, 11 findings of no adverse effect, and 5 adverse effect findings. This year’s report also includes 14 consultations on project-related geotechnical (geotech) investigations in the standard consultation category.

Similar to the previous year’s reporting results, in FFY 16 there was a larger proportion of streamlined review projects (90) than Section 106 consultations (66). The overall percentage of streamlined reviews was 58% of the total project reviews under the Section 106 PA. In FFY15 the percentage was similar, at 60%. Most of the FFY16 streamlined reviews qualified under Tier 2 (66%), which was also consistent with FFY15 (72%). This preponderance of Tier 2 projects within the streamlined review category likely reflects that minor scope projects tend to exceed Tier 1 limitations because they also provide modest design improvements, which triggers Tier 2 review.

Tier 2 allows certain listed projects to be processed after PQI review of applicable conditions, including location-specific conditions. Some projects may not qualify for Tier 2 and must proceed to standard consultation. Because Tier 2 qualification depends on this case-by-case review, the proportion of projects that qualify for streamlined review was expected to vary moderately from year to year depending on individual project locations.

Out of the 156 total projects completed during the reporting year, 66 were updates of projects that had undergone Section 106 review at various times in the past. Of these 66, 21 were updated through standard consultation and 45 were updated through streamlined review.

Table 2 shows how these updates compare to the total numbers of projects processed by each method.

**Table 2: Project Updates Compared to Total Projects**

<b>Update Type</b>	<b># Updates Processed</b>	<b>Total Projects</b>	<b>Updates as Percent of Total Projects</b>
Standard Consultations	21	66	31.8
Streamlined Reviews	45	90	50.0
Combined Total	66	156	42.3

Figure 5 represents the proportion of updates compared with the total numbers of projects.

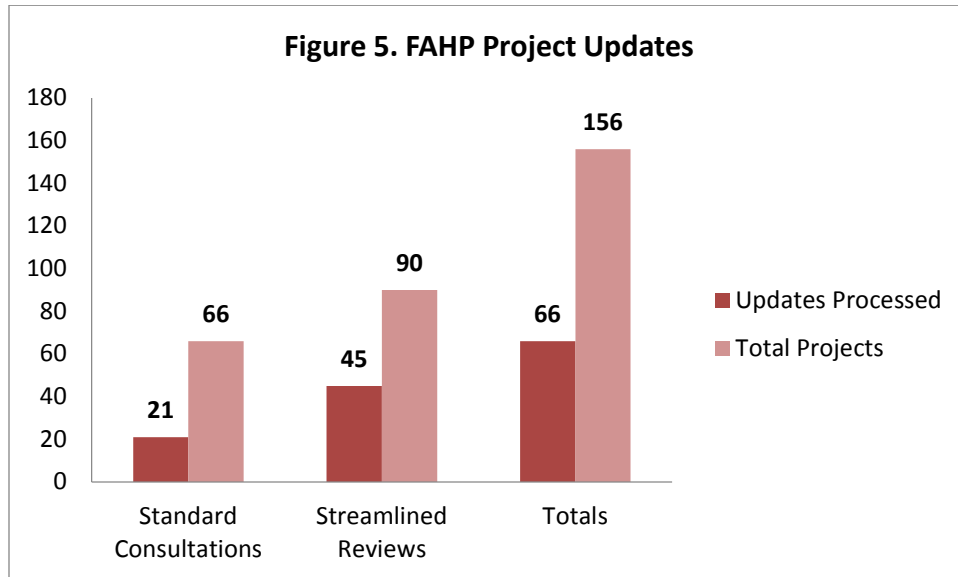
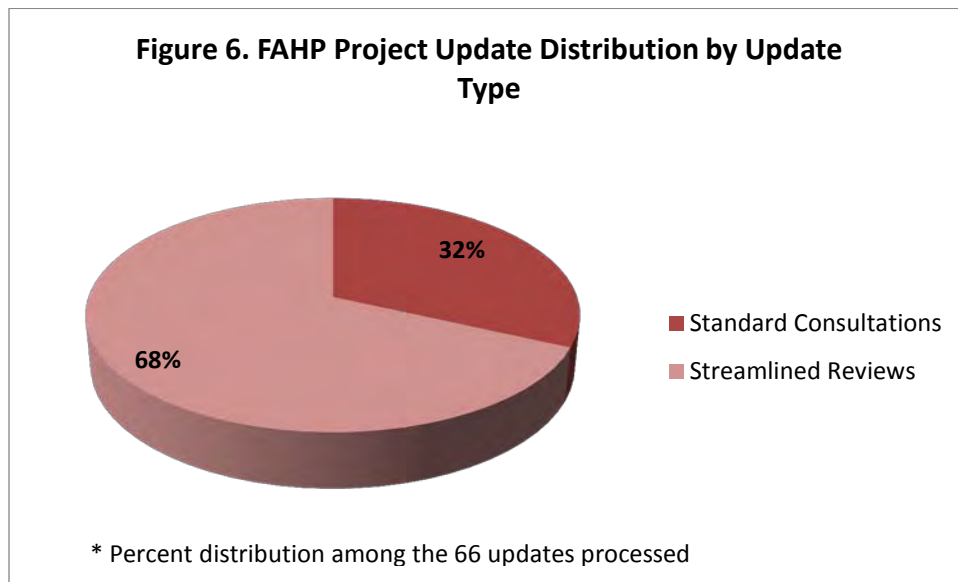


Figure 6 compares the set of updated projects according to the method used for the update.



These re-evaluations and scope updates represent a substantial portion of all projects processed under the 106 PA during the reporting year, and they accounted for 50% of all streamlined reviews. Compared to FFY15, this reporting year showed a similar proportion of reviews that were updates, from last year's 38.8% to 42.3% of all projects processed. The percent of updates qualifying for streamlined review decreased slightly from 69% to 66%, which is a modest fluctuation. The bulk of updates continue to qualify for streamlined review. The



reduced processing timelines for updates that qualify for streamlined review continues to be beneficial when modest design adjustments occur following the initial Section 106 review.

## 2.2 Project Listing Information

Complete lists of projects processed under the 106 PA for each of the three regions and the SEO are enclosed in Appendix 1. The lists are divided into streamlined and standard consultation groups, and then subdivided by region.

Lists provide the following information:

- Project Name
- Alaska State Accounting System (AKSAS) Number
- Federal Project Number
- Project Type: identifies program assignment (i.e., “FHWA assignable” or “FHWA non-assignable”)
- Qualifies for Programmatic Allowances (as defined in the 106 PA *Appendix B Programmatic Allowances*).
- Project Description

Streamlined project lists also include:

- Applicable Tier 1 and 2 Activities: The alpha-numerical entries in this column identify specific project activity classifications from the tables of the *Appendix B Programmatic Allowances*.
- Review Screening Record Approval Date: indicates the PQI signature date of screening approval (documented in the project file on the Streamlined Project Review form of the 106 PA *Appendix C*).

Standard consultation project lists indicate:

- Project Finding
- Finding Letter Date

Since the 106 PA also requires semiannual reporting of streamlined projects under *Stipulation IX.D.1.a*, DOT&PF had previously submitted two *Semiannual Tracking of Tiers 1 and 2 Undertakings* reports to the FHWA and the State Historic Preservation Officer (SHPO) covering October 1, 2015 to March 31, 2016, and April 1, 2016 to September 30, 2016. The streamlined project portion of the lists appended to this report is a compilation of these previously submitted semiannual lists.

## 3. Program Observations

This year’s program review reporting is based on information gathered from the statewide database, and from ongoing communication with PQIs, including cross-regional coordination through the Cultural Resources Team (CRT) during the year. The CRT consists of the DOT&PF Statewide Environmental Program Manager and the PQIs from each of the three DOT&PF regions and the SEO. The Cultural Resources Liaison from the Office of History and Archaeology (OHA) is also a member. The CRT meets monthly via teleconference to discuss Section 106 processing issues and the DOT&PF cultural resources management program goals.

In addition, a more detailed review was also carried out on a randomized selection of projects, to assess conformance with procedures and adequacy of documentation. Twenty-one projects were selected for monitoring review. The number chosen for review reflects approximately 14% coverage of the total processed during the reporting period. The reviewed project list and results are presented in Appendix 2. A summary is included at the end of this section.

### ***Accomplishments***

#### *General PA Operation*

DOT&PF has gained more expertise in implementing the PA during this second year of operation. PQIs and project teams have increased their familiarity with streamlined review processing. Region PQIs, SEO, and the OHA Cultural Resources Liaison continued to coordinate when implementation questions arose on individual projects.

#### *Section 106/AHPA Electronic Database*

The electronic database was created in late 2014 to track Section 106 processing under the 106 PA, and can also be used to track Section 106 or AHPA outcomes for other DOT&PF projects (state and other federal agency funded). PQIs enter project reporting information for their respective regions. The database has been a helpful tool in developing the semiannual reports and this annual report. SEO reviews draft reporting information with each PQI for quality control prior to finalizing project lists for these reports. PQIs have gained additional experience with the data entry process this year, and SEO has added a new PQI project reporting feature to provide PQIs with the ability to run interim reports.

DOT&PF staff is pleased with the program oversight and document tracking capabilities of the database. The DOT&PF plans on continuing to use this database in the future.

#### *OHA Project funding*

Under 106 PA *Stipulation III.B.7*, DOT&PF pursued Federal-aid Highway Program funding for maintenance and continued development of the Alaska Heritage Resources Survey (AHRIS) database and the OHA Cultural Resources Liaison position, both of which received funding during the reporting year.

### ***Administrative Documentation Requirements***

*Stipulation V.B* of the 106 PA states that copies of streamlined review forms for region projects will be sent to Regional Environmental Managers (REMs) and SEO PQI, and to the region PQI in the case of statewide projects. Consultation letter templates indicate that a SEO PQI is to be copied on the letter and enclosures.

In FFY15, there were occasional difficulties with SEO receiving the required copies. Those situations were resolved, and SEO is not aware of similar issues this year.

### ***Emergency Situations***

There was one emergency situation processed during this reporting period, *Old Glenn Highway MP 12.5 and 15 Emergency Erosion Response*, which addressed a sudden rapid erosion event that threatened the highway, paths and utilities adjacent to the Matanuska River in late August 2016. Emergency response included armoring with boulder rip rap in a trench along the edge of

the right of way (ROW). The initial emergency work took place with State funding, with an expectation of follow-up FHWA reimbursement; consequently the protocol in *Stipulation VI. Emergency Situations* was followed. The Central Region (CR) PQI coordinated with OHA, Tribes, and consulting parties via email on 8/26/16, after determining that the provisions of streamlined review would not apply.

The only documented cultural resource in the APE was the Old Glenn Highway. This road is a “Treated as Eligible” road (TE Road), under the Interim Guidance for the *Programmatic Agreement...regarding Alaska’s Highway System Roads affected by the Federal-Aid Highway Program in Alaska* (Alaska Roads PA). The project benefitted the resource by preventing severe erosion damage. The PQI concluded that the area had low potential for intact archaeological deposits.

### ***Post-Review Discoveries***

There were no post-review cultural resource or human remains discoveries processed under the 106 PA during this reporting period.

### ***Professional Qualifications and Training***

The 106 PA *Appendix E* defines the DOT&PF PQI professional qualifications and lists training requirements. There are PQIs at each of the three regions and the SEO. A vacancy occurred among the two SEO PQI positions when the SEO Cultural Resources Manager (CRM) retired and the SEO cultural resources specialist was subsequently hired into that position. The vacant specialist position was not filled during the reporting year, and no vacancies occurred in region PQI positions, so no PQI new hire training was required. Appendix E’s requirement that PQIs attend an advanced Section 106 course within two years of PA execution has been met. All of the PQIs attended the Advisory Council on Historic Preservation’s (ACHP’s) Advanced Section 106 training in Anchorage in April 2016.

Annual PA refresher training for PQIs took place in May 2016 and will be scheduled again during the current reporting year, following the Annual Program Review Meeting. The monthly CRT staff meetings also provide an opportunity for informal discussions and clarifications on Sec 106 processing under the PA, as needed.

### ***PQI Approval Role under the PA***

The 106 PA *Stipulation IX.A.2* and *Appendix E* require PQI approvals of Section 106 project documentation. All Section 106 reviews undertaken by the DOT&PF under the 106 PA are accomplished through the PQIs. PQIs sign all initiation and findings letters. They review the accompanying materials and assist project teams to coordinate with cultural resources consultants to prepare surveys and Section 106 documentation.

This stipulation and appendix also require that when the PQI responsible for project review requires cultural resource expertise outside his/her area of specialty, the PQI will consult with another PQI having that expertise, or request assistance from OHA staff. The PQIs have been contacting OHA throughout the reporting year. The FFY16 monitoring review included a checklist question on this topic; no issues were observed. This topic will continue to be included as a reminder in the annual refresher training.

### ***Project Updates***

Projects may require Section 106 updates during subsequent project development and construction. In FFY15, the first year under the 106 PA, project updates emerged as an area for processing clarification. In response, the SEO issued 106 PA Guidance on project re-evaluations and scope updates, most recently on June 9, 2015. This guidance was included in an appendix to the FFY2015 annual report, and continues in effect.

Updates were a substantial portion of all projects processed under the 106 PA during the reporting year. While some updates require additional consultation under the Appendix D standard consultation protocol, the bulk of updates (over 60%) qualify for streamlined review. The reduced processing timelines for updates that qualify for streamlined review continues to be a substantial benefit to project timelines when design adjustments are identified after the initial Section 106 review. While this benefit is not fully quantifiable and varies case-by-case, a general calculation of the number of streamlined updates (45) this year and the typical review time saved for each (30 days) results in potentially 1350 project development days saved.

### ***Public Objections***

The reporting database did not indicate any public Section 106 objections for projects processed under the 106 PA during this reporting period. The database indicated that consulting parties, including SHPO, responded to sixteen projects with substantive comments or requests for more information.

### ***Resolution of Adverse Effects***

Five of the projects with Sec 106 actions during this reporting period involved findings of Adverse Effect. These were Sterling Highway MP 45-60 (update); Alaska Highway Passing Lanes; Glenn Highway MP 53-56; Iliamna River Bridge Replacement; and Alaska Highway MP 1309 Tok River Bridge Replacement (see Appendix 1, pp1-56, 1-65, 1-58, 1-50, 1-68). Additional details on compliance with 106 PA Appendix D procedural requirements are discussed in the program review Appendix 2.

The Sterling Highway MP 45-60 project involves development of a Programmatic Agreement (PA). Consultation for the PA has been ongoing, with FHWA, Tribal, and consulting party participation.

The Alaska Highway Passing Lanes project had a finding of Adverse Effect on 9/30/16. The project was subsequently revised during the FFY17 reporting year, and a revised finding of No Historic Properties Affected was submitted on 12/2/16.

None of the remaining three Adverse Effect projects concluded consultation for Memoranda of Agreement (MOA) development during the reporting year. The Glenn Highway MP 53-56 project received a partial concurrence from SHPO on 6/14/2016, with a request for more information. The region is addressing that request during the FFY17 reporting year, with subsequent MOA consultations to follow. Consultations on the two bridge replacement MOAs were in early stages during the reporting year.

While not reaching the threshold of adverse effects, three other projects that were processed during this review period were identified as having Section 106 commitments. Two involved commitments for archaeological monitoring and site avoidance. The third had a conditional

finding requiring an MOU that commits DOT&PF to certain design elements that would reduce project effects below the adverse level.

### ***Semiannual Tracking Reports of Tiers 1 and 2 Submittals***

The semiannual tracking reports for the 106 PA were posted on the DOT&PF website immediately after transmitting them to the Signatories.

<http://www.dot.state.ak.us/stwddes/desenviron/resources/historicproperties.shtml>

### ***Recommendations from Project Review (Appendix 2)***

The monitoring review provided an opportunity to observe how the 106 PA processing evolved and strengthened during the reporting year. Best practice areas included good coordination among PQIs and the OHA Cultural Resources Liaison and SEO, and generally strong file documentation.

Recommendations include:

#### *Streamlined Reviews*

- PQIs should continue to carefully define Tier 2 APEs and assess whether projects qualify for Tier 2.
- Tier 2 General Conditions should continue to be individually acknowledged in the Tier 2 processing package.

#### *Standard Consultations*

- PQIs should ensure that tribal consultation specifically includes places of traditional and religious importance, and that a G2G consultation mechanism is always provided.
- Identification of consulting parties, tribes, ANCSA corporations is often challenging. While this is generally handled well, PQIs should continue to work with project teams on identifying the appropriate parties for each consultation.
- Ensure that consultation packages provide adequate support for 4(f) processing when needed, and that overall documentation remains sufficient.
- PQIs will review and follow the PA protocols in Appendix D for SEO participation in adverse effect projects.
- SEO will consult with SHPO and FHWA regarding geotech investigation reviews, with the goal of amending the PA Tier 2 list to include geotech when applicable.

#### *Project updates*

- Overall, the 106 PA has provided a valuable mechanism for streamlining minor updates through the Programmatic Allowances. PQIs should continue to follow the established protocol either with streamlined project review update forms or approved letter templates.

## **4. Assessment of Agreement and Recommendations for Continued Implementation**

### ***Annual Program Review Meeting***

A copy of the draft annual monitoring report was provided to the PA signatories on January 31, 2017. The Annual Meeting was held on March 7, 2017 with representatives of DOT&PF SEO, and OHA focusing on the topics in the report. A member of the FHWA Alaska Division was invited but unable to attend; however, his comments were later incorporated into the meeting notes. The ACHP was invited to participate but opted not to attend.

The following discussion reflects DOT&PF's assessment and recommendations, with adaptations based on results of this meeting.

### ***Overall 106 PA***

The 106 PA was designed to be an effective streamlining tool to improve project delivery while ensuring that effects to cultural resources are appropriately taken into account. The 106 PA appears to be accomplishing goals of the Signatories with the Programmatic Allowances streamlined review process and the delegation of authority to the DOT&PF of certain Section 106 processing steps for projects that do not qualify for streamlined reviews.

As DOT&PF has gained experience with streamlined review processing, the review efforts for these projects have taken relatively less of the PQIs' time. Implementation of the 106 PA has started to allow PQIs to shift more effort from small scope projects to the substantial Section 106 issues that arise on more complex projects and consultations.

Subjectively, the 106 PA implementation has created closer dialogue among the PQIs and increased consultation between the PQIs and the OHA Cultural Resources Liaison regarding project processing. It has substantially reduced the time the DOT&PF staff spends preparing consultation documentation, and allows the DOT&PF and the OHA staff time to focus on the more complex projects with effects to historic properties.

*Recommendations:* No substantial concerns are identified and the 106 PA should remain in effect. As noted below, amendments to certain appendices are recommended to improve the implementation of the 106 PA.

### ***Adjustments to Accommodate Transition to Historic Roads DOE Methodology***

Under the separate Alaska Roads PA, which is scheduled to sunset by 2018, the DOT&PF currently addresses the topic of historic roads through Interim Guidance. This Interim Guidance limits the consideration of historic roads to a group of TE Roads while a methodology for determining National Register eligibility of potentially historic roads was under development (Roads DOE Methodology). The Interim Guidance also captured agreements among the parties regarding programmatic approaches to project effects to historic roads. The Roads DOE Methodology was completed during the previous reporting year under the title, *Alaska Roads Methodology for Assessing National Register of Historic Places Eligibility*.

With this work completed, the FHWA, the DOT&PF, and the SHPO began coordinating on the transition from Interim Guidance (TE Roads) processing, towards adopting the Roads DOE Methodology for project use. As noted in last year's report, the FHWA, the DOT&PF, and the SHPO have recognized that efficient transition will involve agreements on guidance for incorporating the Roads DOE Methodology into project environmental workflows and for assessing project effects on historic roads. The parties agreed that this would be best addressed within the existing Section 106 PA. This approach allows for previous Interim Guidance agreement on topics such as assessing effects to be retained and updated, and can formalize agreement on the types of projects that would trigger the application of the Roads DOE Methodology. The target date for incorporating this guidance into the Section 106 PA was originally April 2017 but an implementation date later in 2017 is now expected. The FHWA, the DOT&PF, and the SHPO met to discuss this transition on December 30, 2016. It was also a topic at the March 7, 2017 annual meeting.

*Recommendations:* The FHWA, the SHPO, and the DOT&PF have agreed to amend the 106 PA to develop a new *Guidance for Historic Road Consideration in Project Development* appendix (Appendix J). This would also require amendments to *Appendices B* and *C*. The parties agreed that the Interim Guidance will remain in effect until it is superseded by an amended 106 PA, which will include the Roads DOE Methodology guidance, anticipated by fall 2017. Work on this amendment was delayed due to staffing shortages in SEO. During the 106 PA Annual Meeting, DOT&PF and OHA planned a work session on this topic, which was held in April 2017.

### ***Programmatic Allowances Streamlined Reviews***

Through their experience processing streamlined review projects, PQIs have identified certain additional activities that may qualify for listing under the Tier 1 and Tier 2 activity lists. At the FFY15 annual meeting, OHA considered most of the proposed Tier adjustments to relate to more unusual, outlier situations, and their preference at that time was to keep the Tier lists focused on more common activities. There were also some considerations of adjustments to the Streamlined Project Review Form to clarify use of the APE field and separate it from project description information. These topics will be a follow up focus this year.

*Recommendation:* DOT&PF will propose revisions to *Appendix B* and *Appendix C* (Streamlined Project Review Form). As of the date of this report, revisions to Appendix B are being drafted. The Appendix C update was addressed during April 2017.

### ***Geotech Investigations***

An early draft version of the 106 PA contained an appendix which provided for Geotech Investigation Procedures. A decision was later made by the Signatories to not carry it forward in the development of the 106 PA. During the first year under the 106 PA, the regional PQIs were processing geotechnical investigations with the OHA Cultural Resources Liaison without the benefit of consistent protocol to follow. In March 2016, following the first 106 PA annual meeting, SHPO requested formal finding of effect letters for project geotech investigations, which had previously been addressed more informally.

Under this current practice, geotech letters provide a finding of effect for the geotech action itself, with reference to the larger project, although the geotech letter stands alone. The current letter protocol is somewhat cumbersome, as it adds an intermediate finding to the consultation on

the larger project, and can be confusing to consulting parties. In most cases geotech consultations have a straightforward finding of No Historic Properties Affected, though there are important exceptions which led to the SHPO request. After discussion at the Annual Meeting, DOT&PF and SHPO agreed to develop a Tier 2 allowance for geotech investigation, with additional activity-specific conditions to be determined.

*Recommendation:* Consult to amend the PA Tier 2 list to include geotech review under Tier 2 when the work would meet both the Tier 2 general conditions and activity specific conditions.

### ***Training Requirements***

At the FFY15 Annual Meeting, the DOT&PF expressed concern with the costs of sending environmental staff to mandatory in-classroom courses every three years. For the experienced environmental staff who have had the initial required “Beyond Compliance” training, DOT&PF proposed to explore developing online refresher training on the basics of Section 106. More advanced training and refresher would be required for the PQIs. OHA expressed interest in partnering with DOT&PF on development and delivery of training. During FFY16, this effort has been on hold.

At the FFY16 annual meeting, SEO and OHA discussed additional training possibilities. Currently, funding is available in support of NEPA assignment, and SEO plans to coordinate development of an online training course for the Environmental Procedures Manual in the future, with 106 being one of the modules. One concept is to have two modules: one for general 106 basics and a second more specific to the DOT&PF FHWA 106 program. OHA participants advocated for in-person training being more effective than online modules for new analysts, and they acknowledged the need to address cost. The group also discussed options for in-person 106 mini-trainings that OHA could develop and deliver to the regions, which could also include an AHRS component. There may be a need to adjust Appendix E. II.D. going forward to account for funding, include other options for analysts, and address timing concerns.

*Recommendations:* Continue plans for an online training course for the Environmental Procedures Manual with 106 module(s), in coordination with OHA. Develop concepts for in-person 106 mini-trainings that would be delivered by the OHA liaison in coordination with SEO. Continue discussions on adjustments to Appendix E. II.D.

### ***STIP Funding***

Under 106 PA *Stipulation III.B.7*, DOT&PF offers to pursue federal STIP funding for the Alaska Heritage Resources Survey (AHRS) database program and the OHA Cultural Resources Liaison position. The OHA liaison MOU is up for renewal at the end of FFY17. The AHRS development MOU is in effect until December 31, 2018.

*Recommendation:* OHA, DOT&PF, and FHWA will coordinate on liaison MOU renewal. A preliminary meeting was held on March 6, 2017.



### ***National Environmental Policy Act (NEPA) Assignment Program Transition***

On July 12, 2016, DOT&PF applied for the NEPA Assignment Program under 23 U.S.C. 327 to assume FHWA environmental responsibilities for Categorical Exclusions, Environmental Assessments, and Environmental Impact Statements; these assigned responsibilities include Section 106 compliance. DOT&PF and FHWA are currently negotiating an MOU with an anticipated October 1, 2017 effective date. The NEPA Assignment Program will supplant the 6004 Program.

*Recommendation:* The Section 106 PA text will need to be updated to accommodate the NEPA Assignment Program. FHWA, ACHP, SHPO and DOT&PF will need to discuss and agree upon appropriate language prior to the MOU effective date.

## **5. Conclusion**

The DOT&PF SEO looks forward to working together with the FHWA and the SHPO on these recommendations to strengthen the Section 106 program through the successful implementation of the 106 PA. The ongoing processing of the projects under the 106 PA, with the close coordination and consultation from the OHA Cultural Resources Liaison, is fostering productive professional discussions and a strong partnership between agencies. The guidance and assistance that has been provided by the SHPO and the FHWA has helped the DOT&PF to better assess project effects on historic properties, while promoting the successful and expedited delivery of the FAHP transportation projects to Alaskans.

## Appendix 1: Project Lists

This Appendix provides lists of projects processed under the 106 PA for each of the three regions. The lists are divided into streamlined and standard consultation groups, and then subdivided by region.

Lists provide the following information:

- Project Name
- Alaska State Accounting System (AKSAS) Number
- Federal Project Number
- Project Type: identifies program assignment (i.e., “FHWA assignable” or “FHWA non-assignable”)
- Qualifies for Programmatic Allowances (as defined in the 106 PA *Appendix B Programmatic Allowances*).
- Project Description

Streamlined project lists also include:

- Applicable Tier 1 and 2 Activities: The alpha-numerical entries in this column identify specific project activity classifications from the tables of the *Appendix B Programmatic Allowances*.
- Review Screening Record Approval Date: indicates the PQI signature date of screening approval (documented in the project file on the Streamlined Project Review form of the 106 PA *Appendix C*).

Standard consultation project lists indicate:

- Project Finding
- Finding Letter Date

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Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
Dowling Road Phase II	51030	0532(008)	FHWA assignable	Yes	1.a, 1.f, 2.l	7/21/2016

Excavation and installation of a sanitary sewer line; asphalt removal; repaving; installation of manholes; repair or replace surface treatments including curb, gutter, barriers and sidewalks.

Anchorage Signal Upgrades, Phase I, North Muldoon	53728	0001430	FHWA assignable	Yes	1.a, 2.d, 2.g, 2.h	12/4/2015
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Install asphalt and concrete paving as necessary, replace or add striping, install permanent traffic signals with new foundations controllers cabinets interconnect system and associated hardware, install new highway lighting and load centers, construct raised medians with paved surfaces, construct curb ramps with detectable warning tiles, construct bus stops, replace or install new signs, guardrail curb and gutter, install new conduit and J boxes or adjust existing as needed, replace or install new stormwater mgmt. facilities including storm drain pipes, curb inlets, manholes, culverts, energy dissipaters, install traffic detection loops, realign existing or install new pedestrian sidewalk.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
<b>George Parks Highway Systemic Passing Lane Project</b>	<b>57301</b>	<b>00011498</b>	<b>FHWA assignable</b>	<b>Yes</b>	<b>2.d</b>	<b>9/29/2016</b>

Update to previous consultation of 3/25/15 to add upgrade to existing culvert

<b>C Street Pavement Preservation, 40th Ave to O'Malley Road</b>	<b>58377</b>	<b>0527025</b>	<b>FHWA assignable</b>	<b>Yes</b>	<b>1.a, 1.d, 1.f, 1.l, 2.a, 2.d, 2.g, 2.h, 2.l, 2.o</b>	<b>2/17/2016</b>
<p>Mill and resurface pavement; reapplication of markings to existing locations; rehabilitate pedestrian facility surfaces; clean and recondition ditches; repair and replace guardrails, barriers, bridge rail, curbs and gutters; rehabilitate existing pavement on bridge decks; rehabilitate or repair roadway and sub-base; replace, upgrade, install new cross and approach culverts; install new signage and upgrade existing signage; improve peestrian facilities to meet ADA; utility replacement; rehabilitation of bridge deck and transition rail</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
<b>Sterling Highway Beluga Lake Dam Improvements</b>	<b>58672</b>	<b>0211064</b>	<b>FHWA assignable</b>	<b>Yes</b>	<b>2.d, 2.e, 2.g</b>	<b>10/9/2015</b>

Culvert replacement and upgrade, drainage structure upgrade, removal of roadway drainage component, placement of rip rap, addition of slip lining to existing culverts, extend culverts as needed, install outlet headwall, install debris catchment device, fill auxiliary outlet with grout and abandon in place.

<b>AMATS Bicycle Plan Implementation on DOT-Owned Roadways Group 2</b>	<b>59278</b>	<b>TBD</b>	<b>FHWA assignable</b>	<b>Yes</b>	<b>2.a, 2.c, 2.d, 2.g, 2.i</b>	<b>9/28/2016</b>
<p>Install new bike facilities; construct bike escape and entrance ramps; new and or upgraded signing and striping; vegetation clearing; extension of existing sidewalks; utility relocations; drainage improvements including curb and gutter; localized milling and repaving. Review covers project's 2nd group of roadways. Locations include • Eagle River Rd: VFW Rd to Eagle River Loop Rd (bike lane signing &amp; marking); • Eagle River Loop Rd: Glenn Hwy Southbound to Eagle River Rd. (bike lane and/or a shoulder bike way).</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
<b>AMATS Bicycle Plan Implementation on MOA-Owned Roadways</b>	<b>59279</b>	<b>TBD</b>	<b>FHWA assignable</b>	<b>Yes</b>	<b>2.a, 2.c, 2.d, 2.g, 2.i</b>	<b>9/28/2016</b>

Install new bike facilities; construct bike escape and entrance ramps; new and or upgraded signing and striping; vegetation clearing; extension of existing sidewalks; utility relocations; drainage improvements including curb and gutter; localized milling and repaving. Locations include •Pine Street: Debarr Rd to Mountain View Drive (designated bike lane) •Peterkin Ave: Meyer St to North Bunn St (bike boulevard signing and striping and relocation of stop signs).

<b>Glenn Highway MP 63 and MP 64 Erosion Protection</b>	<b>59409</b>	<b>TBD</b>	<b>FHWA assignable</b>	<b>Yes</b>	<b>2.c, 2.e, 2.f, 2.g, 2.i</b>	<b>2/2/2016</b>
<p>Grade and install 400 lineal feet of riprap at MP 63.3 Glenn, grade and install 2000 lineal feet of riprap from MP 64 to 64.4, clear and grub vegetation as necessary, repair or install guardrail as needed, relocate utilities as needed.</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
CR Bridge Maintenance FY16	CFHWY 00043	TBD	FHWA assignable	Yes	1.c, 1.d, 1.e, 1.f, 1.l, 1.n, 1.o, 1.p, 1.q, 1.r, 2.o	10/16/2015

Clean, replace joint seals, replace signs, repair spalled concrete on decks, clean/repair deck bearings, repair girders, replace asphalt and membrane, repair/replace bolts, repair/replace deck rail, remove debris at piers, install object markers, install riprap, smooth transitions, cut brush at approaches, install traffic control board, fill voids under wing walls, clean/recondition drainage structures, repair railing grout pad, repaint bridge components

CR Ditch Cleaning Program FY16	CFHWY 00044	TBD	FHWA assignable	Yes	1.b, 1.d, 2.c	1/8/2016
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Remove debris, sediment and vegetation from existing ditch foreslopes and backslopes, remove sediment and vegetation from around guardrails, cut brush along the shoulder of the roadway, clean culverts by hand or vac truck and repair damaged culverts as necessary, and clean and reshape inlets and outlets of ditch culverts.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
CR Crack Seal Program FY16	CFHWY 00045	TBD	FHWA assignable	Yes	1.a	10/7/2015

Seal pavement cracks in CR roads

CR Illumination Maintenance FY16	CFHWY 00046	TBD	FHWA assignable	Yes	1.e	10/16/2015
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Replace bulbs, ballasts, wiring and other hardware, replace damaged pole bases.



Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
CR Dust Maintenance Program FY 16	CFHWY 00049	TBD	FHWA assignable	Yes	2.a	10/8/2015

Apply non-asphalt dust palliative liquid solution to unpaved roads.

CR Anchorage Intersection Marking Locations FY16	CFHWY 00058	TBD	FHWA assignable	Yes	1.a	10/16/2015
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Application and reapplication of pavement markings

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
Kenai Spur Highway MP 12 to MP 18 Pavement Preservation	CFHWY 00088		FHWA assignable	Yes	1.a, 1.d, 1.e, 2.c, 2.g, 2.l	8/10/2016

Milling and resurfacing; reapplication of pavement markings on roads with existing pavement markings; vegetation clearing within DOT&PF ROW; cleaning and reconditioning of ditches and culverts; installing new signage and upgrading existing signage; relocating or replacing utilities; improvements to lighting and signalization

Anchorage Area Bridge Rehabilitation 2015	CFHWY 00102	TBD	FHWA assignable	Yes	1.a, 1.l, 1.m, 1.p, 1.q, 2.g, 2.o	7/1/2016
<p>Rehab/repair existing pavement on pedestrian bridge deck; rehab/repair/replace structural steel components and fasteners, drainage system and ceiling boards; clean and wash bridge; repaint and recoat exterior bridge surfaces; rehab pedestrian facility surfaces including crack sealing and blast cleaning reinforcing steel; rehab or replace bridge railings to return to original appearance; bridge spall repair.</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
Minnesota Drive: Seward to Tudor Pavement Preservation	CFHWY 00106	0421098	FHWA assignable	Yes	1.a, 1.e, 1.f, 2.c, 2.g, 2.h, 2.i	7/18/2016

Milling and resurfacing; improvements to existing pedestrian facilities to meet ADA standards; vegetation clearing and grubbing within the DOT&PF ROW; utilities replacement or relocation; reapplication of rumble strips and pavement markings; improvements to lighting and signalization; replacement or technological upgrade to guardrail, end terminals and crash cushions; repair or replacement of guardrail.

AMATS: Pedestrian Improvements-Boniface Parkway, Debarr Road to Carrs	CFHWY 00125	TBD	FHWA assignable	Yes	2.c, 2.f, 2.g, 2.i	2/17/2016
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Install new ped facilities, install ADA curb ramps, improve drainage with curb and gutter, new signs and stripes, relocate utilities, clear vegetation.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
<b>AMATS: Pedestrian Improvements Patterson Street: Debarr road to Chester Court</b>	CFHWY 00126	TBD	FHWA assignable	Yes	2.c, 2.f, 2.g, 2.l	2/18/2016
<p>Install new pedestrian facilities, install ADA curb ramps, improve drainage including curb and gutter, new or upgraded signs and stripes, relocate utilities and clear vegetation.</p>						
<b>Minnesota Drive: Tudor Road to 15th Avenue Pavement Preservation</b>	CFHWY 00132	0421099	FHWA assignable	Yes	1.a, 1.e, 1.f, 2.a, 2.c, 2.d, 2.g, 2.h, 2.l	7/18/2016
<p>Resurface the roadway; return striping to as-built condition; upgrade pedestrian curb ramps to meet ADA requirements; drainage improvements (e.g. storm drain upgrades); repair or replace signs; vegetation clearing structural section repairs (digouts) to return road to as-built profile; utility relocations as needed.</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
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<b>Bogard Road Resurfacing, North Lazy Eight Circle to East Stoney Hollow Drive</b>	<b>CFHWY 00168</b>	<b>TBD</b>	<b>FHWA assignable</b>	<b>Yes</b>	<b>2.a, 2.c, 2.g</b>	<b>7/18/2016</b>
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Remove existing asphalt; modify the intersection of Bogard Road and Grumman Circle to function as a mini-roundabout; resurface 250 feet of Grumman Circle and East Seldon Road; resurface Bogard Road from North Lazy Eight Circle to East Stoney Hollow Drive; install new lighting, signs, and striping; install medians; vegetation clearing in previously cleared areas as necessary

<b>Aleknagik Lake Road MP 0-5 Pavement Preservation</b>	<b>CFHWY 00169</b>	<b>0001557</b>	<b>FHWA assignable</b>	<b>Yes</b>	<b>1.a, 1.e, 1.f, 2.a, 2.b, 2.c, 2.d</b>	<b>6/21/2016</b>
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Resurface first five miles of Aleknagik Lake Rd; repair or replace guardrail and/or guardrail end treatments in kind; drainage improvements (e.g. ditch and culvert repair); structural section repairs (dig outs) to as-built condition; restripe to as-built vegetation clearing and management; repair or replace signs; shoulder improvements to as-built condition.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
<b>Weigh in Motion Data Collection</b>	<b>HFHW Y00052</b>	<b>0106082</b>	<b>FHWA assignable</b>	<b>Yes</b>	<b>1.i</b>	<b>5/18/2016</b>

Repair, upgrade, or replace existing WIM sensors in the road surface.

<b>HSIP Pedestrian Fencing</b>	<b>Z58150 0000</b>	<b>0001518</b>	<b>FHWA assignable</b>	<b>Yes</b>	<b>1.d, 2.c, 2.d, 2.l</b>	<b>2/17/2016</b>
<p>Project update. Remove existing chain link fence, install upgraded ped safety barrier or fence, clear vegetation in fence line as needed, maintain/repair and replace or improve stormwater drainage facilities, minor utility relocation as needed.</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
HSIP Pedestrian Fencing	Z58150 0000	0001518	FHWA assignable	Yes	1.d, 2.c, 2.d, 2.g, 2.i	4/5/2016

Update of previously reviewed project to replace pedestrian fencing, with associated veg clearing and drainage work. Update for change in fence materials, installation methods. New concept is prefab fence panels with faux wrought iron appearance mounted to top of a jersey barrier placed on stabilized fill.

<b>New Seward Highway Reconstruction: Dimond Boulevard to Dowling Road</b>	<b>53626</b>	<b>IM-NH-STP- 0A31(49)</b>	<b>FHWA non- assignable</b>	<b>Yes</b>	<b>2.c, 2.i</b>	<b>3/29/2016</b>
<p>Update to project previously reviewed in 2013. Update adds trench in new utility line to connect existing facilities. Directional boring to place upgraded or new underground utility lines to tie into existing facilities. Install Digital Loop Carrier cabinet, pedestals, vaults, load centers and conduits. Vegetation clearing.</p>						

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Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
<b>Chena Ridge Cripple Creek Culvert Replacement</b>	<b>60624</b>	<b>0645(013)</b>	<b>FHWA assignable</b>	<b>Yes</b>	<b>1.a, 1.b, 1.d, 2.d, 2.f</b>	<b>10/9/2015</b>

Culvert replacement 75 feet either side of the Chena Ridge Road centerline (ROW) from immediately west of the intersection with Chena Pump Road to immediately east of the intersection with Kentshire Drive.

<b>CHRS MP 20 Jenny M Creek</b>	<b>60636</b>	<b>0650(028)</b>	<b>FHWA assignable</b>	<b>Yes</b>	<b>1.a, 2.a, 2.b, 2.d, 2.e, 2.f, 2.g, 2.i, 2.p</b>	<b>12/16/2015</b>
<p>This project replaces the Jenny M Creek Bridge near MP 20 of Chena Hot Springs Road. Activities include: replacement of the bridge, regrading and repaving of the approaches on either side of the bridge, and construction of a temporary bypass. The temporary bypass crossing is on the south side of the road. All work will be occurring inside of the currently existing utility corridor within the existing ROW and no new ROW will be acquired. There is widening of the existing embankment to facilitate the new larger bridge, installation of replacement signage, new striping.</p>						



Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
Parks Hwy MP 192-194 Resurfacing	60741	0A45025	FHWA assignable	Yes	1.a, 1.d	7/1/2016

The update is extending the paving 500 feet to the south of MP 192; replacement of the culverts with similar dimension culverts. New project number NFHWY00004 previous project number 60741. Federal Project Number 0A43(22).

Farmers Loop Resurfacing	60774	0002(344)	FHWA assignable	Yes	2.h	11/12/2015
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Update to project includes installation of ADA compliant curbs, ramps, and signals at the following intersections with Farmer's Loop Road: Thomas Street; University Avenue; Ballaine Road and the Steese Highway.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
Farmers Loop Resurfacing	60774	0002(344)	FHWA assignable	Yes	1.a, 1.b, 1.c, 1.d, 1.e, 1.f, 1.h, 1.i, 2.h	11/3/2015

Project work also includes in kind/in place replacement of: signs, lighting, culverts, drainage, guardrail, signal modification and permanent traffic recorder modifications.

The project will be confined to the established Right-of-Way and repaves existing roadway surfaces. All roadway and bicycle/pedestrian path work is occurring in previously disturbed ground.

All roadway work is occurring within the currently established road prism and culvert drainages.

Nome Sea Storm Permanent Repairs	61968	3-02-0170-003-2015	FHWA assignable	Yes	1.a, 1.b, 1.c, 1.d, 2.g	10/28/2015
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Repairing, and resurfacing, reestablishing the road alignment and width (within the existing toe of fore slope embankment) and re-establishing embankment and ditches along the road segments being resurfaced and repaired.

All work is occurring on previously disturbed ground in the currently established road prism.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
Northern Region Deep Culverts Stage 2-Elliott Highway	62194	000S(770)	FHWA assignable	Yes	2.d	10/29/2015

Replacing 3 culverts 2 on Farmer's Loop Road and one on the Elliott Highway. A temporary bypass road will be constructed for the Elliott Highway replacement and removed at completion of the work  
2.d. was selected over 1.d. because of the temporary construction of a bypass road on the Elliott Highway. This area is heavily disturbed by activities related to the history of the existence of the Elliott Highway

NR Deep Culverts Orca Road Cordova	62198	000S770	FHWA assignable	Yes	1.a, 1.d, 2.a, 2.e, 2.l	2/1/2016
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Update: Two 48" and one 24" diameter aluminum corrugated culverts will be replaced. Existing concrete pillow shore protection around culverts will be replaced with rip rap. Additional rip rap will be placed on adjacent embankment slopes. Utilities will be relocated within the disturbed ROW. Road surfaces disturbed during utility relocation will be replaced within the project area. The project includes an area of ROW acquisition that is within the current road prism. Current concrete road embankment protection along the culverts' locations will be replaced with rip rap; and a concrete fishing platform along the west side of the roadway will now be removed and not replaced.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
Jim River Restoration Project 2015	62450		FHWA assignable	Yes	2.b, 2.d, 2.f	12/8/2015

Work consists of building dikes to block the breach, with access via winter haul routes. North of the Jim River Bridge #1 work involves armoring the embankment and reshaping the riverbank for ≈ 310'.

Work is occurring on land managed by DOT&PF DNR, BLM and the TAPS ROW and consists of extend existing armoring on the southern abutment of the bridge, ≈ 300' along the river bank.

Steese Expressway to Front Street Bicycle/Pedestrian Path	62836	0651(030)	FHWA assignable	Yes	2.a, 2.d, 2.e, 2.g	10/9/2015
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Update: Construct new bike path next to the existing along the Steese Hwy; install a new storm drainage pipe between 3rd Street and Graehl Park; place new riprap along the edge of the Graehl boat landing; modify existing cul-de-sac road prism 3rd St. This portion of Graehl Park is a reclaimed slough and has been filled in and contoured over the years to its current state.

River bank stabilization, slope creation to the Chena River and road maintenance has impacted the entire project area down to the river.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
<b>HSIP: Dalton, Elliott and Steese Highways Signing and Striping</b>	<b>64252</b>	<b>0002(317)</b>	<b>FHWA assignable</b>	<b>Yes</b>	<b>1.a, 2.c, 2.g</b>	<b>11/18/2015</b>

Update: This consists of updating striping, installing new warning signs along the roadway embankment, and conducting minor tree/brush clearing around the signs.

All new sign placement and associated clearing will remain within the embankment, 25-ft from the edge of pavement typically. Ground disturbance for the project is contained within the existing disturbed areas of the Dalton, Elliott, and Steese Highways. Where the roads are currently gravel surfaced no striping will occur.

<b>HSIP: Eastern Alaska Named Highways Signing and Striping</b>	<b>64257</b>	<b>0002(318)</b>	<b>FHWA assignable</b>	<b>Yes</b>	<b>1.a, 2.c, 2.g</b>	<b>11/10/2015</b>
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Update pass/no-pass centerline striping and horizontal alignment warning signs and brush clearing along:

Tok Cutoff (milepoint 0 to 122.4, entire route), Taylor Highway (milepoint 0 to 157.6, entire route), Top of the World Highway (milepoint 0 to 13.5, entire route), and Richardson Highway (milepoint 268.9 to 363.6, Delta to Fairbanks).

Ground disturbance for the project is contained within the existing disturbed areas

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
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<b>HSIP: Parks Highway Signing and Striping</b>	<b>64259</b>	<b>0002(320)</b>	<b>FHWA assignable</b>	<b>Yes</b>	<b>1.a, 2.c, 2.g</b>	<b>10/2/2015</b>
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This consists of updating striping, installing new warning signs along the roadway embankment, and conducting minor tree/brush clearing around the signs.  
 All new sign placement and associated clearing will remain within the embankment, 15-20-ft from the edge of pavement typically.  
 Ground disturbance for the project is contained within the existing disturbed area of the Parks Highway and ramps.

<b>HSIP: Fairbanks Area Signing and Striping</b>	<b>64261</b>	<b>0002(319)</b>	<b>FHWA assignable</b>	<b>Yes</b>	<b>1.a, 2.c, 2.g</b>	<b>10/29/2015</b>
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Updating striping, installing new warning signs along the roadway embankment, and conducting minor tree/brush clearing around the signs.  
 All new sign placement and associated clearing will remain within the embankment, 15-20-ft from the edge of pavement typically  
 Ground disturbance for the project is contained within the existing disturbed areas of the roads.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
<b>NR Radar Sites for Non-Intrusive Detection</b>	<b>NFHWO 0002</b>		<b>FHWA assignable</b>	<b>Yes</b>	<b>1.i, 2.g</b>	<b>7/27/2016</b>

Installation of non-intrusive radar detection equipment at nine sites in the Northern Region. Installation will be on new poles adjacent to the currently existing Automatic Vehicle Classification (AVC) cabinets in nine locations. All installations will be between the shoulders of the roadways and the backslope. One site will be relocated 0.2 miles away along the same roadway.

<b>Northern Region Automated Vehicle Classifier Upgrades &amp; Construction</b>	<b>NFHWO 0005</b>		<b>FHWA assignable</b>	<b>Yes</b>	<b>1.i, 2.g</b>	<b>8/2/2016</b>
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The project involves the upgrading and/or installing of several existing Automatic Vehicle Classifier's (AVC's) with piezoelectric strip counters, installing completely new piezoelectric strip traffic counters at 14 locations in the Northern Region. The piezoelectric strips will be installed a maximum of one inch under the existing pavement surface and the associated connecting lines will be installed a maximum of three feet down in order to wire them to adjacent AVC cabinets at 14 locations within the Northern Region. All installations will be connected into currently existing power and communication supplies.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
UPDATE-Northern Regional Signal Interconnect-Peger Road	NFWY0 0029	0625(006)	FHWA assignable	Yes	2.1	2/12/2016

The project replaces underground utilities beneath Peger Road travelway between the Mitchell Expressway and the Johansen Expressway.

This update is to include an additional 1450' of cable to be placed underneath the Davis Road travelway within the road prism.

UPDATE-Northern Regional Signal Interconnect-Peger Road	NFWY0 0029	0625(006)	FHWA assignable	Yes	2.1	10/29/2015
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The project is replacing currently present copper wire cables with fiber optic cable in the exact same footprint.



Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
FMATS Area Surface Upgrades FFY 2016	NFHWO 0044		FHWA assignable	Yes	1.a, 1.b, 1.d, 2.a	4/4/2016

The update involves a change in the APE which involves a relocation of the approach of Hans Way to Heather Drive. The abandoned road segment will be landscaped and reseeded.

The relocation & sign replacement is occurring within the ROW of both roads in an area disturbed by ditches and road maintenance.

FMATS Area Surface Upgrades FFY 2016	NFHWO 0044		FHWA assignable	Yes	1.d	8/9/2016
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Original review dates 11/5/15 and 4/4/2016. The update involves a change in activities within the existing APE which is the replacement of a failing culvert with a similar diameter culvert (18" with 24").

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
<b>FMATS Area Surface Upgrades FFY 2016</b>	<b>NFHWO 0044</b>		<b>FHWA assignable</b>	<b>Yes</b>	<b>1.a, 1.b, 1.d, 2.c, 2.g</b>	<b>11/4/2015</b>

Road Maintenance in the North Pole area: crack sealing, repaving of roads and paths, including gravel to asphalt paving of Snowman Lane Path.

Project area: Hans Way (Heather Dr. to end of asphalt), Doughchee Avenue (Badger Rd. to start of Doughchee Bridge), 5th Ave. pedestrian path (Davis Rd. to Blanket Blvd.), 8th Ave pedestrian path (North Pole Middle School boundary to 100 feet short of Blanket Blvd.), and Snowman Lane Path (3rd Ave to Kevin's Way).

<b>Richardson Highway Bridges #556 and #558 Asphalt Surface Repairs</b>	<b>NFHWO 0050</b>		<b>FHWA assignable</b>	<b>Yes</b>	<b>1.a, 1.l</b>	<b>7/19/2016</b>
<p>Resurfacing of two bridges includes installation of waterproofing membrane over concrete deck, application of asphalt over top, reapplication of asphalt on bridge approaches and reapplication of striping.</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
Fairbanks Ramp Sight Distance	NFHWO 0098	0002(356)	FHWA assignable	Yes	2.a, 2.g, 2.i	2/4/2016

This project changes the curves on three intersection alignments for ramps along the Johansen Expressway: the termini for the eastbound to southbound and westbound to northbound off ramps for the Single Point Urban Interchange (SPUI) at College Road; the terminus of the eastbound to southbound right turn off ramp for the SPUI on the Johansen Expressway at Peger Road. Appropriate signing and striping will be installed. The new alignments occur within the current road prism. The current road surface will be replaced where the alterations occur.

Fox Intersection Conspicuity Improvements HSIP	NFHWO 0099	0651(031)	FHWA assignable	Yes	2.a, 2.c, 2.g	3/7/2016
<p>This project installs an overhead flashing warning beacon at the intersection of the Elliott Highway and the Steese Highway; and installs transverse rumble strips on the westbound Steese Highway. The project will include the area directly in front of the Weigh Station which will be used for a staging area. The project will also replace the electrolier in the island with a signal pole that is oriented to reach the middle of the intersection to hang the flashing beacon on a 50'-60' mast arm. The flashing beacon will not be mounted lower than 18.5' over the intersection.</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
FFY16 Bridge PM Interstate	NFHWO 0100		FHWA assignable	Yes	1.m, 1.n, 1.o	1/15/2016

Work will include bridge cleaning and washing; rehabilitation/repair of bridge components including slider plates. All bridge work will be conducted above Ordinary High Water (OHW). All work qualifies under Tier 1 Allowances.

FFY16 Bridge PM Non Interstate and CTP	NFHWO 0101		FHWA assignable	Yes	1.l, 1.m, 1.n, 1.o, 1.p, 1.r	1/15/2016
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Work will include bridge cleaning and washing; rehabilitation/repair/replacement of bridge components, including bridge decks and rails, deck/expansion joints and failed grout; and spall repair. All work qualifies under Tier 1 Allowances.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
NR FFY16 NHS Interstate PM-Fairbanks	NFHWO 0105		FHWA assignable	Yes	1.a, 1.b, 1.d	2/12/2016

This project will include maintenance/rehabilitation of paved and gravel surface roadways, reapplication of pavement markings, shoulder repair, and cleaning/reconditioning of ditches.  
 All work will repair road surfaces, embankments, and ditches to an as-built state.

NR FFY16 NHS Interstate PM-Denali	NFHWO 0106		FHWA assignable	Yes	1.a, 1.b, 1.d	2/12/2016
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This project will include maintenance/rehabilitation of paved and gravel surface roadways, reapplication of pavement markings, shoulder repair, and cleaning/reconditioning of ditches.  
 All work will repair road surfaces, embankments, and ditches to an as-built state.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
NR FFY16 NHS Interstate PM-Tazlina	NFHWO 0107		FHWA assignable	Yes	1.a, 1.b, 1.d	2/12/2016

This project will include maintenance/rehabilitation of paved and gravel surface roadways, reapplication of pavement markings, shoulder repair, and cleaning/reconditioning of ditches.  
 All work will repair road surfaces, embankments, and ditches to an as-built state.

NR FFY16 NHS Interstate PM-Tok	NFHWO 0108		FHWA assignable	Yes	1.a, 1.b, 1.d	2/12/2016
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All work will repair road surfaces, embankments, and ditches to an as-built state.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
NR FFY16 NHS Non-Interstate & CTP PM-Fairbanks	NFHWO 0109		FHWA assignable	Yes	1.a, 1.b, 1.d	2/18/2016

This project includes maintenance/rehabilitation of paved and gravel surface roadways, reapplication of pavement markings, shoulder repair, and cleaning/reconditioning of ditches to an as-built state.  
 All work is occurring on previously disturbed ground in the currently established road prism and culvert drainages.

NR FFY16 NHS Non-Interstate & CTP PM-Denali Hwy	NFHWO 0110		FHWA assignable	Yes	1.a, 1.b, 1.d	2/18/2016
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This project includes maintenance/rehabilitation of paved and gravel surface roadways, reapplication of pavement markings, shoulder repair, and cleaning/reconditioning of ditches to an as-built state.  
 All work is occurring on previously disturbed ground in the currently established road prism and culvert drainages.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
NR FFY16 NHS Non-Interstate & CTP PM-Dalton Hwy	NFHWO 0111		FHWA assignable	Yes	1.a, 1.b, 1.d	2/18/2016

This project includes maintenance/rehabilitation of paved and gravel surface roadways, reapplication of pavement markings, shoulder repair, and cleaning/reconditioning of ditches to an as-built state.

NR FFY16 NHS Non-Interstate & CTP PM-Tazlina	NFHWO 0112		FHWA assignable	Yes	1.a, 1.b, 1.d	2/18/2016
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This project includes maintenance/rehabilitation of paved and gravel surface roadways, reapplication of pavement markings, shoulder repair, and cleaning/reconditioning of ditches to an as-built state.  
All work is occurring on previously disturbed ground in the currently established road prism and culvert drainages.



Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
NR FFY16 NHS Non-Interstate & CTP PM-Tok	NFHWO 0113		FHWA assignable	Yes	1.a, 1.b, 1.d	2/18/2016

This project includes maintenance/rehabilitation of paved and gravel surface roadways, reapplication of pavement markings, shoulder repair, and cleaning/reconditioning of ditches to an as-built state.  
All work is occurring on previously disturbed ground in the currently established road prism and culvert drainages.

NR FFY16 NHS Non-Interstate & CTP PM-Valdez	NFHWO 0114		FHWA assignable	Yes	1.a, 1.b, 1.d	2/18/2016
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This project includes maintenance/rehabilitation of paved and gravel surface roadways, reapplication of pavement markings, shoulder repair, and cleaning/reconditioning of ditches to an as-built state.  
All work is occurring on previously disturbed ground in the currently established road prism and culvert drainages.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
NR FFY16 NHS Non-Interstate & CTP PM-Western District	NFHWO 0115		FHWA assignable	Yes	1.a, 1.b, 1.d	2/18/2016

This project includes maintenance/rehabilitation of paved and gravel surface roadways, reapplication of pavement markings, shoulder repair, and cleaning/reconditioning of ditches to an as-built state.  
All work is occurring on previously disturbed ground in the currently established road prism and culvert drainages.

FFY16 Non Interstate and CTP Bridge Preventive Maintenance and Repairs- Birch Creek	NFHWO 0117		FHWA assignable	Yes	1.m, 1.n, 1.o, 1.r	5/19/2016
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Bridge cleaning and washing; debris removal around bridge piers and abutments; repair/replacement of bridge deck and rails, deck/expansion joints, failed grout; replacement of existing non-original bridge components (bullrail).

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
FMATS Improvement Program FFY 2017	NFHWO 0127	0002(347)	FHWA assignable	Yes	1.a, 1.b, 1.d, 1.f	3/23/2016

DOT&PF is proposing to resurface certain roads and paths in the FMATS area and replace sidewalks at specified locations in the Fairbanks North Star Borough.

The project area consists of Cowles Street (Y to 19th) 10th Street, from Cushman to Steese Highway, Doughchee Road from bridge to end, San Augustine Drive, H&H Road from Petro Star to City Boundary, Perimeter Drive, McKinley View Drive, Valley View Drive, Old Chena Road, Yukon Drive, Tanana Loop-from Yukon Drive North, Birch Hill approach, Badger Road sidewalk from Hurst Road to Richardson Highway, and Santa Claus Lane sidewalk (east side) from St. Nicholas Drive for 100 feet to south.

HSIP: Phillips Field Road Safety Improvements	NFHWO 0136	652017	FHWA assignable	Yes	1.a, 1.b, 1.d, 1.e, 1.f, 2.a, 2.b, 2.c, 2.g, 2.i	6/30/2016
<p>Reconstruct Phillips Field Road from Jack Lindsey Lane to Driveway Street. Repaving, shoulder widening, minor road realignment, barrier upgrades, utility relocations, addition of a safety edge, drainage improvements, and updated signing and striping.</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
Richardson Highway MP 80-82 Resurfacing and Drainage-UPDATE	Z606130000	0712(034)	FHWA assignable	Yes	1.a, 1.d, 1.e	12/9/2015

Project activities include: reestablishment of subsurface drainage, replacing 1000 linear feet of ditch lining, reestablishment of five ditch dikes, cleaning of 4 culverts, resurfacing the aprons of 6 driveways, replacing an existing culvert at 46+50, replacing signage with new signs and installing pavement markings and rumble strips. The APE will include a materials site located off near MP 5 of the Edgerton Highway.

Alaska Highway MP 1354-1364 Rehabilitation	Z612710000	0A21007	FHWA assignable	Yes	1.o	7/14/2016
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UPDATE-project originally addressed in 7/13/2012 letter to SHPO of No Historic Properties Affected (concurrence on 7/20/2012). Project activities now include replacing failed shear tabs and failed grout on Bear Creek Bridge at Milepoint 133.2. The project originally included resurface, restore, and rehabilitate the Alaska Highway between MP 1354-1364 and improve two waysides located at Bear Creek (MP 1357.3) and Chief Creek (MP 1358.7). Previously reviewed work also included removing and reconstructing bridge approaches, minor realignment, reconstructing driveways, guardrail, signage and delineation, striping, slope work, and drainage structures.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
September 2012 and May 2013 ER Denali Hwy Corridor Flood Repairs- Denali Highway	Z621760 000/Z626	Pending	FHWA assignable	Yes	1.a, 1.b, 1.d, 2.e	3/22/2016
<p>This project will include maintenance/rehabilitation of gravel surface roadways, shoulder repair, and cleaning/reconditioning of ditches in select locations along the entire Denali Highway.</p> <p>Work will repair road surfaces, embankments, and ditches to an as-built state. New placement of riprap will occur at Little Lilly Creek culvert.</p>						
Richardson Highway MP 24-35 Resurfacing	Z622550 000	Pending	FHWA assignable	Yes	1.a, 1.b, 1.d, 1.e, 1.f, 2.b, 2.d, 2.g	5/25/2016
<p>Remove and replace 2 inches of existing asphalt by planing and repaving 3 roadway segments totaling 9.5 miles between approximately MP 24-35 of the Richardson Highway including multiple turnouts and approaches.</p> <p>Existing signs and guardrails will be removed and replaced. Safety improvements will include installing several missing snow pole delineators and upgrading over a hundred of the existing foundation bases by replacing and equipping them with the frangible couplings. Additionally the project will remove (27) non-fish culverts ranging from 24-inches to 72-inches diameter and replace with 22 new pipes. Active Material Sites (MS) MS 71-1-035-5 &amp; MS 71-1-036-5 will be used.</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
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September 2012 and May 2013 ER Denali Hwy Corridor Flood Repairs- Richardson Highway	Z626990 000	Pending	FHWA assignable	Yes	1.a, 2.e	3/22/2016
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This projects will include maintenance/rehabilitation of paved surface roadways and reapplication of pavement markings along the Richardson Highway.

Work will repair road surfaces to an as-built state. New placement of riprap will occur at road locations identified on attachments.

Fairbanks Area Signal Upgrades	Z634810 000	000S714	FHWA assignable	Yes	2.a, 2.g, 2.h, 2.i	2/29/2016
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Traffic signal upgrades will remove and replace existing traffic signal systems to include flashing yellow arrow signals, new signal heads, additional signal heads, traffic signal controller equipment, new signal poles and mast arms, and associated electrical components. Reconstruction of sidewalks, pathways, and curb ramps as required within the current footprint and repairing and replacing existing pedestrian facilities where disturbed by installation work. No modification to the road prism is occurring.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
Dalton Highway MP 362-379 Rehabilitation -UPDATE	Z63816000	63816	FHWA non-assignable	Yes	2.a	6/6/2016

UPDATE-Original Project No Historic Properties Affected concurrence on 4/24/07 and 5/21/12. This change is in road width: was to be 32 feet now increase to 34 feet; and the addition of material site (MS) MS 65-9-021-2. Previous actions addressed are: raise the road grade four feet, slope stabilization, replacement of culvert piping, installation of new signage, widening of existing pullouts and application of asphalt to the road surface.

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Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
<b>SR M&amp;O NHS &amp; Non-NHS Preventative Maintenance Design FFY2016-2018: Pavement</b>	<b>SFHWHY 00037</b>	<b>0003198</b>	<b>FHWA assignable</b>	<b>Yes</b>	<b>1.a</b>	<b>1/29/2016</b>
<p>The refurbishment of irregular roadway surface conditions along one location on Mitkof Island and along three locations on Prince of Wales Island.</p> <p>Project activities pertain to the chip-seal refurbishment of the proposed roads, and there would be the need for milling existing surfaces along Papkes Landing and Hollis Ferry Terminal Spur. Resurfacing would not include a gravel to chip-seal or asphalt. No new ground disturbance is necessary and the maintenance is limited to the existing surfaced areas with no surface expansion other than that needed to provide pavement edge safety improvements.</p>						
<b>SR M&amp;O NHS &amp; Non-NHS Preventative Maintenance Design FFY2016-2018: Pavement Markings</b>	<b>SFHWHY 00038</b>	<b>0003198</b>	<b>FHWA assignable</b>	<b>Yes</b>	<b>1.a</b>	<b>3/2/2016</b>
<p>Project would re-paint existing roadway lines and symbols throughout the Southcoast Region.</p> <p>The activity of painting lines and symbols uses a specialized vehicle with spray attachment that dispenses paint. This activity does not require work beyond the existing paved surfaces and the vehicle would travel the existing roadway.</p>						



Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
<b>SR M&amp;O NHS &amp; Non-NHS Preventative Maintenance Design FFY2016-2018: Catch Basin and</b>	<b>SFHWHY 00039</b>	<b>0003198</b>	<b>FHWA assignable</b>	<b>Yes</b>	<b>1.d</b>	<b>4/1/2016</b>
<p>Perform preventive maintenance work on catch basins and culverts in Southcoast Region, and perform visual inspections. Work would be performed using a vacuum/jetter truck that is a specialized vehicle equipped with jet- and vacuum hoses, which are more efficient and less impactful than traditional heavy equipment methods. All proposed activity would occur within the right-of-way, with no new ground disturbance.</p>						
<b>SR M&amp;O NHS &amp; Non-NHS Preventative Maintenance Design FFY2016-2018: Scenic Enhancements</b>	<b>SFHWHY 00040</b>	<b>0003198</b>	<b>FHWA assignable</b>	<b>Yes</b>	<b>1.h</b>	<b>4/1/2016</b>
<p>Trim and clear vegetation and overgrowth within highway right-of-way (ROW) throughout the Southcoast Region. Project would remove vegetation from roadway features like guardrails, signs, and along areas where driver sight-distance is reduced. Brush overgrowth in existing ditches would also be removed in order to restore stormwater conveyance. Vegetation clearing would be performed using hand-held tools.</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
JNU Glacier Highway Safety Improvements (HSIP)	SFHwy 00041	0933(45)	FHWA assignable	Yes	2.g	1/16/2016

Install 2971 ft of W-beam guardrail with crashworthy end terminals on the water side of Glacier Highway between the Breadline Bluff Trail parking area and the entrance road to the Shrine of St. Therese.  
 About 2 inches of surface material would be scraped off and replaced with a 2.5 feet wide strip of asphalt starting at the edge of pavement. All work would occur within the DOT&PF ROW.

KTN North Tongass Highway Delineation Improvements (HSIP)	SFHwy 00042	0920029	FHWA assignable	Yes	2.g	3/10/2016
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This project will install flexible delineation posts at approximately guardrail height on both sides of N. Tongass Hwy between S. Point Higgins Rd and the end of the route.  
 Installation will be in the current road prism and will not involve excavations. The posts will be driven in by hand at the appropriate spacing locations and the desired above-ground length.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
SR M&O, Monashka Bay Road Drainage Maintenance FFY16	SFHwy 00053	003199	FHWA assignable	Yes	1.d	3/17/2016

Cleaning and reconditioning of select ditch locations within the drainage system along a section of Monashka Bay Road.

SR M&O NHS & Non-NHS Preventative Maintenance Design FFY2016-2018: Luminaire Replacement	SFHwy 00054	0003198	FHWA assignable	Yes	1.e, 2.g	8/19/2016
Exchange the existing high-pressure sodium units with light-emitting diode (LED) units for DOT&PF lighting fixtures in the Juneau area.						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
Chiniak Hwy Erosion Response	Z56018 0000	0001523	FHWA assignable	Yes	2.d	8/3/2016

The original Chiniak Highway Erosion Project State Project Z-56018-0000 / Federal Project 0001523 has been amended to include two new excavations for culvert work and a redefinition of the APE limits. The first additional construction occurs at Site 1. This culvert was not within the original APE. The second is at Site 9. The two driveway culverts were not within the original APE and are on private property. The APE has been adjusted for this work accordingly.

Gustavus Rink Creek Bridge Replacement	Z68064 0000	STP-0003(157)	FHWA assignable	Yes	2.d	8/9/2016
<p>The original consultation covered the aspects of road widening, utilities and the change from bridge to culvert. This update adds a utility connection which runs along the existing bridge, which would be buried in a trench alongside the road and over the culvert, with an altered fill footprint.</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
Ketchikan: North Tongass Illumination Upgrade	Z684130000	0920(28)	FHWA assignable	Yes	2.g	4/5/2016

The original Ketchikan: N. Tongass Illumination Upgrade State # 68413 / Federal #0920(28), has been amended to upgrade the lighting and switch the proposed lighting bulbs from the original sodium lighting to a new LED configuration.

JNU Glacier Hwy. Reconstruction: Fritz Cove Rd. to Seaview Ave	Z684710000	NHS-0933(039)	FHWA assignable	Yes	2.a, 2.g	5/16/2016
<p>Update to previously reviewed project to include additional new pavement matching to the existing pavement, installation of W-Beam Guardrail and an 8' chain-link fence along the Glacier Hwy side of the UAS maintenance area. The APE for this additional work is limited to the UAS maintenance parking area and the road slope between the maintenance area and the Glacier Highway to the south.</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
Prince of Wales Island RWIS Installation	Z685420000	0106(66)	FHWA assignable	Yes	1.i	3/11/2016

Install Road Weather Information System (RWIS) sensors. One location would attach the RWIS to an existing communications tower. The other location requires a hole 3-ft wide by 6-ft deep for the RWIS' base support. This area is previously disturbed by a recent highway rehabilitation project.

SR Region wide Non-NHS Culvert Repair/Replace	Z686590000	0003190	FHWA assignable	Yes	1.d, 1.f	10/8/2015
<p>This project will rehabilitate existing culvert structures, and if needed accommodate for fish passage on Non- NHS roads. This project will replace a total of five culverts in Juneau with three located on Douglas Highway and another two located North Douglas Highway.</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
Ketchikan Roosevelt Drive & Franklin Road Pavement Rehabilitation.	Z68663 0000	000193	FHWA assignable	Yes	2.d	8/16/2016

Update of previously reviewed project to add relocation of existing ditch. The new work is inside the original project APE, but the new APE for this additional construction is restricted to the ROW limits from Sta. 11+50 to Sta. 14+60.

Ketchikan Roosevelt Drive & Franklin Road Pavement Rehabilitation.	Z68663 0000	000193	FHWA assignable	Yes	1.a, 1.r, 2.d, 2.g	2/4/2016
<p>Update of prev review on 7/25/15. Adds Roosevelt Spur Rd. to project and includes evaluation of Forks Creek Bridge (ADOT&amp;PF Bridge # 1045, AHRS # KET-971). Project consists of rehabilitation of paved roadway, replacing culverts, new culverts, new drainage inlets, new curb &amp; gutter, reconditioning ditches, replacing guardrail, grading and apron paving of driveways.</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Applicable Tier 1 and 2 Activities	Review Screening Record Approval Date
HNS Klehini River Bridge Replacement	Z69377 0000	BR-0003(152)	FHWA assignable	Yes	2.1	7/26/2016

Update of previously reviewed project, to add placement of a 5-inch conduit buried at a depth between four and five feet. The conduit alignment is to be contained within previously disturbed grounds consisting of the original and newer road prisms, comprised of rock fill. This utility area is within the originally described Area of Potential Effect (APE).



## **Standard Consultation Lists**

This section of Appendix 1 contains each region's list of standard consultations processed during the FFY16 reporting year.

**Note:** This list includes some geotechnical consultations.

At SHPO request, geotechnical consultations were handled with findings letters. These consultations were stand-alone reviews of the proposed geotechnical action, independent of the Sec 106 review for the overall project. Therefore a finding associated with the geotechnical consultation may be different than the overall finding for the larger project.

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Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
North Fork Road-Gravel to Pavement	30141	TBD	FHWA assignable	No	No Historic Properties Affected	5/11/2016

Pave the gravel portion of North Fork Road from MP 8.3 to MP 13.3; replace twin culverts with an ADF&G approved fish passage culvert or bridge at MP .27 Nikolaevsk Road at the crossing of the North Fork Anchor River; reconstruct Nikolaevsk Road after the proposed culvert replacement from MP .17 to MP .33. For both roads, drainage improvements, signing, striping, guardrail replacements, excavation to replace substandard subbase sections, vegetation clearing and ditch cleaning.

North Fork Road-Gravel to Pavement	30141	TBD	FHWA assignable	No	No Historic Properties Affected	6/17/2016
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Geotechnical testing for bridge and road construction on NF Anchor River.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
<b>Westchester Lagoon Nature Trail Rehabilitation</b>	<b>30166</b>	<b>TBD</b>	<b>FHWA assignable</b>	<b>No</b>	<b>No Historic Properties Affected</b>	<b>6/23/2016</b>

Convert existing paved trail to boardwalk with light penetrating fiberglass decking; resurface south loop of WLNT with new base course and asphalt surface; install interpretive signage and bollards; rehabilitate the existing vehicle parking area on West 19th Ave east of Spenard Road; new site lighting; landscaping; stabilize eroding streambank per ADF&G (2005) specification; construct raised platform viewing decks; construct a low impact outdoor education space for local schools; remove invasive plant species.

<b>HSIP: Palmer-Wasilla Hwy., Center Left-Turn Lane Widening</b>	<b>51829</b>	<b>0441008</b>	<b>FHWA assignable</b>	<b>No</b>	<b>No Historic Properties Affected</b>	<b>5/16/2016</b>
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Updated finding which continued consultation from 2014 on this center-left turn lane widening project. The updated consultation considered a broader APE than the original.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
HSIP: Palmer-Wasilla Hwy., Center Left-Turn Lane Widening	51829	0441008	FHWA assignable	No	No Historic Properties Affected	9/7/2016

Revised findings letter to address consultation comments from May 2016 submission. Finding remained the same.

Williamsport to Pile Bay Rd; Iliamna River Bridge Replacement	55110	0001478	FHWA assignable	No	Adverse Effect/MOA	7/28/2016
<p>Remove historic and temporary bridges across Iliamna River on Williamsport to Pile Bay road. Construct replacement bridge in same location with longer, higher approaches to avoid floodwaters. This consultation updates a prev 2014 consultation with multiple alternatives, to specify selection of bridge removal alternative and invite MOA participation.</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
HSIP: CR Traffic Safety Corridor Left Turn Lanes	57088	001 497	FHWA assignable	No	No Historic Properties Affected	1/6/2016

Update of previously reviewed project to add paving the Jim Dahler Road approach to the Sterling Highway an additional 25 feet from the current pavement approach lip. 57088 will be constructed concurrently with 58389.

HSIP: Jewel Lake Road Widening, 88th Avenue to Strawberry Road	57310	0515005	FHWA assignable	No	No Historic Properties Affected	10/8/2015
<p>Install drainage facilities, construct new sidewalk on east side, reconstruct path on west side, trench to accommodate utilities, digouts for structural section repairs, install lighting improvements, upgrade curb ramps for ADA compliance, install turn signals with flashing yellow arrows, construct medians with turn pockets as needed, relocate and upgrade bus stops, replace signs and striping, install retaining walls in these locations: south of 84th on left, south of 82nd on right, south of 80th St on left 130 ft x 5ft tall, north of 80th St 2 foot tall short retaining wall for a cut section at a bus pullout, remove vegetation as needed, reconstruct the embankment and install a retaining wall north of the MOA fire station adjacent to Jewel Lake Rd.</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
HSIP: Jewel Lake Road Widening, 88th Avenue to Strawberry Road	57310	0515005	FHWA assignable	No	No Historic Properties Affected	3/16/2016

Revised submission to address consultation comments from Oct 2015 submission.

Glenn Hwy 34-42 Parks to Old Glenn Pathway	57720	0A15032	FHWA assignable	No	No Historic Properties Affected	1/8/2016
<p>Construct a 10 foot wide paved pathway with signage and drainage structures on the north and west side of the Glenn Highway from the Matanuska Lakes SRA to the intersection at Arctic Avenue.</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
Glenn Highway MP 34-42: Pathway Project, Colleen St. Interchange and Frontage Road Geotech Exploration	57720, 58104, 59399		FHWA assignable	No	No Historic Properties Affected	5/6/2016

Geotechnical testing of locations along the corridor common to three projects on Glenn 34-42 using tracked vehicle mounted drills.

AMATS: Anchorage Areawide Trails Rehabilitation-Fish Creek Trail	58464		FHWA assignable	No	No Historic Properties Affected	5/4/2016
Resurface trail, replace bridges, replace/improve signs stripes and lights, repair root damage including tree removal as needed, improve trail grades alignments and width, improve drainage and clear vegetation.						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
<b>Parks Hwy Bridge Replacement Montana and Sheep Creeks</b>	<b>58976</b>	<b>2015-01644</b>	<b>FHWA assignable</b>	<b>No</b>	<b>No Historic Properties Affected</b>	<b>10/7/2015</b>

Replace deficient Parks Highway Bridges 215 and 213. Construct new bridges including foundations, abutments, erosion protection, piers, girders, decking and bridge rail; realign highway 1/2 mile on both sides; install new pedestrian accommodations if necessary; remove existing ped bridges if impacted, install new pedestrian accommodations if necessary; remove temporary bridges and stabilize disturbed areas; clear vegetation as needed; replace, repair, relocate or improve utilities, guardrail and guardrail end treatments, striping and drainage.

<b>HSIP: Sterling Highway Shoulder Widening, MP 97 to MP 118</b>	<b>58980</b>	<b>0211(065)</b>	<b>FHWA assignable</b>	<b>No</b>	<b>No Historic Properties Affected</b>	<b>3/9/2016</b>
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Geotechnical work along the project corridor.



Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
<b>HSIP: Sterling Highway Shoulder Widening, MP 97 to MP 118</b>	<b>58980</b>	<b>0211(065)</b>	<b>FHWA assignable</b>	<b>No</b>	<b>No Historic Properties Adversely Affected</b>	<b>9/22/2016</b>

Widen existing shoulders to 8 feet, install a bridge at Crooked Creek to replace outdated culverts, restore natural stream channel for fish passage, install shoulder rumble strips and safety edging, improve driveways and approaches, improve drainage including ditch grading and culverts, replace or improve guardrail /end treatments, replace or improve lighting, signage and striping.

<b>Seward Roads Improvements</b>	<b>CFHWY 00004</b>	<b>0001551</b>	<b>FHWA assignable</b>	<b>No</b>	<b>No Historic Properties Affected</b>	<b>3/3/2016</b>
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Provide structural section repairs to the roads as needed, upgrade ped curb ramps to comply with ADA, improve /replace culverts and drainage as needed, replace signs and stripes, clear vegetation to reestablish ditches, pave existing gravel road segments in Forest Acres subdivision.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
Portage Glacier Road, Milepost 4.7 to Whittier Tunnel Resurfacing	CFHWY 00113	0496015	FHWA assignable	No	No Historic Properties Affected	9/21/2016

Resurface four roadway segments; roadway structural section repairs; paving of the gravel pads adjacent to the Whittier Tunnel entrance and gravel roadway shoulders; replacing guardrail, guardrail end treatments, transition rail, snow marker poles, signs and striping; replacing bridge membranes; drainage improvements to include culvert replacements and ditch regrading; tunnel maintenance (Portage Creek tunnel); upgrading rock fall fence and stabilizing rock slope; vegetation clearing; upgrading curb ramps to comply with ADA requirements.

Sterling Highway MP 45-60, G South Alternative Realignment	53014	STP-F-021	FHWA non-assignable	No	Adverse Effect/MOA	1/25/2016
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Revised findings letter for G South alternative to note that the alternative had been revised to avoid adverse effects to the New Village archaeological site but could not avoid adverse effects to the Charles Hubbard Mining Historic District.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
<b>Kenai Spur Highway Rehabilitation</b>	<b>54594</b>	<b>TBD</b>	<b>FHWA non-assignable</b>	<b>No</b>	<b>No Historic Properties Affected</b>	<b>5/20/2016</b>

Reconstruct the KSH between Sports Lake Road and Swires Road to facilitate two travel lanes in either direction and a center two-way left turn lane; improve drainage, including installation of a new ditch line, extending or replacing cross and approach culverts and end treatments, replace or install new storm drain infrastructure; extend or replace in-stream fish culverts and end treatments; replace or install new guardrail end treatments, and fencing. Upgrade/install signs and stripes, clear and grub vegetation, reveg with native grass that discourage moose, upgrade/relocate pedestrian path, relocate utilities, acquire ROW, replace/install lighting; realign highway. SHPO concurrence pending add'l consultation.

<b>Sterling Highway MP 58-79, Skilak Lake Road to Sterling Rehabilitation and Passing Lanes</b>	<b>54990</b>	<b>0A33(14)</b>	<b>FHWA non-assignable</b>	<b>No</b>	<b>No Historic Properties Affected</b>	<b>3/1/2016</b>
<p>Rehab roadway, install 3 sets of passing lanes each direction, replace culvert at East Fork Moose River with bridge, install 6 wildlife undercrossings and one pedestrian tunnel to Skyline Trailhead from parking, install moose fencing, widen shoulders to eight feet, upgrade vertical and horizontal curves as needed, vegetation clearing as needed, realign Mystery Creek Road and other intersections and driveways as needed, relocate the Skyline Trailhead from the DOT ROW to KNWR lands, repair/replace/improve SW drainage, culverts, ditches, fish passage, erosion protection, utilities, guardrail and guardrail end treatments, signs and stripes; restore material sites to existing conditions.</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
Seward Highway MP 105-107, Windy Corner Safety Improvements	56631	NH-0A3-1(34)	FHWA non-assignable	No	No Historic Properties Affected	12/16/2015

Update to previously reviewed project for purchase of property for potential material site, geotechnical drilling to characterize resources; use of site contingent on other material sources.

Glenn Highway MP 53-56	58013	NH-0A1-5(25)	FHWA non-assignable	No	Adverse Effect/MOA	5/26/2016
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Realign Glenn Highway to remove extreme grades and curves; build a causeway and bridge; add a passing lane; remove existing bridge; build turnarounds at ends of former road following bridge removal; retain access by ARR and 17b easement. SHPO concurrence is pending additional consultation.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
<b>Seward Highway MP 75-90, Ingram Creek to Girdwood Road Bridge Rehabilitation</b>	<b>58105</b>	<b>BR-BH-NH-0A3-1(035)</b>	<b>FHWA non-assignable</b>	<b>No</b>	<b>No Historic Properties Adversely Affected</b>	<b>7/20/2016</b>

Update of previous project consultations from prior years. This update provides a Determination of National Register Eligibility for a portion of Iditarod National Historic Trail (INHT) between Portage and Girdwood. The segment was determined not eligible. The update also includes a material site at MP 88 as an option for contractor use.

<b>Colleen Street Intersection and Frontage Road</b>	<b>59399</b>	<b>0A15033</b>	<b>FHWA non-assignable</b>	<b>No</b>	<b>No Historic Properties Adversely Affected</b>	<b>1/8/2016</b>
<p>Consolidate intersections of Colleen St and East Grandview Rd with the Glenn Hwy, realign both roads' intersection with Glenn, consolidate driveways on the south side within project limits by building a frontage road and consolidating to one RR crossing, install one new rail crossing including signs, flashers, gates and track crossing materials; install hardware and signals to signalize new intersection, replace or install new guardrail signs and stripes, acquire ROW, repair/replace ditches, culverts, energy dissipaters &amp; other stormwater management facilities, relocate &amp; adjust utilities, clear and grub vegetation as needed.</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
New Seward Highway 92nd Ave Grade Separation	59770	0A31055	FHWA non-assignable	No	No Historic Properties Affected	4/16/2016

Update to previously reviewed project to add utility relocations.

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Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
Mitchell Expressway Disposal Request	15	CQD 15-02-003	FHWA assignable	No	No Historic Properties Affected	11/24/2015

The transaction consists of selling ROW remnant to an adjacent land owner. This land was acquired with federal funds during previous development of the Mitchell Expressway.

Richardson Highway MP 235 Ruby Creek Bridge Replacement #0594	60262	BR0714(023)	FHWA assignable	No	No Historic Properties Adversely Affected	5/26/2016
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Update of previously reviewed bridge replacement project. Changes adjust the project APE and expand a permanent gravel pad to encompass a 450' to 350' area. Vegetation would be removed from the new gravel pad area and tree stumps would be grubbed from the ground. The larger gravel work pad would be utilized by maintenance to stockpile any gravel that may still need to be removed from the channel in the future.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
<b>Parks Highway MP 239-263 Rehabilitation</b>	<b>61275</b>	<b>IM-OA4-4(15)</b>	<b>FHWA assignable</b>	<b>No</b>	<b>No Historic Properties Affected</b>	<b>1/14/2016</b>

Originally: resurfacing the Parks Highway throughout the project length; the construction of ten passing lanes widening by the road 8' and installing guardrails and signs and relocate utilities as necessary; repair or replace existing culverts; improve ten bridges including seismic retrofit work; repair and stabilize slumping shoulders; replacement of signage; extending guardrails; clearing and grubbing; cleaning of ditches; and construction of new ditches associated with the new passing lanes. New activities: .1 mile additional paving and striping MP 263.1; installation of two Rectangular Rapid Flashing Beacons at the intersection of Healy Spur Road and the Parks Highway; scaling of identified rock faces. All within previous surveyed APE.

<b>Parks Highway MP 239-263 Rehabilitation</b>	<b>61275</b>	<b>IM-OA4-4(15)</b>	<b>FHWA assignable</b>	<b>No</b>	<b>No Historic Properties Affected</b>	<b>5/10/2016</b>
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Update to expand activities. Hand scaling and trim blasting; installing fixed rope protection at the top of the scaling areas; hand clearing brush and small trees; installing anchors with mechanical-expansion steel rock bolts in pre-drilled holes in bedrock; using available trees of sufficient size as tie off points with nylon webbing; establishing access to the top of the scaling and blasting areas by the following methods which will be determined in the field: access trail, helicopter or crane.



Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
Traffic Operations Center-Northern Region	NFWH Y00001		FHWA assignable	No	No Historic Properties Affected	12/9/2015

The project consists of constructing a building addition onto the DOT&PF Northern Region Maintenance Building within the Peger Road Complex as Traffic Operations Center. The addition will include the installation of a fiber optic cable network and video cameras for traffic monitoring in the Fairbanks area. The addition will also include offices for Traffic and Safety staff.

Tanana Loop and South Chandalar Intersection Improvement	NFWH Y00014	0002(352)	FHWA assignable	No	No Historic Properties Affected	5/26/2016
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Reconstruct the intersections of Tanana Loop/Alumni Drive, Tanana Loop/South Chandalar Drive; and Salcha Street/South Chandalar Drive including the portions of South Chandalar Drive between the intersections and up to Ambler Lane. The project will also rehabilitate existing pedestrian facilities, and construct new pedestrian facilities, on Alumni Drive, Tanana Loop, Salcha Street and South Chandalar Drive. Relocation of the medians and islands are within the current road prism.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
Gold Mine Trail Road Upgrade	NFWH Y00015	0002(351)	FHWA assignable	No	No Historic Properties Affected	12/7/2015

The project consists of constructing a new intersection of Gold Mine Trail Road with the Steese Highway 1100 feet north of the current intersection. It includes the paving of a 0.9 mile segment of Gold Mine Trail Road. The new road section will be placed within the current right-of-way (ROW) of both Gold Mine Trail Road and the Steese Highway. The section of Gold Mine Trail Road being bypassed will be abandoned. Utility relocation may also take place within the APE.

Richardson Highway MP 337 Eielson AFB Intersection Improvements	NFWH Y00161		FHWA assignable	No	No Historic Properties Affected	9/28/2016
<p>Widening the Richardson Highway to accommodate a left and right turn lane as well as an acceleration lane; widening the South Control point driveway; replacing or extending existing culverts, tree clearing, utility replacement and relocation, lighting, signing and striping.</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
Taylor Highway Waysides	Z60410 0000	250(1)	FHWA assignable	No	No Historic Properties Affected	3/3/2016

The project consist of: construction of waysides, improvements to approaches, installation of drainage structures, installation of ADA compliant ramps, and placement of signs, placards, and panel carriers.  
The Taylor Highway (EAG-00743) is a TE road but this project does not affect the segment of the Taylor Highway, milepoint 111.6 to milepoint 157.756, which is treated as eligible.

Alaska Highway Passing Lanes	Z60632 0000	0002(332)	FHWA assignable	No	Adverse Effect/MOA	9/19/2016
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The project consists of: extending existing culverts as needed, constructing embankment adjacent to the Alaska Highway, constructing road surface and paving, full width where needed and new lanes where appropriate.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
Richardson Hwy MP 115-148 Rehabilitation	Z60638 0000		FHWA assignable	No	No Historic Properties Affected	9/27/2016

Geotechnical testing within currently undeveloped sections of the established material site 71-3-002-5, drilling test holes 30-70 feet below the current ground surface.

Using both 6-inch solid-stem test holes and 2-inch diameter rock-core-barrel test holes will be drilled using a track-mounted CME 850 and a portable hand operated Tana 2-cycle gas powered drill.

Dalton Highway MP 305-335 Reconstruction	Z60713 0000	0626(006)	FHWA assignable	No	No Historic Properties Affected	6/10/2016
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Perform geo-technical investigations in support of the Dalton Highway milepost (MP) 305-335 Reconstruction Project. Testing will occur along the Dalton Highway within the right-of-way (ROW).

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
Dalton Highway MP 18-37 Reconstruction	Z60735 0000	0652(017)	FHWA assignable	No	No Historic Properties Affected	5/11/2016

Perform geotechnical material site investigations in support of the Dalton Highway MP 18-37 Reconstruction project in Material Site (MS) 65-3-013-2, drilling between twenty and twenty-five test holes 30-70 feet below the current ground surface which include the current pit floor and currently undeveloped sections of the property. Both 6-inch solid-stem test holes and 2-inch diameter rock-core-barrel test holes will be drilled using a truck-mounted CME-55 or a track-mounted CME 850-X.

Dalton Highway MP 18-37 Reconstruction	Z60735 0000	0652(017)	FHWA assignable	No	No Historic Properties Affected	5/13/2016
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Conduct geotechnical testing within the Right-of-Way of the Dalton Highway between MP 17 and MP 38 and within the survey boundaries of three material sites (MS): MS 65-3-015-2, MS, 65-3-016-2 and MS 65-3-017-2.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
Alaska Highway MP 1309 Tok River Bridge	Z632980000	OA21011	FHWA assignable	No	Adverse Effect/MOA	3/16/2016

Update to the Findings letters from 2013 for replacement of the Tok River Bridge, the construction of a temporary detour and the use of two materials sites. Tok River Bridge (TNX-00140) is eligible for the NRHP. The update adds another material site to the APE and invited consultation on mitigation of the adverse effect to the bridge.

Parks Highway Milepost 183-192 Reconstruction	Z633890000	OA43021	FHWA assignable	No	No Historic Properties Affected	4/8/2016
<p>Realignment of highway segments between MP 183 and MP 187. Replacement bridge at the crossing of the East Fork of the Chulitna River (MP 185.1). Gravel extraction in the disturbed areas within existing material site (MS 35-4-042-2). Improvements to the drainage along the entire project segment of highway by grading ditches, and installing fish pass culverts at the highway crossing of Hardage Creek near MP 184 and Fourth of July Creek, near MP 190. Vegetative clearing will occur within the ROW and have a maximum distance of 50 feet wide from the toe of each respective embankment along straight sections of highway and a 100 feet maximum clearing distance on the inside of curves.</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
Danby-Wembley Roundabout Project	Z63479 0000	000S(713)	FHWA assignable	No	No Historic Properties Affected	9/19/2016

The project consists of replacing the current intersection configuration with a hybrid single/double-lane roundabout at this intersection. Existing roadway illumination and a separated bike path would be modified to preserve these features.

Richardson Highway MP 148-173 Reconstruction	Z63186 0000	0713(010)	FHWA non-assignable	No	No Historic Properties Affected	6/2/2016
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Update to previously reviewed project, to install a bridge at MP 160.9 of the project rather than the originally proposed culvert at the Haggard Creek crossing.

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Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
<b>POW Clark Bay Ferry Terminal and Seaplane Float Expanded Parking</b>	<b>SFHwy 00005</b>	<b>003195</b>	<b>FHWA assignable</b>	<b>No</b>	<b>No Historic Properties Affected</b>	<b>1/22/2016</b>

Project would fill the wooded and intertidal area to the east of the existing parking lot, as well as across the Hollis-Klawock Highway to provide an additional parking spaces or the Clark Bay Ferry Terminal and Seaplane Float Facility. The Clark Bay Ferry Terminal provides residents and visitors ferry access between Ketchikan and Prince of Wales Island. Currently, parking is inadequate and vehicles are parking along the highway. This project would increase parking capacity by filling the former lumbered wooded area and inter tidal area to the east of the existing parking lot, as well as across the Hollis-Klawock Highway to provide an additional 54 parking spaces

<b>JNU DOUGLAS HWY SIDEWALK EXTENSION: GASTINEAU SCHOOL TO LAWSON RD.</b>	<b>SRMBS 00024</b>		<b>FHWA assignable</b>	<b>No</b>	<b>No Historic Properties Affected</b>	<b>5/11/2016</b>
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The proposed project would install new sidewalk, curb, and gutter on the uphill side of 3rd Street from the BOP for approximately ¼ mile to the terminus of the existing sidewalk. The project would continue on the uphill side of 3rd Street through the area of existing sidewalk adjacent to Gastineau Elementary replacing sections of sidewalk that are not in compliance with Americans with Disabilities Act (ADA) standards. Includes upgrades to the two existing marked crosswalks at the intersection of 3rd and I Streets and advanced school zone signage near the intersection of 3rd and H Street



Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
Chiniak Hwy Erosion Response	Z56018 0000	0001523	FHWA assignable	No	No Historic Properties Affected	12/4/2015

Geotech investigation: DOT&PF is repairing at MP 42 two different erosion sites in the gravel section of the Chiniak Hwy. The explorations include drilling through soils, which will be accomplished using hollow stem augers with standard penetration test (SPT) sampling generally conducted every 2.5 feet to 10 feet bgs and every 5 feet thereafter. Drilling through rock (Site 2 and Site 68) will be conducting using diamond NQ wireline continuous coring techniques.

Chiniak Hwy Erosion Response	Z56018 0000	0001523	FHWA assignable	No	No Historic Properties Affected	6/28/2016
<p>The proposed project would shift roadway center-line away from failing embankments by vertical and horizontal alignment shifts at select locations;  linear-grade ditches and install erosion protection in various areas. Replace culverts, improve drainage, and raise the roadway to provide adequate cover over culverts, as needed. Reconstruct existing stream channel under the Small Creek and Kalsin Creek Bridges. Repair eroded bluffs, stream banks, and road embankments.</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
JNU INDUSTRIAL BLVD WIDENING AND SIDEWALK	Z67408 0000	0961017	FHWA assignable	No	No Historic Properties Affected	3/14/2016

Geotechnical Testing: Twelve samples would be collected by driving a sampler (measuring 2 inches outside diameter) to a depth of 2 feet below the ground surface. The boring would be terminated at a total depth of 2 feet. The borings would be located in the paved roadway of the proposed project.

JNU INDUSTRIAL BLVD WIDENING AND SIDEWALK	Z67408 0000	0961017	FHWA assignable	No	No Historic Properties Affected	6/16/2016
<p>Rehabilitate and upgrade Industrial Blvd from its confluence with project #68081 to Maier Drive. Rebuild the existing roadway. Perform sub grade repairs &amp; rehabilitate pavement. Increase lane and shoulder widths. Construct curb, gutter, and sidewalk on the west side of the street. Upgrade drainage and lighting systems. Remedy ROW encroachments. Relocate utility poles and fire hydrants as necessary. Combined with project #68081.</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
<b>Ketchikan: Saxman to Surf St. Rehabilitation</b>	<b>Z675710000</b>	<b>0902(031 )</b>	<b>FHWA assignable</b>	<b>No</b>	<b>No Historic Properties Adversely Affected</b>	<b>8/22/2016</b>

The proposed joint geotechnical exploration for Z675710000 & Z676850000 is subdivided into two categories: roadway and retaining wall boreholes (TH) and rockslope drill holes (DH).

TH: 55 roadway and retaining wall boreholes at 300-foot intervals for roadway design to approximate depths of 10 feet; at 100-foot intervals for retaining wall locations to approximate depths of 30 feet.

DH: 20 rock slope core hole drill-holes at 200 foot intervals in erratic conditions; 400 foot intervals in uniform conditions with at least one drill hole in each separate landform at approximate depth of 55 ft.

<b>Ketchikan: South Tongass Highway, Deermont to Saxman Widening</b>	<b>Z676850000</b>	<b>0902(039)</b>	<b>FHWA assignable</b>	<b>No</b>	<b>No Historic Properties Adversely Affected</b>	<b>8/22/2016</b>
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The proposed joint geotechnical exploration for Z675710000 & Z676850000 is subdivided into two categories: roadway and retaining wall boreholes (TH) and rockslope drill holes (DH).

TH: 55 roadway and retaining wall boreholes at 300-foot intervals for roadway design to approximate depths of 10 feet; at 100-foot intervals for retaining wall locations to approximate depths of 30 feet.

DH: 20 rock slope core hole drill-holes at 200 foot intervals in erratic conditions; 400 foot intervals in uniform conditions with at least one drill hole in each separate landform at approximate depth of 55 ft.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
Wrangell-Evergreen Road Improvements and Pedestrian Access	Z68029 0000	STP-0003(158)	FHWA assignable	No	No Historic Properties Affected	2/23/2016

Update of previously reviewed project. The first part of the expanded work would modify an outlet end of an existing storm drain culvert to prevent erosion of new fill an adjacent landowner placed on a beach. The second part of the expanded work would install a new pipe and six collection basins to slow runoff velocity, due to the drop in elevation.

JNU GLACIER HWY INDUSTRIAL BLVD INTERSECTION IMPROVEMENT	Z68081 0000	0961018	FHWA assignable	No	No Historic Properties Affected	3/14/2016
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Geotechnical Testing: Twelve samples would be collected by driving a sampler (measuring 2 inches outside diameter) to a depth of 2 feet below the ground surface. The boring would be terminated at a total depth of 2 feet. The borings would be located in the paved roadway of the proposed project.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
JNU GLACIER HWY INDUSTRIAL BLVD INTERSECTION IMPROVEMENT	Z68081 0000	0961018	FHWA assignable	No	No Historic Properties Affected	6/16/2016

Project would rehabilitate pavement and construct new sidewalk, curbs, gutter, and storm-water drainage infrastructure on approximately 450 feet of Industrial Blvd at the Glacier Hwy intersection and to the south.  
Construct a traffic separator barrier on Glacier Hwy. near the Industrial Blvd. intersection. Combined with Project # 67408.

KTN Mill, Mission and Steadman Streets Reconstruction Project	Z68160 0000	0902(038)	FHWA assignable	No	No Historic Properties Adversely Affected	6/15/2016
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This update to a previously reviewed project would add a limited reconstruction of the Ketchikan Creek Bridge (0724)- KET-643. Remove or replace asphalt wearing surface. Rehabilitate the reinforced concrete deck carrying vehicular traffic. Repair abutment undermining. Repair cracks and delaminated concrete at abutments. Replace joint seals. Install name place signs and object markers. Clean debris from the bearing seats.  
Repair /replace existing inside traffic railing with improved crash-worthy rail.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
KTN N. Tongass Bridge Improvements- Waterfall Creeks	Z68229 0000	BR-0920(27)	FHWA assignable	No	No Historic Properties Affected	3/21/2016

The project would remove and replace two multi-span bridge structures, and the proposed bridge work would construct arch structures below the existing bridges, construct a roller compacted concrete (RCC) embankment over the arches to near final grade, obtain temporary easements during construction, temporarily relocate utilities, demolish and dispose of existing bridge structures, reconstruct approaches and install new guardrail, pave crossing and approaches with asphalt, obtain temporary construction permits for driveway reconstruction, blast rock to accommodate wider roadway

SGY Replace Capt. William Henry Moore Bridge	Z68459 0000	003195	FHWA assignable	No	No Historic Properties Adversely Affected	12/17/2015
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The project consists of replacement of the Captain William Henry Moore Bridge (#1304) with roller compacted concrete (RCC) embankment fill and an arch culvert. This project proposes realigning the Klondike Highway approximately 200 feet west of the existing alignment and crossing the creek with an RCC embankment fill, rather than spanning the creek with a new bridge. The new approaches would shift the existing alignment approximately 200 feet west for a linear distance of approximately 700 feet on the south approach to the new crossing and approximately 400 feet on the northern approach. The new RCC structure would be approximately 300 feet long.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
SGY Replace Capt. William Henry Moore Bridge	Z68459 0000	003195	FHWA assignable	No	No Historic Properties Adversely Affected	8/10/2016

Update to previously reviewed project. The RCC embankment crossing structure would be approximately 500 ft long (instead of 300 ft). The top of the embankment would be 40 ft wide (instead of 36 ft). Total excavation is estimated at 100,000 cy (instead of 125,000cy). Shot rock fill is estimated to total 91,500 cy (instead of 32,000cy). The total RCC embankment would be approximately 22,000cy (instead of 40,000cy). Waste areas B and C remain the same. Waste area A was moved to the toe of the wayside fill in case there is extra rock that needs a place to go, after waste areas B and C are at capacity. The footprint for the paved parking area and the elevated observation point was enlarged.

JNU Egan Drive Improvements – Main St. to 10th	Z69393 0000	0003195	FHWA assignable	No	No Historic Properties Affected	2/23/2016
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Update of previously reviewed project, to add rehabilitation of Gold Creek Bridge (DOT&PF # 732) and adding fill below High Tide Line on seaward side of Egan Dr.

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
JNU Egan Drive Improvements – Main St. to 10th	Z69393 0000	0003195	FHWA assignable	No	No Historic Properties Affected	5/5/2016

Geotechnical testing: DOT &PF proposes to drill 3 borings along Egan Drive between the intersections of 8th Street and Whittier Avenue. The depth of each boring is anticipated to be up to 15' below the existing ground surface. The boring locations are within the existing road prism and immediately beyond the sidewalk and would be completed using a CME 55 truck mounted drill and an 8" diameter, hollow-stem auger.

Ketchikan- Rehabilitation/ Replacement of Off-System Bridges, Water Street Viaduct No. 2	Z69534 0000	BR-000S(735)	FHWA assignable	No	No Historic Properties Adversely Affected	1/11/2016
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Update of previously reviewed project to address two additional items of managing of traffic and stabilizing the viaduct during construction. Managing traffic during construction would be accomplished by restricting thru-traffic on the street for 1-2 years; construction would proceed in specific work zones in 9 stages with paved parking and vehicle turnarounds on private property, located along the Water Street route. Stabilizing the viaduct during construction would entail underground drilling of approximately 10 small diameter holes drilled horizontally into the easements about 10-20 feet under the ground surface.



Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
Keku Road Rehabilitation Project	Z69539 0000	STP-000S (738)	FHWA assignable	No	No Historic Properties Adversely Affected	1/14/2016

Update to previously reviewed project. The work will be extended approximately 1,000 feet north. The Beginning of Project (BOP) was originally on Church St. near the intersection of Totem Way. The amended design would extend the paving rehabilitation to the 6th St. intersection.

SAND POINT CITY DOCK REPLACEMENT	SFWY 00006	0003194	FHWA non-assignable	No	No Historic Properties Affected	3/18/2016
<p>The proposed geotechnical boring activity at the Sand Point Dock would include three boreholes in the existing causeway and five borings would be advanced in marine waters below the HTLW. A four-inch diameter casing would be advanced using 340 lb hammer to approximately 80 feet below ground surface.</p>						

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
<b>SAND POINT CITY DOCK REPLACEMENT</b>	<b>SFHwy 00006</b>	<b>0003194</b>	<b>FHWA non-assignable</b>	<b>No</b>	<b>No Historic Properties Affected</b>	<b>6/17/2016</b>

Construct a pile supported dock with concrete deck and concrete framing. Add a fender pile system, dock face beam, bull-rails and heavy duty bollards along the entire face of the new section of pier.  
 Add a new dolphin and access catwalk to provide moorage for large vessels. Place new shot rock fill behind the structure to extend the existing breakwater and create additional uplands area for safe passenger staging and maneuvering of equipment.  
 Install revetment rock to dissipate wave action at the pier face, to protect and stabilize the underlying new fill slopes.  
 Refurbish existing adjacent dolphin and catwalk structure.

<b>JNU GLACIER HIGHWAY IMPROVEMENTS (LEMON CREEK AREA)</b>	<b>Z68124 0000</b>	<b>0955016</b>	<b>FHWA non-assignable</b>	<b>No</b>	<b>No Historic Properties Affected</b>	<b>5/4/2016</b>
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Geotechnical investigations to drill as many as 52 borings in and along Glacier Highway between the intersections of Vanderbilt Hill Rd (BOP) and the Sunny Pt. Overpass Access Rd (EOP).  
 Boring areas include 18 borings within the existing road prism spaced roughly 500 feet apart, 14 borings just beyond the existing sidewalks along the highway where road widening is proposed, and 20 borings in the existing ditch-line or muskegs beside the highway and where road widening is proposed--mostly between the intersections of Vanderbilt Hill and Anka Street (1) and Central Ave and Renninger St (2).

Project Name	AKSAS	Federal Project #	Project Type	Qualifies for Programmatic Allowance?	Project Finding	Finding Letter Date
JNU GLACIER HIGHWAY IMPROVEMENTS (LEMON CREEK AREA)	Z68124 0000	0955016	FHWA non-assignable	No	No Historic Properties Affected	6/1/2016

The proposed project would resurface and improve Glacier Highway from Glacier Highway Access Road to the intersection with Vanderbilt Road and Glacier Highway. Convert the Renninger Street intersection to a roundabout. Add a traffic signal to the Davis Avenue intersection. Add a sidewalk on the seaward water side of Glacier Highway and lighting as needed. Add pedestrian crossings at various locations along the corridor, and relocate and improve bus pullouts.

Add a bicycle crossing at the intersection with Vanderbilt Road and Glacier Highway. Address drainage needs and consolidate driveway access where appropriate. Replace City and Borough of Juneau (CBJ) sanitary sewer force main.

## **Appendix 2: Program Monitoring -- Project Review**

May 15, 2017

## 1. Introduction

The 106 PA requires annual program monitoring under *Stipulation IX.D.2.b*. As part of that monitoring, DOT&PF elected to perform a detailed review on a random selection of projects, distributed evenly across regions. This appendix provides the results.

This project review was conducted to supplement other monitoring measures that were in place. These included review of Programmatic Allowance documentation during preparation of semiannual reports; and ongoing informal communication and coordination among SEO, region PQIs, and the OHA Cultural Resources Liaison.

The period covered by this review is October 1, 2015, through the end of the federal fiscal year on September 30, 2016.

## 2. Goals and Methods

The goal of the project review was to assess conformance with procedures and adequacy of documentation, building on the results from last year's FFY15 review. The FFY15 assessment involved randomly selecting projects for in-depth reviews, balancing a sample size that could illuminate areas for improvement with a manageable number of reviews. This balance was achieved in the range of 10-15% of the year's total Sec 106 actions. The FFY16 assessment took a similar approach, with a particular review focus on the improvement topics identified last year.

Using information from the Section 106 database, the SEO compiled lists of the completed streamlined reviews and standard consultations for each region, and applied a random number generator to the lists to select project actions for review.<sup>1</sup> As in the FFY15 review, SEO also prepared checklists to assist reviewers in observing a shared set of baseline procedural and documentation topics. The FFY16 checklists were adapted to emphasize topics that emerged in last year's review, while retaining general assessments of file completeness and conformity to the PA.

Each regional PQI then uploaded digital files into a shared drive. The SEO CRM reviewed all of the selected projects.<sup>2</sup> Region PQIs were also invited to conduct reviews of other regions' projects, for additional perspective and peer information sharing. Three region PQIs participated in the review. Reviewers placed completed checklists in the shared drive. The SEO CRM discussed project-specific observations with region PQIs individually. The CRM compiled the

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<sup>1</sup> Since the goal of the review is to assess DOT&PF performance under the PA, one unusually complex project which remains primarily under FHWA's purview was excluded from the selection pool: Sterling Highway MP 45-60.

<sup>2</sup> The selection pool was based on a list of completed Section 106 actions, rather than on projects per se. Some projects have more than one completed Section 106 action during the review year. The random selection process is structured to identify specific actions for review. In FFY15, this selection technique resulted in the selection of one project which turned out to have more than one Section 106 action during the reporting year. In that case, SEO addressed both actions in the project review. For this year's FFY16 review, the primary focus of the selection was also on the individual project action. When a project had multiple completed actions during the reporting year, SEO looked at these associated actions during the review, but due to workload considerations, the focus of the region PQI review was on the specific action that was randomly selected.

review results and held a teleconference January 23, 2017 with region PQIs to discuss broad topics which emerged from the review.

Twenty-one projects were selected for monitoring review, listed in Table A-1. Four streamlined and three standard consultation projects were selected from each region. The SEO did not process any projects during the reporting year. Streamlined projects were processed per *Stipulation V* of the 106 PA; standard consultation projects were processed per *Appendix D* of the 106 PA. The number chosen for review reflects approximately 14% coverage of the total Section 106 findings and streamlined reviews processed during the reporting period. Italicized entries indicate projects which updated a previous Section 106 consultation or streamlined review.

**Table A-1. Projects Selected for Review**

<b>Region</b>	<b>Streamlined Projects</b>	<b>Standard Consultation Projects</b>
Central (CR)	<i>HSIP Pedestrian Fencing Z581500000 (update)</i>	Parks Hwy Bridge Replacement Montana and Sheep Creeks 58976
	AMATS Bicycle Plan Implementation on DOT-Owned Roadways Group 2, 59278	HSIP: Sterling Highway Shoulder Widening, MP 97 to MP 118, 58980*
	Anchorage Area Bridge Rehabilitation 2015 CFHWY00102	<i>HSIP: Palmer-Wasilla Hwy., Center Left-Turn Lane Widening 51829 (update)</i>
	AMATS: Pedestrian Improvements Patterson Street: Debarr road to Chester Court CFHWY00126	--
Northern (NR)	<i>Parks Hwy MP 192-194 Resurfacing 60741(update)</i>	Danby-Wembley Roundabout Project Z634790000
	NR FFY16 NHS Interstate PM-Tazlina NFHWY00107	Mitchell Expressway Disposal Request 15
	Richardson Highway MP 24-35 Resurfacing Z622550000	Gold Mine Trail Road Upgrade NFHWY00015
	Nome Sea Storm Permanent Repairs 61968	--
Southcoast (SR)	SR M&O NHS & Non-NHS Preventative Maintenance Design FFY2016-2018: Pavement Refurbishment SFHWY00037	Sand Point City Dock Replacement SFHWY00006—Geotech
	<i>Chiniak Hwy Erosion Response Z560180000 (update)</i>	JNU Glacier Hwy Improvements (Lemon Creek Area) Z681240000
	SR M&O NHS & Non-NHS Preventative Maintenance Design FFY2016-2018: Scenic Enhancements SFHWY00040	<i>SGY Replace Capt. William Henry Moore Bridge Z684590000 (update)</i>
	<i>Ketchikan Roosevelt Drive &amp; Franklin Road Pavement Rehabilitation Z686630000 (update)</i>	--

All of these projects were assigned under the 6004 program, with the exception of Sand Point City Dock Replacement, and Juneau Glacier Hwy Improvements (Lemon Creek Area).

While the checklists provided a means to examine project Section 106 files to illuminate areas where procedural or documentation issues may be emerging, they also picked up small-scale, project-specific imprecisions. It is not the goal of the project review report to focus on these items. SEO discussed such projects with PQIs individually during this review and requested annotations to the project files where clarification was needed. Instead, this report aims to present an assessment of how well the procedural and documentation requirements in the PA are being implemented. These requirements include ensuring that:

- Streamlined Review projects qualify under the specifications outlined in 106 PA Appendix B, and that their documentation supports this
- Standard Consultation projects have followed the process outlined in 106 PA Appendix D and do not have substantive issues with: consultation protocol, conformance with 36CFR800.4-800.7, adequate support for 4(f) processing when needed, or general documentation.

The review also seeks to identify best practice areas, as well as emerging questions and areas for improvement in execution or procedural adaptation.

Since updates can raise different review and processing issues, a separate results sections provides additional discussion of those projects.

### **3. Results: Streamlined Review Projects**

Of the 12 streamlined projects selected for the random review, four were Tier 1 and eight were Tier 2. Four of the streamlined reviews were project updates. These are indicated with italics in the list below. Updates are discussed further in Section 5.

#### Tier 1

- NR FFY16 NHS Interstate PM-Tazlina
- *Parks Hwy MP 192-194 Resurfacing*
- SR M&O NHS & Non-NHS Preventative Maintenance Design FFY2016-2018: Pavement Refurbishment
- SR M&O NHS & Non-NHS Preventative Maintenance Design FFY2016-2018: Scenic Enhancements

#### Tier 2

- *HSIP Pedestrian Fencing*
- AMATS Bicycle Plan Implementation on DOT-Owned Roadways Group 2
- Anchorage Area Bridge Rehabilitation 2015
- AMATS: Pedestrian Improvements Patterson Street: Debarr road to Chester Court
- Richardson Highway MP 24-35 Resurfacing
- Nome Sea Storm Permanent Repairs
- *Chiniak Hwy Erosion Response*
- *Ketchikan Roosevelt Drive & Franklin Road Pavement Rehabilitation*

Tier 1 projects are defined as those consisting solely of Tier 1 activities. Tier 2 projects are those which consist of Tier 2 activities, or a combination of Tier 1 and Tier 2 activities. For Tier 1 projects, the primary compliance subject is whether they were correctly classified for Tier 1 review, since Tier 1 does not require establishment of an APE or consideration of the general conditions that would apply for Tier 2.

Tier 2 allows projects with a wider variety of activities to be processed as streamlined reviews. For Tier 2 projects, APEs must be defined and documented, and the project must meet general conditions (GC) to qualify. The primary compliance review focus for Tier 2 projects is whether they indeed qualify for streamlined review or require standard consultation. Documentation of APEs and required conditions provides some of the necessary file support for Tier 2 qualification.

Tier 2 projects can also have Tier 1 components. When a streamlined project has a combination of components, any activities which include the possibility of improvements or upgrades should use the Tier 2 version of the allowances, rather than the parallel Tier 1 allowance. This helps to ensure that an appropriate APE is developed.

In the FFY15 review, the following areas were identified for improvement.

- Occasional errors were occurring in Tier classification and documentation. PQIs should ensure that upgrades and improvements are not processed under Tier 1.
- Tier 2 documentation should include APEs that are clear enough for a reviewer to understand.
- Tier 2 General Conditions should be individually acknowledged in the Tier 2 processing package.

Reviewers observed improvement this year in all areas brought forward from last year's monitoring review.

#### *General file completeness*

The review protocol relied on PQIs to supply digital files for assessment. The SEO also receives copies of streamlined review forms and supporting documents throughout the year, and retains these copies on a Statewide Environmental historic properties folder.

Regions vary in their overall filing protocols, but all of the reviewed projects had signed streamlined review forms, as well as complete final copies of all referenced attachments.

#### *Tier 1 projects: Documentation supports Tier 1 classification*

Four Tier I projects were reviewed. All were correctly classified as Tier 1, and no issues of concern were observed.

For discussion, SEO has noted that some Tier 1 project documentation may be exceeding what was expected during PA development. As structured in the 106 PA, Tier 1 projects consist of activities that have minimal potential to affect historic properties if the prescribed conditions are followed. Some other states' 106 PAs label these kinds of activities "exempt". The concept is similar for Tier 1 allowances, that these activities are so modest that projects that qualify for this Tier would have a low documentation burden.



For example, on Tier 1 projects, there can be a range of acceptable project location documentation. In some cases a narrative description would suffice. SEO's understanding is that Interim Guidance forms are not required when the project is limited to Tier 1 activities, nor is establishment of an APE or an AHRS search, since the key element for qualification is the type of activity in the project, rather than where it occurs (subject to the appropriate conditions). SEO is not advising a change in practice at this time for projects that include the additional information at PQI discretion, but would state for future file audits, that level of documentation can be commensurate with the Tier type being processed.

#### *Adequate APE description and documentation for Tier 2 projects*

The FFY15 report's recommendations focused on re-emphasizing documentation of APEs on Tier 2 projects. SEO addressed this topic in the annual 106 PA refresher training session with PQIs in May 2016. This year's review has demonstrated improvement in this area, which likely reflects increased PQI and project team experience with Tier 2 streamlined projects.

Eight Tier 2 projects were reviewed. In general, reviewers agreed that all of these projects had adequate descriptions or documentation of the APE. This area has improved since last year's review.

A consistency question arose regarding installation of new pedestrian/bike facilities under allowance 2g. Some projects have included adjacent, first-tier properties in the APE while others have not. This is a case-by-case decision, dependent upon whether the new work is consistent with the existing setting, etc. SEO recommends that the PQIs document their reasoning in these cases. This is a topic that also comes up in standard consultations and similar variation occurs.

One project also had minor inconsistencies regarding which Tier 2 allowance applied, but this did not materially affect the outcome of the streamlined review. SEO communicated the discrepancy to the PQI.

*Recommendations:* APE definition continues to be a risk area for streamlined review compliance. It can be the key to whether a project qualifies for Tier 2 or should proceed to standard consultation, particularly when adjacent properties may need consideration. PQIs should continue to carefully define APEs and assess whether projects qualify for Tier 2.

The FFY15 report also included a recommendation that PQIs should continue to coordinate with project teams to confirm whether project activities include improvements or upgrades so that Tier classification is accurate, and so that projects that fall into Tier 2 have appropriate activities considered when the APE is delineated. DOT&PF will continue to implement this recommendation.

The streamlined review form should be updated to assist users in entering APE information. SEO recently finalized a pending revision of the form and distributed it for use after securing agreement from SHPO and FHWA.

#### *Adequate documentation that GCs were considered for Tier 2 projects*

During the first year under the 106 PA, GC documentation practices were evolving. Initially, two regions took similar approaches to documenting how Tier 2 GCs are met. As part of the

screening record form, the PQIs included a statement confirming each GC individually so that a reviewing party could understand how the GCs were considered.

One of the three regions was operating with a different protocol. This region prepares a memo to the REM with the streamlined project review form and other enclosures attached. During FFY15 and the first six months of FFY16, the memos and the streamlined project review forms included the PQI's statement that the projects meet all GCs, but did not necessarily specify how they were met.

All three regions are now following a more consistent protocol which includes explicit confirmation that each of the seven general conditions is met. These statements are provided directly on the screening record form, or in attached memos. The third region began regularly using this documentation protocol about halfway through FFY16, in response to recommendations from the FFY15 program review.

Overall, in the eight FFY16 Tier 2 projects reviewed, SEO noted two minor instances where supporting information on Tier 2 General Conditions could be clarified. SEO coordinated with the PQIs, who will annotate the project files. Some variation in documentation is to be expected, and these projects were appropriately classified as Tier 2 projects.

During the review year, a third project underwent two Tier 2 updates. This project also required file clarification on how conditions were considered. Additionally, one of these updates involved a background consultation with SHPO on eligibility of a ca. 1962 timber stringer structure in the APE. To qualify for Tier 2 review, GC 4 must be met. This condition states:

- No standing buildings or structures (including bridges) within the APE are more than 45 years of age, or if such properties are present, they were:
- a. previously determined not eligible for listing on the National Register of Historic Places (NRHP), or
  - b. excluded from further Section 106 review by an Advisory Council on Historic Preservation approved programmatic agreement or program comment.

In this case, proposed work included replacement of rails on the structure (which due to an under 20-foot length was no longer technically classified as a bridge). The PQI submitted a Determination of Eligibility report to SHPO, with a cover memo that included an explanation that Tier 2 review was being considered. SHPO concurred that the structure was not eligible for the NRHP, and the PQI subsequently completed the Tier 2 streamlined review. This is the first instance under the Sec 106 PA where such a process has been used.

SEO considers that the approach in this case was reasonable, and the project was not excluded from Tier 2 by the GC language. SEO's understanding is that GC 4 was not intended to exclude projects where clarification of NRHP eligibility occurs prior to the streamlined review, particularly given the incomplete nature of some AHRS records. However, SEO recommends that this approach be used infrequently, on a case-by-case basis for built-environment properties only, where no resources of tribal interest could be involved, and where there is no doubt that the project meets GC 6's requirement that the project would not generate public controversy related to historic preservation.

*Recommendations:*

Since May 2016, all regions have been following a more consistent protocol to indicate more explicitly how the Tier 2 GCs are met. PQIs will continue this approach.

*Streamlined Reviews addressed Road PA Treated-as-Eligible Roads (TE Roads) when applicable*  
Two of the reviewed Tier 2 projects included TE Roads in their APE. The Interim Guidance screening forms and attachments were included in the project documentation and no issues were observed with TE Road consideration.

#### **4. Results: Standard Consultation Projects**

Projects which are not eligible for streamlined review are processed through standard Section 106 consultation, as delegated to DOT&PF and described in the 106 PA *Appendix D*. Since these projects have gone through external consultation to resolve historic property concerns, this review focused on general documentation and on topics which were raised for improvement in last year's review.

Nine projects were selected for review, as noted in Table A-1. Seven of the selected projects had No Historic Properties Affected findings and two had No Adverse Effect findings. Two of the projects were processed as updates. One of the No Historic Properties Affected findings was made for a geotechnical (geotech) investigation. Information on Adverse Effect projects is also included later in this section. These were not part of the randomly selected project set, but are projects of interest to the annual program reporting.

In the FFY15 review, the following two areas were identified for improvement.

- Ensure that local governments are consistently receiving Section 106 correspondence.
- Ensure that tribal consultation specifically addresses places of traditional and religious importance, and that a G2G consultation mechanism is always provided for federally recognized tribes. Consistently follow the tribal consultation templates and tribal consultation options forms, as they contain the specific language.

Reviewers observed improvement this year in these areas.

One particular processing change occurred during the reporting year with regard to project-related geotech investigations. In March 2016, SHPO requested formal finding of effect letters for project geotech investigations, which had previously been addressed more informally. Geotech investigations are part of background work during project development, with timing that varies considerably. They may be necessary on projects that qualify for streamlined review as well as projects that proceed through standard consultation. The investigations typically take place prior to the project's Sec 106 finding of effect. They would generally, but not always, follow an initiation of Sec 106 consultation on the larger project. For example, a small geotech investigation could be warranted in a roadbed for a streamlined review project, which does not otherwise require consultation, or for a project which is following the Direct to Findings protocol.

In the current practice, geotech letters provide a finding of effect for the geotech action itself, with reference to the larger project, although the geotech letter stands alone. The current letter

protocol is somewhat cumbersome, as it adds an intermediate finding to the consultation on the larger project, and can be confusing to consulting parties. In most cases geotech consultations have a straightforward finding of No Historic Properties Affected, though there are important exceptions which led to the SHPO request. During the 106 PA annual meeting in March 2017, SEO proposed amending the PA Tier 2 list to include geotech review under Tier 2 when the work would meet the Tier 2 general conditions.

*Ensure that local governments are consistently receiving Section 106 correspondence.* The observation from last year has been addressed. No issues were observed in the selected projects.

*Letters follow currently approved templates<sup>3</sup>*

- *General*

Reviewers noted that letters for four of the reviewed projects varied from the templates. Two of these were minor in nature. One project was a rare type of undertaking that required adaptation of the template. The project was a state disposal of Right-of-Way previously acquired during a federally funded highway improvement, which required an FHWA review and approval prior to going forward. The adaptation worked well for the situation. The other project inadvertently included SHPO language requesting concurrence with the finding in the consulting party letters.

One project with a finding of No Historic Properties Affected contained a statement that three resources in the APE which had already been addressed and found to not need further 106 review (the resources were either not NRHP-eligible, or were covered by the Bridge Program Comment) were “likely to be affected” by the project, which is inconsistent with 106 regulations and the templates. The letter may have been drafted by an analyst or consultant who was unfamiliar with the process. The region should correct such errors before finalizing the letters. It is important that the letters be clear about the finding and avoid including conflicting information. The templates include a section near the close of the letters for a direct statement of the project’s finding of effect. This project’s letters were missing this statement. The rationale for the finding (ie, no NRHP eligible properties in the APE) should also be stated at that point but was overlooked.

One No Adverse Effect project had eligible archaeological sites in the APE. The project team had worked closely with the analyst, PQI, and tribal contacts to design the proposed work to avoid impacts to most of the sites, with buffers delineated around site features in the APE drawings, and with avoidance areas where no ground disturbance would occur. However, the letter omitted a discussion of an environmental commitment for avoidance of sites, which is important to ensure the commitment carries forward in subsequent design and construction documents. The SHPO letter template for No Adverse Effect projects also includes language to be used with regard to 4(f) processing, which was not included. Coordination with the 4(f) reviewer, in this case the NEPA Program Manager,

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<sup>3</sup> A note on templates: 106 PA *Appendix D* requires DOT&PF PQIs to use currently approved Section 106 letter templates for initiation of consultation and findings. On November 2, 2014, the SEO issued updated FAHP letter templates to reflect the 106 PA. These templates are posted on the DOT&PF SEO Historic Properties webpage at <http://www.dot.state.ak.us/stwddes/desenviron/resources/historicproperties.shtml>. These tools were developed in coordination with FHWA to ensure that pertinent, up-to-date regulatory information, consultation topics, and supporting material are included in formal Section 106 communications with various types of consulting parties. Tribal templates also include specific language for federally recognized tribes.

should take place before finalizing the SHPO letter so that the appropriate language can be identified and included. This project was the subject of a follow-up meeting with SEO CRM, NEPA Program manager, PQI and project team. The REM indicated that the environmental commitment will be carried into the environmental document. The region sent a follow up letter to SHPO addressing the exception to 4(f) approval under 23 CFR 774.13, and SHPO concurred.

- *Tribal consultation letters*

SEO observed improvement with the topics raised last year. Regions have responded with careful reviews to ensure inclusion of the required information in consultation letters. PQIs in all regions have also developed personal contacts with tribes and tribal staff, and facilitate informal consultation on projects. Some challenges remain with occasional case by case complexities. For example, in one reviewed project where consultation letters were sent to multiple Tribes and ANCSA entities, G2G language was inadvertently included in letters to several ANCSA corporations. The body of these letters also stated that a particular Tribal Council was being consulted, but there were no letters on file to that council. Instead, a village corporation with a similar name received the tribal letters. There may have been a reason specific to these groups, but the file was not clear.

One region was omitting the consultation options form with initiation letters. This requirement was re-emphasized during the 1/23/17 PQI meeting.

A geotech consultation project in the review set did not include the G2G option language or the consultation options forms. The G2G language requirement was re-emphasized during the 1/23/17 PQI meeting. Since geotech letters are typically sent after initiation of consultation on the primary project, the CRM and PQIs concluded during this discussion that the consultation options forms would not be required unless the geotech letter is the first Sec 106 contact for the project.

The review checklist also inquired about inclusion of ANCSA corporations in project consultations. Both regional and village corporations are regularly consulted on projects. Some minor variations were observed on individual projects. This is a complex area as differences exist among the ANCSA regions and entities. For example, the Doyon Ltd regional corporation regularly responds with acknowledgement of contact, but generally indicates no further interest in projects that occur off corporation lands, while other regional corporations and/or their heritage subsidiaries express interest in all projects within their shareholders' traditional areas. PQIs have been building institutional knowledge for their respective regions, based on previous consultations and preferences expressed by these entities.

*Recommendations:* The SEO will continue to include review of Section 106 processing letters with emphasis on tribal requirements in this year's PQI annual 106 PA refresher training. PQIs and project teams should continue to coordinate closely to ensure that federally recognized tribes always receive letters with the G2G language. It may help to use a project consultation matrix, identifying Federally Recognized Tribes (FRTs), ANCSA corporations, and other Native entities being consulted, which PQI can use as a quick tool when reviewing letters.

*Direct to Findings Decision (DTF) documented appropriately, if applicable*  
Of the nine projects, three were processed as DTFs. No issues were observed.

*Letter enclosures and SHPO concurrence on file*  
SHPO concurrences were on file for each of the reviewed projects.

The majority of the reviewed projects had complete and clear enclosures on file, though two project files contained minor discrepancies in the accuracy of letter enclosures. While these were editorial rather than substantive items, the result is to diminish the clarity of the consultation record. Clear records help ensure that the agency and consulting parties understand the same APE and the same information regarding historic properties during consultation. These records also serve as the basis for future re-evaluations.

While this review did not explicitly address the content of survey report enclosures, since it is not a 106 PA compliance topic, PQIs consistently indicate that survey report review continues to be a substantial time-consuming task.

*Recommendation:* PQIs should continue to review enclosures and figures for clarity.

*Confidentiality guidelines followed as applicable*  
No issues were observed on most of the reviewed projects. In one project, a figures attachment that contained archaeological site locations appears to have been sent to all consulting parties, including the borough mayor's office, which is not in accordance with the guidelines. The letter text also contained more specific site location detail than is typically included. Overall the PQIs are ensuring site confidentiality, and there does not appear to be a broader issue at this time.

*Assignment status under 326 MOU*  
The Section 106 PA Appendix D requires that 326 MOU assignment status be indicated in consultation. However, it is typically not a concern for Sec 106 participants. Of the nine projects selected for review, eight accurately indicated their assignment status.

One reviewed action was a geotech investigation consultation for a project whose assignment status had been in flux leading up to the letter date. In this case, the geotech letter in March 2016 indicated that the project was assigned; the overall project findings letter in June 2016 indicated, correctly, that it was non-assigned. The class of action with the non-assigned status had been signed 3/17/16, while the geotech letter was signed on 3/18/16. Due to this proximity in dates, the assignment status had not been clarified in time for inclusion in the letter. The discrepancy in this case is minor.

One project update letter was missing information about the assignment program from the opening template paragraph, but did indicate that DOT&PF was acting as a Federal agency. This may relate to the structure of the templates and how they are sometimes adapted for project updates.

### *Adverse Effect Projects*

Five of the projects with Sec 106 actions during this reporting period involved findings of Adverse Effect. These were Sterling Hwy MP 45-60 (update); Alaska Hwy Passing Lanes; Glenn Hwy MP 53-56; Iliamna River Bridge Replacement; and Alaska Hwy MP 1309 Tok River Bridge Replacement. This review focuses on the 106 PA Appendix D procedural requirement for SEO to participate in adverse effect findings (D.2.a.i), in MOA consultations at SEO discretion (E.1.a), and for approving text of MOA (E.2.b).

The Sterling Hwy MP 45-60 project involves development of a project PA. Consultation for the PA has been ongoing, with FHWA, Tribal, and consulting party participation. Due to its unique and complex circumstances, and FHWA's lead role, it is not part of the program review.

The Alaska Hwy Passing Lanes project had a finding of Adverse Effect on 9/30/16. The region advised SEO of the finding before it was finalized. The project was subsequently revised during the FFY17 reporting year. The segment which contained the affected property, the Alaska Military Highway Telephone and Telegraph Line (NAB-00373), is no longer included within the project. A revised finding of No Historic Properties Affected was submitted on 12/2/16.

The Glenn Hwy MP 53-56 project received a partial concurrence from SHPO on 6/14/2016, with a request for more information. The region is addressing that request during the FFY17 reporting year, with subsequent MOA consultations to follow.

Consultation on the two bridge replacement MOAs was in early stages during the reporting year. After making a finding of Adverse Effect for the Alaska Hwy MP 1309 Tok River Bridge Replacement project, the region began informal consultations for MOA development with SHPO and interested consulting parties. The region advised SEO of the finding before it was finalized, per the 106 PA Appendix D requirements. SEO opted not to participate in MOA consultations for the project, but is providing MOA text review.

The Iliamna River Bridge Replacement project involved an update of a 2014 consultation which had originally had multiple alternatives with varying findings of effect. The update to SHPO on 7/28/16 made a finding of Adverse Effect for the proposed bridge replacement alternative and offered mitigation concepts. SEO advised the region to notify the ACHP of the adverse effect, to update consultation with other consulting parties, and to invite their participation in MOA development. Some of these actions occurred in the subsequent reporting year. SEO also reminded the region of the 106 PA Appendix D requirement for SEO to participate in adverse effect findings, in MOA consultations at SEO discretion, and for approving text of MOA. The SEO received a review copy of the draft MOA prior to submission to SHPO during the FFY17 reporting year.

*Recommendation:* SEO will review the PA protocols for adverse effect projects at the annual 106 PA refresher training with the PQIs.

## 5. Results: Project Updates

There were six selections in the review set which were updates of previous reviews or consultations. As shown in Table A-1, four were processed via streamlined review, and two through standard consultation under Appendix D.

Project update processing has become more consistent since last year's review, though this continues to be an area for clarification and improvement. The most important aspect--ensuring that project changes are being incorporated into updated Sec 106 review--appears to be operating well. Observations related more to documentation and clarity in the records.

During the first year of operation under the 106 PA, the SEO issued 106 PA Guidance on project re-evaluations and scope updates to clarify when updates would qualify for streamlined review. The most recent guidance, issued on June 9, 2015, also provided streamlined project review form updates for projects which had prior SHPO concurrence and for projects previously reviewed as Programmatic Allowances. The update form templates (dated May 11, 2015) also contained recommended language and approaches to explaining the project changes.

While one region is regularly using the update version of the streamlined review forms for project updates, there is some inconsistency in the other two. Additionally, it is not always clear what has changed since the previous review—sometimes the full project is presented on the streamlined form, sometimes just the updated activities. The 2015 guidance recommends that the documentation reference the previous review, and focus the update on the project aspects that have changed.

If an update falls outside the parameters for streamlined review, the project is updated via consultation letter according to the protocols in the 106 PA *Appendix D*. The expectation is that there would be a new findings letter, including all parties from the original consultation, if there are substantive changes. As clarified in FFY15's program review report, an update with SHPO alone may be appropriate if: the minor nature of an update's scope, scale, and lack of effects are clear; there were no previous consulting party concerns, and SHPO agrees. However, the rationale requires documentation in the project file. Only two of the updates in the review set fell into this category. No substantive issues were observed. One project did not have explicit documentation of why the updated consultation was limited SHPO and NPS; however, the update was modest and this documentation item is not a concern.

### *Recommendations:*

Overall, the 106 PA has provided a valuable mechanism for streamlining minor updates through the Programmatic Allowances. PQIs should continue to follow the established protocol either with streamlined project review update forms or approved letter templates. To improve documentation, the January 23, 2017 PQI meeting included a reminder to use the update forms for streamlined project updates, and SEO will include project updates in the PQI annual 106 PA refresher training. The SEO also plans to incorporate all 106 PA Guidance into the Section 106 desk reference for the revised Alaska Environmental Procedures Manual, expected to be completed in 2017.



## 6. Conclusion

This monitoring review provided an opportunity to observe how the 106 PA processing evolved and strengthened during the reporting year. Best practice areas included good coordination among PQIs and the OHA Cultural Resources Liaison and SEO, and generally strong file documentation.

Key recommendations from the FFY16 review are summarized below.

### *Streamlined Reviews*

- PQIs should continue to carefully define Tier 2 APEs and assess whether projects qualify for Tier 2.
- Tier 2 General Conditions should continue to be individually acknowledged in the Tier 2 processing package.

### *Standard Consultations*

- PQIs should ensure that tribal consultation specifically includes places of traditional and religious importance, and that a G2G consultation mechanism is always provided.
- Identification of consulting parties, tribes, ANCSA corporations is often challenging. While this is generally handled well, PQIs should continue to work with project teams on identifying the appropriate parties for each consultation.
- Ensure that consultation packages provide adequate support for 4(f) processing when needed, and that overall documentation remains sufficient.
- PQIs will review and follow the PA protocols in Appendix D for SEO participation in adverse effect projects.
- SEO will consult with SHPO and FHWA regarding geotech investigation reviews, with the goal of amending the PA Tier 2 list to include geotech when applicable.

### *Project updates*

- Overall, the 106 PA has provided a valuable mechanism for streamlining minor updates through the Programmatic Allowances. PQIs should continue to follow the established protocol either with streamlined project review update forms or approved letter templates.

The DOT&PF will continue to identify best practices and areas in need of improvement during the coming years under the agreement, and the DOT&PF will continue to work closely with the signatory partners to ensure the streamlining provisions of the 106 PA are achieved while maintaining compliance with Section 106 regulatory provisions.

## **Appendix 3**

### **Review Checklists**

## CRT Review Checklist for 106 PA Streamlined Projects, FFY 2016

**Project:**

**Reviewer:**

	Y	N	U	N/A	Comments
Signed Streamlined Review form	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Complete final copies of all referenced attachments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
For Tier 1 projects*, documentation supports Tier 1 classification	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
For Tier 2 projects, adequate APE description/documentation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
For Tier 2 projects, adequate documentation that General Conditions were considered	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
For Tier 2 projects, TE roads review documented (if applicable) with IG screening form and attachments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
For Tier 2 projects, if specialized PQI expertise was needed, it was obtained	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
For project updates, appropriate process and documentation (i.e, update forms and consistency with 6/9/15 SEO guidance memo)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

\* Defined as those where all the activities qualify as Tier 1. Projects with mixed activities are considered Tier 2 projects.

*U = unknown*

**Additional Comments:**

## CRT Review Checklist for 106 PA Appendix D Consultation Projects, FFY 2016

**Project:**

**Reviewer:**

Please check for final versions of documentation, with signatures where appropriate. ***Steps that occurred prior to the reporting period (Oct 1, 2015-Sept 30, 2016) are not covered by this review.***

<b>General Consultation and Documentation (all reviews)</b>	Y	N	U	N/A	Comments
Letters follow currently approved templates					
<ul style="list-style-type: none"> <li>• Initiation letters to federally recognized Tribes (FRT) include consultation options form</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> <li>• Letters to FRT include language requesting consultation on places of traditional religious and cultural importance (<i>in initiation letters, as well as findings if project is DTF</i>)</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> <li>• Letters to FRT have G2G template language (<i>applicable to initiation, findings, and updated findings</i>)</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> <li>• SHPO and CP letters follow appropriate templates</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<ul style="list-style-type: none"> <li>• Local government(s) and ANCSA corps included</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
If Direct to Findings, decision documented appropriately	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Letter enclosures on file	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Confidentiality guidelines ( <i>pp 3-4</i> ) followed for letters & enclosures as applicable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
SHPO concurrence on file	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
File indicates how tribal and consulting party concerns, if any, were addressed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
For SEO use: Letters correctly indicate assignment status under 326 MOU	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

*U = unknown*

## CRT Review Checklist for 106 PA Appendix D Consultation Projects, FFY 2016

<b><i>Add'l for project updates:</i></b>	<b>Y</b>	<b>N</b>	<b>U</b>	<b>N/A</b>	<b>Comments</b>
Appropriate inclusion of consulting parties; if SHPO only, rationale is documented	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
The update references the previous consultation (or streamlined review) and indicates what has changed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

<b><i>Add'l for adverse effect projects:</i></b>	<b>Y</b>	<b>N</b>	<b>U</b>	<b>N/A</b>	<b>Comments</b>
File indicates that SEO was consulted prior to making the finding, per PA Appendix D (D.2), and included in development of the MOA (E2.b)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
For completed consultations, file includes executed MOA with all signatures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**Optional overall comments** *(Review would not be looking for differences in professional judgment, but for situations that may set precedents; indicate unusual evolution of eligibility trends; pose regulatory compliance risk; illuminate a process inconsistency or an area for improvement; or that could be considered a best practices example, etc.)*